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Sightings



Although Mystic Seaport Museum has followed a clear course through its 65 years, like most institutions it uses periodic plans to plot its course, much as a navigator uses charts. A decade ago this Museum began to function under the ten-year plan that has guided us to the present. As that plan reached the end of its intended use, the staff and the Board of Trustees began work on a plan that will lead the Museum into the next millennium. Their work culminated at the meeting of the Board on 24 September 1994, when the new Strategic Plan was endorsed and a new Mission Statement was adopted. These documents will be fundamental guidelines for Mystic Seaport in the years ahead. ❧ The strategic planning process was a very useful exercise, during which we examined the strengths and weaknesses of the Museum and the internal and external influences that affect us. We emerged from the process with a sharper focus and more defined direction than we had when we operated under our Statement of Purpose. This statement, which we had used since 1978, called for us to "enhance knowledge and understanding of the sea's influence on American life." That concept is carried on as the focus of our newly restated Mission Statement: "The Mission of Mystic Seaport Museum is to create a broad, public understanding of the relationship of America and the sea." ❧ Although our Mission Statement is brief and concise, it contains the critical points that give us guidance. The word "understanding" is the fundamental goal of our preservation and educational endeavors. It makes no sense to protect, conserve, and preserve the objects and artifacts in our collections, or to maintain a great library, or to have knowledge of skills and folkways, unless we use them to help people learn and develop understanding from them. And by "understanding" we do not mean just the knowledge of discrete facts of American maritime history, but rather a comprehension of maritime life–the interrelationships, the skills and challenges, the contrasts and comparisons with inland life and present-day life–that provides perspective on human history. ❧ Equally important is our commitment to make this a "broad, public understanding." Mystic Seaport must be a "popular" museum, accessible to the broadest spectrum of visitors and members. Our Mission Statement acknowledges that we will increase our efforts to expand the base of people we serve, both through the programs we offer at the Museum in Mystic and through a variety of programs designed to reach out to people throughout the region, the nation, and the world. ❧ In one very broad and important way we have advanced beyond our previous Statement of Purpose. Our new Mission Statement's emphasis on "America and the sea" requires us to widen our focus to look at the entire nation. By accepting the challenge to create a national understanding of the relationship of America and the sea, we envision an essential role for the Museum, for no other institution is adequately addressing the breadth of this essential element of American history. ❧ This is an ambitious undertaking; yet, a close look at our current activities will reveal that we are already accomplishing this objective in many ways. Nevertheless, we are planning much more concentrated efforts to convey the maritime stories and significance of our nation's history. ❧ Nine amplifying statements follow our new Mission Statement to confirm the Museum's roles in documenting, preserving, and stimulating scholarship in American maritime history, collecting and preserving American maritime material culture and watercraft, perpetuating maritime skills, interpreting representative elements of life in nineteenth-century New England maritime communities through our outdoor exhibits and ships, providing an outstanding and memorable experience for the Museum's public, extending our programs and services to a broader audience, managing the Museum in an exemplary manner, and fostering a productive and rewarding work environment for our staff. ❧ With this new Mission, and with the Strategic Plan in place, the staff and the Board of Trustees, will create and implement specific plans to move us toward a more comprehensive fulfillment of our Mission. Through this effort, Mystic Seaport will make an even more meaningful contribution in the future as we tell the stories of America and the Sea.

J. Revell Carr

The Metamorphosis of the Ship *Alert*, 1828-1862



JOSEPH C. HAFFEY

Maritime history contains a fascinating cast of characters, and many of those characters are ships, not human beings. Yet, we invest those inanimate vessels with human attributes–a name, a feminine personification, even a sense of responding as a companion through hardship and success–and sometimes their "biographies" tell us as much about maritime history as do biographies of human actors. An example is the ship *Alert*, which, during a 34-year career, participated in three of the characteristic nineteenth-century American trades, served as home to one of the best-known chroniclers of sailor life, and finally perished during the war that helped stunt the American merchant marine at the time of its greatest glory.

Top: *Richard Henry Dana, Jr., (1815-1882) as he looked upon his return from sea aboard the* Alert *in 1836. (Charles F. Adams,* Richard Henry Dana: A Biography, *Boston, 1891)*

Bottom: Whampoa (Huangpu) *on the Pearl River 12 miles below Canton was the anchorage for ships engaged in the China trade. Watercolor and gouache by an unidentified Chinese artist, ca. 1850.* (M.S.M. *54.587)*

The *Alert* was built in 1828 by prominent shipbuilder and civic figure Noah Brooks, who had established his shipyard at South Boston, Massachusetts, in 1822. Owned by Alfred Richardson of Boston and old China hand Theodore Lyman of Waltham, who intended to use her in the China trade, she was slightly larger than Mystic Seaport's *Charles W. Morgan*: 113 feet four inches between perpendiculars, 28 feet wide, with both a lower deck and a hold. Her cargo volume measured 398 tons, a respectable size for a China trader of the 1820s.[1]

Boston had nearly been the first American port to trade with China, sending out a vessel immediately after the Revolutionary War, in 1783. But British merchants bought her cargo before she reached China, leaving the way open for the New York ship *Empress of China* to initiate the trade in 1784. Boston, however, solved the problem of finding suitable products of commerce to trade with the Chinese. Americans wanted Chinese tea, silks, and porcelain, but China wanted little America had to offer other than ginseng and silver specie. Then, in 1787 a group of Boston merchants acted on the report of John Ledyard, who had sailed with Captain Cook, and entered the North Pacific fur trade to obtain a commodity sure to find a market in China. John Kendrick and Robert Gray took the ship *Columbia* and sloop *Lady Washington* to the Northwest Coast, where they traded with the natives for sea-otter pelts, which were prized by the Chinese elite. Until the War of 1812, Boston flourished in this trade.

After 1815, however, the China trade changed. New York became the preeminent American port in the trade with China, and the method of conducting the trade changed as well. In America, European ceramics and cotton fabrics largely replaced the more expensive Chinese products, leaving tea as the principal commodity brought home from China. And Americans found more trade goods to carry out. Massachusetts cottons, English steel and manufactured goods, lead from Gibraltar, and even opium from Turkey were all possible substitutes for the old fur trade. This was the state of the China trade when the *Alert* entered it under command of Alexander Scudder in the fall of 1828. The trade had peaked immediately after the war with as many as 43 American ships engaged, but had declined in the late 1820s. The *Alert* was



one of 22 American vessels that went out in 1828-29, carrying a total of about 1.3 million dollars in goods and bringing home cargoes worth three times that.[2]

Western trade with China had been carried on through Canton (Guang-Zhou) alone since the Portuguese arrived on the coast in 1516. England, which granted a monopoly on the trade with China to the East India Company, first made contact in 1637. Considering China to be self-sufficient and the European "foreign devils" to be inferior barbarians, the Chinese empire limited its contacts with western traders to a small portion of the Canton waterfront. There, the European and later American traders established their factories or hongs, which had both storerooms for trade goods and living quarters for the factors or agents. These resident factors did the actual trading with the Chinese co-hongs who monopolized trade with the foreigners.

An American ship in the China trade normally headed out round the Cape of Good Hope, across the Indian Ocean, through the Sunda Strait, and up the South China Sea to the Portuguese port of Macao, near the mouth of the Pearl River. Obtaining permission to trade at Canton, the ship could then proceed upriver to Whampoa (Huangpu), the anchorage 12 miles below Canton. During winter, Canton was full of tea and silks for trade; in summer there was no trade and the ships were required to wait at Macao. When a tea crop had been dried and packed in the interior, it was shipped to Canton, where the various factors negotiated with their hongs to purchase different grades and blends of tea in exchange for goods, specie, or bills of exchange. The tea was carried downriver in sampans and loaded on board ship at Whampoa. Once loaded, the ships set off for home, captains and agents hoping they would arrive to a market anxious for tea and willing to pay high prices for it. The *Alert* and 22 other vessels landed a total of 8.5 million pounds of tea in 1829-30.[3]

On 16 April 1830, having completed her first voyage, the *Alert* was sold to a consortium of old China hands. They were, in fact, some of Boston's most prestigious China merchants: William Sturgis, John Bryant, John P. Cushing, Samuel Cabot, and Thomas H. Perkins of Boston.[4] The close relationship between Boston's China merchants is indicated by the fact that ownership of the *Alert* did not change substantially until the vessel left the China trade in 1834. Under the aegis of Bryant & Sturgis, these gentlemen would send her on three more China ventures.

Thomas Handasyd Perkins had been a China merchant since going out as supercargo on the Salem ship *Astrea* in 1789, and by 1825 his firm of Perkins and Company was one of the four largest American firms in the China trade. John P. Cushing had just returned from a long career as the most successful American factor in Canton, where he had become the great friend of Houqua, best known of the hong merchants who made the trade work. William Sturgis was characteristic of the young New England mariners who had established the ongoing trade with China. A Cape Codder, he had gone to sea at age 14. At 16, in 1798, he sailed for the Northwest Coast and China in the *Eliza*, which belonged to his relative Thomas Handasyd Perkins. Sturgis was a captain at 19, and in 1810, at age 28 he had formed the firm of Bryant, Sturgis & Company. His eye for profit is demonstrated by the fact that on an 1802 voyage to the Pacific Northwest, he noticed that the inhabitants used ermine pelts as currency. Upon his return to Boston he ordered 5,000 ermine skins from the Leipzig Fair and included them in his next trading venture. He found Native Americans willing to trade a sea-otter skin, then worth fifty dollars at Canton, for five ermine pelts for which he had paid just thirty cents apiece.[5]

In addition to furs, an important commodity in the China trade was opium. The British had first shipped opium from Bengal to China in 1767, but it was nearly 1800 before a considerable demand arose in China. As more and more Chinese became addicted to smoking opium, the Chinese empire tried to control its importation, even driving the opium ships out of the Pearl River in 1821, but the British had found it to be the principal commodity to support their trade, and a convenient one because the majority of the opium was produced in British India. As early as 1805 an American ship carried Turkish opium to China, but American imports were small compared to what the British carried–perhaps only 5 percent of the total of opium imports into China. A Boston syndicate composed of the firms of J. & T. H. Perkins, Bryant & Sturgis, and the Cabots established the Canton agency of Perkins & Company and dealt in smuggling Turkish opium into China from London and Mediterranean ports.[6]

The Boston group established the technique of stationing receiving ships at Lintin, an island off the mouth of the Pearl River. Incoming vessels could discharge their illicit cargo as well as high duty items into these storeships and take on a cargo of rice and proceed upriver to Whampoa. Rice was secured from Java to take advantage of the exemption of port charges established for this cereal by the Chinese government to foster its importation. The contraband was then transferred from the receiving ships to boats manned by tough Malay pirates. These craft were dubbed centipeds by the Europeans and scrambling dragons by the Chinese because of the numbers of their oars, sometimes as many as 30 to a side. The wiry crews pulled these vessels clandestinely to destinations arranged by compliant Chinese.[7]

Official Chinese resistance to the opium trade would finally rise to the point of confrontation in 1839, resulting in the undeclared "opium war" between Britain and China in 1840-42. And a British military victory would change the tenor of the China trade to a large degree, including the cession of Hong Kong to Britain, the opening of four other Chinese "treaty ports" to foreign trade, elimination of the hong system of trade, and regulation of Chinese tariffs. But these changes would come almost a decade after the *Alert* left a China trade that still functioned along the lines established in the eighteenth century.

By far the most successful voyage of the *Alert*'s Chinese ventures was her second. With just 11 American vessels in the China trade in 1830-31, the price per pound for tea and profit for each ship was considerably larger than when the fleet was twice as large the year before. Still under the command of Alexander Scudder, she left Canton 25 November 1830. At this time the *Journal of Commerce* of New York was reporting: "Canton:–15 November 1830–There has been little animation among Opium dealers. The smugglers complain of the vigilance that has been resumed by the

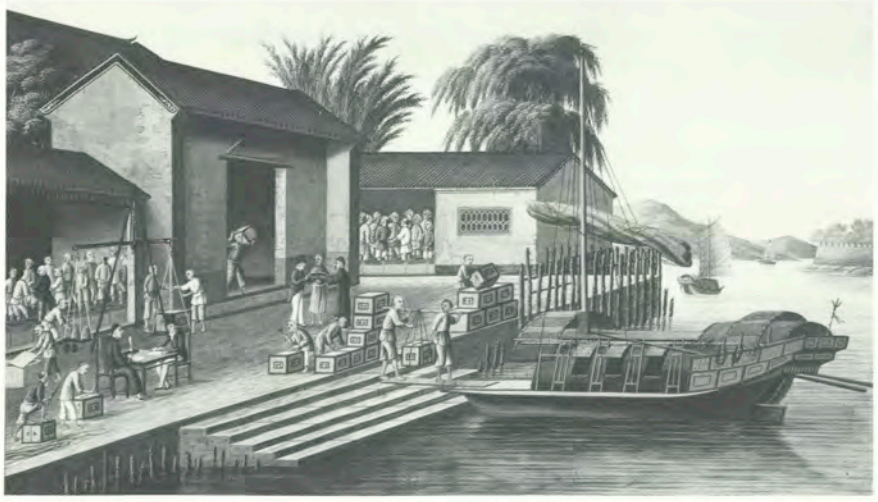
Maritime history contains a fascinating cast of characters, and many of those characters are ships, not human beings.

Manderins. There is very little demand for Turkey Opium."[8]

The gloom cast by high inventories in a torpid opium market was dissipated by the arrival of the *Alert* at New York, 26 March 1831, after a passage of 141 days. Here she discharged a portion of her cargo consigned to T. G. & W. F. Cary and proceeded to Boston, where she arrived on 6 April 1831. Her teas were sold at auction for an average of 86 cents per pound. After an impost of 40 cents was paid, the *Alert*'s tea grossed 32 cents. This would be worth over one million 1993 dollars.[9]

The *Alert* made two more voyages to China, one under James W. Sever, 1831-33, and another with William Cole as master, 1833-34, each following the London-Gibraltar-Cape of Good Hope route to Canton. In London, she might exchange American goods for either English steel or bills of exchange on London, which the Chinese used to purchase much of their opium from the British. At Gibraltar she could pick up lead, which the Chinese needed, and perhaps even some Turkish opium, then head east with the prevailing winds to China. Her return cargoes consisted primarily of teas and silks; by this time tea was approaching 80 percent of the trade. While both trips were profitable, the increase in America's China fleet to more than 40 ships again, and the tripling of American tea imports from 5 million pounds in 1830-31 to 16 million pounds in 1833-34, meant that neither voyage eclipsed the profits earned by that of 1830-31.[10]

The great Canton firm of Perkins & Company was dissolved in 1830. John P. Cushing, the president, had retired to Boston in 1828 after 25 years in China, leaving Thomas Forbes in charge. Forbes's untimely death brought Cushing back to China, where he broke up Perkins & Company and turned the Boston group's interest over to what became the principal American trading firm in China, Russell & Company, founded about 1818 by Samuel Russell of Middletown, Connecticut.[11] One suspects that without Cushing's influence, especially with Houqua, the chief hong merchant, the pre-eminence in the trade so long enjoyed by the Boston group was ended.



Chinese tea factory, ca. 1840, attributed to Tinqua. (M.S.M. 70.50; *Mary Anne Stets Photo*)

The *Alert* now changed course. Perkins, Cushing, and Cabot sold their ownership in the vessel. John Bryant, William Sturgis, John Bryant, Jr., and Samuel Hooper henceforth would direct the operations.[12] No longer would the *Alert* bring the exotic wares of Asia to New England. Her role was to be a more prosaic one, that of carrying bullock hides from the missions and *ranchos* of Mexican California to the tanneries of Boston, which supplied the burgeoning shoe manufactories around.

California had been a remote corner of the far-flung Spanish Empire, and Madrid had added to the physical inaccessibility of California by placing an interdict on the few ports of the Pacific coast, barring foreign vessels. In 1820 there were only 3,270 Spaniards and less than 20 aliens in both Baja and Alta California. Most of the administrative control in Alta California was in the hands of the Franciscan padres of the missions. Besides being religious centers, the missions were the productive heart of the country, carrying out the functions of *rancho* (cattle raising) and *hacienda* (agriculture).[13]

Although Massachusetts vessels had been frequent visitors to the Pacific coast since the 1790s, their owners had little interest in California hides. Prior to the War of 1812 the fledging boot and shoe industry of New England was shipping its surplus production to England's colonies and the West Indies. By 1810, 350,000 pounds of American leather were being exported annually. After 1815, with the shoe industry burgeoning, the supply of domestic hides could not meet the demands of tanners, and imports from South America and the British West Indies filled the need. Beginning in the 1820s, California hides became attractive to Boston merchants, too. Revolution, war, and blockades by England, France, and Brazil had curtailed the supply of hides from South America. However, Mexico succeeded in winning its independence from Spain, and on 15 December 1821 the Mexican Cortes opened the ports of Monterey and San Diego to foreign trading vessels. William Allen Gale, a veteran of the sea-otter and seal trade on the coast, persuaded Bryant & Sturgis to enter the California hide business through the newly opened ports. He sailed as part owner and supercargo on their ship *Sachem*, arriving



The town and mission of Santa Barbara were established in the 1780s. The Alert *called here many times during her nine years in the California hide trade. Detail from U.S. Coast Survey,* Reconnaissance of the Western Coast of the United States, From San Francisco to San Diego, *1852. (G.W. Blunt White Library)*

at San Diego in 1822 and remaining on the coast as the firm's agent.[14]

With Mexican rule came the secularization of the missions. In the early 1830s a period of adequate rainfall resulted in more robust cattle and an increase in the size of the herds on the California ranges. The *ranchos* which now controlled the range cattle were freed from the padres' stock conservation program. Envisioning quick wealth, the Californos began an indiscriminate slaughter of the beasts to supply the Boston traders. As in the China trade, the New Englanders needed to find goods to exchange for the cowhides, and what better than the manufactured goods of New England, and goods imported into New England, which Californos could not produce for themselves. So the Boston hide droghers were stocked for their outward-bound voyages like floating general stores, with goods to peddle up and down the coast in exchange for hides. Even shoes made from California hides made their way back in trade for more hides–at a sizable profit to the traders.[15]

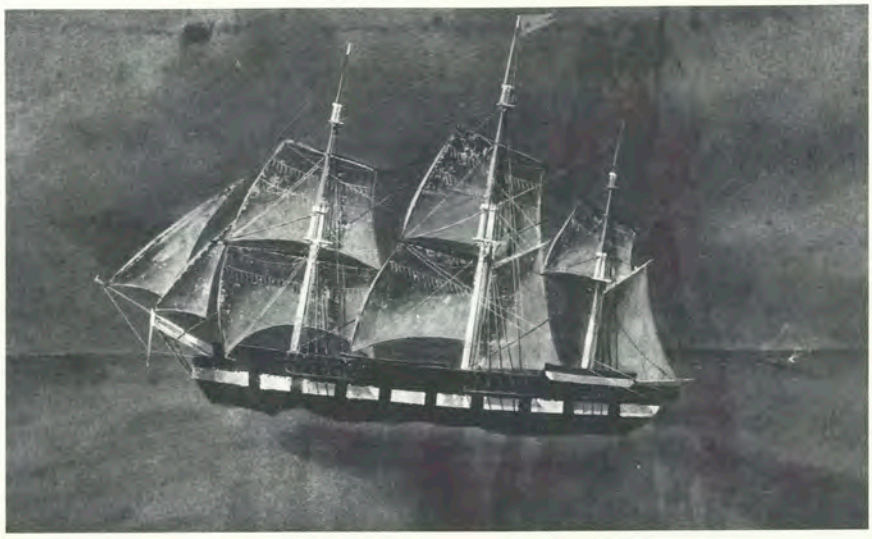
The availability of hides led Bryant & Sturgis to the unprecedented action of dispatching three vessels to California within one year's time. The ship *California*, brig *Pilgrim* –with a now-famous foremast hand named Richard Henry Dana, Jr.–and ship *Alert* departed Boston in that order. The *Alert* arrived off California in 1834 and began taking on hides from the various collection ports on the coast, ranging as far north as San Francisco, and delivering them to the curing houses at San Diego. There the hides were tanned, and eventually the ships would load with a full cargo of them, sail up the coast to Monterey to pay a duty on their cargoes and clear Mexican customs, and then head back around Cape Horn to Boston. With all of the hide collection, trading, and curing that needed to be done, these voyages frequently required two years.[16]

Several changes in the *Alert*'s crew complement occurred in the spring and summer of 1835. Captain Frank Thompson, who had brought the *Pilgrim* to California, transferred to the *Alert*, and Captain Faucon, who had skippered that vessel from Boston, became master of the *Pilgrim*. The *Alert* gained a new crew member that September in the person of Richard Henry Dana, Jr. As a Harvard College student and the son of a poet, Dana was out of his element among sailors, but he was making a sea voyage in hopes of strengthening his eyes, and his time in the forecastle appealed to his sense of adventure. Dana had been left ashore by the *Pilgrim* the previous May as part of a gang of curers at the Bryant & Sturgis hide house at San Diego, preparing the hides for the return voyage to Boston. He was able to persuade a crew member of the *Alert* to change places with him and, with Captain Thompson's permission, Dana joined the *Alert* to serve out his two years before the mast.[17]

We are indebted to Dana for providing many descriptive details of the *Alert*, a ship that he grew to admire.

