The Log *of* Mystic Seaport

Autumn
1995

Volume 47, No. 2



Contents

34
The Steamer *Sabino* on Casco Bay, 1927-1961

JIM MILLINGER



43
Total Immersion: Mystic Seaport's Community Sailing Program

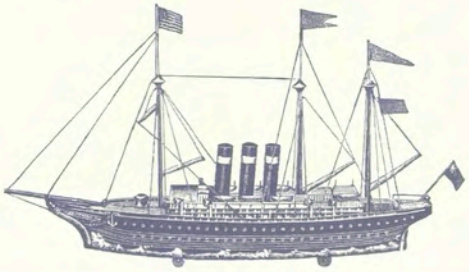
SARA LEONE

46
Twenty Years Under Steam: Views of the Merchant Marine Career of Rupert S. Decker

MARIFRANCES TRIVELLI

50
Wind Rose® Calendar of Events

53
Wind Rose® Museum Notes



56
Dining Disasters at Sea

SANDRA L. OLIVER



59
Kids' Corner

The Log of Mystic Seaport
Autumn 1995, Vol. 47, No. 2
Published quarterly for members
Circulation 21,722

STAFF OFFICERS: *J. Revell Carr*, Director

Franklin Kneedler, Deputy Director

EDITORIAL BOARD: *Paul deFur, John Gardner, Roger Hambidge, Jan Larson, Paul O'Pecko, Marifrances Trivelli*

ADVISORY COMMITTEE: *J. Revell Carr, Christopher Cox, Liz Guillim, Jane Keener, Stuart Parnes, Mary Anne Stets*

EDITOR: *Andrew W. German*

ASSOCIATE EDITOR: *Sara Leone*

EDITORIAL ASSISTANT: *Connie Stein*

PHOTOGRAPHY STAFF: *Mary Anne Stets, Claire White-Peterson, Judy Beisler, Peggy Tate Smith, Jennifer Stich*

DESIGN AND COMPOSITION: *Trish Sinsigalli LaPointe*

PRINTING AND BINDING: *Thames Printing Company, Norwich, Connecticut*

ON THE COVER: *The* Sabino *in winter lay-up, Portland, ca.1936. Detail of linoleum print by Ralph L. Frizzell. (Courtesy Jane Frizzell)*

OFFICERS AND TRUSTEES OF MYSTIC SEAPORT MUSEUM, INC.:Clifford D. Mallory, Jr., *Chairman Emeritus*; Alfred Ogden, *Chairman Emeritus*; Rudolph J. Schaefer III, *Chairman Emeritus*; Robert G. Stone, Jr., *Chairman of the Board*; J. Revell Carr, *President*; William E. Cook, *Vice Chairman*; Martin F. Puris,*Vice Chairman*; William C. Ridgway III,*Vice Chairman*; Jonathan A. Wilson, *Vice Chairman*; James Harvie, *Secretary;* Richard R. Vietor, *Treasurer*

TRUSTEES EMERITI: Thomas R. Adams, William L. Ames, William H. Combs, Walter L. Cronkite, Briggs S. Cunningham, Robert A. Farrall, Lyttleton B. P. Gould, Jr., Daniel S. Gregory, Waldo Howland, Charles J. Irwin, David W.P. Jewitt, Waldo C.M. Johnston, Stanley Livingston, Jr., C.S. Lovelace, James M. Lyon, Clifford D. Mallory, Jr., Margaret P. Mallory, Richard C. McCurdy, William H. Moore, William L. Musser, Jr., Alfred Ogden, Hugh M. Pierce, Gaddis Smith, Frank V. Snyder, Olin J. Stephens II, Oscar S. Straus II, Edwin Thorne, Katharine L. Weymouth, William B. White

BOARD OF TRUSTEES:Helen W. Blodgett, John R. Bockstoce, W. Frank Bohlen, Maynard E. Bray, Joseph H. Brustolon, Powell M. Cabot, J. Revell Carr, Percy Chubb III, Phyllis D. Collins, William E. Cook, Rose C. Dana, James F. English, Jr., Colin C. Ferenbach, A. Searle Field II, William D. Forster, John H. Foster, L. Scott Frantz, John A. Gambling, Edith P. Gengras, James L. Giblin, Peter A. Goldstein, Anthony P. Halsey, James Harvie, Joseph C. Hoopes, Llewellyn Howland III, James B. Hurlock, Robert C. Kyle, Timothea S. Larr, Alfred Lee Loomis III, Charles Mallory, Michael C. McMenemy, Elizabeth E. Meyer, William W. Miner, Robert L. Newell, Alfred T. Ogden II, Harris B. Parsons, Richard W. Pendleton, Jr., William B. Pfeifer, William Pinkney, Martin F. Puris, Russell S. Reynolds, Jr., William C. Ridgway III, John E. Riegel, Charles A. Robertson, Rudolph J. Schaefer III, Robert G. Stone, Jr., Michael B. Stubbs, Wade F.B. Thompson, Alix Thorne, Richard R. Vietor, G.W. Blunt White II, Joel M. White, Jonathan A. Wilson

HONORARY TRUSTEE: Gov. John Rowland

© 1995 by Mystic Seaport Museum, Inc.

The Log of Mystic Seaport (ISSN 0024-5828) is published quarterly by Mystic Seaport Museum, Inc., 75 Greenmanville Avenue, Mystic, CT 06355-0990. Subscriptions are by membership only, beginning at $35.00.

Submissions of previously unpublished articles and illustrations concerning non-navel aspects of the American maritime experience are welcome. Editorial guidelines are available from the Publications Department. *The Log of Mystic Seaport* is abstracted in *American History and Life* and *Historical Abstracts*.

Sightings

From its earliest days, Mystic Seaport has been unusual among the maritime museums of this country and, in fact, the world. The visitor here is not simply an observer of artifacts and reader of labels but is a participant in the experience. The value of this involvement has been recognized, and museums of all types, particularly science museums, now work to create opportunities for their visitors to actually do things and have their learning enhanced.

We understand the merits of this approach as evidenced by the many ways our visitors can become involved, such as hauling on a halyard, experiencing steam propulsion on *Sabino*, singing and assisting in the dead horse ceremony, sailing in the *Breck Marshall*, or rowing on the river in a Whitehall boat. But, that is not enough. As we work to improve the visitor experience we are working on new ways to increase participation. An international event recently gave us an opportunity to increase our understanding of the full meaning of participation.

The State of Connecticut was the host for the Special Olympics World Games - 1995, an event that brought over 7,000 athletes from 140 countries to the area. The Special Olympics is a remarkable program that has participation as it core. Worldwide, 750,000 athletes and 500,000 volunteer coaches and organizers are involved in this endeavor, through which individuals with mental retardation have the opportunity to demonstrate their abilities through athletic competition. While excellence and achievement are important, the key is participation.

Mystic Seaport was given an opportunity to participate through the



creation of an activity center in Olympic Town, an area where athletes and their coaches and families could spend time when they were not involved in competition. Through the creativity and hard work of many staff and volunteers, led by Stuart Parnes and Jonathan Shay, and with the financial support of an anonymous New York foundation, the Museum's area was a brilliant success. There was a mast with a yard and sail so athletes could help set and furl a square sail. There were opportunities to build model boats, do scrimshaw, test your stamina on rowing machines, experience the differing mechanical advantage of various block-and-tackle rigs, and, most popularly, take a trip from mast to ground in a breeches buoy. Just as they do in their sports, the athletes participated fully and enthusiastically. Those of us who worked at the site witnessed amazing energy, sheer terror for some as they teetered on the edge of the breeches buoy platform, courage as they launched off, and consummate satisfaction as they safely landed. We were all drawn into the spirit and splendor of this event.

Our participation was intended to be a great experience for the athletes and a learning experience for us. It lived up to that in many ways. Specifically, we wanted to test these ideas and determine their viability as learning activities at the Museum. We now have a much better understanding of what is required to operate these activities. We know that some of the people who would want to experience these activities at Mystic Seaport may not have the athletic ability of the Special Olympians, so we will need to anticipate this and other variations on use.

Much of the equipment and most of the activities will now be installed in our first Discovery Center on the Museum grounds, located in the renovated barn that faces the Village Green. As part of our work to enhance the visitors' experience in the village and ships area, we plan to increase participation through the discovery learning approach on the grounds and in centers that will be developed in various locations around the Museum. This summer, visitors can watch and listen to the whaleboat demonstration as they have for years, but they can also, toward the end of the day, actually board a whaleboat and experience what it is like to handle a 15-foot oar, row in unison, and maneuver the boat. The staff is actively at work to develop additional discovery learning activities.

Through this approach, we have had the privilege of working with the Special Olympians, we have learned how to handle these new activities, and we have insured that the investment made by the supporting foundation will continue to benefit thousands in the years ahead as our visitors learn by participation.

J. Revell Carr

The Steamer *Sabino* on Casco Bay, 1927-1961

JIM MILLINGER

The steamboat *Sabino* is an anomaly. Today, at 87, she steams on the Mystic River in Connecticut, carrying passengers for Mystic Seaport where she is described as "one of the few coal-fired steamboats still in operation."[1] As one of the four major vessels on display, she is a centerpiece of the Museum, and on her decks visitors can actively experience a vanished form of transportation.

The *Sabino* may be one of the last coal-fired steamboats in operation, but is she representative of the steamboats of her era? Is the *Sabino* upon which we steam today representative of the *Sabino* of her working days? In her present configuration, she reflects the 35 years she spent on Casco Bay, from 1927 to 1961. The irony of this is that, during most of those years she was the least used, least well-known, least interesting, and least loved of the vessels of the Casco Bay Lines.[2] How could this be? How could the vessel that today teaches us about passenger travel under steam have been so insignificant and unappreciated in her own day?

The vessel we know today as the *Sabino* was built at East Boothbay, Maine, in 1908 as the *Tourist*. She was originally a narrow, largely open vessel 45.2 feet long and of 9 net tons.[3] She was built for the Damariscotta Steamboat Company, which operated her for a decade during the summer season carrying passengers to and from the small landings on the Damariscotta River.

At the time of her launch, the steam engine had been the most influential presence on the American waterfront for almost 100 years. In the early years of the twentieth century, great 300-foot screw-propeller and side-wheel passenger steamers dominated public attention on the Hudson River, Long Island Sound, the Great Lakes, and the Atlantic, Pacific, and Gulf coastal routes, but innumerable smaller boats, many as tiny as the *Tourist*, served the hundreds of maritime regions throughout the nation. In places like Maine, with its convoluted coastline and limited road and railroad connections to small coastal communities, these little steamboats were essential for passenger and freight transportation.

The *Tourist*'s service on the Damariscotta River ended in an August, 1918, accident when she struck the bridge in Damariscotta, damaged her superstructure, and sank. Her young engineer, Everett Spear of Waldoboro, lost his life in the accident.[4] Laforest Etheridge, of

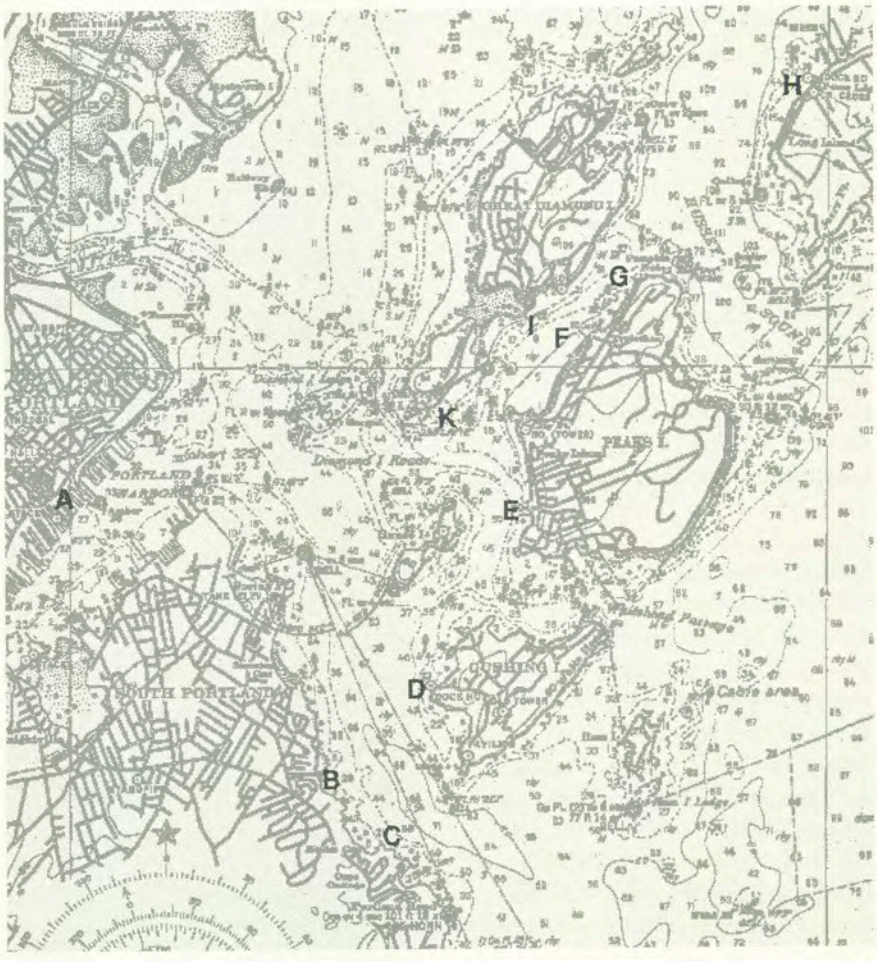


The Sabino *as a river steamer, photographed in port profile, as she looked on the Kennebec River before her move to Casco Bay. Note the 2–2–2–1 cabin window configuration from forward to aft and the "dangling" stern light on the flagstaff. (Courtesy Maine Maritime Museum, Bath, Maine)*

South Bristol, bought her in that wrecked condition, rebuilt her, and sold her to the Popham Beach Steamboat Company in October 1921. The Popham Beach Company named the boat *Sabino* for a nearby hill and town (which had been named for an Abenaki sagamore), registered her on 26 November 1921, and ran her for six summer seasons on the Kennebec River from Bath to Popham Beach, at the mouth of the Kennebec River. The company sold her to Harry P. Williams of Portland on 15 September 1927.[5]

When the *Sabino*, with Harry Williams at the helm, rounded Cape Small and steamed into Casco Bay for the first time, she was entering into a highly competitive steamboat arena. Casco Bay is the drowned delta of the Androscoggin River. At its mouth it extends 17 miles west to east, from Cape Elizabeth to Cape Small. It contains over 200 good-sized islands, four of which had significant year-round populations although they were not connected to the mainland by bridges in the early twentieth century.

Passenger steamers had begun operating on Casco Bay in 1822, and by the 1880s more than a dozen vessels, representing more than half a dozen steamboat companies, plied the waters of the bay. A significant shakedown occurred during the 1890s, leaving two major companies at the turn of the century: the Harpswell Steamboat Company in the lower bay, serving Long, Little and Great Chebeague, Cliff, Orrs and Bailey Islands, and the mainland at South Harpswell; and the Casco Bay Steamboat Company, providing most of the service in the upper bay to Peaks, Cushing, the Diamonds, and Long Islands. These two businesses consolidated in 1907-08 to form the Casco Bay & Harpswell Lines, which emerged from a 1919 bankruptcy as the Casco Bay Lines in 1920.



Detail of Coast and Geodetic Survey chart of upper Casco Bay, updated to 1950. Landings frequented by Harry Williams or the Sabino *include* (A) *Custom House Wharf, Portland;* (B) *Cliff House, South Portland;* (C) *Cape Cottage, South Portland;* (D) *Cushing Island;* (E) *Forest City Landing, Peaks Island;* (F) *Trefethen Landing, Peaks Island;* (G) *Evergreen Landing, Peaks Island;* (H) *Ponce Landing, Long Island;* (I) *Great Diamond Island;* (K) *Little Diamond Island. (G.W. Blunt White Library)*

Despite this consolidation there was still keen competition for the Peaks Island traffic. Peaks Island was the most populated island in Casco Bay and was a very popular summertime entertainment center. In 1927 two one-vessel ferry, lines competed there with the vessels of the Casco Bay Lines. The Peaks Island Ferry Company's *Swampscott*, a double-ended car and passenger ferry, had run year-round from Portland Pier to Jones Landing on Peaks Island since 1908. The Cape Shore Ferry Company's *Madeline* and then *Admiral* had run in summer service to Peaks Island from the Cape Elizabeth shore since 1913. In the 1920s, these three companies offered 38 departures from Peaks Island at Forest City Landing or the adjacent Jones Landing, with the first at 6:15 A.M. and the last at 11:30 P.M.[6] Fully one-third of these departures were offered by the Cape Shore Ferry Company's *Admiral*, operated by Harry Williams.

When Harry Williams brought the *Sabino* to Casco Bay in 1927 to replace his tiny *Admiral*, he had been in the passenger vessel business for a decade. Williams had been raised in West Bath, and in 1908 he and his younger brother Fred L. had left the Kennebec River valley to make their way as machinists in Portland. They set up the Williams Brothers Company at 495 Fore Street and in 1909 advertised as the state agents for Buffalo Gasolene Motors and Parker Air Compressors. In the

following year they moved their business onto Custom House Wharf, where it remained under Williams ownership until 1953. The partnership, however, lasted only through 1914, for Harry Williams's name disappeared from the company's roster in 1915. During the next decade he appeared in the *Portland Directory* as a boat repairer or machinist. In 1920 he was back working for his brother, but in 1925 his job description changed radically to "Captain *Admiral*."[7] Harry Williams had caught the steamboat bug.

Although named for the Portland Custom House which was situated across Commercial Street from it, the Custom House Wharf was better known as the wharf from which steamers served the islands of Casco Bay with passenger, mail, and freight service. The daily comings and goings of the steamers may well have appealed to Harry Williams the machinist, and it looks as though his brother supported his interest for, when the officers of the Cape Shore Ferry Company submitted their 1917 report to the Public Utilities Commission, it read, in part, "Williams Bros., Custom House Wharf, leased the Cape Shore Ferry Company for the season of 1917 and commenced running the boats July 4, 1917 until sometime in September."[8]

The Cape Shore Ferry Company, incorporated in 1912, began operations with the *Madeline*, a small gasoline-powered vessel of 45.7 feet and 9 net tons. She made daily runs during the summer season, traversing the one-half mile from the Cliff House to Cape Cottage, both on the Cape Elizabeth shore, the three-quarters of a mile from Cape Cottage to Cushing Island, and then the mile from Cushing Island to Peaks Island.

The Cape Elizabeth shore was an ideal departure point for island traffic. The Cliff House, built prior to the Civil War, was a hotel of 85 rooms, and less than a half a mile towards Portland Head Light lay Cape Cottage Park.[9] This had been the site of the Cape Cottage Hotel, one of the earliest resorts in New England. When it burned in 1894, the Portland and Cape Elizabeth Railway Company built Cape Cottage Park there at the end of its trolley line. The park boasted bath houses, gazebos, refreshment stands, a casino renowned for its shore dinners and its stunning view of the nearby islands, and a theater with a seating capacity of 1,024. The park became a popular day's outing from Portland by trolley. In 1912 a wharf and float were built to accommodate local steamers, and "Taking the steamer to Cape Cottage Park, via Peaks and Cushing Island, and then returning on the trolley after dinner and the theater was a very popular pastime."[10]

Cape Cottage Park was also a good place from which to originate sightseeing trips to the islands visible from the front veranda of the casino. Additionally, it was a route by which one could transport people to the entertainment facilities of Peaks Island, which had been built up as one of Portland's major entertainment centers.[11]

In its first season of 1913, the Cape Shore Ferry Company scheduled 15 round-trips from 9:00 A.M. to 11:00 P.M., running in competition at Peaks Island with the 15 round-trips (from 6:45 A.M. to 11 P.M.) of the Peaks Island Ferry Company and the 14 round-trips (from 5:45 A.M. to 10:15 P.M.) of the Casco Bay & Harpswell Lines (which ran from 6:45 A.M. to 8:45 P.M.). After four seasons the Cape Shore Company reported that "We have lost money every year so far." The officers may well have been relieved to let the business out and to be able to report in December 1917 that they had sold the *Madeline*.[12]

Harry Williams had taken over the service for the Cape Shore Company in 1917, continuing with the *Admiral* after the company sold the *Madeline*.[13] In the 1919 season, the *Admiral* was making 13 round-trips between Cape Cottage, Cushing, and Peaks Island from 10:40 A.M. to 11:10 P.M. In 1921 she ran the same route, leaving Peaks Island every hour on the half hour from 10:30 A.M. until 10:30 P.M. In addition she made two morning trips from Portland Pier to Cushing Island, and ended the day leaving Portland Pier for Forest City Landing at Peaks Island and Fort McKinley on Great Diamond Island.[14] This was Williams's first scheduled operation from Portland and his first move into direct competition for Peaks Island passengers on the route from Portland to Peaks Island, which had been previously dominated by the Casco Bay Lines and the Island Ferry Company.

In 1922 Williams broke with the Cape Shore Ferry Company and shifted his base of operations from the Cape Elizabeth shore to the Portland Pier in Portland.[15] This shift of his mainland base to Portland reflected a reality and a realization. The reality was simply the demise of the Cape Elizabeth shore as a recreation area. Harry Williams finally realized that in order to survive, he had to make further inroads into the Peaks Island passenger carrying trade—the trade directly from Portland.

Cape Cottage Park's popularity as a recreation park was declining, and the Cape Elizabeth shore tourist traffic was drying up. One of the two major attractions of Cape Cottage Park, the theater had closed its doors after World War I, just after Harry Williams had entered the ferry business. It was demolished in the summer of 1921. The casino was reopened in 1922 as the Cape Shore Inn, but after its 1923 season it closed its doors, and in the following summer its owner made it his home and began to sell off lots for cottages.[16]

Although Williams continued to run to Cushing Island until he sold

the *Admiral* to the Casco Bay Lines in 1943, the Cushing Island traffic could never have been very profitable. After fire destroyed the Ottawa House, the only hotel on the island, in 1917, the passengers to Cushing Island were primarily cottage owners or their guests. The Casco Bay Lines stopped landing at Cushing Island after the 1920 season. Although that left Harry Williams and the *Admiral* with a monopoly, it wasn't much of a business—in 1927 Cushing Island had a total summer population of 59 people.[17]

The main business of passenger-carrying vessels in the summertime was transporting the people at leisure, principally sightseers and the people going to and from the entertainment parks. The only remaining oceanside entertainment park was on Peaks Island, and transporting people to it was the only money-maker left for the bay steamboats. That is why the competition was so fierce at Forest City and Jones Landings. Harry Williams may have realized that, with the demise of the Cape Elizabeth shore as a source of passengers to Peaks Island, he had to move and compete directly in the mainstream of the Portland-to-Peaks Island passenger traffic.There is some evidence that in the late 1920s, Williams also ran the *Admiral* as a year-round night boat to Peaks, the Diamonds, and Ponce Landing on Long Island, supplementing the Casco Bay Lines' daytime service.[18]

During the winter of 1925-26 Williams replaced the *Admiral*'s steam engine with a three-cylinder diesel engine with pilothouse controls. This was a sensible move. Diesel engines were gaining popularity in the 1920s after a decade of testing. A diesel engine was heavier and more expensive than a steam engine, but it took up less space in the engine room and it burned from one-half to as little as one-sixth as much fuel as a steam engine of equal power. Harry Williams was already familiar with internal combustion engines, and in making this change he provided the *Admiral* with a more efficient engine with lower fuel costs and no need for an engineer and his wages.[19]







These three bow shots show the physical transformation of the Sabino *from narrow, enclosed Kennebec River boat, photographed by Captain James Perkins in the 1920s* (top)*; to bay steamer with sponsons to widen the hull and walkways on the sponsons outside her cabin, photographed ca. 1930* (middle)*; to Casco Bay Lines' ferry with full-width cabin, photographed by Jack McGrail in June 1956* (bottom)*. (Courtesy* (top) *Jane W. Stevens;* (middle) *Jim Corbin; and* (bottom) *Marie Zunkunft Graves)*

In the summer of 1926 a local newspaper showed that Williams was well into the quest for the Portland-to-Peaks Island passenger business. A Gem Ball Room advertisement for "Dancing and Pictures at the Gem Ball Room" on 4 July 1926 listed the *Admiral* leaving Portland Pier #8 for Peaks Island at 9:00 P.M., 10:00 P.M., and 11:00 P.M. to "Return at Sunrise 3 A.M....(After) Our BIG MIDNIGHT DANCE."[20]

During the 1927 season, Williams decided to get a bigger vessel. His search for an appropriate vessel led him to the Kennebec River and the *Sabino*.[21] The Sabino had been built for service on rivers, not the less protected waters of Casco Bay. The shuttle between the Portland Pier and Peaks and the Diamond Islands was in relatively sheltered water, but if Williams was going to put the *Sabino* in service to Ponce Landing at Long Island, she had to cross the exposed waters of Hussey Sound. Harry Williams saw the need for better stability. He also wanted more interior seating capacity for his passengers. During the very first (1927-28) winter, he made structural changes to the *Sabino* to better fit her to her new work, converting her to an "obese bay duck."[22] He addressed the stability problem by adding sponsons—side extensions—to her hull, and built a deck out over them and added exterior walkways with solid railings fore and aft outside the enclosed boiler and engine space.[23] The sponsons helped, but they still were not enough to prevent her from rolling heavily when crossing Hussey Sound.

In the *Sabino*'s first full season of 1928 on Casco Bay, Williams entered right into the fray with a



While the two diesel–powered vessels Emita *and* Gurnet *labor through the winter, the* Sabino *and her larger sisters, the* Tourist, Maquoit, *and* Aucocisco, *are laid up for the winter in this linoleum print by Chebeague artist Ralph L. Frizzell in either 1935–36 or 1936–37. Prior to the summer of 1935, Harry Williams had built the* Sabino*'s cabin out over the walkway on the sponsons. This gave the cabin windows a 1–2–1–2–2 configuration from forward to aft. Note that the stern light still dangles from the flagstaff! (Courtesy Jane Frizzell)*

new company name for his fleet of ferries: "Steamers *Admiral* and *Sabino*."[24] He operated the *Sabino* directly from Portland to Peaks Island, and the *Admiral* directly from Portland to Cushing Island. His departure point at #58 Portland Pier was just up from the slip of the *Swampscott*, and one pier to the west of the Custom House Wharf, the Portland base of the Casco Bay Lines' fleet. He operated under this new name through the 1932 season, with himself at the helm of the *Sabino* and a hired skipper on board the *Admiral*. The long days and nights may have taken their toll, for at the beginning of the 1930 season he signed on George Clifford "Cliff" Randall as master, the first time that he had shared the pilothouse of the *Sabino*.[25]

In the summer of 1933 Williams changed the name of his firm to "Island Evening Lines," recognizing in name what his vessels seem to have been doing for a number of years.[26] Williams continued to share the pilothouse with Cliff Randall, but he became more and more involved in yet another enterprise, this time ashore. He invested in a little restaurant on Portland Pier in which he planned to serve passengers waiting for his vessels as well as those waiting for the *Swampscott*. He opened it in 1933—the worst year of the Great Depression—as the Anchor Lunch, and he was listed as proprietor of both the Island Evening Lines and the Anchor Lunch in the 1934 *Portland Directory*.[27]

With one foot ashore, Harry Williams still continued to make structural changes to the *Sabino*. The lack of interior passenger accommodation or protection against the weather had been a continual problem. The *Sabino* had been designed for summertime operation in rather sheltered waters, and passengers were expected to sit in the open, on the upper deck, the bow, or about the fantail on the lower deck. There was only a small cabin on the lower deck aft of the boiler and engine space. Prior to the summer of 1935, Williams built the sides of the enclosed boiler and engine space out over the walkway and placed interior benches on the insides. This provided sheltered interior space near the boiler, which was desirable for the cold, foggy days and evenings that might be found on the bay even in midsummer.[28] Steaming under the Island Evening Lines banner, the *Sabino* made 17 round-trips a day between Portland Pier and Forest City Landing at Peaks Island in the summer of 1935.[29]

At the beginning of the 1935 season Williams decided to come ashore for good and leave the pilothouse of his vessels to others. He left Cliff Randall as master of the *Sabino* and hired John Johnson as a relief skipper for him. Johnson must not have worked out for he was replaced by W.V. Cushing less than a month later.[30] Then, in mid-season, Williams sold the *Sabino* to the Casco Bay Lines. This sale was a part of a consolidation of the Peaks Island ferry business. In June, the Casco Bay Lines and the Peaks Island Ferry Company had agreed to place the *Swampscott* under their joint management. A month later, on 23 July, Williams sold what the newspapers reported as "the Peaks Island Division of the Island Evening Services" to the Casco Bay Lines for $5,943.25.[31]

Harry Williams's 19-year competition for the Peaks Island passenger trade was over. In 1935 he was left, once again, with the *Admiral*, in the small eddy of the Portland-to-Cushing Island summertime run. From behind the Anchor Lunch counter, Harry could watch his *Admiral* come and go, and occasionally take off his apron and run a trip. His firm, although still on the books as the Island Evening Lines,

was recognized locally as the Cushing Island Boat Company.[32]

The Casco Bay Lines registered the *Sabino* on 27 July 1935 and named Cliff Randall as her master.[33] When Randall moved the *Sabino* around from Portland Pier to Custom House Wharf, her arrival brought the number of vessels in the Casco Bay Lines' fleet to six. These vessels would remain the core of the Casco Bay Lines' service on the bay for the next 15 years. These vessels were all constructed of wood, and all had originally been propelled by steam. Like Harry Williams's *Admiral*, two of them had been converted to diesel propulsion in the mid-1920s.

For the busy summer season, the queen of the fleet, *Aucocisco*, the *Maquoit,* and the much smaller *Sabino* were brought out of winter lay-up to supplement the three work-horses of the year-round fleet, the diesels *Emita* and *Gurnet*, and the steam-powered *Tourist*. The *Emita* and *Gurnet* were used year-round because their diesel engines made them the most inexpensive to operate. If a third winter boat were needed, the *Tourist* was the choice rather than the *Sabino* because she had more enclosed passenger space and was a better sea boat. Although older than the *Tourist* and the *Gurnet*, the *Sabino* was considered the "junior" of the three smaller vessels. She was newer to the fleet, she carried fewer passengers, and, despite her sponsons, she was the least comfortable in any kind of sea.

The Casco Bay Lines made significant capital improvements to the *Sabino*. First, probably in the winter of 1936-37, the company completed the transformation of her superstructure by moving the rail and canopy out to the edge of the upperdeck.[34] Then it turned its attention to her propulsion. In order to improve the draft in her boiler, a short stack of narrower diameter was placed on top of her smokestack. Pictures indicate this occurred no earlier than the winter of 1937-38.