Her decks were wide and roomy, (there being no poop or house on deck, which disfigures the after part of most of our vessels,) flush, fore and aft, and as white as snow, which the crew told us was from constant use of holystones. There was no foolish gilding and gingerbread work, to take the eye of landsmen and passengers, but everything was "ship-shape and Bristol fashion"....The forecastle in which they lived was large, tolerably well lighted by bulls-eyes, and being kept perfectly clean, had quite a comfortable appearance....By the regulations of the ship, the forecastle was cleaned out every morning, and the crew, being very neat, kept it clean by some regulations of their own, such as having a large spit-box always under the steps and between the bits, and obliging every man to hang up his wet clothes, &c....In the after part of the ship was a handsome cabin, a dining-room, and a trade-room fitted out with shelves and furnished with all sorts of goods. Between these and the forecastle was the "between-decks," as high as the gun deck of a frigate; being six feet four inches, under the beams. These between-decks were holystoned regularly, and kept in most perfect order; the carpenter's bench and tools being in one part, the sailmaker's in another, and boatswain's locker, with the spare rigging, in a third. A part of the crew slept here, in hammocks swung fore and aft from the beams, and triced up every morning. The sides of the between-decks were clapboarded, the knees and stanchions of iron, and the latter made to unship. The crew said she was as tight as a drum, and a fine sea boat, her only fault being, that of most fast ships,–that she was wet, forward. When she was going, as she sometimes would, eight or nine knots on a wind, there would not be a dry spot forward of the gangway. The men told great stories of her sailing, and had great confidence in her as a "lucky ship"....the chief mate thought more of her than he did of his wife and family.[18]

During the homeward voyage, Dana rhapsodized on her speed: "Sunday, July 31st [1836] At noon we were in lat. 36 41's., long. 38 08' w.; having traversed the distance of two thousand miles, allowing for changes of course, in nine days. a thousand miles in four days and a half! this is equal to steam." The officers,



With her upper yards sent down and her topsails reefed, the Alert *fights her way around Cape Horn. This watercolor view is contained in the 1840-42 journal of William Dane Phelps. (MS Am W 84, vol. 4; courtesy Houghton Library, Harvard University)*

however, were equally concerned with the ship's appearance for her arrival in port. The crew was put to work repainting gunports on her topsides "and finishing off the nice work upon the stern, where sat Neptune in his car, holding his trident, drawn by sea horses; and retouched the gilding and coloring of the cornucopia which ornamented her billet-head. The inside was then painted, from the skysail truck to the waterways,– the yards, black; mast-heads and tops, white; monkey-rail, black, white, and yellow; bulwarks, green; plank-shear, white; waterways, lead-color, &c., &c."[19]

The *Alert* made Boston on 21 September 1836. She had on board 41,000 hides, 31,000 horns, 708 pounds of beaver pelts, seven barrels of olives, and three boxes of specimens. These last belonged to Professor Nuttal, a passenger with whom Dana had been acquainted during his studies at Harvard.[20]

Dana came ashore to resume his studies, but in two months' time the *Alert* was again outward bound for California. She cleared Boston on 29 November 1836, with Daniel P. Penhallow as master. The time on the California coast dragged. Dana had complained in 1835 that hides were becoming increasingly difficult to obtain. Alfred Robinson, who had replaced Gale as Bryant & Sturgis's agent, wrote his predecessor on 15 December 1836 that the situation in California was becoming unsuitable for the type of business that the Boston firm desired. He also announced his intention to return home.[21]

The *Alert* arrived at Boston via Holmes Hole, Martha's Vineyard, on 8 November 1839, having been away 35 months, compared to her first California voyage of 22 months. In spite of this, Bryant & Sturgis evidently felt that the game was worth pursuing. They prevailed upon Robinson to go back to California as supercargo of the *Alert*. Under the command of William Dane Phelps, the ship left Boston on 22 January 1840 with Robinson on board.[22]

Her role on this voyage echoed that of the *Pilgrim* when Dana was on her in 1834-35. She cruised the coast trading for hides for two other Bryant & Sturgis ships, the *California* and the *Monsoon*. The *California* sailed for Boston in December 1840 and the *Monsoon* departed in October 1841.[23]

Word reached Captain Phelps at Monterey on 23 December 1841 that Bryant & Sturgis had dissolved. The *California* was sold to a firm "that had more energy than ourselves," as Sturgis put it. A junior member of the former company, Samuel Hooper, combined with other investors to form William Appleton & Company, which took over the Bryant & Sturgis interests.[24]

The *Alert* continued to sail the coast, collecting Bryant & Sturgis's open accounts and taking on hides for the homeward passage. Captain Phelps missed no opportunity to turn a dollar. He carried 18,000 feet of lumber from Santa Cruz to Monterey, he took aboard corn as freight, and he carried passengers frequently.[25]

The *Alert* was in San Diego on 28 October 1842 when the news arrived that the United States and Mexico were at war. Four hundred miles up the coast, Commodore Thomas ap Catesby Jones with the frigate *United States* and the sloop-of-war *Cyane* had taken Monterey and garrisoned the fort. Concerned that Mexican forces might try to capture the *Alert*, Captain Phelps prepared to fight. Two days later, Phelps observed the Mexican governor ride under escort from the presidio of San Diego into town. Taking advantage of the situation, the captain lowered a boat and, with his carpenter and four seamen, occupied the unmanned fort at the harbor entrance. They proceeded to spike the guns and carried away the shot that fitted the *Alert*'s cannon.[26]

On 2 November Phelps learned that Commodore Jones had returned Monterey to the Mexicans when he found that he had acted on rumor. Phelps's own act in taking the fort was considered a "National Affair" by the governor general, but Phelps was able to finish loading the *Alert* and depart without incident. Former President John Quincy Adams, then a member of the House of Representatives, offered a resolution that President Tyler recall Jones. The House did not act on the resolution, however, and the affair blew over–it would be 1846 before the U.S. and Mexico actually went to war and the U.S. Navy helped seize California for good.[27]

The *Alert* departed for home on 30 December 1842 with 33,000 hides, 200 bags of tallow, 10,000 horns, and two casks of beaver pelts.[28] These were delivered safely to Boston on 5 May 1843. Already 15 years old and a veteran of two trades, the *Alert* had witnessed the declining influence of Boston as a major port for foreign commerce. The leading mercantile houses had lasted only a generation or two, and changes in trading patterns now favored New York. In addition, the tremendous increase in the North Atlantic carrying trade, based on the delivery of Southern cotton to cotton mills in the North or in Europe, had led to a doubling in the average size of New England ships since the 1820s. Speedy as she was, the relatively small, aged *Alert* was now surplus tonnage.

Two weeks later the *Alert* was sold to Henry P. Haven, a member of the whaling firm of Williams & Haven of New London, Connecticut. As the California hide trade dwindled, the whaling industry of New London was building, and the cheapest way to build it was to buy ships that had been retired from the carrying trades. A 390-ton ship like the *Alert* was just about ideal for whaling. The New London whaling fleet contained far more converted merchantmen than ships built specifically for whaling. The *Alert* was the forty-seventh bottom to enter the New London fleet. By the end of 1843, six more ships and one schooner brought the New London whaling fleet to a total of 54 vessels. In that year New London was the second busiest whaling port in the nation, accounting for 10 percent of the departures of all American whalers.[29]

Nathaniel Middleton, Jr., 37, a New London native and a part-owner of the vessel, was in command of the *Alert* on her first whaling voyage. On this venture, and on her next three as well, the ship circumnavigated the globe. Outward-bound, she passed from the Atlantic to the Indian Ocean via the Cape of Good Hope. She hunted on the New Zealand grounds and in the Gulf of Alaska. George Doat, log-keeper of the Sag Harbor whaleship *France*, reported that the *Alert* left the Northwest Coast with 2,450 casks of oil on board.[30]

The *Alert*'s cruise reflected the changes that had taken place in the pattern of American whaling. From the early 1700s through the 1830s, the sperm whale had been the principal prey of New England whalemen. Spermaceti candles, made from the waxy material in the head of the sperm whale, and fine lamp and lubrication oil rendered out of sperm whale blubber had been the main products of the whaling industry. The need to hunt sperm whales farther afield had taken American whalers around Cape Horn into the Pacific in the 1790s, along the equator, into the South Pacific, and into the Sea of Japan in the 1820s. But the increasing shortage of sperm whales, coupled with changes ashore, turned attention to a species that had been hunted far longer than the sperm whale: the right whale. Unlike the sperm whale, the right whale strains its food from seawater by means of flexible strips of baleen in its mouth. Whalemen called baleen whalebone. Changes in women's fashion that emphasized corsets shaped with flexible stays, and the increasing need for an easily shaped flexible material for other commercial uses, made baleen almost as important as the oil itself. Right whales were still found in abundant numbers in the Pacific, especially on the Northwest Coast and Gulf of Alaska and off the Siberian peninsula of Kamchatka. The results of the *Alert*'s first voyage–30 barrels of sperm oil, 3,270 barrels of right whale oil, and 30,000 pounds of baleen–demonstrate New London's role in this shift away from sperm whales.[31]

The *Alert* was becoming something of a celebrity because of Dana's *Two Years Before the Mast*, which became popular in the maritime community after its publication in 1840. On her homeward passage the ship was spoken by the *China*, as Stephen Hopkins reported in his journal: "6 November 1844:–Spoke ship *Alert* of New London, 17 mos., 3,200 bbls.–The same ship the author of *2 Years Before the Mast* was in."[32]

The *Alert* made port on 17 March 1845, having been away 21 1/2 months. Her cargo, if sold at then-current prices, would have grossed $41,000. Just three months later, on 14 June 1845, the ships *Clematis, Palladium, Friends*, and *Alert* cleared the New London customhouse and anchored off the mouth of the Thames River. Two days later the *Alert, Clematis*, and *Palladium* sailed. The *Alert* was again bound for the Indian Ocean and the Northwest Coast and was again under the command of Captain Middleton. None of the other officers and seamen from the first voyage was aboard, however. American whaling was approaching its zenith, and crewmen were at a premium. By year's end New London would have 74 vessels afloat, tying Nantucket for the second-ranking port. As the apex year of 1846 dawned, all but one was at sea.[33]

At least two of the crew kept journals. Picket Latimore Rogers of Waterford, Connecticut, a member of the starboard watch, followed the format of a formal log. His writing contains enough personal asides and critical appraisals of the officers, especially the mate, to insure that it was not the official log of the voyage. Frederick H. Bacon, a Great Barrington, Massachusetts, native who lived in Albany, New York, also kept a journal and contributed seven lengthy letters to the editor of the *People's Advocate* and *New London County Republican*.[34]

The *Alert* entered the Indian Ocean, where she took her first whale on 15 September 1845. The weather turned nasty as the catch was being brought alongside, causing the boat to capsize, almost resulting in the drowning of Edward T. Tinker of New York City. Between 21 and 25 September the ship lay in the grip of a severe equinoctial gale. A heavy sea carried away the bow boat, together with its cranes and davits. An even heavier torrent swept overboard everything moveable on the forecastle deck as well as part of the bulwarks, bowsprit, the jib, and the flying jibboom. The crew completed repairs to the vessel at sea after securing a plank from the New London whaleship *Robert Bowne*.[35]

After cruising the New Zealand grounds, the *Alert* squared away for Kamchatka in the far north. She had reached Managea, one of the Hervey Group (now called the Cook Islands), when she was caught in a typhoon on 8 February 1846. The storm lasted 48 hours. The forward bulwarks were again stove, the jibboom and an entire suit of sails were carried away, and the foretopmast was sprung, but the ship remained afloat. By 14 February the *Alert* was back at Managea, having been blown 180 miles to sea by the storm.[36]

The *Alert* reached the Kamchatka grounds on 6 May 1846. She spent 114 mostly foggy days on the whaling grounds and took 2,000 barrels of oil. She left the North Pacific whaling grounds on 28 August 1846 and reached Lahaina on 2 October.[37]

About this time Frederick Bacon wrote: "During our passage to port, we were engaged in cleaning and painting the ship, repairing sails, setting up rigging, etc., and not withstanding the slurs of Dana in his 'Two years before the mast,' against whalemen, the *Alert* looked rested and trim, when two weeks off the whaling ground as I dare say, she ever did when engaged in the certainly not more respectable, or cleanly occupation of hide droghing." Bacon was incensed by Dana's disparaging remarks about whalemen, noting "they are considered by many engaged in the business, with whom I have conversed, as being very unjust." But he was as impressed with the

Alert as Dana had been. "We took the N.E. trades pretty fresh," he reported, "and for three succeeding days the *Alert* well sustained the character accorded her by Dana, of being a fast sailer, averaging during that time 10 1/2 knots, with a topsail breeze some three or four points free–and that too without 'packing or straining her in the least.'"[38]

The crew enjoyed a few days of liberty ashore at Lahaina while Captain Middleton reprovisioned the ship and sent home part of the cargo of whalebone.[39] A collision with the whaleship *Bayard* delayed the *Alert*'s departure, but within a few days she was bound west by south from Maui for the summer season of whaling in the Southern Hemisphere. The *Alert* raised Palmeston Island on 6 November to discover the shipwrecked crew of the Martha's Vineyard whaleship *Delphos*. She had gone ashore in a howling gale at one o'clock in the morning of 27 October 1846. Captain Middleton broke his cruise to take the survivors to Bay of Islands, New Zealand, the location of the nearest American consul.[40]

The *Alert* continued her voyage, taking her thirty-second and last whale on 18 December 1836. Unsuccessful at finding any more whales, the ship headed for home on 12 February 1847. She reached New London on 24 May with 50 barrels of sperm oil, 2,800 barrels of whale oil, and 2,800 pounds of bone. Including the 17,120 pounds of bone shipped home from Maui, the cargo had an estimated value of $41,400.[41]

James W. Green of New London commanded the *Alert* on her next foray into the Pacific. Robert N. Tate, also from New London, was again the mate. George Ewing of New York, who had been promoted from boatsteerer on the previous voyage, went as second mate. Two Azoreans, Anton Joseph and Antonio Gill, also remained from the previous voyage. The *Alert* left port on 3 August 1847, and after a stop at Fayal in the Azores she rounded the Cape of Good Hope and arrived at Hobart, Tasmania, on 25 January 1848. After the summer season in the Southern Hemisphere she went north and hunted during the northern summer in the Sea of Japan. The vessel arrived at Honolulu on 27 October 1848 where she sent home 13,925 pounds of bone on the Boston-bound *Tsar*.[42]

The *Alert* left Oahu to hunt sperm whales near the Mariana Islands, north of Guam, going from there into the Sea of Japan for another summer of right whaling. She was back in Lahaina on 3 September 1849 with a full cargo. After a stop at Honolulu for provisions she departed for home on 25 September 1849, arriving at New London on 15 February 1850 with 79 barrels of sperm oil, 3,049 barrels of whale oil, and 4,800 pounds of bone. This cargo, combined with the bone carried home on the *Tsar*, had an estimated value of $66,700 for a voyage of 30 months.[43]

The *Alert* departed New London for her last Pacific voyage on 18 June 1850. Her skipper, 29-year-old John Bolles of Waterford, was accompanied by his wife Nancy, 24, and their two children, two-year-old John Jr., and three-month-old Isabel. More and more American whaleships were going to sea with the captain's wife and family on board, carrying these women and children into corners of the world they would not ordinarily have seen. This practice was still a novelty in the mid-1840s, when Mary Brewster of nearby Stonington went to sea, but it had become quite common five years later, when Mrs. Bolles joined her seagoing "sister sailors." As whaling voyages got longer, with only a few months between each three-year voyage, this was one way to maintain family ties. But it was not easy for a woman, especially one with such young children. "The four first weeks after leaving home I was verry seasick, so that I did not sit up all day in the time," wrote Nancy Bolles to her sister. "And for four or five months I was seasick a good part of the time. John and Isabel got along verry well John was seasick a verry little Isabel was not sick any." The ship touched at the Azores, and Nancy Bolles spent the day with the American consul: "they lived in the greatest luxery and ease of any place I was ever to, it was indeed the beautifulest spot ever I beheld," she wrote.[44]

The *Alert*'s crew was a typically mixed assortment. "We have a verry good lot of offercers and boat steerers," wrote Nancy Bolles. "Three of the boat steerers are portagues the other one belongs to New London ferry. Mr. Chipman he steer John [Captain Bolles], he is a first rate man well fitted to occupy a higer office if he only would let liquor alone. Our steward is a verry good cook, but will lie so that I cannot tell any thing by what he says. the cook is so dirty that I exspect that he and his galley will go adrift yet in slush [grease]. The crew some of them are a poor miserable set, we have one man that has been sick all of the voige but he has fight with most every man in the focastle. And another that has pretended to be blind, crazy and sick, he is the queerest specimen of human nature that I ever saw, by his looks and appearance you would think that he was



In July 1845, just after the Alert *departed for her second whaling voyage, John Ewen, Jr., painted her portrait, in both bow and stern views, under sail in the Thames River off New London. (Courtesy Lyman Allyn Art Museum)*

foolish, but he can converse on any subject." This unstable sailor once hid in the hold and another time jumped overboard, only to be rescued.