In the winter of 1940-41 the company replaced her old fire-tube boiler with an Almy water-tube boiler. The fire-tube, or "Scotch," boiler was the common form of nineteenth-century marine boiler. In a fire-tube boiler the hot exhaust gases from the fire pass through tubes in a tank of water to boil the water and produce steam. A fire-tube boiler was heavy, slow to heat, and incapable of producing very high pressure steam, but it was easy to tend and safe. Water-tube boilers carry the water in tubes that circulate through the hot exhaust gases, producing steam that rises into a drum atop the boiler. A water-tube boiler is smaller and lighter, quicker to get up steam, and able to produce higher-pressure steam than a fire-tube boiler. Water-tube boilers came into favor around the turn of the twentieth century, as compound engines (like the *Sabino*'s) and triple-expansion engines required higher-pressure steam. Such a small, light boiler was certainly practical for a boat like the *Sabino*. To increase the draft of her new boiler, the *Sabino*'s stack was further lengthened with a six-foot extension at this time.[35]

Despite her improvements the *Sabino*'s role in the bay changed very little. She was still used as the summer night boat to Peaks Island, which meant that she normally ran only in the upper bay, only in the summertime, and only in the late afternoon and at night.[36] Although she was designated as the "back-up" vessel during the daytime (and her coal fire was kept banked in readiness), she didn't come alive until her engineer and master came on board in the mid-afternoon. She then made six scheduled trips to the islands. On the 4:10 P.M.—the banker's special—Cliff Randall took her to the two Diamond Islands, the three landings at Peaks Island, and then across the exposed Hussey Sound to Ponce Landing on Long Island. He then took her to Forest City Landing at Peaks Island on the remaining five trips (6:15, 7:15, 8:15, 9:15, and 11:15 P.M.), with an additional stop at Trefethen Landing on Peaks Island on the 9:15 P.M.[37]

With the outbreak of World War II, the U.S. Navy came to Casco Bay because of its natural protec-



In 1949 Harry Williams's former "fleet," the Admiral *and the* Sabino*–the only "hook" boats on Casco Bay–lie side by side as Casco Bay Lines vessels. The* Sabino *had joined the fleet in 1935 and the* Admiral *in 1946. The other Casco Bay Lines vessels in this winter lay-up view are the* Maquoit *and the* Aucocisco *astern and the* Joan *ahead. Photo by W. H. Ballard. (Courtesy Maine Maritime Museum, Bath, Maine)*

tion and the depth of its available anchorage space. The U.S. Army Coast Artillery came as well to provide the fleet with the protection of its guns. Each had its own transportation system, in part using former civilian vessels. The U.S. Navy took the *Aucocisco* from the Casco Bay Lines, the U.S. Army took the *Admiral* from Harry Williams, and both services chartered the *Maquoit* with a Casco Bay Lines crew.[38]

For her part, the *Sabino* was painted gray and a final superstructure change was made to make her more versatile. The Casco Bay Lines turned her canopy into a third, hurricane, deck by building a set of steps between the pilothouse and stack from the upper deck to the canopy level and fashioning a pipe handrail for those climbing the steps and as a support and enclosure for passengers in the loading area on the hurricane deck. This enabled the *Sabino* to land at very high wharfs and piers and approach others at very low tide.[39] The company also enclosed the *Sabino*'s bow between the upper and lower decks. This might have been done prior to the winter of 1942-43, when there is some evidence she was used in the winter season for the only time in her existence as a Casco Bay Lines' vessel.[40]

The *Sabino* got some wartime publicity when the local newspapers reported that the Zukunft sisters of Peaks Island were working on her as pursers. During and just after the war, Ellen, Marie, Catherine, and Joan Zukunft worked on the *Sabino* as they made their way through college and in and out of military service. This was a "first" in the Casco Bay Lines' fleet, and the newspapers made much of their contribution to the war effort and their working in what had been an all-male occupation.

Their opportunity may have been a result of a *Sabino* peculiarity and a legacy from Harry Williams. The *Sabino* steamed with a crew of four: a licensed master, a licensed engineer, a purser, and a deckhand. She did not carry a mate. From the time the vessel prepared to back away from Custom House Wharf the captain was fully occupied with his duties in the pilothouse, and the engineer remained in the boiler and engine space, ready to "answer" the captain's bell signals at any time. The purser took tickets at the gangway, and the deckhand tended the spring line that held the vessel to the wharf. All of the Casco Bay Lines' vessels except the *Sabino* used a spring line with a big eye-splice in one end which the mate heaved over the head of a piling when the vessel came alongside a wharf. He then shouted oral instructions down to the deckhand, who tended the length of the line on a set of bitts on the lower deck while the captain gave bell signals to the engineer to move the vessel ahead or astern in order to position the gangway at the appropriate spot on the wharf. The *Sabino* had a hook attached to the end of her spring line, and the process of hooking and tending the line was done from the lower deck by one man—the deckhand or "hookman." Once the *Sabino* was in position, the purser went to the lower deck to heave the gangplank across to the wharf with the deckhand. Or, if the upper deck gangplank were to be used, the deckhand scampered up the ladder outside the hull of the vessel to assist the purser, or the captain might come out of the pilothouse to assist. The purser never had to heave the line. Marie Zukunft Graves believes that this is why women could be pursers, but not mates. If so, it was a legacy from Harry Williams's ownership, for the *Admiral* was the only other vessel in the bay that had a hook.[41]



At one bell, the Sabino *approaches Forest City landing at Peaks Island. The configuration of the superstructure indicates that this postcard photograph was taken no earlier than the summer of 1937. Her upper deck railings have been moved out to the edge of the extended cabin and the canopy has been extended as well. The earlier canopy appears in light gray while the outer, darker, gray is the addition. (Courtesy Marie Zunkunft Graves)*



A postcard photograph of the Sabino *on a similar approach to Forest City Landing, ca. 1940, shows additional changes. She has a newly fabricated upper stack and a pipe frame for a canvas canopy has been built from the pilothouse out to the stem, necessitating the removal of her bow light from above the center window of her pilothouse. On the far right, the passenger and car ferry* Nancy Helen *can be seen over the "Fish Market." (Courtesy Marie Zunkunft Graves)*

After World War II, the Office of Marine Inspection of the U.S. Coast Guard began to enforce a series of regulations meant to retire unsafe vessels. The 45-year-old *Maquoit* was condemned in 1949. The 55-year-old *Aucocisco* made her last trip down the bay on 4 November 1952, and a few months later the 72-year-old *Emita* made her last trip on Valentine's Day 1953. Two years later the 42-year-old *Tourist* was deactivated.[42]

As these vessels left service, a new Casco Bay Lines' management continued to implement the transition to diesel power that had begun back in the mid-1920s. The company bought two wooden diesel-powered vessels to serve Peaks Island—the 54-foot *Narmada* as a car ferry, and the 50.5-foot *Sunshine* as a passenger vessel—and had two steel diesel-powered vessels, the *Aucocisco II* and the *Emita II*, built at the Blount shipyard of Rhode Island for service down the bay. Only two of the old fleet were left: the diesel-powered *Gurnet*, built in 1914, and the steamer *Sabino*.

In hopes of providing more timely and dependable passenger service, the new management turned the *Gurnet* into a freight boat. This allowed the passenger boats to make quick stops for passengers and the mail without experiencing long delays while freight was off-loaded at the island landings. The day-trippers had enjoyed the work-boat atmosphere as the passenger boats loaded and unloaded freight, but the "regulars," who might be attempting to keep appointments or make busses or planes in Portland, did not appreciate the long delays.

In this transition, the *Sabino* was ousted from her position as night boat to Peaks Island by the *Sunshine*. When Cliff Randall, her skipper on this route for more than 20 years, shifted his long watch from the pilothouse of the steamer to the pilothouse of the diesel-powered *Sunshine*, the *Sabino* was sent to the head of the dock and relegated to the position of back-up vessel.[43] For three summers she remained at the head of the dock, getting occasional use when one of the other vessels in the fleet broke down or when there was a special charter. But as a run-down holdover from an earlier time she was actually scorned by many passengers as a slow, smelly, and dirty vessel. They often voiced disdain when she showed up at the slip as a back-up boat for either of the faster and cleaner diesel-propelled vessels, *Aucocisco II* or *Emita II*.



The Sabino, *in her wartime gray paint, approaches Portland's Custom House Wharf. The 1–2–1–2–2 window configuration is easily seen in this port profile. The middle single window was made larger than the others to take the coal chute. Her stack has received a six-foot extension, her bow has been enclosed, and her wooden canopy aft of the pilothouse has become a hurricane deck. A set of steps has been built up through the former canopy behind the pilothouse and ahead of the stack, and railings have been placed on the new hurricane deck for passenger use (and enclosure). Note the* Aucocisco, *also in wartime gray, in the background, just ahead of the* Sabino*'s stem. (Courtesy Norman Sullivan)*

Then, in 1956, she got a reprieve. The *Sunshine* went up on the rocks of Great Diamond Island in an early July morning fog and was a total loss. The *Sabino* was backed out from her place at the head of the dock and "put into regular service" on the evening runs to Peaks Island.[44]

Short a vessel in the summer of 1957, the Casco Bay Lines' management put the *Sabino* on the day run to Bailey Island at the eastern end of the bay. Upon her late afternoon return she made the familiar 4:15 P.M. trip to Little and Great Diamond Islands and Trefethen Landing on Peaks Island. However, the *Emita II*, with Cliff Randall in the pilothouse, was the night boat to Peaks Island.[45]

"Bay Lines' officials have given no thought to retiring the old steamer because visitors select her for the all-day cruise to Bailey Island 'because she is so quiet in operation,'" claimed the Portland *Evening Express* in September of 1957.[46] This was more a public relations statement than a reality. Visitors did not select the *Sabino*. If they wanted to go on the all-day cruise in the summers of 1957 and 1958, there was no choice, the *Sabino* was the only vessel available. Some passengers even considered her dirty and objectionable. A dozen years later Bill Dunn would write in his *Casco Bay Steamboat Album*, "Because of her quietness underway, *Sabino* was one of the most popular excursion boats in the bay."[47] His statement is true of 6 percent of her working time on the bay, for she was an excursion boat only in her last two years. However, the romanticization of the *Sabino* had begun!

But, indeed, the Casco Bay Lines' management was considering disposing of their last, outmoded steam vessel. After a lay-up in the winter of 1957-58, her last regular use was in the summer of 1958. This was Cliff Randall's last sum-



The Casco Bay Lines' fleet must have been posed for this 1956 photograph, as their bows are all pointed out of the dock, contrary to normal operating procedure. This is the all–diesel fleet, with the sole exception of the little steamer Sabino. Left to right: Gurnet, Aucocisco II, Emita II, Sabino, *and the car ferry* Narmada. *Postcard photo by Arthur Albrecht, published by Eastern Illustrating and Publishing. (Author's collection)*

mer as well, and both master and vessel went to the head of the dock that fall.[48] A new management in 1959 did put the *Sabino* up for sale, and after three winters and summers lying idle at Custom House Wharf she was finally sold to "Red" Slavit of Haverhill, Massachusetts, who in turn sold her to the Corbin family of Newburyport.

Rather than sinking, or sinking into oblivion, however, the *Sabino* found new fame in her career after Casco Bay. She was resurrected by the Corbins at Newburyport in 1967, and has had attention, money, and care lavished upon her preservation, as have few ladies of her age, since her arrival at Mystic Seaport in 1973. She has proved to be a venerable phoenix indeed, and she has gotten prettier as she has aged, with more varnish, and more spit and polish.

Fifty years ago, the *Sabino* was the least used, least well-known, least interesting, and least loved of the steamboats on Casco Bay. As a working passenger and freight vessel in the 1940s and 1950s, she had no varnish outside the pilothouse, her hull and superstructure were covered with many layers of sooty, peeling white paint, her scaly stanchions were painted red, and her rails and guard wiring were green. She was colorful, but far from the glamorous, immaculate cleanliness that is the *Sabino* of today. What people see, when they view or ride the *Sabino* on the Mystic River is not representative of the grimy little runt of the fleet that she was in her last decades of service on Casco Bay. The runt has become queenly in appearance with a yacht-like finish.



The Sabino, *looking a little the worse for wear, but still a working vessel, underway in Portland Harbor in the 1950s. The rail on her hurricane deck is clearly seen in this picture, as is the pipe frame for her forward canvas canopy.(Courtesy Jim Giblin)*

Now, nearly 40 years after she was retired from service on Casco Bay, the *Sabino* is revered for the very thing that made her reviled in the 1950s: her propulsion system, a working coal-fired water-tube boiler with the same compound engine that has propelled her since 1908. Exteriors aside, we can only be thankful that the Corbin family and finally Mystic Seaport stopped her decay and protected her from the fate of the many thousands of her long-lost steamboat sisters. So she was lucky to be the runt, and so are we, for we can steam in this vessel as in the days of yore. This story has a happy ending: the *Sabino* is the most-used, the best-known, the most interesting, and the best-loved coal-fired runt steamboat in the United States.



Claire White-Peterson

The Sabino *at* Mystic Seaport, *1993.*

[Endnotes begin on page 61]

Total Immersion: Mystic Seaport's Community Sailing Program

SARA LEONE

The year is 1969. The citizens of the U.S. are experiencing one of the most tumultuous, yet progressive decades in American history: Vietnam, political upheaval, a prominent youth counterculture, riots. Men are walking on the moon, but most of those left on earth won't let their wives take the helm of their boats for a split second!



Acknowledging this dilemma, Mystic Seaport created a sailing class for women. Within a short period of time the weekday morning session, commonly known as the "housewives sailing class," was deemed a great success. Eventually, new classes and men were added, building up to the present Community Sailing Program that makes sailing accessible to any age and ability level.

Dave Rayner, supervisor of the program, describes the "almost magical feeling" that envelops the building commonly known as the Y.T.B.—short for Youth Training Building—at the end of Lighthouse Point. The hub of sailing classes, it's a place where skills are learned amid laughs and smiles, where a less successful day is met with encouragement, and lifetime bonds of friendship are formed. Rayner states, "Everyone has the thought that we're all in this together, and students are always amazed at their progress—developed while having so much fun."

Teamwork in the Advanced Class! A blindfolded Sally Ostlund takes directions from boat partner Don McKay.



Sara Leone

Sandy Bragdon came to the housewives' sailing class as a "terrified beginner" during the early 1970s. Eventually, she was joined by her husband, Tucker—the first male to participate in the class. For years now, they have been racing at the Museum and elsewhere, and usually end up taking home the trophy.

Sandy remembers her first day, when classmate Billie Palmer said to her, "Welcome dear, if you need any help, just ask!" Sandy comments, "I've been asking ever since!" After a morning of sailing, Billie walks over to Sandy on the Y.T.B. porch to chat about one of the races. The mutual support and admiration that these women have for each other are evident, and both point out the "very strong" friendships that have been maintained throughout the years.

They emphasize the importance of the former, all-female class. As Billie states, "Wives of sailors wanted to learn as individuals. It was something that was very important twenty years ago, but now it's quite different." Although two decades have passed since Sandy and Billie first met, their enthusiasm about sailing at Mystic Seaport is as fresh as the first day of class.

Echoing this exuberance, sailing instructor Prescott Littlefield states, "The key to learning is having fun!" Classroom instruction includes a variety of teaching methods, from traditional chalkboard drawings, to books, films...and coffee! Students don PFDs (personal flotation devices), rig their boats, and set out for at least one hour of sailing. Staff instructors, certified by the United States Sailing Association, accompany the class in motor launches to provide on-the-water instruction; they are assisted by a number of dedicated volunteers. Rayner asserts, "Our volunteers are an incredible group of people covering all ages—from teens to seventies. We can't do what we do without them."

Once students have a good solid grounding, including basic sailing and marlinespike seamanship, some may find themselves doing things with a sailboat that they never dreamed were possible, like playing soccer, sponge tag, or follow-the-leader, doing slaloms through pilings, sailing backwards, rudderless, or blindfolded at the helm with a partner forward!



Sharon Brown

Sailing instructor Terry Remeika joined Mystic Seaport's sailing classes as a beginner and quickly advanced through the program.

The program is structured in a tiered format, and a certain range of skills is taught at each level. Adult and youth classes are offered for Beginning through Racing Series. The latter, and the Learn-to-Race class are unique, because few community-based programs offer racing classes—categories usually reserved for yacht clubs or universities.

The Spring and Fall Community Sailing Program is only one component of the Museum's Sail Education Program. Youth, ages 10 to 15, have the opportunity to learn sailing while living aboard the former Danish training ship *Joseph Conrad* for a week or longer during the summer. Originating in 1949, the *Conrad* Program was Mystic Seaport's introduction to sail education.

The core of both programs is a fleet of nine-foot fiberglass sailing dinghies called Dyer Dhows. Dyers were originally designed as molded plywood navy lifeboats; in 1949 the boat was introduced in a fiberglass version—one of the earlist fiberglass production boats. The Museum has been using them for almost 45 years; since the early 1950s, yacht clubs have donated money to Mystic Seaport for hulls, and periodic sail replacement. As Rayner says, "We stay with the Dyers because of their tradition and durability. Skills learned in a Dyer can be translated to any boat."

The initial donations from yacht clubs began the tradition of naming each Dyer after its sponsor, from the *Cruising Club of America* to the *Royal Swedish Yacht Club*. In recent years, a new trend has developed—funds are donated by groups for a particular family or individual, hence the Dyer named *Billie P.*

At present, the program owns 35 boats, acquiring them at a rate of one or two per year. Although their average life span is 12 years, the Museum's routine care and maintenance have almost doubled that time.

The duration of use may also be expanded due to the fact that Mystic Seaport's Dyers are custom-tailored to the needs of the sailing program. One of the Museum's volunteer groups, the Gung-Ho Squad, carries out special modifications on the boats. For instance, hulls and rails have extra reinforcements to withstand the wear and tear of heavy usage. In addition, Mystic Seaport Dyers have a centerboard trunk with an open top, as opposed to the usual closed top, and the handle is attached directly to the centerboard, instead of the trunk—making them easier to manipulate and pull up

when aground. This simplified design allows the Museum to build the replacements. Rayner says, "The factory that produces Dyers, The Anchorage in Warren, Rhode Island, treats us very well. They work with us to make the boats as durable as possible."