The *Alert* passed Tristan da Cunha and Gough's Island, rounded the Cape of Good Hope, and stopped at Amsterdam Island for fish. Captain Bolles killed a sperm whale and got it alongside, but a week of bad weather forced him to cut it loose. Despite bad weather in the Indian Ocean, Nancy Bolles continued to live in a house on deck, even when heavy seas toppled the galley house. The ship hunted off southern Australia and the New Zealand grounds and stopped at Pitcairn Island before proceeding to Hilo, Hawaii. There the ship nearly went ashore when her anchor dragged during a gale.

The *Alert* reached Lahaina on 20 March 1851. While there, she shipped home 7,000 pounds of bone aboard the bark *Harmony*.[45] Labor unrest in the Pacific whaling fleet had been common since the mid-1840s, a function of the indifferent supply of men and the harsh conditions in the industry, and discontent increased with the lure of the California goldfields seemingly so near to the recruiting ports in the Sandwich Islands. At Lahaina, Captain Bolles had "considerable trouble with his men here," Nancy Bolles wrote. "Two has runaway one he has discharge because he was not good for any thing another he has had to pay 36 dollars and leave him in the hospittle to get rid of him five that could not get a chance to runaway has come and wanted thare discharge but John would not discharge them and so they went below and refus'd duty, and he has had to handcuff them and put them below they all in debt to the ship about 100 dollars and so they want to get away and go to calafornia."

At Lahaina, Captain Bolles left Nancy and the children ashore. Although young John thoroughly enjoyed life on the *Alert*–"he is harpooning and lanceing whales and pulling ropes all of the time"–and Nancy felt at home too, they agreed that with her delicate health it would be better for her not to go whaling in the North Pacific. She reluctantly stayed, boarding with storekeeper Alfred Bush, a New Londoner. Bush's sister, the wife of New London whaling master Richard Long, kept house for them. Less than a month after Nancy Bolles wrote home describing the passage to her

the cook is so dirty that

I exspect that he and

his galley will go adrift

yet in slush . . .

sister, the cause of her delicate health became apparent with the birth of a daughter, Alice, who would be a pleasant surprise for Captain Bolles when he returned from the North Pacific in the fall.[46]

Late in the 1840s, as right whales became scarcer on the Northwest Coast, Captain Thomas Welcome Roys had taken his whaleship *Superior* through the Bering Strait into the Arctic Sea after whales, and other captains had entered the Sea of Okhotsk, between Kamchatka and Siberia. Ice floes, dense fog, and frequent gales made both areas dangerous and trying for whalemen, but the bowhead whales that frequented those frigid waters had thick blubber and long baleen, making them even more desirable than right whales.

The *Alert* headed northwest, through the Kuril Islands, and worked into the Sea of Okhotsk as the ice broke up. After a summer of whaling in those waters she returned to Lahaina. She would then have made a cruise through the South Pacific before returning to the Sea of Okhotsk for a second season in the summer of 1852. Nancy Bolles was pregnant again, and most likely she remained ashore in Lahaina. The *Alert* returned to Maui on 21 October 1852 and discharged 12 men, probably native "Kanakas" who had signed on for the season.[47]

The Bolles' third daughter, Elizabeth, was born in November 1852, about the time the *Alert* stopped at Honolulu. Then, with all four children aboard, the ship headed south to Australia and the New Zealand grounds for the warm season in the Southern Hemisphere. After a few months of whaling in those waters she took the prevailing winds eastward and rounded Cape Horn on 1 March 1853. She hunted northward in the Atlantic and on 21 April put into Pernambuco (Recife), Brazil, where she took on bread and oranges. She continued hunting to within 200 miles southeast of New York City and finally arrived at New London on 21 May 1853. The official return of the 32-month voyage gauged 205 barrels of sperm oil, 2,042 barrels of whale oil, and 27,800 pounds of bone. This plus the bone shipped from Maui in 1851 had an estimated value of $60,000.[48]

According to Registration #16 of the New London customhouse, dated 5 October 1853, the *Alert* was then rerigged as a bark. Enoch V. Stoddard of New London became her principal owner with a 9/48 share, and Simeon Church of Montville took command. For this, her fifth whaling voyage, Stoddard and Church put the *Alert* into the elephant seal ("sea elephant") fishery pursued at the Desolation Isles in the remote reaches of the Indian Ocean, a particular province of New London whalers since the 1830s.[49]

Desolation is a group of about 300 islands of volcanic origin in the South Indian Ocean about 1,200 miles north of Antarctica and 2,200 miles southeast of Madagascar. The only island of importance is Kerguelen, named after its discoverer, Yves Joseph de Kerguelen-Tremarec, who first saw the island in 1772. Captain Cook visited the island in 1776 and reportedly said that if it had not already been named in honor of its discoverer, it should be called Desolation. It was an apt sobriquet and was universally used by log-keepers and journalists in New England's whaling days.

Heard's Island lies some 200 miles south by east of Kerguelen. It was also named after its discoverer, a Boston skipper Captain Heard. He passed the island on a voyage to Australia in 1853. When word of the island reached Captain Erasmus Darwin Rogers, a New London whaler at Desolation, he promptly sailed to Heard's Island and easily loaded his ship at the untouched sea-elephant breeding grounds (rookeries) there. Rogers's New London agents were Perkins & Smith, the junior member being Captain Parker H. Smith, who had brought the first elephant oil from Kerguelen's to New London in 1837. Smith returned to sea upon receiving the news that Captain Rogers had found sea elephants in abundance on Heard's

Island. With Rogers as a guide and enthusiastic assistant, Smith filled his vessel and Rogers's *Corinthian*, plus her three tenders, with oil. When brought into New London the cargo sold for $130,000.[50] All of this occurred during the *Alert*'s first voyage to Desolation.



Kerguelen and Heard's Island were alluded to collectively in nineteenth-century New London as the Desolation Isles. The designation could not be more apt, for a more forlorn area other than the polar caps could scarcely be imagined. The only plant life consisted of mosses, seaweed, and a cabbage-like plant that had antiscorbutic properties. There were no trees or shrubs so fuel had to be imported.[51]



The chief attraction this inhospitable area held for the New London whalers besides the whales in the bays and offshore waters was a multitude of sea-elephant rookeries. This species of seal had a marketable skin as well as oil-producing blubber. A full-grown bull could attain a length of 30 feet and a circumference of 15 to 18 feet. Many would weigh a ton, and the blubber would try out about nine barrels of oil. On land these fierce creatures were clumsy and slow moving, so they were fairly easy prey for a man wielding a killing lance.[52]

Whalers changed their tactics when shipping for Desolation. To withstand the heavy and erratic gales of the region, ships and barks began removing their top hampers as they approached their landfall. Topgallant and royal sails were unbent and sent down, as were the upper yards and topgallant masts. When Kerguelen was reached, these were sent ashore and stowed until the vessel would leave for home some two years later. Firewood and coal, which had been packed in the largest casks, were put ashore; the fuel was removed and stored. The casks were recoopered and filled with water for ballast. As oil was tryed out, it replaced the water in the casks. This was no easy task as these casks were stowed in the lowest tier in the hold.[53]

To take the whales that came into the bays, each of the larger vessels had one or more tenders–schooners, which were more maneuverable in the restricted inland waters. The crews aboard the tenders would hunt from whaleboats in the conventional manner, using harpoons and killing lances. Because of the difficult whaling conditions, they began to adopt harpoon guns and bomb lances about 1860.[54]

Except when engaged in the brief whaling season, the ships and barks were moored in secure anchorages and served as factory ships, trying out blubber and stowing the oil. Hunting camps were established ashore, often some distance from the main base. The schooners ferried personnel, supplies, and blubber between the shore stations and the mother ships.

Much of the elephanting on Heard's Island was done by crews of up to 25 men under one of the mates. These would be landed, together with the fuel, food, and cooperage needed for a protracted stay. A shelter was built, consisting of a square excavated hole, roofed over with planks and weatherproofed with moss and snow. Therein these hardy souls would spend the Antarctic winter, skinning the seals and boiling the blubber in tryworks erected ashore. From time to time the tenders would visit the camps, bringing in food and fuel as needed. Sometimes the schooners would remove the sick and injured to the primitive medical care available at the home base. The tenders would also take away full casks to the factory ship.[55]

The daily record of the *Alert*'s fourth voyage to Desolation survives in Mystic Seaport's manuscripts collection. It is as phlegmatic as most formal logs, but one entry speaks volumes, while leaving much unsaid. The *Alert* had left an elephanting crew on Heard's Island on 5 January 1861. The entry in the log upon the bark's return to the island in September reads: "At 6 AM sent a boat ashore to see how our men was. Found them all well on Whisky Bay but found that one of the men we left at Saddle Point frose to death on the 12th or 13th of August. Charles bebe [Beebe?] of New London, age un none."[56]

In this dreary trade the *Alert* made four voyages. Beginning in October 1853, Simeon Church of Montville, Connecticut, commanded her for two voyages: the first of 31 months that returned a cargo worth $79,300, and a second of 22 months that brought back $62,900 in oil and skins. Andrew J. Parsons then took command in June 1858, making a 22 1/2-month voyage and obtaining a cargo worth $53,500.[57]

Again under the command of Parsons, the *Alert* left New London in July 1860, with James Buchanan in his last year as president and the nation whole, though at odds over the slavery question. When she arrived 23 1/2 months later, with a cargo worth $64,300, Abraham Lincoln presided over the Union, which now had 12 fewer states, and tens of thousands of Northern men were in uniform, trying to subdue the new Confederate States of America and restore the Union. A federal blockade of the Southern coast strangled Southern commerce. Unable to break the blockade, the South commissioned the construction of several oceangoing raiders to destroy Northern ships and Northern commerce on the high seas. Of the three British-built raiders *Alabama*, *Florida*, and *Shenandoah*, the *Alabama*–which went to sea in the summer of 1862 under command of

Above: *Nancy Chapman Bolles and Captain John Bolles, details from tintype (reverse image) photographs, ca. 1860. As captain, John Bolles made seven whaling voyages between 1845 and 1869.* (M.S.M. *55.546 and 55.545)*

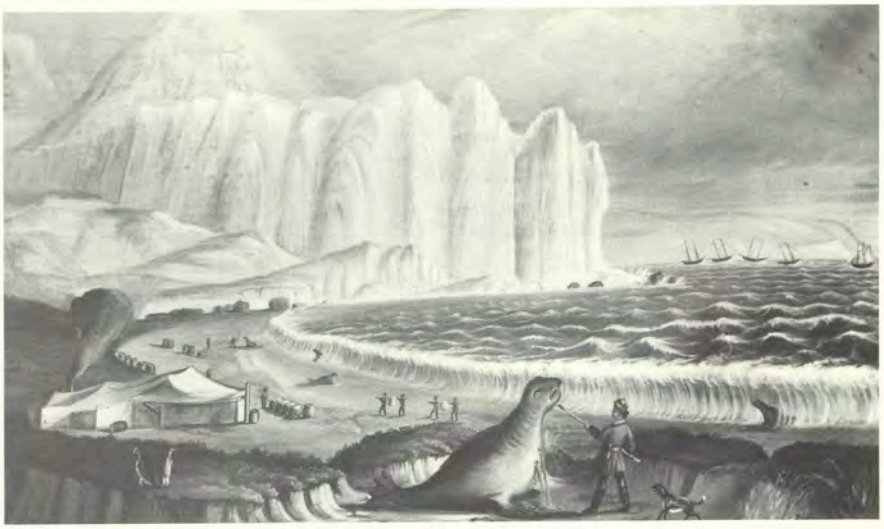
Captain Raphael Semmes–was the most destructive.[58]

New London had sold off a number of old whaleships to fill out the stone fleets sunk off Southern ports the previous winter, but in 1862 the *Alert* was still an active member of the port's fleet, which was now divided between the eastern Arctic and the Desolation Isles. Just 39 days after arriving home, the *Alert* sailed from New London on 20 August 1862 for Heard's Island. Under command of Simeon Church's relative Edwin, she had on board an understrength crew of 19 officers and men, which would be filled out with Azoreans at Fayal.[59]

The *Alert* was near the Azores on the morning of 9 September, with her boats lowered for whales, when the new Confederate commerce raider *Alabama* came over the horizon. "Shortly after the ship came into the wind, with the main yard aback, we went alongside and were hoisted up, we found that we were prisoners of war, and our ship a prize of the Confederate steamer *Alabama*," wrote the *Alert*'s log-keeper in the ship's last entry. "We were then ordered to give up all nautical instruments and letters appertaining to any of us. Afterwards we were offered the privilege, as they called it, of joining the steamer or signing a parole of honor not to serve in the army or navy of the United States. Thank God no one accepted the former of these offers."[60]

The Confederates were intent on crippling the Northern whaling fleet in the area, and the *Alert* was the third whaleship to fall victim to the *Alabama*. "This capture proved to be a very opportune one, as we were in want of just such a lot of clothing for the men, as we found on board the prize," wrote Captain Semmes of the *Alabama*; "and the choice beef, and pork, nicely put up ship-bread, boxes of soap, and tobacco, and numerous other articles of seamen's supplies did not come amiss." The whalemen were allowed to take their clothes; then they were ordered into their boats. They pulled 14 miles to shore and landed safely at Fayal, watching the *Alert* and two other captured whaleships go up in flames.[61]

Captain Church arrived in Boston 28 October 1862 aboard the bark *Azor*, along with the masters, officers, and crews of six of the ten other vessels



The harsh conditions and brutal business of slaughtering sea elephants at Heard's Island show clearly in this naive painting by an unidentified artist. (M.S.M. 39.1256)

destroyed by the *Alabama* off the Azores. By the time the *Alabama* was finally hunted down and sunk in June 1864, during ship-to-ship combat with the USS *Kearsarge*–whose assistant sailing master was a cousin of the *Alert*'s one-time owner Enoch Stoddard–the *Alabama* had taken 66 Northern ships, sinking 53 of them. Beyond this destruction, a result of the *Alabama* and her sisters was the diminution of the American merchant marine. A thousand American ships were sold foreign to avoid the high insurance rates and risk of capture while sailing under the American flag. Many great American ships were yet to be built, but the nation's merchant marine would never again reach the share of the world's commerce it held before the war.[62]

The public uproar in the maritime community, caused by the September 1862 depredations of the *Alabama*, led the New York Chamber of Commerce to pass a heated resolution condemning the English government for building and manning Confederate raiders. The following winter the Federal government pressed formal claims against Great Britain for the losses suffered by owners and crews. Although known as the Alabama Claims, they were later expanded to cover losses suffered as the result of sinkings by other Confederate cruisers. Final settlements were not completed until 1885.[63]

The case of the *Alert* was part of this litigation. The *Shipping List* of 21 October 1862 assigned a value of $30,000 to the vessel and her outfits, and the amount of the final claim was $202,762.41 with interest to the day of payment. The New York *Times* reported the final settlement of 13 claims relating to the *Alert* to be $22,599.21. The final adjucation would approximate $34,000 with interest, or 53 percent of the average revenue of the *Alert*'s eight whaling voyages. "I love to think that our noble ship, with her long record of good service and uniform success, attractive and beloved in her life, should have passed, at her death, into the lofty regions of international jurisprudence and debate," wrote maritime lawyer Richard Henry Dana, Jr.[64]

For 34 years she had plied the seas–six years in the China trade, nine years droghing hides from California, then nineteen years whaling in distant waters–during the decades of American maritime growth. She was immortalized through her association with Richard Henry Dana, Jr., and several generations of seamen admired her sailing characteristics and successfully pursued a wide range of maritime commerce on board her. New London whaling agent Thomas W. Williams gave a fitting tribute to the ship in his letter to Dana: "The *Alert* was a favorite ship with all owners, officers, and men who had any-thing to do with her; and I may add almost all who heard her name asked if that was the ship the man went in who wrote the book called *Two Years Before the Mast*; and thus we feel, with you, no doubt, a sort of sympathy at her loss."[65]

[Endnotes begin on page 95.]

From Parasol to Petticoat: Costuming at Mystic Seaport

SARA LEONE

"Are you wearing a corset?"

The question rings out amid the visitors strolling down Mystic Seaport's waterfront street on a pleasant afternoon. Before the curious bystander can turn to view the presumably livid recipient of the question, two women carrying parasols and wearing the height of fashion in 1876 walk by. They are politely explaining that a proper lady doesn't discuss such matters in mixed company. "Mrs. Babcock" and "Mrs. Baldwin" are part of the Museum's role-playing program–one of many activities that require costuming.

Visitors are sure to encounter vendors in late-nineteenth-century clothing, selling peanuts and ice cream. Actors performing in our participatory plays wear an assortment of theatrical garb ranging from nautical to comical. Lantern Light Tours require over 120 outfits, including Saint Nick's Christmas Eve-wear. Special events such as Decoration Day, Fourth of July, and Photo Weekend all have a considerable number of staff and volunteers in costume.

Susan Jerome, Assistant for Costuming and Foreman of the Role-players, wants to break through the stereotypes and statistics to make people aware of the diversity of nineteenth-century America. She designs and sews historically accurate clothing for all of the above-mentioned occasions. She has worked at Mystic Seaport for eleven years and has been in her present position for the last seven years. In addition to her sewing skills, she is an interpreter and role-plays as Mystic resident and captain's wife, "Mrs. Talbot."

The Museum had experimented with costuming in the past; the most ambitious attempt took place in the early 1960s when certain male interpreters were outfitted in hats donated by Stetson and frock coats and vests supplied by a New York City company. The advent of Lantern Light Tours in 1978 and the role-playing program in 1980 created the need for an in-house costumer and launched the present program.

Providing clothing for the role-players keeps Jerome busy year-round. All of the characters live in 1876, but their attire varies depending on occupation, and station in society. From the initial designing stage to applying the finishing touches, each costume can take up to 100 hours of labor. Furthermore, the work doesn't stop once an outfit is completed; throughout the garment's period of usage, Jerome adds pieces of trim to keep it looking bright. When signs of wear become imminent, it is passed down to the special events rack to slow the aging process, and worn occasionally instead of every week.



Photographs from Mystic Seaport's Scholfield Collection are an invaluable source for nineteenth-century fashions. (M.S.M. *75.294.36*)

Jerome especially enjoys the creativity involved in designing dresses for female role-players. She makes the pattern based upon the character being portrayed and incorporates details that have been researched and selected by the staff member. These small personal touches are important since each role-player has one dress that must last for years.

Nineteenth-century periodicals such as *Godey's Lady's Book, Harper's,* and *Peterson's* are helpful in determining popular fashion trends. In addition, the Museum's Scholfield Collection of photographs is an excellent source for local styles.

Portrait photographer Everett A. Scholfield practiced in Mystic and New London between 1865 and 1913. In 1873, a Stonington, Connecticut, newspaper stated, "The mezzotint photographs by Scholfield, are the best pictures ever produced in Mystic," and "Scholfield's mezzotints are selling like hotcakes. He makes everybody look as pretty as anybody."

Next, Jerome chooses material that is appropriate to the role-player's economic status. For example, "Mrs. Baldwin" is a boardinghouse keeper with a dress made of cotton, whereas "Dr. Wiley" wears a silk dress. Fabric that accurately duplicates the bright colors, woven-in patterns, and natural fiber of the nineteenth century is hard to acquire. "We really have dull, boring fabric today!"says Jerome.