From January through March, the boats are prepared for the upcoming season. Two groups of enthusiastic and dedicated volunteers take turns every other Saturday for different kinds of maintenance. Scraping and painting are carried out by members of the Anderson's Island Irregulars, a club consisting of sailing program volunteers, staff, and students. The Museum's Gung-Ho Squad takes care of the construction projects, from new thwarts to fiberglass repair.

The Dyers are ready by early March, when the Corinthians Frostbite Regatta ushers in the season. For the next nine months, the boats are kept busy with Community Sailing, the *Conrad* Program, and a variety of events and classes, including the Museum's Pilots' Weekend, the Williams College-Mystic Seaport Program, and Elderhostel.

The staff's year-round dedication to the art of sailing, coupled with their lighthearted approach to instruction, has created an exceptional reputation that draws people from all over southern New England...and the country. For a couple of seasons, one Community Sailing student came from Dayton, Ohio; she worked for an airline and flew in on the weekend, rarely missing a class!

Through word of mouth, this high regard for the program brought Terry Remeika of Wallingford, Connecticut, to Mystic Seaport. Terry, a part-time archaeologist, Irish music aficionado—she plays the tin whistle and bodhrán (a large goatskin drum)—and Yale University employee, says, "It was something I'd always wanted to do, but put off. Eventually I gained the confidence to actually go out and sail in a boat by myself!" She successfully completed the beginner's class—it was the first time in her adult life that she had been in a sailboat. Terry progressed enthusiastically through all of the courses, then became a volunteer; her 500-hour volunteer pin attests to Terry's dedication. Last year, she received her U.S.S.A. certification and became a sailing instructor for the program! "It has been such a good experience meeting all these great people," states Terry. Plus, she has already applied her experience in other places.

Recently, Terry was in Ireland participating in an archaeological dig in a town called Schull, on the Mizen peninsula. She saw a sailing class on the water, and before long she was enrolled as a student in the Glenans Sailing School, learning to sail a 23-foot cruiser. She says with a smile, "I used all my skills that I learned in a little nine-foot Dyer Dhow to sail a 23-foot boat!"

Along with the versatility that sailing in a Dyer provides, the ever-changing wind, water, weather, and traffic on the Mystic River create the optimum learning environment. As Littlefield declares, "You're going to see it all here!"

Before going on the water, instructors make sure that weather conditions will lead to a constructive session. Rain or snow do not stop the classes from sailing; the usual culprits are either lack of, or overabundance of, wind.

Due to the land surrounding the Mystic River, the wind is very shifty, presenting a constant challenge to the students and making them continually aware of the forces of nature. Due to the land under the Mystic River, running aground is almost a prerequisite for the experienced Mystic Seaport sailor! During low tide, some areas are extremely shallow—the most infamous being "Anderson's Island"—a shoal located near the Y.T.B. In addition to nature, the river produces a special manmade challenge, too! Recreational vessels and Museum boat rides such as the sailboat *Breck Marshall*, motor launch *Resolute*, and steamboat *Sabino* make students quite conscious of the company they are keeping!

Rayner reflects, "Where else in the world can a student learn to sail while in the company of square-riggers? It's pretty inspirational to sail in a nine-foot boat under the *Charles W. Morgan*'s bowsprit." He refers to sailing at Mystic Seaport as "total immersion." And speaking of immersion...

...When the sun sets on a day of great sailing, one issue is bound to "surface," considering the popular saying, "there are two types of sailors—those who have capsized, and those who will!" Fear of capsizing is a common emotion with beginners, and once it happens most students realize that it really isn't such a dreadful experience. Also, it provides good conversation in the pub after class!

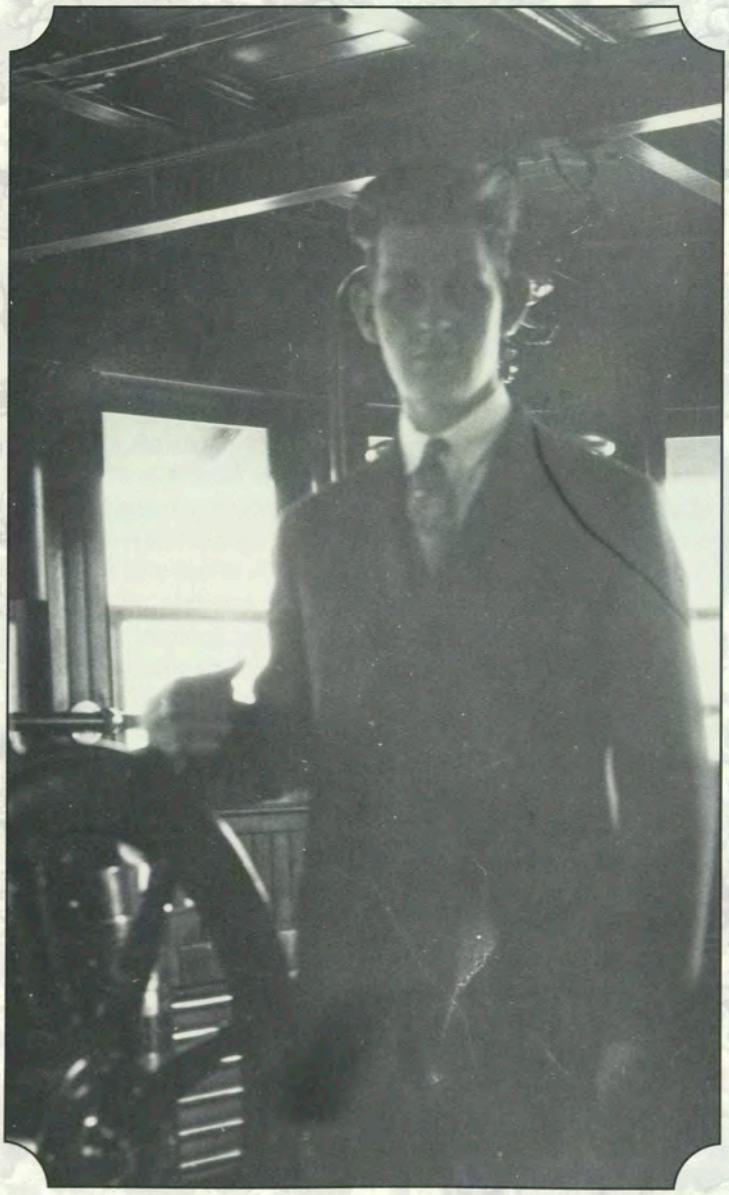
In fact, sometimes it can be particularly entertaining! One student capsized, and with much fuss, floated horizontally, while furiously kicking to stay afloat, even though he was wearing a PFD. He couldn't hear the shouts of the instructor approaching in a launch. After a few failed attempts, the booming voice was finally heard: "Stand up!" The student ceased his strenuous efforts, put his legs down and stood up in knee-high water!

Instructor Prescott Littlefield beams, "Mystic Seaport is such a rewarding place to work—you truly feel like you're a part of something great." With an attitude like that, it's no wonder the program is so successful...just remember to bring a second set of clothes!

TWENTY YEARS UNDER STEAM:

Views *of the* Merchant Marine Career *of* Rupert S. Decker

MARIFRANCES TRIVELLI

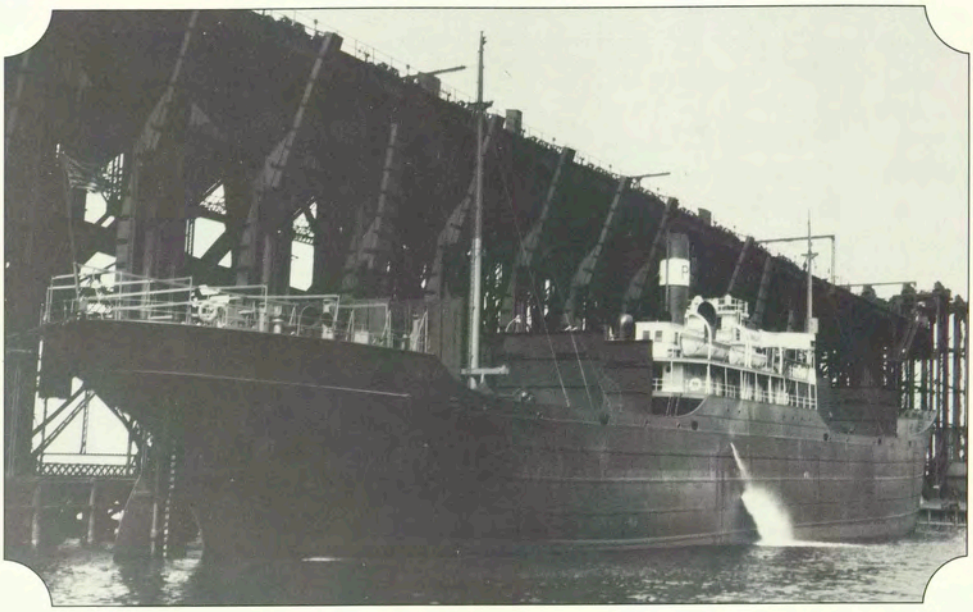


Mystic Seaport receives new additions to its collections in many forms. Sometimes new acquisitions are comprised of a single item, such as a painting, tool, or boat, but frequently the Museum receives a collection consisting of several components that tell a larger story. A group of items belonging to merchant seaman Rupert Stanley Decker, which were donated recently by members of his family, is such a collection. Decker, a native of Nova Scotia, served in the United States Merchant Marine from 1927 to 1947. An examination of his photographs, diary, and personal papers gives us a glimpse into a maritime career that reflects the variety of American merchant shipping during the first half of the twentieth century.

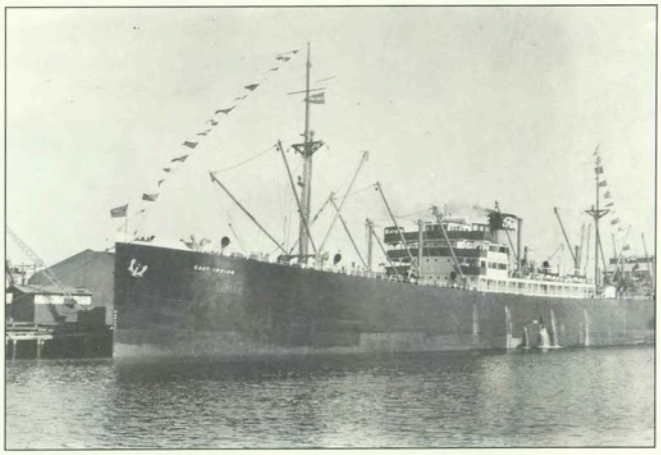
Rupert Decker was born in Rockland, Nova Scotia, on 2 October 1908. Life in Rockland, a small town on the Ottawa River, was centered around the sea, and Decker's father and grandfather made their living as fishermen. When Rupert was 19, a friend from nearby Allendale impressed him with tales of his life as a merchant sailor. Inspired, Decker left Nova Scotia to begin a 20-year career with the United States Merchant Marine, one that would carry him around the world.

Decker traveled with a camera during many of his voyages, recording scenes aboard ship as well as activities in the port cities he visited. One of his first subjects was the freighter *Isaac T. Mann* (ex-*Tidewater*), on which he served as quartermaster (helmsman) from May 1927 to April 1928.

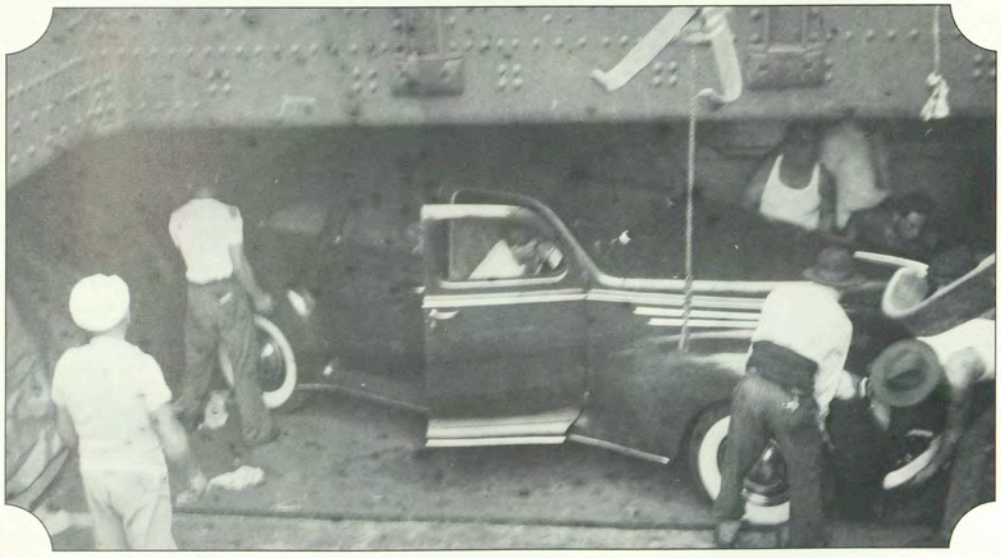
Young quartermaster Rupert Decker poses at the helm. (M.S.M.94.62.85)



In one photograph Decker captured the Isaac T. Mann *loading a shipment of coal at a Lambert's Point coal pier in Norfolk, Virginia, ca. 1927. In the decades after the Civil War, the Appalachian coalfields were tapped by several railroads that brought the coal to marine terminals around Hampton Roads, Virginia. The Norfolk & Western Railroad built the Lambert's Point facility in 1885, and originally owned the Pocahontas Fuel Company whose ships carried coal to northern ports. Originally launched as the* Tidewater *in 1917, the* Isaac T. Mann *was later purchased by the Pocahontas Fuel Company and renamed for its president. A 369-foot steel-hulled vessel with a triple-expansion steam engine, the* Mann *was a successor to the increasingly large wooden coal schooners that had monopolized the coal trade through the turn of the century. By 1915, however, Pocahontas Fuel had abandoned the use of schooners and began to carry coal in its own fleet of steamers, which offered faster loading and a more dependable schedule of arrivals. (M.S.M. 94.62.257)*



By 1928, Decker had signed aboard the freighter East Indian *as quartermaster and able-bodied seaman. Seen here anchored at Tampa, Florida, the* East Indian *was built as the* Beikoku Maru *at Uraga, Japan, in 1918. To protect American shipbuilding, foreign-built ships had been excluded from the American merchant marine until, in August 1914, Congress authorized purchase of foreign vessels as war broke out in Europe. Thereafter, many ships like the* East Indian *were added to the U.S. fleet. The Ford Motor Company obtained the vessel from the U.S. Shipping Board and converted her from a steam vessel to a motor vessel in 1925. The* East Indian *carried automobiles and miscellaneous cargoes from the United States to the West Indies and South America in the 1920s and early 1930s. (M.S.M. 94.62.76)*



The crew of the East Indian *off-loads a new Lincoln Zephyr at Cienfuegos, Cuba. During the 1930s Ford and General Motors competed fiercely for control of the international automobile market. The year 1929 was a successful one for Ford, as the company sold 27,500 cars in Argentina, 18,250 in Brazil, and 9,500 in Mexico and Cuba combined. (M.S.M. 94.62.350)*



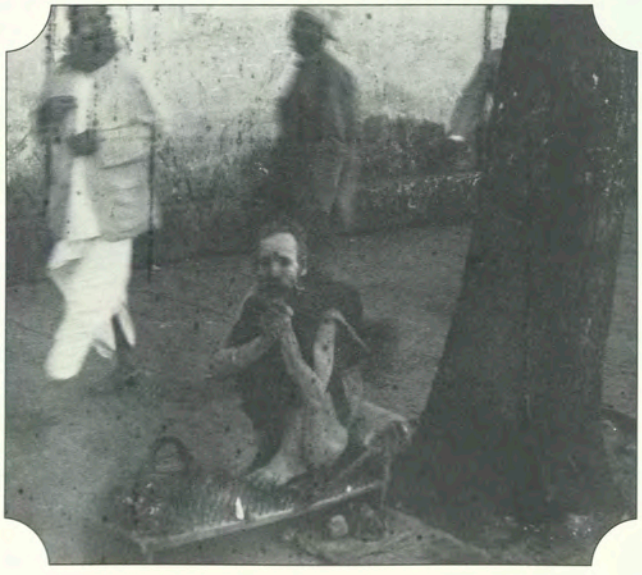
For the return trip, the East Indian*'s holds will be filled with sacks of raw sugar, shown here coming aboard. With most of Europe's sugar beet production facilities destroyed in World War I, Cuba emerged as the leading exporter of sugar. With a subsequent infusion of American capital, three-fourths of the Cuban sugar business would soon be owned by U.S. interests. During the 1930s, Americans consumed almost 75 percent of the sugar imported from Cuba. (M.S.M. 94.62.333)*