Somewhat different circumstances surround the outfitting of men. For role-players of a social standing that requires a suit, Jerome makes the trousers, vest, shirt, and jacket herself. If a working-class character is portrayed, such as a sailor or fisherman, she makes the shirt, but orders the pants. These ready–made work pants are in the form of "broadfall

SCHOLFIELD COLLECTION - PORTRAIT OF A WOMAN

JUDY BEISER PHOTOS



Dr. Marelda Wiley (Marelda Eginton) and Mrs. Emeline Baldwin (Cheryl Chaput) chat about the latest news from the American Seaman's Friend Society. Both costumes reflect the popular styles of 1876. Dr. Wiley's costume is made of 100 percent silk and includes a highly decorated outside pocket. Mrs. Baldwin's cotton dress has an overskirt and underskirt. She is carrying a reticule – a nineteenth-century term for a purse.

trousers" with a large three-sided flap on the front. This style existed simultaneously with button-fly pants. However, one will never see a zipper on a Mystic Seaport role-player. An early form of the zipper was invented in the 1890s, but the now-indispensible fastener didn't actually catch on until after World War I.

Reproduction shoes are difficult to acquire, although the popularity of Civil War reenactments has increased their availability for men. Role-players wear shoes with a distinct left and right foot; this relatively new fashion concept had come to America in the mid-nineteenth century, after developing somewhat earlier in England.

Jerome states that women's costumes are more interesting because they reflect the importance and abundance of detail in nineteenth-century design.The diverse strata of undergarments attest to this fact, and unlike the men, female role-players must wear the complete array in order to accurately portray the look.

"The costume is the crucial ingredient, a framework that visually as well as mentally makes all the other things fall into place," says role-player Donna Bellantone, who portrays "Mrs. Babcock," wife of a shipyard foreman. The confinement of the outfit creates a totally different way of carrying oneself, from sitting in a manner that accommodates the bustle, to walking with an erect gait. Bellantone adds jokingly, "As much as I try, I just can't slouch!"

The Victorian lady began her dressing ritual with a chemise–a long undershirt of cotton or linen, and its bottom companion, a pair of drawers. The next stage required a little more energy as she maneuvered herself into a corset, which adapted her torso to the silhouette of a particular shape that varied somewhat in style, but generally emphasized a very small waist. Following the corset came the bustle, or half-hoop, which made the back of the dress full; the original bustle was made of whalebone, later replaced by spring steel, and evolved from a full hoop skirt. The last item of underclothing was a petticoat that served the same function as a modern-day slip, then she was ready for her dress.

This final layer precipitated the first step in proper accessorizing. Women of middle-class and above status would not be seen in public without a parasol for sunny days, a hat, and gloves. Parasols are an item of great curiosity, as visitors

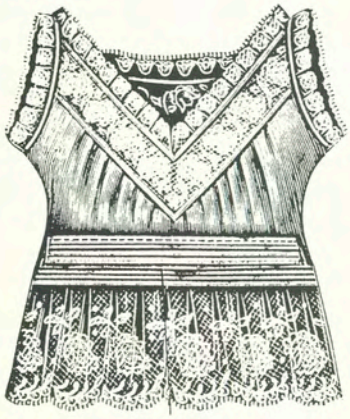
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Able Seaman John Briscoe (Rick Spencer) and First Mate James Coulter (Geoff Kaufman) confer about a sighting from the deck of the Charles W. Morgan. *Seaman Briscoe is wearing a cotton shirt and denim broadfall trousers. Mr. Coulter is attired in a wool sack coat with matching vest and trousers. He is wearing a winged-collar shirt with a bow tie.*

confuse them with their wet-weather cousin, the umbrella. However, people generally don't ask role-players many questions about their clothing, leading Jerome to define museum costuming as a "passive educational concept."

Like their descendants, Victorians succumbed to fashion fads. In 1876, a "pocket fad" swept the scene; the right side of a woman's dress had a heavily decorated pocket with lace, frills, beads, and other ornamentations. Gradually, this embellishment migrated to the back of the dress.



Some of these fancy stitches and trimmings may have been influenced by the popularity of the sewing machine. At mid-century, the machine had been a curiosity exhibited at fairs, but by 1871 sewing machines were manufactured at a rate of 700,000 a year. Noted historian Daniel Boorstin states, "In America, the sewing machine helped change the social meaning of clothing....In the latter half of the nineteenth century, the United States experienced a Clothing Revolution."

As Jerome looks to the future, she intends to develop a costuming program that will serve as a model for other museums. Her philosophy on education is thought-provoking: "We owe it to ourselves and to our visitors to make people today get rid of stereotypes of the people back then." She continues: "History is usually presented as the study of mankind's improvements, rather than as a study of mankind's changes. People tend to judge the past as either the 'good old days,' or 'aren't we lucky today?' But, the past shouldn't be looked upon as either." She hopes visitors leave Mystic Seaport with the thought that their ancestors were individuals with countless goals and dreams for the future–and wardrobes to match– just like today.

"Art & the Yacht"

MARIFRANCES TRIVELLI

Among the exhibits in Mystic Seaport's Mallory Building is "Art & the Yacht," an assemblage of paintings and photographs depicting famous American and British yachts. Visitors often stop to admire the images of billowing white sails, soaring effortlessly into the sky. One of the Museum's latest acquisitions, a sailmaker's workbench and tools, serves as a reminder of the painstaking effort that was required to produce such beautiful sails.

The sailmaker's bench was used by the late Dominick Tripaldi, an employee of Ratsey & Lapthorn Sailmakers of City Island, New York. The Ratsey name has been associated with sailmaking since 1790, when George Ratsey first established the business in Cowes, England. In the nineteenth century, George merged his business with the Lapthorn loft of Gosport, England. Ratsey & Lapthorn opened the City Island, New York, loft in 1902, at the urging of American

Ratsey & Lapthorn made sails for the 85-foot Herreshoff-designed sloop Istalena, *shown here with her sister* Aurora *in a photograph by James Burton, 1908. This image appears in the Art and the Yacht exhibit.* (M.S.M. 49.1757)



CLAIRE WHITE-PETERSON PHOTO



yachtsman J. Pierpont Morgan. By 1924, the year Dominick Tripaldi began his apprenticeship, Ratsey & Lapthorn was running full-page advertisements in *Yachting* magazine, extolling the winning yachts that carried sails from "The Largest Sail Loft in America."

The son of a City Island shoemaker, Dominick Tripaldi began working for Ratsey & Lapthorn at age 14 and retired 49 years later, in 1973. The bench was his workplace throughout his career, and its nicks and grooves are evidence of the thousands of new sails he helped create. This wooden bench, similar to those currently exhibited in the Mallory Sail Loft, was constructed to allow the lengths of canvas to slide over his knees as he worked. Canvas pouches hang behind the bench to hold extra needles, grommets, and eyelets. Several holes bored through the bench held the wooden fids, which were used to form and stretch grommet holes. Awls of different sizes were used to lay out the sail design on the loft floor. Dominick's sailmakers palm, a leather device that fit the contours of his hand, served as a thimble as he pushed his needle through several layers of thick canvas. Using these tools devised centuries ago, Tripaldi fashioned sails from traditional Egyptian cotton and, after 1950, from synthetic fabrics such as nylon and Dacron.

Ratsey & Lapthorn became a family affair for the Tripaldis. Dominick followed his older brother Andrew in working at the loft, and at one time all six of his brothers and sisters worked there. Tripaldi's younger brother Jim joined him at Ratsey in 1929 and remained with the loft for 53 years, until it closed in 1982. Dominick and Jim worked for three generations of the Ratsey family. With his skill as a stitcher and his love of the craft, Dominick was promoted from apprentice to master sailmaker to superintendent and production manager, supervising all new construction and repairs.

From the Museum's collection of Ratsey sail plan books, we learn that vessels carrying Ratsey sails represented a cross-section of twentieth-century American yachting. From the sails of the giant America's Cup J-Boats *Enterprise* and *Rainbow* to the simpler rig of a frostbite dinghy, and from class boats to individual yachts, all would begin their careers as bolts of cloth on the sail loft floor.

Tripaldi's workbench and tools remain as a significant addition to the Museum's collection of Ratsey & Lapthorn artifacts. And the striking images of "Art & the Yacht," are a testament to the effort and expertise required of a master sailmaker.

Above: *Dominick Tripaldi's bench. (M.S.M. 94.27).*

Below: *In this view of the Ratsey loft in 1925, a sailmaker works at his bench (left) while five machine operators, both male and female, stitch seams on their sewing machines. Photo by Edwin Levick. (M.S.M. 88.106.31)*

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Sands and Sounds of Time at Sea

LOUIS A. NORTON



In our daily lives we measure time in two ways: we observe the passage of time in standard units–seconds, minutes, hours, days, years–and we calculate the precise points of time relative to some standard to organize our days–21 hours 52 minutes, Greenwich Mean Time, or 9 hours 37 minutes Eastern Standard Time. As our need to be more precise in our observation of time has increased we have created ever more accurate timekeeping devices. Aboard ship the calculation of time is important both in regulating the day and in determining the position of a vessel out of the sight of land. But the seagoing requirements of accuracy and immunity to the effects of motion meant that for centuries mechanical timepieces were unsuited for shipboard use. Who would imagine that, until relatively recently, sand was the measuring device for time at sea?

The earliest clock device with a "moving part" was the clepsydra or water clock, in which the steady passage of water reflects the passage of time. The concept of the clepsydra may go back to Babylonia or ancient Egypt, from whence the Greeks and then the Romans obtained and refined the idea. The same concept seems to have arisen independently in China and India. The sandglass is a type of clepsydra filled with sand; other forms were filled with some stable fluid that does not evaporate or freeze, like mercury. The sandglass may have originated among the Greeks, although the clearest evidence of its existence dates from the ninth century A.D. The use of the sandglass on ships can be traced back to the fourteenth century.

Although natural fine sand seems to have been the typical flowing substance, crushed egg shells and marble particles, either colored or dyed, were also commonly used. Prior to about 1720, the sand used in sandglasses was often reddish to orange in color. Then, white, green, and gray sand became the standard. Of course, exceptions to these rules existed depending upon both the sandglasses' countries of origin and individual aesthetic taste. No matter what its composition, the substance was baked for up to nine hours to reduce the moisture content. The material was then passed through a silk-cloth sieve to control the size of the sand particles.

The timing of a sandglass could be calibrated by skillful glassblowing, control of the content and coarseness of the sand, and the addition of a calibration disc of copper, brass, ivory, or horn bound between the two phials (vials) with sealing wax or beeswax and waxed threads. The hole in the disc through which the sand passed was precisely cut by a standardized punch or awl. Depending on the composition of the calibration disc and the frequency of use, the disc might have to be changed frequently because of the abrasive action of the sand constantly passing through the orifice, which could turn an hour glass into a forty-minute one. Double-ended phials with a glass isthmus corrected this problem. These, of course, could only be calibrated by the quantity of sand contained within them and were mostly used in the half-hour sandglass described below. Exact timing with these was considered less crucial than with the larger instruments. The color of the glass phials tended to be green prior to the nineteenth century, but became more and more neutral in color as the century progressed.

To support and reinforce these fragile glass structures, wooden stands or racks were built to house them. These sandglass stands were either circular or octagonal and could be made of brass, bronze, wood, thick leather, pasteboard, ivory, or a combination of these materials. Frequently, the ship's name or other identifying markings was carved or printed on one end. Occasionally, the glass phials were encased in translucent horns or windowpane glasses for protection.

The obvious purpose of the half-hour glass was to keep time aboard ship. On some vessels, the sandglass was equipped with beckets at each end so that it could be hung from a beam hook, which served as a crude gimbal, making the running of the sand by gravity more independent of the sway of the ship. Other sandglasses were less-efficiently fixed with a pivot to a bulkhead. Located near the helm, the sandglass was inverted every thirty minutes, at which time the assistant helmsman rang the bell mounted nearby.

The use of bells to tell the hours seems to have grown out of European monasteries. In fact, the word clock was derived from the Medieval Latin *clocca*–bell–for the earliest public clocks, produced late in the 1200s, simply rang bells at hourly intervals. They had no faces to depict the intermediate passage of time. Chimes have continued to be the audible feature of public clocks, and the use of a bell system aboard ship was simply a nautical extension of that practice.

Once ships began to make regular long-distance passages at sea, with no chance of coming to anchor at night, a round-the-clock work system became necessary aboard ship. Even in the preindustrial age, when work ashore was often opportunistic and not highly regimented by time, a ship's crew had to be organized to work constantly. The watch system, with two halves of the crew working alternate four-hour duty periods, allowed a ship to operate smoothly and the crew to get enough rest to remain alert. With the day organized around these four-hour work periods, or watches, the sea day bore little resemblance to the land day in the

Top: *Ship's bell* (M.S.M. *41.761.1 Louis S. Martel photo)*

Background: *A one-hour sandglass filled with grey sand.* (M.S.M. *58.1012)*

concept of time; in fact, the sea day was calculated to begin at noon, not midnight. To measure the watches in an intelligible way, they were divided into half-hour units, which were measured by a half-hour sandglass and signaled by the ringing of the ship's bell. To differentiate the half hours, the bell was rung in increasing increments of one bell, from a single ring at half an hour past the watch change to eight bells at the next watch change.

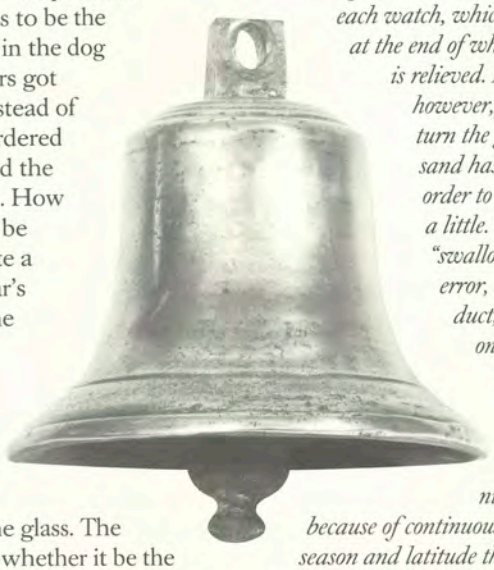
Because six even watch periods around the clock would require each half of the crew to serve at the same time each day, the 4:00 P.M. to 8:00 P.M. period was divided into two "dog watches" to alternate the schedule each day. Coming right after the evening meal, the dog watches were the one time when the crew could take its leisure on deck. The two dog watches had slightly different ring motifs. As usual, the bell was rung one to four times during the first two-hour watch, but then the bell was rung once at 6:30, twice at 7:00 and three times at 7:30. Eight bells would resume at 8:00 P.M., and then the normal bell cycle would ensue for the next five watches.

Right: *Ship's bell from the* Charles W. Morgan. *(M.S.M. 41.761.1)*

Below: *This 5⅛-inch log glass, with walnut frame, was probably made for the U.S. Navy, ca. 1835. (M.S.M. 35.9; Louis S. Martel photo)*



According to Lieutenant R.C. Lowry of the British Royal Navy: "There is an old story that one bell has been struck at 6:30, instead of five bells, since the mutinies of 1797. In one port, the signal to mutiny was to be the striking of five bells in the dog watches; The officers got wind of this and, instead of striking five bells, ordered one to be struck, and the mutiny was averted. How true this is may not be known, but it is quite a yarn." The New Year's Eve custom on some U.S. naval vessels was to ring the bell sixteen times at midnight when the crew was gathered for the turning of the glass. The oldest man aboard, whether it be the admiral or a shellback, would ring in the eight bells that marked the passing old year. Then, the youngest member of the company would add another eight bells to announce the new year. The cheers and celebration that followed were the nautical version of "ringing out the old and ringing in the new."



At sea, the largest sandglasses ran for four hours. These so-called "battle glasses" served as standbys during severe storms or naval engagements when keeping time by the more usual half-hour glass was difficult. The one-hour or more common half-hour glass was more practical than the battle glass, but the smaller glasses were fragile, required more judicious surveillance in order to make a timely inversion or "capsizing," and, although sealed, were not airtight. A problem for all sandglasses was the ever-changing humidity which affected the flow of the sand.

Mischievous sailors would occasionally "flog a glass," or shake the sand, to accelerate the sand's passage through the isthmus. Another method of shortening a watch was "cooking" or "sweating the glass," which involved applying heat to the glass to remove moisture from the sand and thus quicken its flow. An account of such abuse to the half-hour sandglass is repeated in Jean Randier's *Marine Navigational Instruments*, in a quotation from Duguary Trouin, whose fleet was fogbound off Spitzbergen in 1703:

Fog is such a frequent occurrence in these parts that it led us into a most strange error. Aboard our ship half-hour sandglasses are used that the helmsmen are required to turn eight times to measure each watch, which lasts four hours, at the end of which time the watch is relieved. It is fairly common, however, for the helmsmen to turn the glass before all the sand has run through in order to shorten their watch a little. This is called "swallowing the sand." This error, or rather misconduct, can be corrected only by taking the altitude of the sun; however, we were out of sight of the sun for nine consecutive days because of continuous fog, and as in that season and latitude the sun only circles the horizon, making the days and the nights equally bright, in the course of eight days the helmsmen managed, by dint of "swallowing sand," to turn day into night and night into day so that all the vessels of the squadron without exception found an error of at least ten or eleven hours when the sun reappeared. This had so upset the times of eating and sleeping that we all generally wanted to eat when it was time to sleep and sleep when it was time to eat. However, we did not take any notice of this until we discovered the truth by taking an altitude.

By the late eighteenth century, however, helmsmen faced a greater challenge in shortening their watches as new, more accurate timing devices became available to establish accuracy. The Royal Navy ceased using the sandglass to keep ship's time in 1839. But ships' officers benefited from an accurate seagoing timepiece in more important ways. Not only could they ensure uniformity in the watches, but they could navigate with precision now that they had an accurate measure of time.

Again, once ships ventured out of sight of land they required new methods. With no landmarks to identify their position, navigators used the stars and the sun to locate themselves. While cartographers drew ever more accurate charts of the oceans and mathematicians calculated ever more precisely the celestial positions of the sun, planets, and stars at specific points and times, clockmakers strove to perfect an

accurate timekeeper that could be used at sea. Neither the first small clocks–Peter Henlein's "Nuremberg turnips," or watches, of the early 1500s–nor the pendulum clocks of the 1600s were accurate enough or suitable for use in the moving world of the ship. But when John Harrison invented a chronometer in 1735 that was accurate to within one second per day, and perfected it during the next 25 years, navigators finally had an accurate mechanical timepiece to replace, or at least regulate, their sandglasses. More importantly, they had an accurate means of carrying the time from their place of departure, or of the prime meridian of Greenwich, England, to sea with them. By comparing the ship's local time, which they determined by taking an octant or sextant sight of the sun at local noon, with the point of departure or prime meridian time kept by the chronometer, they could determine the ship's longitude (distance east or west of the meridian whose time was kept by the chronometer). Yet, even the British Royal Navy and U.S. Navy did not routinely issue chronometers to their ships until the 1820s.

But even accurate position-finding required dead reckoning calculations to run a course between celestial observations. Part of this navigation problem was knowing the speed of one's vessel, and here, along with bells, the sandglass continued to be of service long after it had ceased as the ship's timekeeper. In the sixteenth century, a Dutchman invented a "log timer" comprised of a small wooden log, or other floating object, being jettisoned at a designated point at the bow of the ship. A bell was sounded when it struck the water, and subsequent bells were rung at estimated one-second intervals thereafter. The number of bells it took to pass a positioned observer at the stern was then recorded. Given a specified time and distance, one could easily calculate the approximate speed of the vessel. This method was replaced by the sandglass, the knotted log-line, and the floating chip, which is called a "ship" in British texts. Invented toward the end of the 1500s, the chip log was a quadrant-shaped piece of wood with a radius between five inches and a foot. It was weighted with lead on its rounded edge to assure a fixed vertical orientation in the water. Three short lines were spliced to attach the chip perpendicular to the main log-line, and one of these short lines was usually pegged so that the log-line could be easily retrieved after being run out.

The term "heaving the log" meant tossing astern the chip and the attached



Timing the run of the log aboard the American bark Alice, *ca. 1900. (Mystic Seaport Photo Archives)*



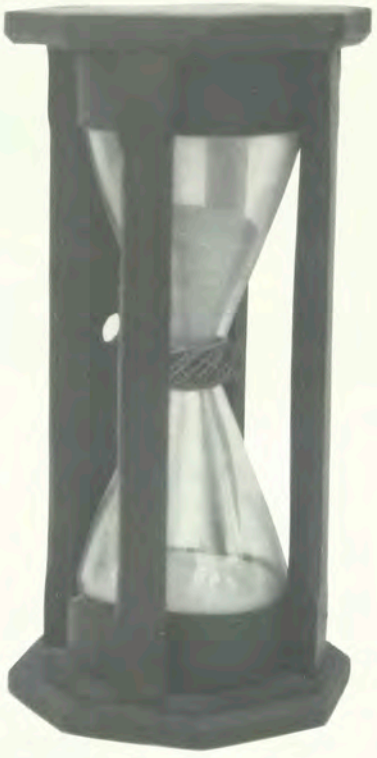
Timing the log line aboard a schooner. Painting by Milton J. Burns. (Courtesy author)

leader of the log-line, the balance of which was wound on a reel held near the stern by a sailor. the chip then stayed relatively stationary as the vessel sailed away. The wetting of a red rag or tell-tale knot in the log-line about a fathom (six feet) from the chip was the signal for an attending sailor to capsize the sandglass.

Worked into the log-line were either knots, pieces of marline, or rags positioned at precise distances. The spacing between the knots was 47 feet six inches, equaling 1/128 of the 6,080-foot nautical mile (which was changed to 6,076.103 feet in 1954), or the distance one travels at one nautical mile per hour in 28 seconds. Therefore, a 28-second sandglass (log-glass) was used to time the running of the log-line. The instant the sand ran out the line was stopped, and the knots on the line would be counted as the log-line and chip were hauled aboard. When a ship was going over eight knots, a 14-second glass was used to time the log, and the distance sailed during the run of the glass was doubled in order to ease the laborious task of hauling in more than 375 feet of line.

The increasing precision in nautical time and distance measurement is reflected in the fact that a 30-second glass had been the standard measure for timing the log until the mid-seventeenth century, when astronomers revised their estimate of the earth's size. The log-glass time was then changed to 28 seconds, rather than altering the distance between knots on the log-line.

The log chip and line was not the only method that was used to determine the velocity of a vessel. Although one still needed a large sandglass as a time reference or "denominator," the patent log with revolving blades, invented by Humfray Cole in 1578, gave an alternate means of calculating speed. Although this device evolved and improved, it did not come into general use until well into the 1800s. The Salem, Massachusetts, yacht *Cleopatra's Barge* carried "Gould's patent log" during an 1817 Mediterranean voyage. Other forms, including Massey's patent propeller log, which had a clockwork mechanism that continuously recorded miles, tens, and hundreds of miles run as the propeller turned, were perfected in the nineteenth century. Nevertheless, the chip log timed by a sandglass remained an economical, reasonably reliable ship's speedometer into this century.



This late-eighteenth-century half-hour glass measures eight inches in height. The hole in the back of the frame was for attachment to a swivel on a bulkhead. (Courtesy Captain's Quarters, Amherst, Massachusetts)

Multiple sandglasses mounted side-by-side were also used at sea. Because calibration was so difficult, some captains used a mean time obtained from an array of glasses. Other glasses registered different times in one housing. This arrangement was called the "organ pipe." They marked the quarter and full hours, thus acting as an internal check or calibration device. Some sandglasses even had smaller bulbs superimposed on the larger phials to estimate the passage of smaller units of time.

In this age of atomic clocks, loran, and global positioning satellite navigation, it is hard to imagine relying on the flow of sand to tell the time. Yet, as we have seen, the simple sandglass was, until relatively recently, a vital instrument and the most accurate way of determining time on a voyage. Indeed, it was this mere container of sand that signaled the sounds of time at sea.

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Thanksgiving Dinner

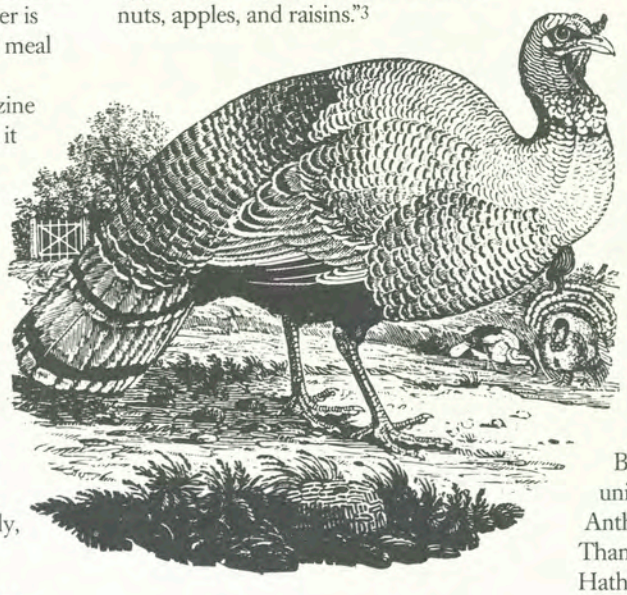
SANDRA L. OLIVER

Poor old Thanksgiving has been virtually swallowed up by Christmas as we ap-proach the end of the twentieth century. The Friday after our modern Thanksgiving is famous for the tremendous amount of holiday shopping done by people still full of turkey and pumpkin pie. In the nineteenth century, however, Thanksgiving outranked Christmas as *the* premier holiday, a day of family reunion and recreation that, ashore or at sea, centered on food and eating.

Few descriptions of the day lack mention of the meal, so Thanksgiving dinner is the most thoroughly documented meal for all of the nineteenth century. Although an 1871 *Scribner's* magazine essay romanticized Thanksgiving, it accurately reflected the priorities of the period. Describing the end of the Thanksgiving church service, the author noted: "While the men, though they say to each other on the way out, 'First rate discourse, minister, wasn't it now?' are on the whole glad to have it over, and be free to turn with undivided interest to what has grown to be considered the real event, the raison d'etre of the day–namely, the dinner."[1]

Actually, the feast was the focus of the day even earlier. A century before, in 1784, Shubael Breed of Norwich, Connecticut, wrote to Mason Fitch Cogswell in New York: "Thanksgiving with its multitude of good eating and good drinking is gone. Yesterday was the festival and today the puddings with all their dimensions have disappeared. What a glorious thing it is, my boy, once a year to eat and to drink and to be crammed to bursting–to be six months at least in preparing our stomachs to swell, that profusion may be loaded into them and then be six months in getting rid of the heart-burn and indigestion occasioned by it–charming–charming....What a sight of pigs and geese and turkeys and fowls and sheep must be slaughtered to gratify the voraciousness of a single day."[2]

John Howard Redfield described the feast at his home in Cromwell, Connecticut, in the early 1800s, "where roast turkey, chicken pie, and sometimes roast pig, with all due accompaniments were followed by mince and pumpkin pie ad libitum." And Mary Channing declared, "A turkey was the principle dish; then there were chicken pies, and vegetables, sauces, pickles, preserves; pie of mince, apple, squash, pumpkin, and custard; nuts, apples, and raisins."[3]



Grace Wheeler, of North Stonington, Connecticut, provided some more mouth-watering details: "The big turkey, brown and shining, accompanied by two big pans of chicken pie and roast pork, crisp and brown, clove studded so it had a spicy odor. There were vegetables of many kinds, cranberry sauce and brown bread, butter from the old churn....Dishes of cucumber pickles and pickled pears and peaches crowded the table, jugs of sweet cider, milk, tea, and coffee. Then came the pies–mince, apple and pumpkin–and cheese grandmother had made, both sage and plain." [4]

Even in the smallest reference to the Thanksgiving meal, turkey is clearly identified with the holiday in the nineteenth century. Charles W. Morgan commented in his diary for 1860, "Still I like the season of thanksgiving to renew & strengthen social ties and to open & invigorate the benevolent feelings. it has this effect generally I think and our poor community generally I think have had a good dinner today and mostly of turkey–of which wife & I distributed several to poor friends and dependents." Silas Fish, in New York, wrote to his mother in Mystic the day before Thanksgiving in 1847, saying: "I expect to take dinner (tomorrow) on board the Montauk (Capt Gates Vessel) we intend to have Roast Turkey &cc I think I shall enjoy part of the day at least....Hoping you will all have a pleasant time picking Turkey Bones & eating Pumpkin Pies &ccc." Even in its absence, turkey was noted in association with Thanksgiving. On board the barkentine *Good News* in 1894 the journal-keeper noted: "Thanksgiving Day & no turkey."[5]

But turkey was not absolutely universal. In New Bedford, Joseph Anthony reported in 1823: "Nov. 20th. Thanksgiving Day. Dined at Nat. Hathaways on a roast leg of venisoned mutton." In the Little Compton area of Rhode Island in the early 1860s, Francis Gifford's family killed their hogs just before Thanksgiving and "Had a spareribfor our Thanksgiving dinner." Phebe Sherman reported to her captain husband James on the whaler *Milton* in 1873, "We had our Thanksgiving dinner, a stewed chicken, the next day after Thanksgiving Day."[6]

A New World fowl, the turkey was introduced to Europe, where it was adopted by the sixteenth-century French gentry as a luxury food. Similarly, in sixteenth-century England, turkeys were domesticated and sold at premium prices in the markets. So, when the first English settlers in New England encountered

wild native turkeys, as well as venison–which had been for so long in England the prerogative of the gentry–they were prepared to treat them as celebratory foods. For, in Anglo-American culture, a substantial presentation roast such as turkey, venison, or beef, has long been the central element of a significant meal.[7]

Turkey was an all-purpose celebration roast in nineteenth-century New England. In Great Britain, at the same time, it was a special-occasion meat, too, but there it was rivaled by beef. On Thanksgiving, turkey had special significance for New Englanders because of its associations with the "Pilgrims," whom Victorian Yankees increasingly identified with ideas about "the first Thanksgiving." Two brief descriptions of the day and the meal were left by Plymouth's Puritan settlers. In one, William Bradford identified some of the meat served: "And besides waterfowl there was a great store of *wild turkeys*, of which they took many, besides venison, etc."

As the nineteenth century progressed and the nation neared its centenary, a great many people became interested in the country's colonial past and its earliest settlers. People around Plymouth and Boston had observed Forefather's Day, marking the Pilgrim's landing date, since the eighteenth century. During the same time, the individual colonies and states had declared public days of thanksgiving almost annually. Sometimes these coincided with the old fall harvest festival tradition that the Pilgrims had observed; sometimes, like the national day of thanksgiving in April 1815 that marked the end of the War of 1812, they celebrated public triumphs. It was not until 1863, however, when President Lincoln proclaimed the last Thursday in November a national day of Thanksgiving, that the holiday became a regular, fixed event nationwide. By then the turkey's role as a celebratory food of choice was only enhanced by the renewed interest in the Pilgrims and *their* Thanksgiving dinner.[8]

As in Pilgrim days, both to celebrate the seasonal bounty and to provide enough food for this celebratory feast, the Thanksgiving turkey was accompanied by other joints of meat, such as roast pork, even a suckling pig, beef, wild fowl, and substantial chicken pies, all of which reassured the gathering that this was a major festive occasion. Kiddy King's family in Salem, Massachusetts, included ducks and partridges in Thanksgiving dinner.[9]

Seafarers lacking a turkey attempted to provide a centerpiece joint or roast to convey festivity. On the whaleship *Mary & Helen* in 1879, Irving Reynolds's dinner that day was roast beef with green peas, potatoes, and apple pie and raisins. Aboard the whaleship *A.R. Tucker,* Annie Ricketson reported that "For our dinner here aboard ship we had Boiled Chicken and the fixings and also a boiled pudding which was very nice, a peach pudding."[10]

By mid-century, most homes in New England, particularly in coastal areas, were equipped with a cookstove. Nostalgia for open fireplaces and ambiguity about modern improvements combined at Thanksgiving–powerfully enough in a few homes that the centerpiece turkey was roasted traditionally before the fire.

The 1871 *Scribner* essay hints at this, saying "No wonder that we cannot in these days of water-backs, improved ranges, and anthracite, emulate [the old fireplace's and oven's] perfection. No wonder the turkeys of the period all taste alike, and not one of them in the least like that lordly bird which in the good old days presided over grandfather's Thanksgiving feast." Some people agreed. Kiddy King's father, she reported, had great contempt for any meat baked in a range, and his opinion was shared by another old Salem resident who "used to roast the Thanksgiving turkey herself, in a tin kitchen, before the fire, in her back parlor. She is remembered...shrouded in a large white apron with her elegant silk dress carefully pinned up," visiting her family in the front parlor between trips to check on the roasting turkey.[11]

Charles W. Morgan's 1860 dinner featured roasted *and* boiled turkeys.[12] Boiling turkeys or fresh meat of any sort is less usual today than it was in Morgan's time. Few people today think they would enjoy a boiled turkey even though this method of preparation was very common in the nineteenth century.

Let me mention a couple of advantages to this method. One is that there is no danger of the bird getting dried out, as it sometimes does in roasting. The other is that there are fewer calories in boiled turkey unless you serve it with drawn butter, as the recipe below suggests, or unless you are one of those people who can actually decline eating the crispy roasted skin of the standard roasted turkey.

If you would like to try a nineteenth-century approach to turkey, here is Elizabeth Hall's recipe for boiled turkey, from her *Practical American Cookery and Domestic Economy* of 1855.

ELIZABETH HALL'S RECIPE

for

Boiled Turkey



The turkey should be prepared as for roasting, with the wings twisted over the back. Stuff the turkey as follows: Pour boiling water on wheat bread or mashed potatoes; season high with pepper and salt, and if liked, a teaspoonful of sage or thyme, or a bunch of fine chopped parsley; fill the crop, and turn the skin of the neck over against the back and fasten with a small skewer.

Dredge with flour over the outside; tie it in a cloth, and put it in a pot of hot (not boiling) water; cover the pot, and let it boil gently about fifteen minutes to the pound; take off the skum; serve with drawn butter, celery or parsley sauce.[13]

In her 1864 *Practical Cookbook,* Mrs. Bliss wrote, "Some people object to boiling a turkey in a cloth, and I think it equally nice boiled without a cloth, provided the cook will watch it closely, and take off all the scum that rises."[14] The "scum" mentioned by both authors is the grayish material that gathers on the top of the water when most fresh meats are boiled and which can discolor the meat. You would not want to send anything to the table with dried flecks clinging to the meat, but tying a bird up in a cloth is a bit of a bother.

If you are game to try this method, allow 20 minutes to the pound. And you might heed Mrs. Bliss's recommendation to mix the stuffing for boiled poultry with egg rather than water so the stuffing will not get soggy.

[Endnotes are on page 96.]

Wind Rose® Calendar of Events

For further information about Museum events call the Mystic Seaport Information Line at (203) 572-5315 unless otherwise noted.

For further information about Mystic Seaport Museum Stores events call (203) 572-5385.

Experience the Warmth of a Mystic Seaport Winter!

Last year's winter schedule was a great success - so, we are doing it again! The village exhibits are closed from 2 January through 26 February; the *L.A. Dunton* and the *Charles W. Morgan* will remain open daily. Staff will be reassigned to the North End, where you can explore the exhibits in-depth, and enjoy such new activities as the "Rhythm of the Oars" gallery tour. Then, stop by the Spouter Tavern and savor a bowl of stew while warming up by the fire.

Weekends are full of new programs, including a children's tour of the *Charles W. Morgan*, learning how to identify boats, ropemaking, and constructing a paper dory.

Also, make sure to check this calendar and your winter/spring brochure for a wide variety of new workshops, from quilting to roleplaying, and genealogy to photograph preservation!

November

Fall Schedule continues. The Museum is open 9 A.M.-4 P.M. through 1 January 1995.

19 **Rhythm of the Oars: Stories of Rowing in America** exhibit opens in the R. J. Schaefer Building. Through September 1995.



24 Thanksgiving Day. Mystic Seaport open on a limited basis. Twenty-three exhibits, with three staffed, 9 A.M.-4 P.M.

25 Ornament Contest Delivery to the Museum Stores. Entries will be accepted through 8 December.



25-27 New England Field Days. Thanksgiving weekend offers special activities for families, including wagon rides and outdoor games.

28 Christmas Activities Schedule begins, through 1 January; schedule available at the gates.

28 Visions of Christmas Past. This 30-minute slide presentation describing a traditional New England Christmas takes place in the Planetarium's Campbell Room at 11 A.M. and 2 P.M. daily through 1 January.

28 The Star of Bethlehem, a half-hour program on this noted celestial phenomenon is presented in the Planetarium daily at 2:45 P.M. through 2 January. Presentations for groups must be reserved. Planetarium: 572-5355.

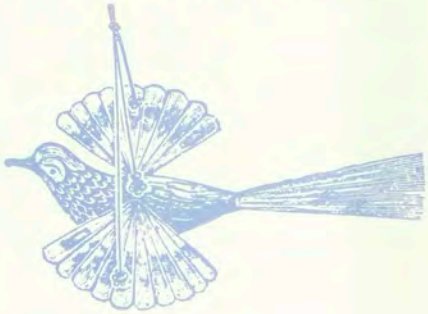


30 Yuletide Tours These daytime tours of selected exhibits and ships are conducted by guides in nineteenth-century costume, and include chantey music and conversations with role-players. Tours are one hour in length and leave the Visitor Reception Center every 15 minutes, 9:30-11:45 A.M. and 1-2:30 P.M., Wednesdays through Sundays, until 17 December. An interpreter for the hearing impaired will be available for tours on Saturday, 10 December at 10 A.M., 11:30 A.M. & 1:30 P.M. Members may reserve spaces on the 2:30 P.M. tour for free, or other tours at a cost of $2.50 per person. Reservations are required, and can be made by calling 1-800-522-1841, Monday through Friday from 9 A.M. to 4 P.M.

December

2 Lantern Light Tours. These evening tours recreate a Victorian Christmas in a village drama that takes place around you. Each year has a new storyline. Tours leave the Visitor Reception Center every 15 minutes, 5-9 P.M., through 22 December. Tours will not run on 5-8, 13, and 20 December. Ticket prices are $18 for adults, and $10 for children, 4-15 years old. Children under 3 are free must be able to sit on an adult's lap. An interpreter for the hearing impaired will accompany the tour on Monday, 12 December at 5:30 P.M., 7 P.M., & 8:30 P.M. Reservations are by phone only, at 1-800-522-1841, Monday through Friday, 9 A.M. - 4 P.M.