On 15 February 1934 the William H. Machen *arrived at Providence, Rhode Island, from Newport News, Virginia, delivering 6,600 tons of coal to the Providence Gas Company. The city was just starting to recover from a record-breaking cold spell, during which 40 people died. On 9 February, the Providence* Journal *had reported, "Navigation was still crippled today as heavy ice covered rivers, bays, and inlets along the coast." When the* Machen *finally docked at Sassafras Point, Rupert Decker's shipboard duties included two days of removing snow and ice in order to free the cargo hatches. "A hell of a trip," Decker captioned this photograph in his album. (M.S.M. 94.62.18)*



After his service aboard the East Indian, *Decker spent five years as quartermaster and boatswain of the collier* William H. Machen, *built in 1916 and owned by the Pocahontas Steamship Company. The* Machen *made regular trips between the coal piers of Hampton Roads and the coal pockets of New England ports, where power companies, factories, and residential furnaces consumed countless tons of coal. In the winter of 1934, the* Machen *made ten round-trips in just nine weeks, averaging two-day passages and two days in port. (M.S.M. 94.62 .179)*



Decker kept a diary during much of his next voyage. As boatswain aboard the American Export Lines motorship New Orleans, *he would see a world quite different from his native Nova Scotia. On 25 December 1936 he wrote: "Had a very good dinner. Xmas 7890 miles from home on board MS* New Orleans *on voyage from N.Y. to Indian ports and return via Suez canal." Two days later, with his ship tied up at Bombay's Alexandra Docks, Decker had time to hire a guide and enjoy some sightseeing. Back on board, he recorded his observations, "went thru a Gandhi temple, had to take my shoes off first, thru the Hindu markets and native parts of town, saw a man sitting on nails, beggars galore....got some souvenirs, too." (Like most amateur photographers of his time, Decker used a nitrate-based film. Nitrate film, first introduced in 1889, was popular for amateurs because of its easy use in roll cameras. Over time, however, nitrate film has become notoriously unstable, and some of Decker's images already show signs of deterioration. More stable safety film was only becoming commonly available at the time Decker was taking these photographs.) (M.S.M. 94.62.360)*

089282

12 CERTIFICATION OF DISCHARGE

Nº 089282

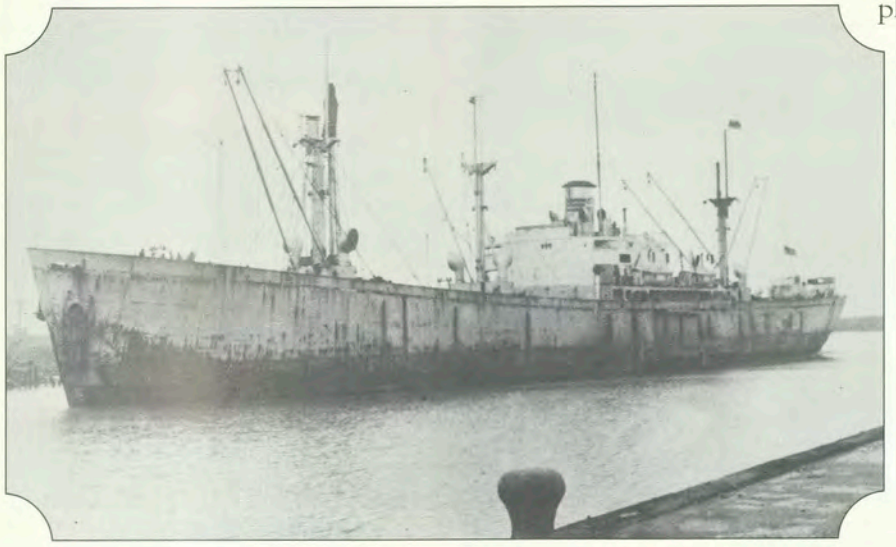
13 PORT STANLEY

No.	NAME OF SHIP, OFFICIAL NUMBER AND CLASS	DATE AND PLACE OF ENGAGEMENT	RATING	DESCRIPTION OF VOYAGE	DATE AND PLACE OF DISCHARGE	SIGNATURE OF (1) MASTER; AND (2) SHIPPING COMMISSIONER AND OFFICIAL STAMP
25	S/S Lehigh 218450 Steamship	9-12-41 New York	Chief & Ex. Off.	Foreign	Torpedoed 8-26 N.L. 14-37-W.L.	1. 2.
26	S/S ALCOA CUTTER #217328 Steamship	1/23/42 New York	2d Mate	Foreign	3/30/42 New Orleans	1. 2.
27	Alcoa Cutter 217328 S.S.	3-31-42 Mobile	2nd Mate	Foreign	5-30-42 Mobile, Ala.	1. 2.
28	Alcoa Cutter 217328 S.S.	June 18, 1942 Mobile	2d Mate	Foreign	Aug 24, 1942 Newfoundland	1.
29	S/S ALCOA CUTTER	8/28/42	CHIEF		9/23/42	1.

Photographs are only one type of tool used to learn about Rupert Decker's life in the merchant marine. Here is a page from Decker's continuous discharge book. Merchant seamen were required to carry records of their voyages as proof of time spent at sea. These records were used as documentation when applying for a higher rank. Entry 25 indicates that Decker signed on board the freighter Lehigh *as chief mate and executive officer for a voyage beginning in September of 1941. On 19 October 1941 German U-126 torpedoed the* Lehigh *off Freetown, Sierra Leone. Since a formal U.S. declaration of war against Germany was still a month away, the Germans took no prisoners, instead ordering the* Lehigh*'s crew into lifeboats before sinking the ship. All 39 crew members were eventually rescued by a British destroyer. Decker and his shipmates were lucky: by the end of the war, the U.S. Merchant Marine would suffer the loss of 6,000 men and more than 700 ships.*

Rupert Decker retired from the merchant marine in 1947. According to correspondence with the Alcoa Steamship Company, he left to accept a shoreside job. He settled in Worcester, Massachusetts, with his wife Verna and their two children, working as a kiln fireman until his retirement in 1973. He died in 1991.

Like all merchant seaman, Decker's union affiliation rendered him ineligible to receive U.S. Veteran's benefits for his service during World War II. Decker followed with great interest his fellow mariners' struggle to achieve postwar recognition. His collection of newspaper articles and correspondence with the U.S. Department of Transportation describes how the years of lobbying were finally successful. In January of 1988, the United States Government conferred veteran status upon all merchant seaman active during World War II. The letters and articles serve as a postscript to Decker's long association with the U.S. Merchant Marine. During his time at sea, his photographs and papers were kept for professional reasons, and later, for personal recollections. As part of Mystic Seaport's collection they will enhance our merchant marine holdings as well as serve to personalize a typical maritime career.



The Liberty Ship Benjamin A. Fisher *at anchor, showing signs of wear. The* Fisher *was launched in December 1944 as part of the U.S. Maritime Commission's Emergency Fleet. In response to the lack of American cargo ships as the Second World War expanded, a class of prefabricated, welded "Liberty Ships" was designed to provide maximum cargo space above and below deck in a ship that was both seaworthy and easy to build. Constructed during a period of frenetic activity in the American shipbuilding industry–with numerous yards established where shipbuilding had never flourished before–the Liberty Ships numbered more than 2,700 by the end of the program in 1945. Rupert Decker served as captain of the* Benjamin A. Fisher *in 1946, at which time she was part of the reserve fleet, and leased to the Alcoa Steamship Company (note the Alcoa Company logo on her stack). As the Liberty Ships were constructed for wartime service, most were not expected to last much longer than five years. The* Fisher *was an exception, however, and worked intermittently after the war until she was scrapped at Portland, Oregon, in 1966. (M.S.M. 94.62.432)*

Decker on the flying bridge, William H. Machen, *1935. (94.62.26)*



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) 572-5384.

August

Summer Hours Continue. Mystic Seaport is open 9 A.M. - 6 P.M. daily through 4 September. Full schedule of outdoor activities, participatory drama, horse and carriage rides, and vending.

Steamboat *Sabino* continues summer season through 2 September, with daily half-hour trips on the hour, 11 A.M. - 4 P.M.; 90-minute downriver cruise at 5 P.M.; 7 P.M. cruise on Fridays and Saturdays only. *Sabino* Booth: (203) 572-5351.

The Boathouse continues 7-day-a-week operation, 10 A.M. - 6 P.M., through 4 September. Sailboat rides aboard *Breck Marshall* and launch rides aboard *Resolute*. Members receive a discount on rowboat and sailboat rentals. Boathouse: (203) 572-0711, ext. 4233.

18, 25 Boathouse One-Day Traditional Boat-handling Classes. 9 A.M.-5 P.M. $45 ($55 for nonmembers). Boathouse: (203) 572-0711, ext. 4233.

19, 20 Antique Marine Engine Exposition. Collectors gather for the fourth annual exposition of pre-World War II marine engines and engine models. Unique engines power watercraft in a boat parade on both days.

27-9/1 *Brilliant* Teen Sail. Open to teens ages 15-19; board and disembark at Mystic Seaport. $650. Sail Education: (203) 572-5322.



Mary Anne Stets

September

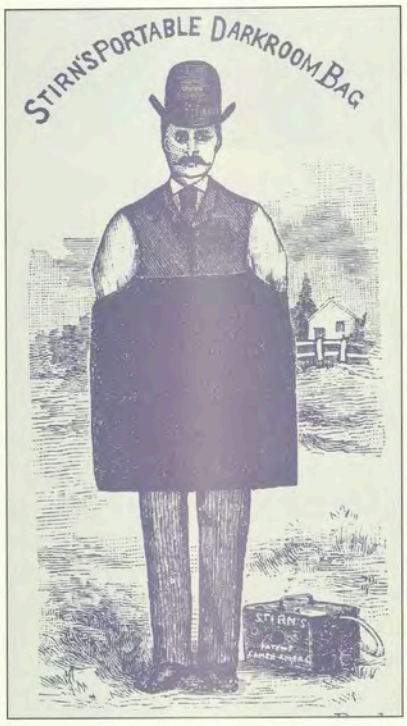
3 Steamboat *Sabino* begins fall schedule, with daily half-hour trips on the hour, 11 A.M. - 4 P.M., through 9 October; 90-minute downriver cruise at 5 P.M. through 1 October. *Sabino* Booth: (203) 572-5351.

5 Fall Schedule Begins. Mystic Seaport is open 9 A.M.-5 P.M., with the full schedule of demonstrations, and horse and carriage rides continuing through 26 November.

9 Poetry Reading and Book Signing at the Mystic Seaport Museum Stores Bookstore, 1-3 P.M. Authors read from their new books: Charles Hartman's *Glass Enclosure*, and Glenn Shea's *Find a Place That Could Pass for Home*.

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

9 28th Annual Mystic Schooner Race. Participants rendezvous at the Museum on Friday evening, for an early Saturday morning start. Sail Education Office: (203) 572-5322.



9-10 Photo Weekend. Staff and volunteers in period costume pose for your camera on the Museum grounds and aboard ships. Mystic Seaport is open from dawn to dusk. Members are invited to take part in the photo contest for cash prizes, and the exhibition. Entry forms are available during the weekend at the gates.

13 Basic Celestial Navigation Course is held Wednesday evenings, 7:30-9:30 P.M., in the Planetarium, through 15 November. Topics include plotting, 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: (203) 572-5355.

14-16 Race and Ethnicity Conference. This year's conference addresses race, culture, and power in North American maritime communities. Refer to page 54 for details.

15-18 *Brilliant* Adult Navigation Cruise. *Sold Out.*

16 Mystic Maritime Gallery Sixteenth Annual International Show. Through 5 November. Gallery: (203) 572-5388.

16 Fall Sailing Classes. Adults and Juniors can choose from a full range of courses, from Beginner to Racing Series. Sail Education: (203) 572-5322.

18 Members-Only Lantern Light Tour ticket sales, Monday through Friday, 8 A.M. - 4 P.M., through 2 October. Refer to page 55 for details.



Mary Anne Stets

23 Members' Day. Refer to back wrap for details.

29-2 Oct. *Brilliant* Adult Sail. Mystic Seaport to Mystic Seaport. $495. Sail Education: (203) 572-5322.

October

6-9 *Brilliant* Adult Sail. Mystic Seaport to Mystic Seaport. $495. Sail Education: (203) 572-5322.



7-9 Chowderfest Weekend. Local civic groups serve a variety of chowders and other tasty fare at the Boat Shed, 11 A.M.-3 P.M., throughout Columbus Day weekend.

12 Introduction to Coastal Navigation is held Thursday evenings, 6:30-8:30 P.M., in the Planetarium, through 16 November. Topics include basic plotting and chartwork. Cost is $72 ($80 for nonmembers). Planetarium: (203) 572-5355.

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

14 Fireplace Cooking Class. Share a hearty New England repast that you've helped prepare on an open hearth in the Buckingham-Hall House, 6-10 P.M. Cost is $42 ($45 for nonmembers). Interpretation Division: (203) 572-5356.

14-15 Pilot Weekend. A working weekend for membership volunteer group. If you are interested in more information regarding this group, please write to the Membership Office at the Museum address.

20, 21, 27, 28, 31 **Ghost Tales Tours.** Refer to page 54 for details.

21 **Fireplace Cooking Class.** Refer to 14 October entry.

21 **Dyer Dhow Derby.** Museum sailing dinghies race on the river with members of several East Coast yacht clubs at the helm. This annual event expresses our appreciation to those who donate Dyer Dhows to our Sail Education program. Sail Education: (203) 572-5322.



Nancy d'Estang

21-25 **Boatbuilding Class.** Five-day session is held 9 A.M.-5 P.M. in the White Boat Shop. Topics include instruction and work in a variety of operations basic to traditional wooden boatbuilding. Participants work with Museum-supplied tools and materials. Cost is $320 ($350 for nonmembers). Small Craft Office: (203) 572-0711, ext. 5028.

28-1 Nov. **Boatbuilding Class.** Refer to 21 October entry.

30 **Museum Hours Change.** Mystic Seaport is open 9 A.M.-4 P.M. Fall schedule remains through 26 November.



November

3-4 **Southern New England Maritime History Symposium.** Refer to back wrap for details.

3-5 **Mystic River Historical Society Days.** Special discounts and events at the Mystic Seaport Museum Stores, 10 A.M.- 5 P.M.

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

11 **Mystic Maritime Gallery Opening.** Distinguished Women Marine Artists Exhibit; through 28 January 1996. Gallery: (203) 572-5388



24, 25 **American Girls At Mystic Seaport.** Young girls gather with their American Girl dolls for special activities.

24-26 **New England Field Days.** Thanksgiving weekend offers special activities for families, including wagon rides and outdoor games.

27 **Christmas Activities Schedule** begins, through 1 January.

December

1 **Lantern Light Tours.** Refer to page 55.



2 **Members' Shopping Day** at the Mystic Seaport Museum Stores. Extra discounts for members all day, special hours 10 A.M.-8 P.M.

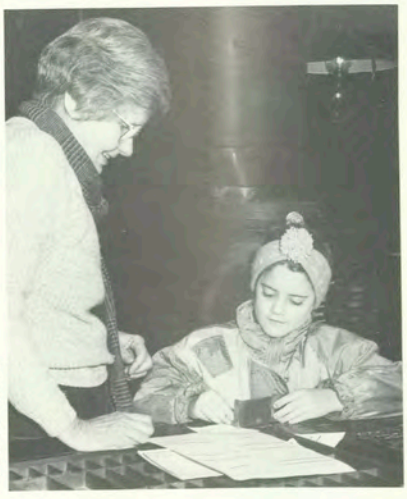
9 **Interpreter for Visitors with Hearing Impairments.** Available at 10:30 A.M., noon, and 2 P.M. in the Visitor Reception Center.

17 **Community Carol Sing** in Anchor Circle at 3:30 P.M. Here's your chance to sing with a brass quartet and Mystic Seaport carolers.

24 **Christmas Eve.** Mystic Seaport open on a limited basis 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 1996.