3 Members' Shopping Day at Mystic Seaport Mueum Stores. Extra discounts for members all day, 10 A.M.-8 P.M.



9 Ornament Contest winners at Mystic Seaport Museum Stores announced at 4 P.M.

10 Interpreter for Visitors with Hearing Impairments. Available at 10:30 A.M., noon, and 2:00 P.M. in Visitor Reception Center.

15 Adventure Series: The Voyage of the *Globe Star*. Refer to back wrap for information.

18 Community Carol Sing takes place in Anchor Circle at 3:30 P.M. Here's your chance to sing with a brass quartet and Mystic Seaport carolers. No admission charged today.

24 Christmas Eve. Mystic Seaport open on a limited basis. Twenty-three exhibits open, with three staffed, 9 A.M.-4 P.M.

25 Christmas Day. Mystic Seaport is closed.

26 Kids After Christmas. Games, crafts, and all kinds of special activities for children, through 1 January. Also, "Plum Pudding Voyages" for families–special activity tours in exhibit buildings, at a cost of $2 per person at 11 A.M. and 1 P.M. daily. Departs from Visitor Reception Center.

January

2 Winter at Mystic Seaport. Special programs that focus on "inside" at the Museum, open 10 A.M.-4 P.M., with a discounted admission rate. Village area closed through 26 February.

7 Family History Workshop–Finding "Your People." An explanation of sources and techniques for exploring your family history. The discussion guides participants in where to look for information and how to organize it. Workshop meets in the G. W. Blunt White Library, 9:30 A.M.- noon, and costs $10 ($12 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

10 Morning Fun for Kids. Special educational fun for preschoolers ages 2 1/2 to 3, and their grownups. Tuesday mornings, 9-10 A.M. in the Children's Museum through 14 February. Series cost is $36; a second child can attend for an additional $15. Education: 572-5322.



14 Interpreter for Visitors with Hearing Impairments. Available at 10:30 A.M., noon, and 2:00 P.M. in Visitor Reception Center.

14 Winter Workshop–Quilting. Two-hour introductory workshop on beginning quiltmaking gives members the opportunity to hand quilt on an "Underground Railroad" quilt. Topics include nineteenth-century patterns, colors, and fabrics. Workshop begins at 10 A.M. and costs $25 ($30 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

14 Winter Workshop–Printing. Design a project from start to finish. Two-hour workshop includes typesetting and the operation of our nineteenth-century presses. Workshop begins at 10 A.M. and costs $25 ($30 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

21 Family History Workshop–Learning From Historic Photographs. Identify and date photographs by using historic detective work. Learn about their care and storage. Workshop meets in the G. W. Blunt White Library, 9:30 A.M.- noon, and costs $10 ($12 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

25 Adventure Series: The China Voyage. Refer to back wrap for information.

26 Piloting and Dead Reckoning Course is held Thursday evenings 7:30-9:30 P.M., in the Planetarium, through 2 March. Topics include tides, currents, current sailing, dead reckoning, and an introduction to marine electronics. Cost is $72 ($80 for nonmembers). Planetarium: 572-5355.

28 Winter Workshop–Blacksmithing. From pulling the bellows to striking steel, this two-hour workshop focuses on understanding the tools and materials of the smith. Workshop begins at 10 A.M. and costs $25 ($30 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.



28 Winter Workshop–Canvas Work. The skills and tools of sewing canvas by hand. Materials will be provided for making a small ditty bag. Two-hour workshop begins at 10 A.M. and costs $25 ($30 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.



February

4 Family History Workshop–Listening to History. Learn about the oral history process: how to plan a project, conduct interviews, the narrator follow-up, and the proper care of tapes. Workshop meets in the G. W. Blunt White Library, 9:30 A.M.- noon, and costs $10 ($12 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

11 Interpreter for Visitors with Hearing Impairments. Available at 10:30 A.M., noon, and 2:00 P.M. in Visitor Reception Center.



11 Winter Workshop–Carving. Try a simple carving project while learning about tools, sharpening, and wood choice. Two-hour workshop begins at 10 A.M. and costs $25 ($30 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

11 Winter Workshop–Role-playing. Participants use primary sources and theater games to investigate and create characters from the past. The influences of period styles on character development will be explored through paintings, photographs, and clothing. Two-hour workshop begins at 10 A.M. and costs $15 ($18 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

11 Kids' Liberty Days. During school vacation, Mystic Seaport offers family activities and craft programs–from making a paper dory to taking a "kid's eye view" tour of the *Morgan*, through 26 February.

18 Family History Workshop–Caring for Artifacts. Discover the proper way to care for and preserve your personal collections and family memorabilia. Workshop meets in the G. W. Blunt White Library, 9:30 A.M.- noon, and costs $10 ($12 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office:



21 Adventure Series: Darwin's Patagonia. Refer to back wrap for information.

21 Morning Fun for Kids. Special educational fun for preschoolers ages 2 1/2 to 3, and their grownups. Tuesday mornings, 9-10 A.M. in the Children's Museum through 28 March. Series cost is $36; a second child can attend for an additional $15. Education: 572-5322.

22 Basic Celestial Navigation Course is held Wednesday evenings, 7:30-9:30 P.M., in the Planetarium, through 26 April. Topics include plotting, the *Nautical Almanac*, sight reduction by tables and programmable calculator, and star identification. Practical sight taking with the sextant will be done at Stonington Point on a weekend day. Cost is $135 ($150 for nonmembers). Planetarium: 572-5355.

27 Winter Schedule begins. Village area opens. Mystic Seaport open 10 A.M.-4 P.M.

March

6 Introduction to Loran. One evening class, 7:30-9:30 P.M., in the Planetarium. Cost is $27 ($30 for nonmembers). Planetarium: 572-5355.

10 Stew and Stories. Enjoy a hearty New England stew in the Spouter Tavern. After dinner, relax by the fire and listen to a storyteller. Seatings at 6 & 8 P.M. are limited to 20 people each. Dinner time will be assigned. Cost is $19 ($24 nonmembers). Refer to your winter/spring brochure for reservations and information. Membership Office: 572-5339.

11 Interpreter for Visitors with Hearing Impairments. Available at 10:30 A.M., noon, and 2:00 P.M. in Visitor Reception Center.



11 Victorian Yankee Symposium. This day-long program explores the private life of the Victorian Yankee. Interpretation: 572-5356.

11 Introduction to Radar. Afternoon seminar, 1-5 P.M., includes basic theory, installation procedures, and user adjustment for peak performance. Hands-on use of the radars is encouraged. Class takes place at Dockside Electronics in Noank, CT. Cost is $36 ($40 for nonmembers). Planetarium: 572-5355.

13 Introduction to GPS and Differential GPS. One evening class, 7:30-9:30 P.M., in the Planetarium. Cost is $27 ($30 for nonmembers). Planetarium: 572-5355.

17 Stew and Stories. Refer to 10 March entry.

17 Yachts in A Hurry Exhibit opens in the P.R. Mallory Building. Photographs by the world-renowned Rosenfeld family focus on commuter yachts. Popular during the 1920s, these water-borne limousines shuttled their wealthy owners from beach-front estates to their businesses in New York City.

17-19 Yachting History Symposium. Meet and learn from leading yachting authorities as they discuss the lively political and social history of yachting. Yachting History Symposium info line: 572-5350.

20 Weather Equipment for the Mariner. One evening class, 7:30-9:30 P.M., in the Planetarium. Topics include NAVTEX, Weather Fax, Satellite to Computer, Shortwave Radio & VHF Radio. Cost is $27 ($30 for nonmembers). Planetarium: 572-5355.

23 Stew and Stories. Refer to 10 March entry.

23 Adventure Series: The Search for the Pink-Headed Duck. Refer to back wrap for information.

23 An Introduction to New England Weather Course is held Thursday evenings 7:30-9:30 P.M., in the Planetarium, through 20 April. Designed for the beginner, topics include instruments, weather maps, severe weather, sources of forecast information, and guidance for interpreting the sky. Cost is $63 ($70 for nonmembers). Planetarium: 572-5355.



25 Introduction to Radar. Afternoon seminar, 1-5 P.M., includes basic theory, installation procedures, and user adjustment for peak performance. Hands-on use of the radars is encouraged. Class takes place at Dockside Electronics in Noank, CT. Cost is $36 ($40 for nonmembers). Planetarium: 572-5355.

27 Electronic Charting Techniques. One evening class, 7:30-9:30 P.M., in the Planetarium. The latest equipment using electronic charts, interfaced with other marine electronics. Cost is $27 ($30 for nonmembers). Planetarium: 572-5355.

30 Stew and Stories. Refer to 10 March entry.

Wind Rose® Museum Notes

Mystic Seaport is pleased to announce two new titles from the Publications Department.

Thomas F. McManus and the American Fishing Schooners: An Irish-American Success Story

W. M. P. Dunne

Historian and naval architect W.M.P. Dunne presents a sweeping saga of the McManus legacy in America. Thomas F. McManus was the most influential and prolific designer of American fishing schooners between 1890 and 1925. Best known for the knockabout model that eliminated the bowsprit to give fishermen safer working conditions, he and his family could claim virtually sole sponsorship of the major improvements to fishing schooner design from the 1860s to the 1920s and beyond.

The theme of family is as central to the story as that of McManus's career. His grandfather, a skilled sailmaker, immigrated to Boston from Skerries, Ireland; his father continued in the sailmaking tradition. "Tom" began as a fish dealer, and through his work with naval architects, took up designing in the 1880s.

Dunne's text is illustrated with 125 photographs showing schooners under construction, racing, and at work on the seas, as well as plans of 25 designs, some never before published. Anyone wishing to understand the history of American fishing schooners must read this book.

The Sloops of the Hudson River: A Historical and Design Survey

Paul E. Fontenoy

Historian and model-maker Paul E. Fontenoy examines the evolution of the classic Hudson River sloop from its origin among seventeenth-century Dutch vessels, through changes in the eighteenth and early nineteenth century that culminated in the classic sloop of the 1830s-1850s.

He also discusses the revival of the type with the 1969 sloop *Clearwater*, which continues to introduce new generations to the experience of sailing on the Hudson.

The mix of illustrations, plans, and analysis makes this the perfect gift for the historian, model-maker, or Hudson River enthusiast!

Books can be ordered throught the Museum's Publications Department by calling (203) 572-5347, or purchased at the Mystic Seaport Museum Stores, (203) 572-5385. Don't forget your member's discount!

Planned Giving



Pictured discussing the Planned Giving material are (left to right) *- seated, Museum Pilot Frank W. Appleton, Jr., Mr. Tidd, and Museum Trustee, Pilot and volunteer William L. Ames. Standing are Mr. Grimm and Museum Trustee and Vice Chairman of the Board William C. Ridgway III, seminar host. (Claire White-Peterson Photo)*

Planned Giving was the subject of the 9 June, 1994 planned giving consultant Jonathan G. Tidd, Esquire, and Royden A. Grimm, Investment Broker with A.G. Edwards & Sons, Inc. The first in a series of seminars on Estate Planning being organized by the Museum's Development Department was well attended, and covered such diverse topics as gift annuities, investment strategies, and ways donors can provide for Mystic Seaport while also benefiting themselves. If you are interested in attending future seminars, please call Vice President for Development Chris Cox at (203) 572-5365.

Seaport Videos

Seaport Videos make wonderful holiday gifts! Call 1-800-445-9236 to inquire or request our brochure. Mystic Seaport members receive an additional 10 percent discount. Even during the holiday season, we process your order in 24 hours! Season's Greetings from the Audio/Visual Media Department!

Making Connections

Mystic Seaport volunteers Ed Carlson and Bill Hickey have spent a considerable amount of time identifying electrical connections in the Planetarium. From this information, they created a blueprint of the system, that allows us to promptly determine the proper switches and circuit breakers to turn off for repair and maintenance.



Ed Carlson, (left) *and Bill Hickey,* (right) *stand in front of the Planetarium Control Board. (Mary Anne Stets photo)*

A great deal of their labeling has taken place in back of the huge dome that represents the sky, tempting Planetarium Director Don Trewergy to refer to them as his "angels of outerspace, who keep the stars shining." Carlson is the former Area Supervisor of Connecticut Light and Power. Hickey is retired from a small company that manufactured and sold papermaking machinery around the world. Both have been volunteers at Mystic Seaport for several years, and as a team have offered much valuable advice on the Museum's electrical systems.

The Horace W. Fuller Memorial Fund: *Celebrating a Great American Patriot*

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

His plane in flames 150 feet in the air after take-off from Camp Devens, Horace Williams Fuller, 22, Harvard senior and commercial pilot, nosed his machine earthward, and 30 feet from the ground, the flames having spread to his seat, jumped for his life without a parachute. In his descent, he seized the branch of a tree breaking the fall. He was slightly dazed and his hands were "skinned," otherwise, he was not hurt.

The first of many intrepid deeds by Horace "Hod" Fuller was thus recorded in a 1929 Boston newspaper. An early member of the Harvard Flying Club, Fuller was piloting a Gypsy Moth biplane when the accident occurred, one year before he graduated with a B.S. in anthropology.



JUDY BEISLER PHOTO

Mrs. Starr painted Fuller's portrait in 1942 when he was recuperating from wounds received at Guadalcanal. (M.S.M. 94.48.1)

From his college flying escapades to his bravery on the European and Pacific fronts during World War II, Fuller embodied the term "hero." Yet he always found time to pursue his passion for sailing, and this enthusiasm for the sea has enriched Mystic Seaport in many ways. Through the donation of his logbooks, and the development of the Horace W. Fuller Memorial Fund, Fuller's vigorous intellect and adventurous spirit will continue to influence future generations of sailors.

Hod Fuller's first international experience came in 1932, when he embarked on a two-year cruise around the world as the engineer aboard the schooner yacht *Pilgrim*. He also kept the vessel's detailed log, which is now part of the Cruising Club of America Archives at Mystic Seaport. The 85-foot, John Alden–designed vessel was owned and commanded by his close friend Donald Starr.

Fuller's illustrious war record began in 1939. He joined the American Field Service and drove an ambulance for the French before the fall of their country. After spending a winter in the Alps evading the Germans, he eventually reached Spain, where he boarded a ship to return to the United States.

In 1941, he became the executive officer of the 1st Marine Amphibian Tractor Battalion, which hit the beach on Guadalcanal in the Solomon Islands in 1942. Fuller was one of the few survivors in his unit; however, wounds received in combat forced his evacuation to the U.S. While recuperating, he was interviewed in 1943 for a newspaper article entitled, "Hub Heroes Take Jap[sic] Battle Flag." Fuller said that his mission was to demolish a broken-down American tank that was occupied by the Japanese, who were trying to set up machine guns. He and his fellow marines crossed a sandspit to the Japanese side under mortar and rifle fire, then rowed out to the tank in a rubber boat. They destroyed the tank with TNT while other marines were taking care of the snipers. Fuller took the flag from a Japanese combatant who had been killed a short distance from the riverbank.

Upon returning to duty, Fuller's patriotism continued when he joined the Office of Strategic Services, the forerunner of the CIA. As Major Fuller, he went to England and was detailed as the leader of a Jedburgh team–an elite unit that was the precursor of today's Special Forces Green Berets. In May 1944, Fuller parachuted into the Pyrenees in southern France, organizing and fighting alongside the Maquis–the French resistance movement during the German occupation. Fuller's team, code-named "Bugatti," was responsible for many daring feats, including the capture of an SS Totenkopf unit that had caused the massacre of a small village. After the Allies landed in Normandy in June 1944, Fuller dressed as a peasant and drove a herd of cows through the retreating German army to rejoin his countrymen.

Upon retiring from this distinguished career with the rank of brigadier general in the U. S. Marine Corps Reserve, Fuller's many decorations included the Silver Star, Purple Heart, Presidential Unit Citation, French Legion of Honor, French Croix de Guerre with Palm, Croix de Guerre with Bronze Star, and British "Mentioned in Despatches."

After the war, Fuller moved to Greece and engaged in a number of Marshall Plan activities, including harbor reconstruction, ship-raising, and general maritime improvements. When this work ended in the late 1950s, he continued to live in Greece, where he established his own yacht chartering business. For twenty years, countless friends and compatriots sailed the eastern Mediterranean with Hod at the helm of one of his five different vessels.

In 1961, a cruise through the Greek islands with Fuller aboard his schooner *Aegean*, was the subject of a *Sports Illustrated* article entitled "Cruising the Wine-Dark Sea":

The bow swung toward Vare Bay, on the far side of Syros, and I walked aft to Hod at the wheel. "Bread," he said. "We can get some from the monastery on the hill." The anchor splashed down at the head of the cove, and fishermen squatting in the shade of a beached caique looked up. Hod called in Greek, pointed and one of the men began to climb the path, returning at last with two thick, round loaves.

Fuller was a member of the Cruising Club of America for over 50 years, and through his initiative the CCA Archives have been compiled at the Museum. In addition to the *Pilgrim*'s handwritten and illustrated log of more than 400 pages, the collection includes 27 logs covering cruises from 1950 to 1979. Waldo Johnston, former Mystic Seaport director, called the 1984 donation of Fuller's logbooks the "single most important gift the CCA Archives have ever received."

Fuller's dedication to the sea is perpetuated through the Horace W. Fuller Memorial Fund, established at Mystic Seaport in 1989 to encourage the exploration of maritime history through both scholarship and experience. The income from this endowment will be used to support symposia, publications, scholarships, and "at sea" programs, such as those conducted aboard the Museum's schooner *Brilliant.*

The Fuller family has also shared their love of the sea with the Museum. Mystic Seaport is proud to own a portrait of Hod Fuller by the renowned Boston artist, Polly Thayer Starr, whose husband Donald was his sailing companion. The portrait was given by Mr. Starr to Fuller's brother, Ben, who has graciously donated it to the Museum. In addition, Ben's son–Hod Fuller's nephew–Benjamin A. G. Fuller, Jr., served as curator of the Museum for twelve years.

Mystic Seaport acknowledges with gratitude Fuller's family and many friends for their inspiration and generosity.

– Sara Leone

BOOK REVIEWS



Pride of Baltimore: The Story of the Baltimore Clippers

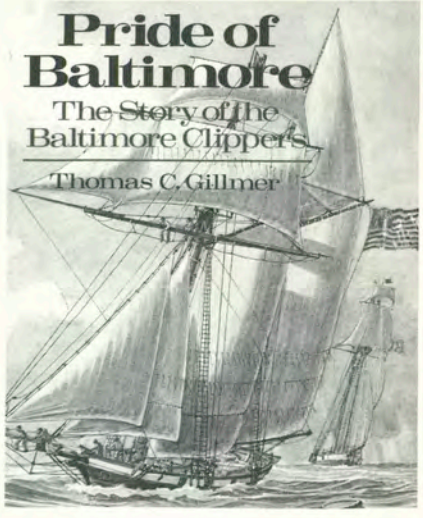
Thomas C. Gillmer

Camden, Maine: International Marine, 1992. Paperback edition 1994. 226 pps., illustrations, appendices, index. $15.95

Pride of Baltimore: The Story of the Baltimore Clippers evidences the love its author, Thomas Gillmer, feels for this fascinating vessel type. It is a love that grows out of personal commitment and experience, for the Baltimore clippers are an important element of Gillmer's life; in fact they are creations of his mind and his drawing table. Mr. Gillmer's talents brought the *Pride of Baltimore* and *Pride of Baltimore II* from the dusty pages of historical archives to the real world of the present. A respected naval architect, he has proven his mettle in positions of authority at the U.S. Naval Academy, the Chesapeake Bay Maritime Museum, the USS *Constitution* restoration project, and as a successful designer of sailing yachts.