Jennifer M. Stech

Wind Rose® Museum Notes

Williams College-Mystic Seaport, Maritime Studies Program Announces New Robert G. Albion Maritime History Fellow

Mystic Seaport welcomes Dr. Frederick Dalzell of Harvard University as the Albion Fellow in American Maritime History for 1995-96. Dalzell received a B.A. in History from Yale in 1984, finishing with his senior thesis on the "New England Memorial: The Text and the Book in Seventeenth Century New England." In 1993, Dalzell took his Ph.D. in the History of American Civilization at Harvard, preparing his dissertation on "Taxation with Representation: Federal Revenue in the Early Republic." He earlier won the 1991 Walter Muir Whitehill Prize in Colonial History for an essay published in *The New England Quarterly*. Dalzell's current research is on early American commerce, inter-cultural contact, and the construction of racial and national identity over the colonial and national periods, with specific interests in the fur trade with Native Americans, the slave trade, and trade with China and Asia in the decades following independence.

In addition to conducting research, Dalzell will be responsible for teaching two semesters of American Maritime History in the Williams College-Mystic Seaport Maritime Studies Program. He will participate in the intellectual life of the Museum as our resident maritime scholar for consultation, discussions, and collaboration with other members of the staff.

In 1990, Mystic Seaport established the Robert G. Albion Fellowship, the first Postdoctoral Fellowship in American Maritime History. Designed for recent Ph.D. recipients, the Fellowship brings a scholar to the Museum on a rotating basis for two years.

With sadness we say good-bye to our former Fellow, Eric Roorda. During his tenure, Roorda made vital contributions to the Williams-Mystic Program, and to the development of exhibits and programs at the Museum.

Mystic Seaport Receives Irving M. Johnson's Logbooks

On 18 May 1995, Mrs. Electa Johnson, wife of the late Mystic Seaport trustee, Captain Irving M. Johnson, presented the Museum with a collection of logbooks from her husband's *Yankee* world voyages. Accompanying her were the Johnsons' son Arthur, *Yankee* alumnus Christopher Sheldon, and Judy Huggins Balfe, a crew member on *Yankee*'s seventh world voyage and chair of the drive to create the Irving M. Johnson Archive Fund at the Museum. The Archive Fund will enable Mystic Seaport's Film and Video Archives to record and dub personal reminiscences of *Yankee* alumni, preserve on archival videotape Captain Johnson's lecture films, and make the footage publicly accessible in the form of broadcast-quality tapes. To date, 125 individuals have donated over $72,250 toward the project. Additional contributions are welcome, and anyone wishing to participate is encouraged to call Christopher M. Cox, Mystic Seaport's Vice President for Development and External Affairs at (203) 572-5365.



Judy Beisler

Mr. Sheldon, Mrs. Balfe, Mrs. Johnson, Mystic Seaport President J. Revell Carr, Mr. Johnson.

Race, Ethnicity, and Power in Maritime America Conference

On 14-17 September 1995, Mystic Seaport hosts and co-sponsors the national conference, "Race, Ethnicity and Power in Maritime America: The Role of Race and Ethnicity in Maritime Communities of North America and the Caribbean." Joining the Museum in sponsoring the conference are the Connecticut Afro-American Historical Society and the New England Maritime Studies Association. Through panel and roundtable discussions, as well as public programming, the conference sponsors hope to expand the boundaries of the American maritime story and to foster communication between scholars, museums, and the general public regarding issues of race and ethnicity. Forty scholars are scheduled to discuss a variety of topics, including sailors and rivermen in slavery and freedom; racial and national identity in the maritime world; race, ethnicity, and maritime labor struggles in the nineteenth and twentieth centuries; Native Americans in maritime enterprises; the Cape Verdean experience; race and the U.S. Navy; the *Amistad* story; and the character of maritime communities in the Caribbean and New England. The conference conludes with the roundtable topic entitled, "New Directions in Maritime Studies." Dwight Pitcaithley, Chief Historian, National Park Service, and Marcus Rediker, Associate Professor of History at the University of Pittsburgh, have been named as the keynote speakers. For further information and registration, write to REPMA at the Museum address, or call (203) 572-0711, ext. 5089.



Courtesy, Peabody Essex Museum, Salem, MA

Ghost Tales!

Back by popular demand, these eerie evening tours put you in the mood for Halloween! After the sun sets at Mystic Seaport, hear tales of haunted New England as a tour guide leads you on a stroll through the grounds and exhibits.

Tours are offered on 20, 21, 27, 28, 31 October. Each 90-minute tour is limited to 30 people. Your tour time will be assigned with a departure of 7:00, 7:30, 8:00, or 8:30 P.M. Ticket prices are $14 ($16 for nonmembers) for adults and $8 (10 for nonmembers) for youth ages 6-15. Not recommended for young children.

Last year's tours sold out quickly, so join the spooky festivities by signing up today!

Send your name and address, tour date, number of tickets, and payment to Membership Reservations at the Museum address. Check payable to Mystic Seaport, or charge by VISA, MasterCard, or AMEX. Reservations must include payment; sorry, no refunds. Tours held rain or shine.



Mary Anne Steets

Watch out for the shadows on a Ghost Tales tour!

Mystic Seaport Acquires Quiet Tune

Quiet Tune, a ketch-rigged keel daysailer designed by L. Francis Herreshoff, arrived at Mystic Seaport a little over a year ago as a generous contribution from Dan Carter of Corona Del Mar, California. The boat was designed for Edwin Hill and built by Hodgdon Bros. of East Boothbay, Maine, in 1945. Hill sailed *Quiet Tune* from Pemaquid Harbor, and about a decade after her launch commissioned another Herreshoff design, a somewhat larger keel daysailer with a clipper bow, named *Araminta*, a craft equal in beauty to *Quiet Tune*.



Jennifer M. Stich

Quiet Tune *sails in the waters off of Mystic.*

Dan Carter and boatbuilder Wayne Ettel thoroughly worked the boat over during Carter's ownership, culminating in *Quiet Tune* receiving the "Best of Fleet" award given annually by the Newport Beach Yacht Club. Carter, Ettel, and friends traveled east with the boat to help with the launching, rigging, and outfitting. Barry Thomas, Mystic Seaport's

Boatshop Supervisor who once owned *Quiet Tune*, was also on hand.

Upon hearing that *Quiet Tune* had become a part of our watercraft collection, Fred Bruenner of Shelter Island, New York—present owner of *Araminta*—offered to help raise enough money to keep *Quiet Tune* in commission (the alternative was to place her in permanent covered storage ashore in one of the Museum's boat sheds). Bruenner's effort was successful; *Quiet Tune* and *Araminta* were launched together in May. This summer, Museum visitors can view *Quiet Tune* as an in-the-water exhibit!

We're Sorry!

Problems in production led to delays in mailing the summer issue of *The Log of Mystic Seaport*. We apologize for any inconvenience that this may have caused.

Also, the issue should have been numbered, Vol. 47, No. 1.

The Log of Mystic Seaport *Has a New Graphic Designer!*

Over the years, graphic designer Trish Sinsigalli LaPointe has worked on a variety of projects for Mystic Seaport. From membership program brochures to posters, you're bound to see Trish's wonderful designs around the Museum.

This issue of *The Log of Mystic Seaport* introduces Trish as our new graphic designer. Please join us in giving Trish an enthusiastic welcome!

We thank our friends at Peter Good Graphic Design for their extraordinary work during the last two years and wish them well.

Members-Only Lantern Light Tour Ticket Sales



Mark your calendar for 18 September, and take this exclusive members' opportunity to order Lantern Light Tour tickets!

Mystic Seaport's popular evening tours take you back in time to Christmas Eve in the 1870s as the village locals prepare for the coming festivities. A horse and carriage ride and Christmas carols add the perfect touch to this re-creation of a Victorian Christmas!

Each year has a brand-new storyline. Tours leave the Visitor Reception Center every 15 minutes, 5-9 P.M., through 21 December. Tours will not run on 4-7, 12, and 19 December. Ticket prices are $18 for adults and $10 for youth 4-15 years old. Children 3 and under are free, but must be able to sit on an adult's lap. Reservations are by phone only, at 1-800-522-1841, Monday through Friday, from 8 A.M. - 4 P.M.



Mary Anne Stets

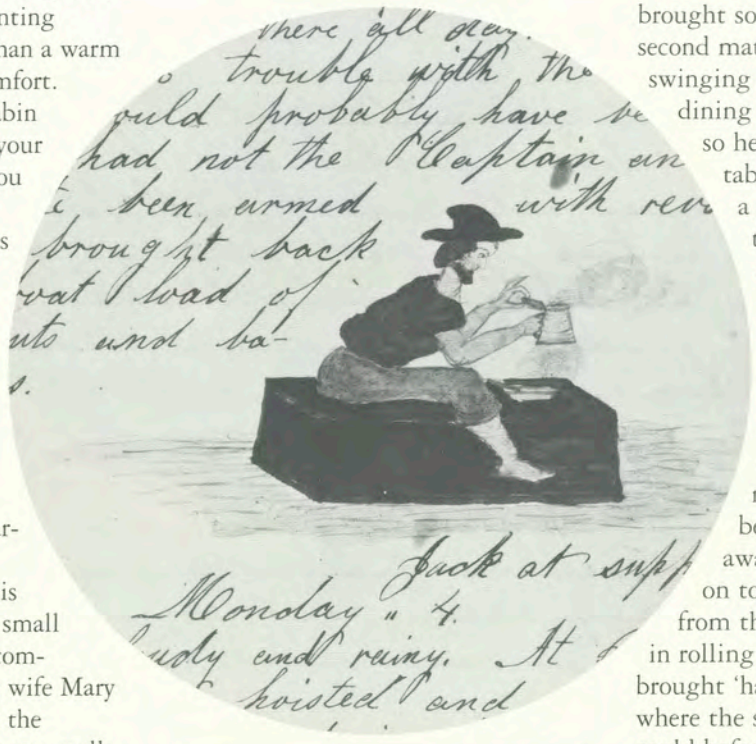
Celebrate a Victorian Christmas with Mystic Seaport's Lantern Light Tours!

Dining Disasters at Sea

SANDRA L. OLIVER

You come below tired, wet, and hungry, wanting nothing more than a warm meal to sooth your discomfort. Bracing yourself at the cabin table, or leaning against your sea chest in the fo'c'sle, you prepare to dig in. Suddenly, the ship pitches and rolls, and dinner is all over the deck.

We know already there is many a slip twixt cup and lip, but the ocean and the nature of a sailing vessel add another dimension of risk to seafarers trying to get a meal down intact. An act that is routine ashore becomes a small victory each time it is accomplished at sea, as whaling wife Mary Lawrence related. Aboard the whaleship *Addison* during one spell of rough weather, she reported: "If we can get our victuals in our mouths, we are fortunate. Before that we are not sure of them."[1]



"Jack at Supper," from Edward Haskell's journal aboard the ship Tarquin, *1862. (Courtesy Peabody Essex Museum, Salem, Massachusetts)*

Besides depicting garden variety discomfort of life at sea, travelers' accounts of dining disasters give us an otherwise hidden picture of the perils of being a sea cook, the difficulty of stewards' work, and the consequences of lost fare out of a ship's necessarily limited food supply.

"A pretty figure I cut at the Dinner table one of these days with pea soup, my coat sleeve full of it," complained Thomas Larkin Turner, aboard the Batavia-bound brig *Palestine* in 1832. He claimed in his journal that his legs would end up corkscrewed for having spent so much time wrapped around table legs during a prolonged spell of foul weather.[2]

At the dining table, fiddles and gimbals mitigated the effects of a ship's motion. Fiddles are wooden strips fastened lengthwise to table surfaces, which stop a plate or bowl from sliding across the table. Gimbals are pivots to which a shipboard table can be attached, allowing it to remain level while the ship rolls side to side beneath it. Outfitting lists in the 1800s show that tablecloths were carried on some vessels. They, too, may have provided some resistance to sliding dishes, and at least they soaked up spills.

Frederick Harlow, aboard the ship *Akbar* in the 1870s, described difficulty in using even a gimbaled surface in heavy weather. Harlow brought soup for himself and the second mate and set it on the swinging table rack above the dining table, but the ship rolled so heavily that the swinging table would "bring up with a jump," and the two men took turns rising head and shoulders above the other, each steadying their soup and coffee with both hands, and unable to get a mouthful down. Harlow observed that there was no eating off the plate because it would slide away unless the men held on to it, "So we ate our dinner from the swinging rack...for in rolling to leeward the rack brought 'hard up' to windward where the second mate ate what he could before the ship started to roll back, and I waited patiently for the ship to roll the other way giving me the same opportunity. It was 'catch-as-catch-can' throughout the dinner."[3]

But fiddles and gimbals were no match for a ship's sudden lurch. Rough weather that tossed dishes off saloon tables also made seafarers seasick, so managing to eat a meal may have been in vain for some. Edmund Terry, a forty-niner with the Patchogue Mining and Trading Company, sailed from New York on 5 February 1849, aboard the bark *Keoka* for San Francisco. By nightfall they encountered wind heavy enough to send trunks and baggage rolling from one side of their cabin to the other. "It was very amusing to see us at the Supper table each man holding on the edge of the table with one hand and a cup in the other when we went to drink our tea a sea would strike our bark

and away would go our tea all over us. we did not make out a very hearty supper and it was well that we did not, for it would have been wasted for the most of us was Sea Sick through the Evening, I am sure that I was."[4]

When the New London whaleship *Julius Caesar* set out for Desolation Island in 1851, the ship soon encountered a gale. "The effects of the violent storm...were apparent the next morning in the heavy rolling of our ship," wrote Nathaniel Taylor. When Captain and Mrs. Morgan and the officers attempted to eat breakfast the ship made a sudden "lee lurch. Crockery, hot johnny-cake, and coffee left the table in great haste, to lodge in the laps of those who unfortunately sat upon the leeward side of the cabin. We knew it was no use to cry over spilt milk, and so enjoyed a hearty laugh to make amends for a poor breakfast."[5]

Traveling with her father, uncle, and brother aboard the ship *Julia S. Tyler* between New York and Hong Kong in 1861, the Southerner Ruth Bradford thought rough weather was fun. On 6 January 1862 they were just off Madagascar in such rough weather that periodically the forecastle was under water and the ship lay to with only the fore topsail set. Ruth reported, "This morning at breakfast Uncle John went backwards, his whole length into the panty, and was picked up somewhat stunned; several more of the gentlemen who were on the lee side capsized; the breakfast flew in all directions. Mr. Foster lost his sausage on the floor, to his great distress, and I found him cabbaging mine, which had rolled over to his side of the table."[6]

Both young Turner and Ruth Bradford were cabin passengers, and under some circumstances their meals might be replaced, possibly at the expense of junior officers. Aboard the whaleship *A. R. Tucker*, when a tureen of bean soup joined the stewed pumpkins and some boiled onions that had already fallen from the table, the captain's wife, Annie Ricketson, observed, "Lost all the bean soup but they had more in the cook's galley for the second table we had that and they had to go without."[7]

Going without was usual for fo'c'sle hands who accidentally lost their dinner. Consequently, sailors made heroic efforts to take food from the galley to the fo'c'sle without spilling in bad weather. In 1847, during a whaling voyage in the bark *Willis*, Samuel Millett "met with a very sad accident....It was blowing hard and the ship rolling heavily and I went to take a kid of beans which was handed me at the scuttle when my foot slipped and I spilt some on me and scalded me very bad but I kept the kid right-side-up until I could set it down. I was confined below for some time."[8] Had any spilled, fo'c'sle ethics required that all share in misfortune, and the remainder, however slight, would have been evenly divided.

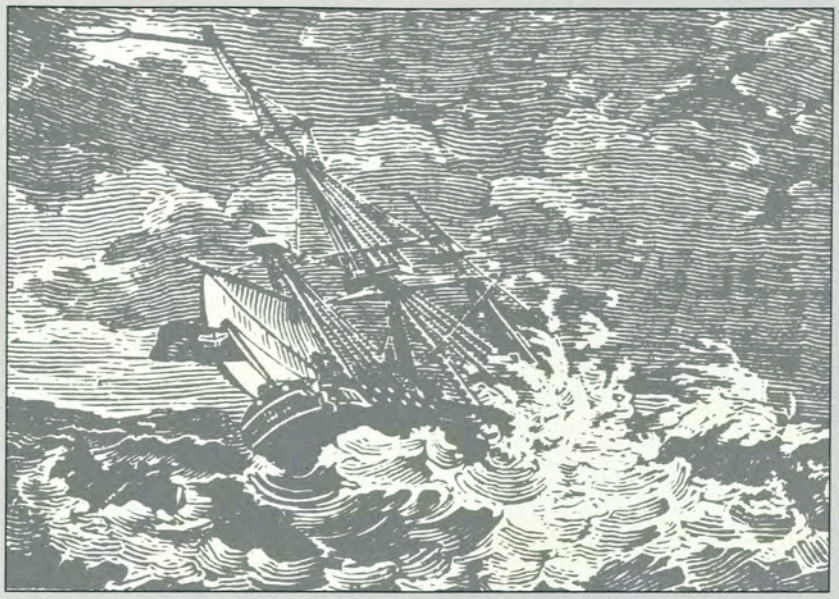
The hierarchy of a ship's command was insurance for the Ricketson's table, but, although passengers ranked ahead of crew, other factors might prevent a second serving. For instance, on the *Julia S. Tyler*, Ruth Bradford's "fun" storm continued another day, and at dinner the roast pork and potatoes flew around the cabin. Mr. Foster was left "so distressed at the loss of his dinner, knowing more would be obtained only under great difficulty."[9] Operating the galley stove well enough in a storm to produce a roast of pork in the first place must have been quite a feat. Such references provide silent testimony of the plain hard work of cooks and stewards aboard sailing vessels—difficult under good conditions and positively hazardous under bad.

Occasionally, the plight of shipboard food handlers was described in more detail. Off Cape Horn, during the 1880 voyage of the bark *Amy Turner* from Boston to Hawaii, Lloyd Briggs wrote: "blowing a gale all night–the worst weather I have seen....The stewardess is laid up, having been scalded by the contents of an iron pot of boiling beef, when one of the waves struck the ship and threw the pot from the stove onto her."[10]

Many ships' stoves were equipped with rails supported on iron posts, which would stop a sliding pot. And in some cases containers for boiling were squared to improve stability. As with table fiddles, however, a lurch meant a pot might skip over the rails, or liquid might slosh, sending up a cloud of scorching steam. If the galley itself was invaded by a wave, cold water, hot coal, and an iron stove combined to generate dangerous steam and gases.

Under extreme weather conditions, the galley stove was not lighted. Then, for sailors, officers, and passengers alike, cold food was the order of the day. Scott Dow, son of seafaring parents aboard down-easters late in the nineteenth century, recalled a story about a week of continuous gales when the captain's wife was obliged to sit on the floor in the corner of her cabin for seven days with nothing to eat but cold beans out of a can because it was unsafe to have any fire on board.[11]

A vessel rounding Cape Horn routinely experienced several such days, leaving the ship's company, who sometimes worked steadily in miserably cold weather, without even the comfort of a mug of hot coffee or tea. Felix Reisenberg, aboard the Honolulu-bound ship *A. J. Fuller* in 1897, reported that, as they approached the Horn, "Coffee was served out that noon instead of lime juice, and the warmth was welcome; it helped wash down the last cooked meal that Chow (the cook) was able to prepare for ten days." Part way round the Horn, having endured at least one sleepless night, the *Fuller*'s



"In shipping a sea, everything was taken from the stove by rolls of the ship, fish, potatoes, meat, and coppers all rolling around the deck together."

crew "finally got a watch below, and cook managed to heat some coffee, but cold salt beef and hardtack were all that the kids contained when we went below for supper."[12]

If it was not downright dangerous to prepare and serve food on board ship, then having to cook a second meal must have been at least annoying. When the *Addison* experienced heavy weather off New Zealand in February 1860, Mary Lawrence wrote: "A furious gale from the westward about equal to those we experienced in Bristol Bay....Our cook was obliged to get two suppers tonight. In shipping a sea, everything was taken from the stove by rolls of the ship, fish, potatoes, meat, and coppers all rolling around the deck together." Fortunately, she noted, "Such terrible times are not very common."[13] More common were smaller losses, which were, nonetheless, a mess for the boy or steward to deal with. For example, when homeward bound on the whaler *Addison* between New Zealand and Cape Horn in 1860, Mary Lawrence reported: "As we were to have roast pork for dinner, I thought I would have a luxury in the shape of stewed apple for sauce, as we had a few apples left. So I prepared them, sent and borrowed a sauce pan of the cook, stewed them very nicely, sweetened them, and was just preparing to take them up when there came an extra heavy roll which was more than I could manage; and my applesauce was spattered all round on the cabin floor, and the saucepan went into the panty. Consequently our dinner was eaten minus the apple."[14]

Albert Averill's father was a Maine coasting schooner captain who told about an older man he shipped as cook. The cook was "deeply pious" and "devotedly read his Bible and never indulged in profanity." Except once. One "Saturday...the old man had been tending his pot of baked beans all day. He had added just a spoonful of water at a time, just enough to keep them soft and savory. He had sniffed their appetizing aroma all day. There was quite a sea on but the old schooner, which was a good sea boat, ambled along the swells with a long, easy roll. All of a sudden, however, she hung up on a nasty cross sea with a sharp jerk. The oven door yanked open with a bang and the bean-pot made a nose dive half way across the cabin floor with the beans spreading out like a wave before a scow." The old cook turned red–and cussed.[15] Not only were the beans lost, but there was a miserable mess to clean up.

When food was not actually flying about the cabin, or seafarers not too uncomfortable to eat, both sailors and cabin crew reported a kind of amused concentration required to finish a meal. From perspective of the the fo'c'sle, Fred Harlow commented, "If the ship was in a heavy sea, sometimes Jack would spend the greater part of his dinner-hour, balancing his coffee in one hand and holding his plate in the other, before he could get a chance to feed himself, and many a time the situation would become so ridiculous that no one would eat from laughter."[16] And offering the view from the cabin, Mary Lawrence wrote: "For several days past we have been under the necessity of holding in our mugs with one hand and our plate with the other and occasionally snatching a mouthful between the rolls." She also concluded with a reminder of the seafarer's last resort when attempting to eat at sea: a sense of humor. "Some very amusing scenes are enacted often at the table in a gale of wind."[17]

[Endnotes appear on page 63]

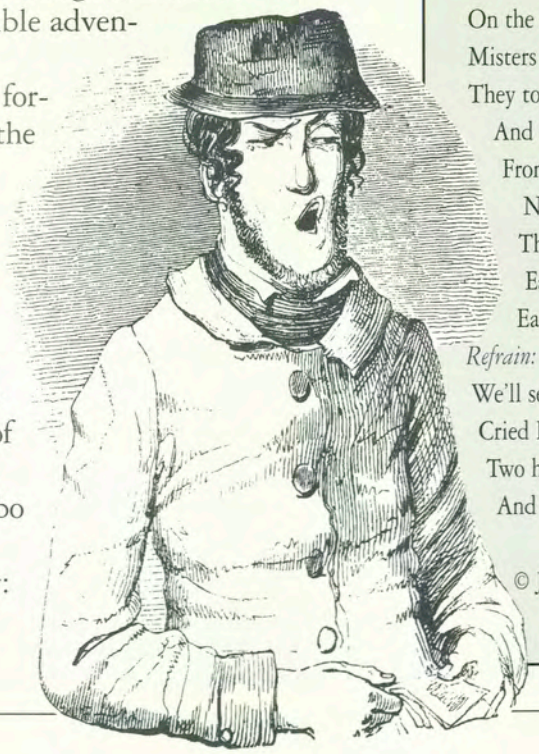
Kids Corner

Harbo and Samuelson's Adventure



Have you ever heard of someone having an adventure that sounds unbelievable? You want to tell all of your friends right away and you can't wait to say, "And it really happened!" Sharing stories and adventures is fun and has been going on for years. Most of us tell stories with words but how many of you have told a story with a song?

Almost 100 years ago, two men named Frank Harbo and George Samuelson took part in an incredible adventure. Their story might have been forgotten if not for the song written by Jerry Bryant of Massachusetts. Jerry wanted to tell everyone about these two men, so he wrote a ballad (a kind of song that tells a story) about Harbo and Samuelson. Here's their story:



In 1896, a newspaper man named Richard Fox said he would pay $10,000 to anyone who could row across the Atlantic Ocean without using sails or steam power. Two Norwegian fishermen living in New Jersey took on the challenge. They collected supplies and had a special boat built, called the *Fox*. Harbo thought the trip would take about 60 days, so he set up a schedule to be followed every day: row for 18 hours, sleep for 5 hours, and relax for 1 hour. They experienced many storms, and their boat even turned over once. During the journey, they met up with a ship and climbed aboard for a few hours of rest and collected fresh supplies. The men quickly got back into the *Fox* and finished the 3,000-mile trip. When they were welcomed in France as heroes, they had been rowing for 62 days.

Here's a sample of Jerry's song:

Verse 4

On the sixth day of June, eighteen ninety and six,
Misters Harbo and Samuelson started to row.
They took food and water to last until August
And the newspapers said they were foolish to go.
From the slip in Manhattan they rowed through the Narrows,
Then out toward the Gulf Stream and onto the deep.
Each day they would row eighteen hours together,
Each night they took turns getting three hours sleep.

Refrain:

We'll see you in France or we'll see you in heaven,"
Cried Harbo and Samuelson out on the bay.
Two hardy young oystermen after adventure,
And no one believed they could row all the way.

© J Bryant, 1988

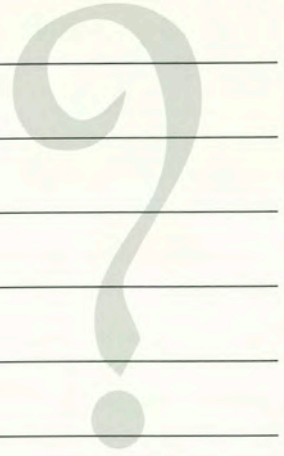
HOW BIG IS THAT, ANYWAY?

The rowboat in which Harbo and Samuelson crossed the Atlantic was an 18-foot-long and 5-foot-wide double-ended skiff. How many inches are in 18 feet? Multiply 18 times 12 inches. Does that sound big enough to cross the ocean?

If you could only share this boat with one person, who would it be? Do you think you'd take more than one person with you? Don't forget to pick someone who would be a good rower *and* good company!

What to pack?

What would *you* take along if you were going on a 60-day trip? Make a list, and remember that the items should be useful and take up little space.



_____

_____

_____

_____

_____

_____

This could be a fun question to bring up at dinner with your family. You can learn a lot about someone with a question like this.

Become a Song Writer!

Have you ever tried to write your own song? Getting a start at song writing can be easy if you begin with a tune from a song you already know. Let's use "Yankee Doodle" as an example:

Libby Taylor went to town, riding on a spider
Stuck a flower on her head and called it apple cider.

See how it works? Here's a verse and refrain with lots of words changed:

Libby Taylor found a boat, floating still and lonely
Thought that rowing in a boat beat riding on a pony.
Start your oars up nice and slow, row a little faster
Soon you're racing 'gainst the flow and rowing you will master.

Try working with "Yankee Doodle" and see what you do. Keep practicing until you find words that feel like they fit the tune. Use any song—from "Yankee Doodle" to a popular song from the radio.

Songs and their stories disappear if they aren't sung often or don't get written down. Give your song some exercise by singing it every once in a while, and write it down in a journal.

Word Scramble

Unscramble the letters of some supplies that Harbo and Samuelson took with them on their trip.

one	_____	toevs
one	_____	crohan
one	_____	smapcos
ten	_____	aspir fo aros
twenty	_____	nloagls fo twrae
one hundred	_____	nsudop fo edrab
two hundred fifty	_____	gseg

Answers to word scramble: one stove, one anchor, one compass, ten pairs of oars, twenty gallons of water, one hundred pounds of bread, two hundred fifty eggs.

Notes and Queries for Sabino *on Casco Bay*

1. Brochure titled "Evening Cruises on the Mystic River aboard Steamboat Sabino" for 20 May through 10 October 1988 season. In S.S. SABINO (Mystic: Mystic Seaport Museum, ca. 1980) she is described as "one of the last coal-fired, passenger-carrying steamers in the country."

2. David Dodge, Gainor R. Akin, and Maynard Bray, in *Steamboat* Sabino (Mystic: Mystic Seaport, Inc., 1974), offer a brief history of the *Sabino* and many interesting photographs representative of different eras in her very long and continuing life. A briefer account was published later in S.S. SABINO in which the above three authors are given credit for the text. The intent of this essay is to fill out the description of her years in Casco Bay, a full 35 years of her active commercial steamboating life. The skeleton from which this study evolved is based on the results of the thorough documentation of the *Sabino*'s official past by the staff of Mystic Seaport. I thank them for their work and for the free access that they accorded me to these documents during my visit on 20 September 1988. Their records of the licenses of the *Tourist* and *Sabino* (hereafter cited as "Materials at Mystic Seaport") were of particular value. I also wish to thank Andy German for guiding me to these sources and to the Museum's *Sabino* experts, Curator of Collections William N. Peterson for access to his written and photographic files, and Fred Calabretta for the opportunity to peruse and take notes on his interviews with the Zukunft sisters, one of whom I later interviewed. I have purposely called these notes "Notes and Queries," for, although what follows is as accurate a picture of the *Sabino*'s history on Casco Bay as I can presently write, as the reader will see, there are still many details which I do know and significant questions to which I do not have the answers. If you, gentle reader, can help, please write to the author in care of *The Log of Mystic Seaport*.

3. How long is that boat? There seems to be some confusion about the length(s) of the *Sabino*. As the *Tourist* her registered length was 45.2 feet. By the time she got to Mystic Seaport her actual length overall was 57.25 feet. When did she grow the 12 feet? Constance Rowe Lang, in *Kennebec, Boothbay Harbor Steamboat Album* (Camden, Maine: Down East Enterprise, Inc., 1971), 33, suggested that she was lengthened before being transferred to Casco Bay. Was it done then, by Laforest Etheridge prior to November 1921? Could it have been done when Harry Williams put sponsons on her in the Winter of 1927-28? Was it when she was reconstructed in Newburyport? Here are the versions of various Portland newspapers: on 27 September 1927 the Portland *Press Herald* (hereafter cited as *PPH*.) reported that she was 60 feet long. On 2 October 1940 it reported 45 feet, and on 4 September 1956 it reported ca. 55 feet. On 1 July 1958 it went back to 60 feet, but refined that on 5 April 1961 to 56 feet, and that was it. Perhaps the Gannett Newspaper reporters went to their files before interviewing those infallible human beings, because in three ensuing articles, the Portland *Evening Express* (hereafter cited as *PEE*), 28 April 1961, the Portland *Sunday Telegram Sun* (hereafter cited as *PSTS*), 10 September 1967, and the *PPH*, 17 June 1971, stayed with the length of Sabino as 56 feet!

4. I thank Anne Howells for first identifying Everett Spear during a conversation at the Maine Maritime Museum and in a subsequent letter. Cliff Randall's version of his drowning, as told to Marie Zukunft Graves, is as follows: the engineer was sitting on the lower deck with his feet on the rungs of the ladder descending into the engine room when he got four bells and a jingler (calling for full speed astern). As he jumped down to respond to the bells his heel caught in the rung and he fell into the engine, where his arm was severed in the arm of the crankshaft. He panicked, jumped overboard, and was drowned. Interview with Marie Zukunft Graves, Summer 1993. See S.S. SABINO, 2, for another version of this episode by a "Captain Morrell," (probably either of Captains Charles Burnham Morrill or his son, Carleton Morrill) and William J. Frappier, *Steamboat Yesterdays on Casco Bay* (Toronto, Canada: Stoddart Publishing Company, 1993), 184, for two more.

5. Materials at Mystic Seaport, *PPH*, 27 September 1927, Bath *Independent*, 15 September 1927, and William C. Purlington, "A Look Into West Bath's Past," 1976, 110.

6. They were the Casco Bay Lines with 8 round-trips from 6:45 A.M. to 6:15 P.M.; and, operating under the auspices of the Casco Bay Lines, the Island Night Service with 4 round-trips from 7:15 P.M. to 11:15 P.M.; the Island Ferry Company with 13 round-trips from 6:15 A.M. to 11:30 P.M.; and the Cape Shore Ferry Company with 13 round-trips from 10:30 A.M. to 11:30 P.M.

The Casco Bay & Harpswell Lines had cut back their service from 14 round-trips per day in 1913 to 9 in 1916 and, newly re-organized as the Casco Bay Lines, to 8 in 1921. It had passed off the trips after 6:15 P.M. to Walter Kennedy's Island Night Service.