Pride of Baltimore has three distinct components: a history, a chronicle of Baltimore's clipper revival, and a discussion of various elements of marine architecture. Chapter 1 begins the book with a discussion of the origins of the Baltimore clipper type by looking at developments in sailing vessel design with a focus on fast sailing types through the years. He writes at greater length about the origins of shipbuilding, vessel design in the upper Chesapeake Bay, and the various elements that influenced them.

Chapter 2 discusses the features of the Baltimore clipper, relying heavily on evidence from period manuscripts and visual sources (the art of Antoine Roux and others). Chapter 3 focuses on the decline of this vessel type and on some of the influences they may have left. Not the least of these influences, according to Mr. Gillmer, was the creation of the *Ann McKim.* Gillmer jumps into the longstanding debate about which vessel was the first real American clipper ship. Not surprisingly Gillmer argues against some other authorities when he claims that through the *McKim* Baltimore can lay claim to the honor of having created the first true full-rigged clipper ship. Earlier in the book he challenges Howard Chapelle and other authorities regarding the origins of the Baltimore clippers themselves. Chapelle's view is summarily dismissed as "Poppycock!"



Cover of Thomas C. Gillmer's Pride of Baltimore

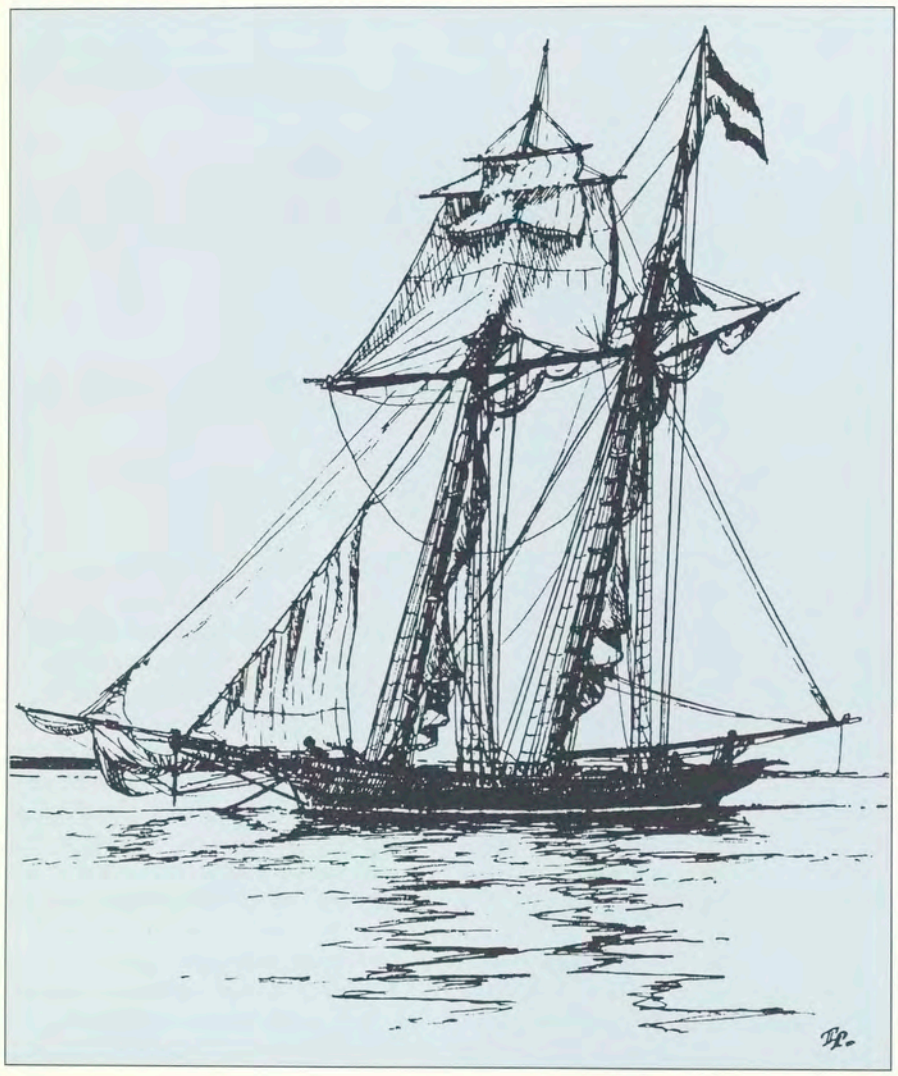


Illustration by Tom Price from Pride of Baltimore

Chapters 4 and 5 switch to the present era and the creation and careers of the *Pride of Baltimore* (launched 1977) and *Pride of Baltimore II* (launched 1988), which were designed to serve as sailing ambassadors for their city. In these chapters one can read about the creative process that went into the planning and construction of these two vessels, the problems that were faced, and how they were overcome. The most poignant part of these chapters deals with the loss of *Pride I,* along with four of her crew, in 1986. The sequence of events in the sinking is described, and although the reader is referred to the official report on the sinking for some details, one certainly comes away with the sense of personal loss and tragedy that accompanied this sad event. The reader also becomes familiar with the *Pride of Baltimore II,* the commitment to her creation, and the ways she differs from her predecessor.

As a discussion of vessel design elements, and as a chronicle of Baltimore's reproduction clippers, this work is of value. For it is in the pages dealing with vessel design that Mr. Gillmer is most convincing, most interesting, and most at ease with his material.

The areas dealing with historical developments have problems that result in part from Mr. Gillmer's love for his subject and his desire to celebrate these amazing watercraft. In the preface of this slim volume Mr. Gillmer states that he seeks to "present an accurate account" of the Baltimore clippers, to make "their importance in our early history apparent," and to bring to light "their exploits, their beauty and their unique heritage." These are all admirable goals, but they can make for an imbalanced work. Some of the points he makes in this effort are in error, or are not supported by enough evidence. For instance he claims the Baltimore clippers played a significant role in bringing the War of 1812 to a successful conclusion. The evidence he offers to support this statement is Parliament's awareness of the many British vessels lost to American privateers. He does not pursue additional explanations, such as British war-weariness after two decades of conflict with the French. It must be remembered as well that none of the grievances delineated in the American declaration of war were redressed in the peace settlement. Yes, America did survive the war, and yes our national pride was boosted, but the conflict did not cause England to change any of her policies relative to the United States.

Numerous other errors are to be found in the historical narrative. Gillmer claims that when the United States and Great Britain first came to the peace table the only military problem the British had was Napoleon. At the time the Anglo-American talks began, Napoleon was no longer an active threat as the Treaty of Paris had been signed three months before and the French emperor was headed for exile on Elba. Gillmer also states that in the years between the Revolution and the War of 1812, America had pragmatic, effective leaders who allowed the nation to retain its national dignity and self respect. Period writings make it clear that America's political leaders knew all too well how little dignity and self respect the nation could muster during those difficult years.

If one is seeking a balanced historical record of maritime developments during America's early national period *Pride of Baltimore* will not suffice. If, however, one is interested in a spirited description of fast sailing vessels and their characteristics, or is inspired by the revival of traditional sailing craft in contemporary America, Thomas Gillmer's experience and enthusiasm make him a worthy authority.

Glenn S. Gordinier
Research Associate, M.S.M.

Chesapeake Bay Schooners

Quentin Snediker and Ann Jensen

Centerville, Maryland:Tidewater Publishers, 1992. 252 pps., illustrations, plans, lists of vessels by types, bibliography. $44.95

Quentin Snediker and Ann Jensen have joined forces to produce a handsome and historic document about the commercial schooners that plied their trades on and beyond the waters of Chesapeake Bay. Until the middle of this century, when the sad survivors were driven from the waters by efficient powered craft, good highways, and modern bridges, these practical fore-and-aft-rigged sailing vessels served as the prime link to connect the remote waterfront ports and loading wharfs that abound along Chesapeake Bay and its estuaries.These schooners ranged in size from small craft, sailed by the traditional "man and a boy," to large four-masters with steam hoisting engines to handle sails, anchors, and cargo. Many of the smaller craft never left the bay, but carried local produce, such as grain, tobacco, lumber, merchandise for local stores, oysters, shell, salt, coal, and even passengers from one village to another, or to the city of Baltimore.

One may attempt to relate this work to the great books by Robert H. Burgess, but the authors have researched more deeply, with lists of schooners, their dimensions, their particular trades, their builders and places of building, and, where possible, their fates. The bibliography is extensive. It lists researchers, authors, artists, and–of great interest and value–the memories of former captains, builders, and crews who sailed these hard-working vessels. The book contains many photographs and line drawings of Chesapeake working craft, as well as enlightening discussions of the specialized types that worked in certain trades. The difficulties of continuing operations into the mid-twentieth century are discussed, and even the survivors that were brought into the cruise business, when freights were no longer available, are given their place in history.

Despite its large format and heavy illustration, this is no coffee-table book to be looked at briefly and set aside. *Chesapeake Bay Schooners* is a book for the researcher and for the person who feels he was born a couple of generations too late. It serves as a reminder that the romance of sail often came at a very high price. Those who grew old enough to retire had memories both happy and sad.

Descendants of those who built, owned, or sailed these wooden ships of sail have an enduring awareness of the enterprise and fortitude of ancestors who traversed the seas to earn a living for families in need of sustenance and an opportunity to better their lives. Along Chesapeake Bay, land and sea are inextricably combined in the lives and livelihoods of coastal residents. Quentin Snediker and Ann Jensen have helped open our eyes to a vanished way of living under sail that is remembered by fewer each year.

Captain Francis E. Bowker, M.S.M.

About the Log *Authors*

Joseph C. Haffey previously profiled the whaleship *Nile* in *The Log*. He holds degrees from St Peter's College and Pace University. Since retiring in 1986, he has been a volunteer in the Museum's Photo Lab.

Louis Arthur Norton, a native of the seaport of Gloucester, Massachusetts, is a professor at the University of Connecticut Health Center at Farmington. He received his education at Bowdoin College and Harvard University. His article on folk art in bottles was published in *The Log*.

Sara Leone, *The Log*'s Associate Editor, is a veteran of many departments at Mystic Seaport.

Marifrances Trivelli is Cataloguer in the Registrar's Office of the Museum's Curatorial Department.

Sandra L. Oliver, a foodways historian in Maine and former Mystic Seaport staff member, has written a history of New England maritime foodways that will be published by the Museum in the spring.

Elinor De Wire teaches fifth grade. She was Supervisor of Curriculum and Instruction for the Museum's Education Programs Division.

Around America in ★ 1876 ★ Maritime and More

Mystic Seaport's role-players represent the year 1876. Do you know what was happening around America that year?



Canada's first challenge for the America's Cup fails, as United States defender *Madeleine* defeats Canada's *Countess of Dufferin.*

★

Lieutenant Colonel George A. Custer and the 7th United States Cavalry are massacred by Sioux chief Sitting Bull and fellow tribesmen at the Battle of Little Big Horn.

★

The United States Centennial Exposition is opened by President Ulysses S. Grant in Philadelphia.

★

Mark Twain publishes *The Adventures of Tom Sawyer.*

★

Alexander Graham Bell receives a patent for the first telephone.

★

The National League in baseball is founded.

★

B.V.D. underwear for men is introduced by Bradley, Voorhees, and Day of New York.

★

The United States Coast Guard Academy is founded aboard the Revenue Cutter *Dobbin* at New Bedford, Massachusetts.

★

New York's Central Park is completed.

★

The Spanish ship *Providencia* breaks apart off the coast of Florida. Coconuts from the wreck wash ashore, and initiate the palm tree growth that leads to the founding of Palm Beach, Florida.

★

Colorado becomes the thirty-eighth state.

★

Winslow Homer paints *Breezing Up.*

22. *Columbian Centinel*, 9 November 1839; Dallas, "The Hide and Tallow Trade," 261; William Dane Phelps, *Alta California, 1840-1842*, ed. Briton C. Busch, (Glendale, California: Arthur H. Clark Company, 1983), 39.

23. Dallas, "The Hide and Tallow Trade," 261.

24. Phelps, *Alta California*, 241, 33.

25. Ibid., 224, 270.

26. Ibid., 334.

27. New York *Herald*, 28 August 1843.

28. Phelps, *Alta California*, 339.

29. Ship Registers of Boston, roll 43:124, 17 May 1843; *Whalemen's Shipping List and Merchants' Transcript*, New Bedford, Massachusetts: 4 July, 5 December 1843, Annual Survey, 9 January 1844. (hereafter cited as *WSL*).

30. U.S. Customs District, New London, Connecticut, Registration # 7, 27 June 1843. The other owners were Henry P. Haven, Thomas W. Williams, Francis Allen, Henry Smith, Robert Holt, and Joshua Learned, all of New London; Russell Wheeler of Stonington; Moses H. Grinnell, Henry Grinnell, Robert B. Minturn, and David Lee of New York City. Williams, Haven, and the prominent New York shipping firm of Grinnell, Minturn & Company, maintained an interest in the *Alert* for the 19 years she sailed from New London. Her captains held minority ownerships while in command of the vessel. Microfilm copies of New London customhouse documents, from the Federal Records Center in Waltham, Massachusetts, are on file at Mystic Seaport's G.W. Blunt White Library; Log 86, GWBWL, 5 July 1844.

31. Log 86, GWBWL, 6 September 1844.

32. Log 87, GWBWL, 6 November 1844.

33. *WSL*, 25 March, 20 June 1845, 6 January 1846; New London *Morning News*, 14, 16 June 1845. The practice of standing offshore after clearing customs was intended to prevent half-hearted crew members from deserting. It did not work in this case, however, as a surrendered crew list in the customhouse records indicates that two of the original ship's company did not sail. The *Morning News* was consulted at the Connecticut Historical Society Library, Hartford, Connecticut. All other New London newspapers cited are in the archives of the New London County Historical Society, New London, Connecticut.

34. Log 902, roll 720, GWBWL, is a microfilmed copy of the original journal, which is at the Old Dartmouth Historical Society Whaling Museum, New Bedford, Massachusetts; Letters from the Forecastle appeared in the New London *People's Advocate and New London County Republican*, 17, 24 March, 2 June, 28 September, 6 October 1847. They were identified simply by the author's initials, F.H.B. The only person on the crew list who fits these initials monogram is Frederick H. Bacon.

35. Letter 1, dated 20 January 1846; the incident appears under date of 15 September (1845); *Advocate*, 17 March 1847, 25 September [1845]; Log 902, GWBWL, 28 September 1845.

36. Letter 4, written at Maui but undated; the storm is dated 8 February (1846), *Advocate*, 17 March 1847.

37. Letter 4, *Advocate*, 24 March 1847.

38. Ibid.

39. Log 902, GWBWL, 7, 9 October 1846.

40. Letters, unnumbered letter, *Advocate*, 2 June 1847.

41. Log 902, GWBWL, 18 December 1836; *WSL*, 1 June 1847.

42. Crew list, New London customhouse, 3 August 1847; *WSL*, 10 August 1847, 6 February 1848, 16 January, 3 April 1849; New London *Democrat*, 17 June 1848, cites as a source a letter from E. Hathaway, Jr., U.S. consul.

43. New London *Daily Chronicle*, 17, 31 December 1849; *WSL*, 19 February 1850 for arrival of vessel, 25 February 1850 for gauger's report of cargo.

44. Nancy Bolles to sisters, 25 March 1851, VFM 1655, GWBWL, hereafter cited as Dear Sisters; the most complete view of the female experience aboard whaleships is Joan Druett, ed., *She Was a Sister Sailor: The Whaling Journals of Mary Brewster, 1845-1851* (Mystic: Mystic Seaport Museum, 1992), which lists more than 400 women who went to sea.

45. Dear Sisters; *WSL*, 10 June 1851, 1 June 1852.

46. Dear Sisters, 4; *WSL*, 1 July 1851.

47. Log 109, GWBWL, was kept by Captain John Bolles from the Okhotsk Sea to within 200 miles southeast of New York City, two days before the *Alert*'s landing at New London. Entry of 21 October 1852.

48. Ibid., 25, 26, 29 November 1852, 1 March, 22 April, 18 May 1853. That Bolles had trouble with his crew is brought out by the surrendered crew list in the New London customhouse records and Nancy Bolles's letter to her sisters; *WSL*, 21 May 1853.

49. The information on these islands is taken from a lengthy article that appeared in the New London *Democrat*, 22 May 1869, based on interviews of Captains Smith and Rogers. Additional information was derived from *Nathaniel W. Taylor, M. D., Life on a Whaler*, ed. Howard Palmer, (New London, Connecticut: New London County Historical Society, 1929). See also, Barnard L. Colby, *Whaling Captains of New London County, Connecticut: For Oil and Buggy Whips* (Mystic: Mystic Seaport Museum, 1990).

50. New London *Democrat*, 22 May 1869.

51. Taylor, *Life on a Whaler*, 83.

52. New London *Democrat*, 22 May 1869.

53. Log 94, GWBWL, 26 and 27 October 1860.

54. New London *Democrat*, 2 August 1860; Log 94, 3 February 1861.

55. New London *Democrat*, 22 May 1869.

56. Log 94, GWBWL, 19 September 1861.

57. First Desolation voyage: Simeon Church, master, 9 October 1853-18 January 1856, 31 months, $79,300 cargo; second Desolation voyage: Simeon Church, master, 25 July 1856-31 May 1858, 22 months, $62,900 cargo; third Desolation voyage, Andrew J. Parsons, master, 29 June 1858-15 May 1860, 22 1/2 months, $53,500 cargo.

58. Fourth Desolation voyage: Andrew J. Parsons, master, 24 July 1860-12 July 1862, 23 1/2 months, $67,300 cargo; for the *Alabama*, see Raphael Semmes, *Memoirs of Service Afloat, During the War Between the States* (Baltimore: Kelly, Piet & Company, 1869), and George W. Dalzell, *The Flight From the Flag: The Continuing Effects of the Civil War Upon the American Carrying Trades* (Chapel Hill: University of North Carolina Press, 1940).

59. *WSL*, 26 August 1862; Crew list, 30 August 1862, New London customhouse records.

60. Quoted in afterword to Dana, *Two Years Before the Mast*, 463.

61. Semmes, *Memoirs of Service Afloat*, 435.

62. *WSL*, 4 November 1862; Dalzell, *Flight From the Flag*, 137, 246-48; New London *Daily Star*, 12 July 1864.

63. *WSL*, 4 November 1862.

64. *Revised List of Claims Filed With the Department of State, Growing Out of the Acts Committed by the Several Vessels, Which Have Given Rise to the Claims Generically Known as the Alabama Claims* (Washington, D.C.: Government Printing Office, 1872), 5-6; New York *Times*, 8 December 1875, 8; Dana, *Two Years Before the Mast*, "Thirty-Three Years After," 476.

65. Williams to Dana, 17 March 1868, quoted in Dana, *Two Years Before the Mast*, 475.

Notes to "Thanksgiving Dinner"

1. "Thanksgiving," *Scribner's Magazine*, 2:2 (December 1871): 240-41.

2. Grace Cogswell Root, *Father and Daughter: A Collection of Cogswell Family Letters and Diaries, 1772-1830* (West Hartford, Connecticut: American School for the Deaf, 1924), 17.

3. Edmund Delaney, *Life in the Connecticut River Valley, 1800-1840, From the Recollections of John Howard Redfield* (Essex, Connecticut: Connecticut River Museum, 1988), 36; Mary J. Channing, "Sixty Years Ago," *The Youth's Companion* (December 1894): 604.

4. Grace Denison Wheeler, *Grace Wheeler's Memories* (Stonington, Connecticut: Pequot Press, 1947), 38.

5. Charles W. Morgan, Diary for 1860, Coll. 27, vol. 10, G.W. Blunt White Library, Mystic Seaport Museum, hereafter cited as GWBWL; Silas Fish, letter to his mother, 24 November 1847, Coll. 43, GWBWL; Barkentine *Good News*, Log 198, GWBWL.

6. Zephaniah Pease, ed., *Life in New Bedford 100 Years Ago, A Chronicle of the Social, Religious, and Commercial History of the Period in a Diary Kept by Joseph R. Anthony* (New Bedford, Massachusetts: Old Dartmouth Historical Society, 1925), 84; Benjamin Franklin Wilbour, *Notes on Little Compton*, ed. Carlton C. Brownell, (Little Compton, Rhode Island: Little Compton Historical Society, 1970), 67; Genevieve M. Darden, *My Dear Husband* (Taunton, Massachusetts: William S. Sullwold Publishing, Inc., for Descendants of Whaling Masters, Inc., 1980), 65.

7. Barbara Ketcham Wheaton, *Savoring the Past: The French Kitchen and Table from 1300 to 1789* (Philadelphia: University of Pennsylvania Press, 1983), 81-82; Karen Hess, *Martha Washington's Booke of Cookery* (New York: Columbia University Press, 1981), 61.

8. Carolyn Freeman Travers, ed., *The Thanksgiving Primer* (Plymouth, Massachusetts: Plimoth Plantation, 1991), 6.

9. Caroline Howard King, *When I Lived In Salem, 1822-1866* (Brattleboro, Vermont: Stephen Daye Press, 1937), 112; The December 1871 *Scribner's* article, "Thanksgiving," described "piglets in crisp armor of crackling"; Anna North Coit provides oral history from the North Stonington, Connecticut, Palmer family, describing a late-nineteenth- or early-twentieth-century Thanksgiving dinner of a whole suckling pig, which did not fit in the oven all the way, but was removed and the cooked portion carved off for the dinner, and the rest replaced in the oven; notes of conversation with author, 23 November 1982.

10. Irving Reynolds, Journal, bark *Mary & Helen*, Log 556, GWBWL; Annie Holmes Ricketson, *The Journal of Annie Holmes Ricketson on the Whaleship A.R. Tucker, 1871-74* (New Bedford: Old Dartmouth Historical Society, 1958), 26.

11. "Thanksgiving," *Scribner's*, 240; King, *When I Lived in Salem*, 24.

12. Morgan, Diary for 1860.

13. Elizabeth M. Hall *Practical American Cookery and Domestic Economy* (New York: Saxton, Barker, and Co., 1855), 90.

14. Mrs. Bliss, *The Practical Cookbook* (Philadelphia: J.B. Lippincott, 1864), 78.

Mystic Seaport Museum Annual Report, 1993-94

A Message from the Chairman: Robert G. Stone, Jr.



I am pleased to add my personal greeting to you in the 1993-1994 Annual Report of Mystic Seaport. This year's accomplishments and innovative planning make me particularly proud to serve as the Museum's Chairman of the Board. ❧ Mystic Seaport's visitors are a microcosm of the nation. The Museum acknowledges this diversity by providing a range of visitor experiences that is unparalleled by any other maritime museum in the country. While sustaining this commitment, we must grow in order to fulfill our Mission and our potential. ❧ Staff, volunteers, and the Board of Trustees, have applied thought, time, and energy to develop a broad-based plan that addresses our objective of becoming the Museum of America and the Sea. President J. Revell Carr, who is committed to making us the museum for every American, is directing the project. As a result, we have prepared a responsible and exciting blueprint for the future–the Strategic Plan. Turning these plans into reality requires yet more effort, time, and financial resources. ❧ The American Maritime Education and Research Center has received important funding for design and planning. This ambitious project will consolidate our collections as well as our intellectual resources by providing a quality workspace for our staff, and an appropriate environment for our artifacts. ❧ The 1993-94 Annual Fund closed with a 10 percent increase over last year. Strong initial support from my fellow trustees was coupled with increased giving by our members and friends. With over $15 million in gifts and pledges by the fiscal year's end, the Campaign for Mystic Seaport is steadily progressing toward its $21.5 million goal, and we are poised to open the Campaign to the general membership. We have raised nearly $1 million toward the NEH Challenge Grant's $2.5 million goal. In addition, this year saw the development of a corporate sponsorship program that will prove mutually beneficial to the Museum as well as the sponsors. ❧ The Museum's ability to manage and increase these financial resources is critical to future success. In addition to maintaining our reputation for education and historic preservation, we recognize the need to endow new areas for research and collections. ❧ The future of Mystic Seaport rests on a solid foundation because of the common vision of its staff, volunteers, trustees, members, and donors. Together, we will continue to build one of the greatest museums in America. ❧

A Message from the President: J. Revell Carr



The early months of this fiscal year were encouraging, as the summer of 1993 brought us the best attendance totals in four years. Later in the year, thirteen snowstorms wiped out any gains at the gate. Nevertheless, the Museum ended the year in a positive position. ❧ We continued to create a better experience for our visitors. Jane Keener, Vice President for Curatorial and Educational Programming, combined interpretation with exhibitions under the leadership of Stuart Parnes. This new department mounted several exhibits, such as the engaging "Images of the Sailor," and developed a new winter program that focused both interpretation and visitor activity in the galleries around Anchor Circle. ❧ The Shipyard completed restoration of the carryaway boat *Regina*, and the Herreshoff tender *Resolute*, which now joins the Boathouse livery program. ❧ The Library added over 1,000 books to its collections. Librarian Paul O'Pecko was selected to go to Hobson Wharf, the New Zealand National Maritime Museum, on an exchange program next year. The Publications Department continued to publish important books, including two that relate to our collections by staff authors: Fred Calabretta's *Guide to the Oral History Collections* and Doug Stein's *American Maritime Documents*. ❧ Although enrollment in our graduate-level Munson Institute was disappointing, the faculty members continued writing a comprehensive history book, *America and the Sea*, which the Museum plans to publish in 1996. The undergraduate Williams College/Mystic Seaport American Maritime Studies Program continues to flourish. ❧ The Marketing Department, and the External Affairs Department conveyed an exciting, interesting image of the Museum to the public.The Maintenance Department kept the buildings and services functioning while restoring the Buckingham-Hall House and caring for our gardens and plantings. The Food Services Department served traditional fare in the Spouter Tavern during the winter months, and made great strides with its catering activities. ❧ After months of study, the Museum Stores, which had operated for many years as a for-profit subsidiary of Mystic Seaport, was merged into the not-for-profit Museum. This shift promotes cooperation in many areas of store/museum activities and enhances the Store's generation of support for Museum programs. ❧ Throughout the year, the good work of our Development Department on the Capital Campaign, in addition to funding from the federal government and potentially from the State of Connecticut, encouraged our planning. ❧ As another year closes with significant accomplishment, we face a new year full of promise and opportunity for Mystic Seaport. ❧

Contributors, May 1993–April 1994

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Mystic Seaport encourages the establishment of named funds, both restricted and unrestricted. Funds may be created to support many different programs of the museum or may be established for unrestricted use. The funds appear permanently on the books of Mystic Seaport Museum in recognition of their ongoing support of the museum's work. Named funds are established with a gift of $100,000 or more and, once established, additions may be made at any time. Currently, the following funds of $100,000 or more support Mystic Seaport:

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In 1938, Mystic Seaport (then the Marine Historical Association) received a generous bequest from the estate of Dr. Charles K. Stillman, one of the Museum's three founders. As the first bequest to the Museum, this significant gesture helped to establish an endowment for programs and future operations. It also began what has become a tradition of Planned Giving at Mystic Seaport. Since then, a great many individuals have made generous gifts to the Museum in their wills or estate plans.

In order to recognize their generosity, Mystic Seaport has established *The Stillman Society*, named in honor of the Museum's early benefactor. Mystic Seaport is pleased to recognize these special donors during their lifetime, not only to acknowledge their generosity personally, but to celebrate the role *The Stillman Society* plays in the growth and development of the Museum.

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Higher Education at Mystic Seaport is exemplified by the Williams College - Mystic Seaport Maritime Studies Program, established in 1977 – the only program of its kind – offering undergraduate courses in maritime history, literature of the sea, marine policy, oceanography and marine ecology.

The Program, with over 700 alumni, plans to embark for the 1994-1995 year on an 8-day Pacific Coast field seminar. Faculty research programs include studies in exotic species invasion in ships' ballast water, coral reef sponge ecology, Caribbean diplomatic history, and Melville's historical and literary sources.

The Program's Annual Fund, created by the alumni themselves in 1978, has provided essentials such as science equipment for the marine laboratory, computer equipment, house remodeling, and the Program's newest public relations materials – a new catalogue and video. Friends and parents have joined the effort by giving generously to the Program's Friends Fund. The Program has also established the Benjamin W. Labaree Scholarship Endowment Fund to provide small grants to worthy undergraduates.

We sincerely thank those listed below for their generosity to the Williams-Mystic Maritime Studies Program during the Museum's fiscal year. (N.B.: This list does not fully reflect those who have given to the Program's 1993-94 Annual Fund.)

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The condensed consolidated financial statements presented below have been derived from the Museum's audited finacial statements, copies of which are available upon request.

Condensed Consolidated Balance Sheet

	April 29,1994	April 30, 1993
Assets		
Current		
Cash and Cash Equivalents	$ 460,200	$ 338,200
Accounts, Grants and Interest Receivable	414,200	446,300
Pledges Receivable	625,600	503,300
Inventories	1,712,600	2,090,800
Other	192,900	224,600
	3,405,500	3,603,200
Non-Current		
Pledges Receivable After Fiscal Year-End	220,400	539,600
Investments Restricted	18,219,700	17,408,300
Investments Unrestricted	3,618,700	3,823,100
Fixed Assets - Net	8,852,500	9,396,400
Total Assets	$ 34,316,800	$ 34,770,600
Liabilities and Fund Balances		
Current Liabilities		
Notes Payable	$ 1,088,700	$ 1,388,700
Accounts Payable	946,400	992,000
Accrued Expenses	566,100	510,100
Deferred Support and Revenue	847,900	627,600
Other Current Liabilities	27,600	138,600
	3,476,700	3,657,000
Non-Current Liabilities		
Notes Payable	308,600	687,300
Deferred Support and Revenue	925,300	1,252,300
Total Liabilities	4,710,600	5,596,600
Fund Balances		
Operating Fund	(380,500)	0
Restricted Endowment	18,697,800	17,733,100
Designated as Endowment	2,093,900	2,126,900
Plant Fund	8,873,400	8,804,700
Subsidiary Retained Earnings*	0	(525,100)
Designated for Future Projects	321,600	1,034,400
Total Fund Balances	29,606,200	29,174,000
Total Liabilities and Fund Balances	$ 34,316,800	$ 34,770,600

*Reflects consolidation of Mystic Seaport Museum Store's operation into the Museum's operation.

Membership Benefits & Dues, 1993–1994

Basic Membership Benefits:
Admission for a full year; discounts on guest admissions, dockage, classes, programs and Mystic Seaport Stores purchases*; subscription to *The Log of Mystic Seaport*; a car decal; express entry at the Visitor Reception Center (seasonal).

Individual $35
($30 at renewal**)
Basic membership benefits for one named adult. Tax deductible portion of membership: $20.

Dual $45
($40 at renewal**)
Basic membership benefits for two named adults at the same address. Tax deductible portion: $20.

Family $55
($50 at renewal**)
Basic membership benefits for two named adults at the same address and their children OR grandchildren 18 and under. Tax deductible portion: $20.

Participating $100
($90 at renewal**)
Family membership benefits plus 2 guest passes; reciprocal admission privileges at over 40 maritime museums in the United States and Canada. Tax deductible portion: $29.

Sustaining $175
($160 at renewal**)
Participating membership benefits plus one night free dockage per season. Tax deductible portion of membership: $93.

Associate $250
Sustaining membership benefits plus 4 additional guest passes. Tax deductible portion: $169.

Benefactor $500
Sustaining membership benefits plus 6 additional guest passes. Tax deductible portion: $419.

Life $3,000
(Single Payment)
Sustaining membership benefits plus 8 additional guest passes. Maritime art print upon joining. Tax deductible portion: $2,000.

**10% discount on any purchase of $5 or more from Mystic Seaport Stores, excluding items on sale and original art (maximum discount: $100 per purchase).*

***Renewal discounts are available only if membership dues are paid before expiration.*

Total Membership Enrollment
Fiscal Year 1993-94 – 20,228
(Fiscal Year 1992-93 – 23,648)

Total Membership Income
Fiscal Year 1993-94 – $994,911
(Fiscal Year 1992-93 – $1,142,020)

Membership total by category

4,693	Individual
2,826	Dual
10,621	Family
631	Participating
442	Sustaining
104	Associate
30	Benefactor
132	Honorary
185	State Official
538	Life
26	Corporate

Fiscal Year 1993/94
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The Dexter Corporation
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Kellems Division Hubbell Inc.
Lamberson Knight Securities
Mystic Hilton
Pfizer, Inc.
Shawmut Bank

Corporate 500
The Bank of Mystic
Connecticut Light and Power Company
The Day Publishing Company
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Corporate 250
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SEAPORT SALUTE

Clifford and Pauline Mallory



Clifford and Pauline Mallory's dedication to every aspect of the Museum is obvious when one looks at the diversity of their involvement. Whether visiting other museums to gather information, or donating everything from bricks to windows, the Mallorys play a vital role in the growth of our institution. ❧ Clifford Day Mallory, Jr. is part of the Mallory legacy: a hard-working and enthusiastic family who has influenced the development and expansion of the Museum from its early days to the present. Clifford's father, Clifford D. Mallory, Sr., and his uncle, Philip R. Mallory, presided consecutively over the Marine Historical Association from 1937 to 1961. The legacy continues through his sister, son and son-in-law, who serve as trustees, and his grandson, who recently pushed the lift dock button to launch *Regina M*, a yawl that had been presented to the Museum by Clifford's father in 1940. ❧ The Mallory heritage was firmly rooted in Mystic long before the Museum came into existence. In the early 1800s, Clifford's great-great grandfather, Charles Mallory opened a sail loft in town, and later became a shipbuilder. The Mallory Shipyard, operated by Charles, and his son, Charles Henry, gained a worldwide reputation for its fast, record-breaking clipper ships. ❧ At the age of 18, Clifford joined C. D. Mallory & Co., a tanker and ship brokerage established by his father. He started out as an apprentice clerk and retired as chairman in 1979. ❧ Having joined Mystic Seaport in 1939, he became a trustee in 1942, and continues in that capacity today. Following in the footsteps of both his father and uncle, he served as President from 1976 to 1984, and Chairman from 1984 to 1988. Referring to himself as an "idea man," he has served on virtually every committee of the Board, bringing charm and a sense of humor to his participation. In 1993, he was presented with the Museum's Founders' Award, Mystic Seaport's highest honor for meritorious volunteer service. ❧ Friends Wade and Angela Thompson established the Pauline C. and Clifford D. Mallory, Jr. Fellowship in honor of the Mallory's 50th wedding anniversary. The funds provide for an international exchange program that allows Museum staff to spend one summer at another institution, and in alternating years, Mystic Seaport hosts a visiting scholar. Fellow New Zealanders, the Thompsons and Mrs. Mallory are pleased that the first participant in the exchange program will be Hobson's Wharf, Auckland, New Zealand. ❧ The Mallory's commitment to historic preservation ensures that future generations will share their understanding of and enthusiasm for our maritime heritage. Mystic Seaport is fortunate to have their support and proudly honors them in this Seaport Salute.

SEAPORT SALUTE

Clifford and Pauline Mallory



MARY ANNE STETS PHOTO

Clifford and Pauline Mallory's dedication to every aspect of the Museum is obvious when one looks at the diversity of their involvement. Whether visiting other museums to gather useful information, or donating everything from bricks to windows, the Mallorys play a vital role in the growth of our institution. ❧ Clifford Day Mallory, Jr. is part of the Mallory legacy: a hard-working and enthusiastic family who has influenced the development and expansion of the Museum from its early days to the present. Clifford's father, Clifford D. Mallory, Sr., and his uncle, Philip R. Mallory, presided consecutively over the Marine Historical Association from 1937 to 1961. The legacy continues through his sister, son and son-in-law, who serve as trustees, and his grandson, who recently pushed the lift dock button to launch *Regina M.*, a pinky that had been presented to the Museum by Clifford's father in 1940. ❧ The Mallory heritage was firmly rooted in Mystic long before the Museum came into existence. In the early 1800s, Clifford's great-great grandfather, Charles Mallory opened a sail loft in town, and later became a shipbuilder. The Mallory Shipyard, operated by Charles, and his son, Charles Henry, gained a worldwide reputation for its fast, record-breaking clipper ships. ❧ At the age of 18, Clifford joined C. D. Mallory & Co., a tanker and ship brokerage established by his father. He started out as an apprentice clerk and retired as chairman in 1979. ❧ Having joined Mystic Seaport in 1939, he became a trustee in 1942, and continues in that capacity today. Following in the footsteps of both his father and uncle, he served as President from 1976 to 1984, and Chairman from 1984 to 1988. Referring to himself as an "idea man," he has served on virtually every committee of the Board, bringing charm and a sense of humor to his participation. In 1993, he was presented with the Museum's Founders' Award, Mystic Seaport's highest honor for meritorious volunteer service. ❧ Friends Wade and Angela Thompson established the Pauline C. and Clifford D. Mallory, Jr. Fellowship in honor of the Mallory's 50th wedding anniversary. The funds provide for an international exchange program that allows Museum staff to spend one summer at another institution, and in alternating years, Mystic Seaport hosts a visiting scholar. Fellow New Zealanders, the Thompsons and Mrs. Mallory are pleased that the first participant in the exchange program will be Hobson's Wharf, Auckland, New Zealand. ❧ The Mallory's commitment to historic preservation ensures that future generations will share their understanding of and enthusiasm for our maritime heritage. Mystic Seaport is fortunate to have their support and proudly honors them in this Seaport Salute.

Join us for a nineteenth-century Christmas celebration!



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Mystic Seaport's evening Lantern Light Tours and daytime Yuletide Tours take you and your family back in time to experience the enchantment of the holiday season!

Refer to the Calendar of Events on page 86 for further information.