The Cape Shore Ferry Company was also in competition with the Casco Bay Lines at Cushing Island until the Casco Bay Lines terminated its service there after the 1920 season.

7. Harry Williams was not listed in the 1916 edition of the *Portland Directory*. In 1917 he was listed as a boat repairer, and in 1918 and 1919 was again listed as a machinist, but working at 29 Custom House Wharf, which was not the 21 Custom House Wharf address listed for Williams Brothers. In 1920 his workplace was once again listed as 21 Custom House Wharf. Although he was listed as "Captain *Admiral*" for the first time in 1925, he had been an active captain in the summer seasons since 1917.

8. In succeeding years the officers reported that the business was let to Williams Brothers again in 1918, "run by Harry Williams in 1919," "Let rights to Harry Williams for 1920," and "Let to Harry Williams 1921." Note the shift from Williams Brothers Company to the individual Harry Williams. Steamboat Reports under Cape Shore Ferry Company, Public Utility Commission, Maine State Archives, Augusta (hereafter cited as PUC).

9. Chris Roerdon, ed., *Collections from Cape Elizabeth, Maine* (Cape Elizabeth, Maine: Town of Cape Elizabeth, 1965), 85.

10. Cape Elizabeth Historical Preservation Society, comp., *Cape Elizabeth Past to Present* (Cape Elizabeth, Maine: Town of Cape Elizabeth, 1991), 82; Roerdon, *Collections from Cape Elizabeth*, 81, 89. The quotation is from William B. Jordan, Jr., *A History of Cape Elizabeth, Maine* (Falmouth, Maine: House of Falmouth, Inc., 1965), 161.

11. See John K. Moulton, *Peaks Island–An Affectionate History* (Yarmouth, Maine: privately published, 1993), 37-47, 60-67. For Cushing Island life see also John K. Moulton, *An Informal History of Four Islands - Cushing, House, Little Diamond, Great Diamond* (Yarmouth, Maine: privately published, 1991).

12. *Merchant Vessels of the United States* lists the Cape Shore Ferry Company as owner of the *Madeline* from 1916 through 1921. However, their report to the PUC in December 1917 states that they sold her for $500.00 during the summer season of 1917, PUC. They had let the business out to Walter Kennedy of Peaks Island in the summer of 1916.

13. Although I have no evidence, it is likely that he had used the *Admiral* in 1917 as well. I have found no evidence of his purchase of the *Admiral*, and *Merchant Vessels of the United States* isn't much help. It states that the *Admiral*, a 38-foot and 9-net-ton steam-propelled vessel, built in 1908, was first registered in Rockland in 1922. Her registry in Rockland continued through 1924. Harry P. Williams is listed as owner for the first time in 1925. Had he leased her prior to 1925 and did he now own her outright? What was the role of his brother and Williams Brothers Company in this transaction? Note that 1925 was the year when he changed his job description from machinist to "Captain *Admiral*" in the *Portland Directory*. Perhaps he had a change in self-identity that year; or, more likely, he finally did the paperwork.

14. In the early years of the Cape Shore Ferry Company, trips had originated from and terminated at the Cliff House (see schedule in *PEE*, 1 July 1913). The Cliff House landing had been dropped prior to the Williams Brothers leasing the business, probably after the destruction of the Cliff House, which burned 13 June 1914 (see schedule in *PEE*, 1 July 1916, and Jordan, *History of Cape Elizabeth*, 152, 346). For the 1921 schedule, see *PEE*, 5 July 1921. The distance from Portland Pier to either Cushing Island or Forest City Landing on Peaks Island was about two and one-quarter miles.

15. Other than a few published schedules, I have found very little information and no reliable informants for this period. Therefore, the evidence for this base shift from the Cape Elizabeth mainland to Portland is skimpy. I suggest that he dropped service to Cape Cottage at the end of the 1921 season and that in the 1922 season he ran the *Admiral* only to Cushing and Peaks Islands.

This interpretation is supported by Agnes Hale's statement that she boarded the *Admiral* at Portland Pier in June 1922. (She might have been taking either of the morning boats, scheduled in 1921 for departures from Portland Pier at 8:00 and 10:00 AM.) She also writes of "the SS *Admiral*, which went back and forth to Portland," see Robert and Agnes Hale, *Cushing's Island: Two Memoirs, being Robert Hale, "Cushing's Island: A Memoir" and Agnes Hale, "Summers I Remember"* (Baltimore, Maryland: Waverly Press, 1971), 32, 39. Williams's break with the Cape Shore Ferry Company is also supported by the

lack of records of that company in the PUC Steamboat Report files after 1921. I have found no evidence that Harry Williams used its name after that year and no evidence of his operating under a firm name of his own until 1928. I suggest that Harry Williams, now on his own, broke the Cape Elizabeth connection and turned his attention to the Portland-to-Peaks Island passenger traffic.

It is also possible that his operational base had been in Portland from the very first year that he ran for the Cape Shore Ferry Company, for he lived on Portland's Munjoy Hill from 1917 through 1939. In 1919, the trips originated at Cape Cottage and terminated at Peaks Island. Did he take the trolley out and back to the *Admiral* moored at Cape Cottage, or did he deadhead out every morning and back in the evening to a Portland mooring or dock space, perhaps alongside the Williams Brothers at Custom House Wharf? The former seems unlikely given the unprotected Cape Elizabeth shore. He would also have to "coal up" (prior to 1926) in Portland and "diesel up" there in 1926 and after.

The financial records of the Cape Shore Ferry Company, on lease to Williams from 1917 to 1921, showed profits of $171.58 in 1917, $187.92 in 1918, $174.00 in 1919, $169.32 in 1921, and a loss of $400.00 in 1920, see PUC. Was Williams paid a pre–net profit salary? If not, these figures suggest that business was not good enough to sustain him through the year. Was he working winters for his brother?

16. Roerdon, *Collections from Cape Elizabeth*, 89, 91, and Jordan, *History of Cape Elizabeth*, 156-57, 161.

17. The Casco Bay & Harpswell Lines had cut back on its service to Cushing Island from 9 round-trips in 1913, to 4 in 1916, and then increased them to 7 in 1917, the year of the fire. Its successor, the Casco Bay Lines ran 3 round-trips in 1920, after which it stopped service to Cushing Island.

The 1927-28 edition of the *Casco Bay Directory* lists only 22 heads of household, with a total of 59 people on the island. There were 12 wives (4 heads of household were women), 21 boarders, one employee, and, at Ft. Levett, 2 military personnel and one civilian employee.

18. Prior to 1921, and perhaps as early as 1916, the Casco Bay Lines had ceased operating boats after 6:15 P.M. In 1916, the year before Harry Williams leased the Cape Shore Ferry Company, Kennedy had leased it and operated a vessel (perhaps the *Madeline*, but more than likely his own *Alpine*) on the run, see PUC. He had done this under the auspices of the Casco Bay & Harpswell Lines, see *PEE*, 1 July 1916, in which he advertised the Cape Shore Ferry Company under a Casco Bay & Harpswell Lines' header. In 1921 Walter Kennedy, again under the auspices of the now Casco Bay Lines, began an Island Night Service with his *Mary Jane* leaving for Peaks Island at 7:15 P.M.–11:15 P.M. He also serviced the Diamond Islands and Long Island. In *PPE*, 5 July 1921, his business address was given as c/o Casco Bay Lines, and he sailed from the Casco Bay Lines' wharf. This supplemented the Casco Bay Lines' daytime service. It is possible that Harry Williams, in the late 1920s, copied this service and filled this niche, picking up where, perhaps, Walter Kennedy had left off sometime after 1921. If so, it appears that Harry Williams may have been more of an imitative than an innovative businessman. He would twice have followed in Walter W. Kennedy's footsteps in his passenger carrying business.

There is evidence that the *Admiral* was running during the winter months in the late 1920s and early 1930s: in March 1928 and January 1929, see Frappier, *Steamboat Yesterdays*, 155, and in March 1930 and February 1934, see *PPH, March* 1 1930 and 9 February 1934.

19. On the increasing popularity of diesel engines in the 1920s, see David Louis Jones, *Diesel Engines: Marine–Locomotive–Stationary* (New York: W. Henley Publishing, 1926), 37.

20. *PEE*, 3 July 1926. In Gem Ball Room advertisements in 1925 and 1927 the Casco Bay Steamers leaving from Custom House Wharf were advertised, see *PEE*, 3 July 1925 and 9 July 1927.

21. When Williams brought her into the bay, a Portland newspaper reported: "The steamer Sabino,...will be used to cover the night island service between Portland Pier and the islands, beginning Wednesday night. The *Sabino* is to replace the steamer *Admiral*.... [and] has been thoroughly overhauled for the Winter schedule.... The sailings from Portland Pier are to be the same as those maintained by the steamer Admiral," *PPH*, 27 September 1927.

This report of the *Sabino*'s arrival in Casco Bay is one of the few pieces of evidence of her operations in this period. It suggests confirmation that the *Admiral* had been in year-round night service to the islands. Why did Williams choose the steamboat *Sabino* to replace his *Admiral*? Although larger, she had limited enclosed space for a winter boat (as will be discussed), and she would be more expensive to operate than the diesel-propelled *Admiral*.

Was it Harry Williams's *Sabino*? When he registered the *Sabino* with the U.S. Customs at Portland a week after he bought her, he gave his address as 21 Custom House Wharf, the address of Williams Brothers Company. Was his brother supporting him in this capital investment?

22. In David Crockett's "A Short History of the Steamer *Sabino*," *Steamboat Bill* (Spring 1968): 48-50, and in the accompanying bibliographical review by Jay Allen, "The Sabino in Steamboat Bill," *Steamboat Bill* (Spring 1968): 50-51, a number of references are made to the uglification of the *Sabino* once she was brought to Casco Bay. The phrase "obese duck" comes from Portland *Press Herald* reporter Harrison Brown, who wrote in 1961 that she resembled an "obese duck," *PPH* 5 April 1961, and in 1967 called her a "tubby little 56-footer," *PPH* 10 September 1967)

23. Frappier, *Steamboat Yesterdays*, 154, states that "she was rebuilt for the 1929 season," but the picture of the Sabino in Dodge, et al., *Steamboat* Sabino, 9, upper left, shows the sponsons and built-out deck. A copy of this picture, in the Maine Maritime Museum collection, is dated 1928 by its photographer, W. H. Ballard. How long could the *Sabino* have run during the 1927-28 winter if she was undergoing such major structural changes?

24. *Portland Directory*, 1928.

25. Materials at Mystic Seaport.

26. *Portland Directory*, 1933. The only evidence I have for this period is from the *Portland Directory*, which lists his business locations as: 1928: "Steamers *Admiral* and *Sabino*, Portland Pier"; 1929-32: same name, 58 Portland Pier; 1933-35: "Island Evening Lines," 50 Portland Pier"; 1936-42, same name, 52 Portland Pier.

27. In a summer 1993 interview with the author, Harry Files described it as "a waiting room and hamburger stand."

28. David Crockett, in "A Short History of the Steamer *Sabino*," 50, is not correct when he states that, "They [the Casco Bay Lines] also rebuilt her further, the principal change being to widen her main cabin again to the rail." This had been done by Harry Williams. The photograph in David Dodge et al., *Steamboat* Sabino, 9, upper right, shows the *Sabino* backing out of Custom House Wharf on 4 August 1935, less than two weeks after Casco Bay Lines had purchased her from Harry Williams, and the main cabin has already been built out to the rail. In the process, Williams changed the configuration of the windows from groups of 2-2-2-1 to 1-2-1-2-2. The middle single window was enlarged in order to take a coal chute. R. Loren Graham, the photographer, supplied the date. See the excellent reproduction of this photograph in Frappier, *Steamboat Yesterdays*, 154.

29. This was her schedule in July 1935, *PEE*, 23 July 1935. There were few advertisements for waterborne transportation in the Portland papers during the depression years. As a result, I have a gap of information in the late 1920s and the 1930s.

30. Materials at Mystic Seaport. Johnson is listed as alternating master on the *Sabino* as of 3 May 1935, and W.V. Cushing as of 29 May 1935.

31. There has been some confusion as to when Harry Williams sold the *Sabino* to the Casco Bay Lines. In 1968, David Crockett, in "A Short History of the Steamer Sabino," 50, gave the year as 1936. In 1969, William Dunn, *Casco Bay Steamboat Album* (Camden, Maine: Downeast Enterprise, Inc., 1969), 28, gave the year as 1927. Then, in 1974 David Dodge et al., in *Steamboat* Sabino, 5, gave the year as 1941, and they were followed in that date by Sarah Willis, "Sabino Yesterday and today," Williams College–Mystic Seaport Program in Maritime Studies, Fall 1978, Clint Marshall, "The Sabino," Williams College–Mystic Seaport Program in Maritime Studies, Spring 1978, and Bill Caldwell, *PPH*, 6 December 1984. In 1980 W. Bartlett Cram, *Picture History of New England Passenger Vessels* (Hampton Highlands, Maine: Burntcoat Corporation, 1980), sidestepped the issue by writing that the *Sabino* was owned by Williams and/or the Casco Bay Lines from 1927 to 1961. In the *Merchant Vessels of the United Sates*, the *Sabino* is listed as a Casco Bay Lines vessel from 1937 to 1961. Curator William N. Peterson has a letter from Bill O'Connell in his files at Mystic Seaport, dated 10 February 1983, which shows some concern for the accuracy of the 1941 date. O'Connell surmises: "Sabino may have been sold to Casco Bay Lines in 1941, but was operated by Casco Bay Lines from mid-30s onward. Captain Williams may have had it out on lease." My date of 23 July 1935 is based on newspaper accounts in the *PEE* on 23 July 1935 and the *PPH* on 24 July 1935, and Materials at Mystic Seaport under "General Index or Abstract of Title," in which it reads: "Harry P. Williams to Casco Bay Lines July 23, 1935." This is supported in the same materials by the *Sabino*'s fourth license, issued on 27 July 1935 to Edward W. Cram, President, Casco Bay Lines. In addition, the Casco Bay Lines, on 31 May 1954,

reported to the Public Utilities Commission that they had purchased the Sabino in 1935, PUC.

For the consolidation of service, see *PEE*, 23 July 1935. The temporary end to the long Casco Bay Lines-Peaks Island Ferry Company competition was probably possible because of new management at the Peaks Island Ferry Company. Its long-time owner, Edgar E. Rounds, had died in January, and his successor, Leon Herman, was the one who made the deal.

For the sale of Williams's route, see PUC. Note that the Portland *Press Herald* reporter misnamed the firm, perhaps mixing up the previous Island Night Service of Walter Kennedy, and Island Evening Lines. There is no other record of Williams dividing his vessels into the Peaks Island Division and the Cushing Island Division. The article stated that the new owners announced that all outstanding tickets of the "Island Evening Services" would be accepted by the Casco Bay Lines, but that henceforth the *Sabino* would run from Custom House Wharf with tickets issued by the Casco Bay Lines. It also announced that it would cancel trips which duplicated those of Casco Bay Lines' vessels, *PEE*, 23 July 1935) It added that the "steamer" *Admiral*, of the "Island Evening Service," would continue on her regular schedule from Portland Pier to Cushing Island, *PPH*, 24 July 1935.

32. Williams's obituary in *PHH*, 21 March 1947, used the title. Williams sold the *Admiral* and his Cushing Island business in 1943.

33. Materials at Mystic Seaport, *Casco Bay Directory*, 1933-35 and *Portland Directory*, 1933-46.

34. A photograph of the *Sabino* taken on 30 August 1936 shows her before this change, *PPH*, 31 August 1936.

35. For a discussion of water-tube vs. fire-tube boilers, see Babcock & Wilcox, *Forged Steel Water-Tube Marine Boilers* (New York and London: Babcock & Wilcox, 1901), and Frank Lyon and A.W. Hinds, *Marine and Naval Boilers* (Annapolis: U.S. Naval Institute, 1915), 13.

There are differing versions of when the *Sabino* received her new boiler and stack. The Portland *Sunday Telegraph Sun* report on 11 June 1967 that the "Almy watertube boiler was new in 1947" must be in error for the first visual evidence of the 6-foot extension, which most agree came with the new boiler, is in a picture of the *Sabino* in her wartime coat of gray paint. The Casco Bay Lines' vessels were repainted white before June 1946. Therefore, it must have been added sometime before June 1946.

In 1968, David Crockett, in "A Short History of the Steamer *Sabino*," 50, placed the first stack change before the boiler replacement: "Also, an extension was added to her stack, but of smaller diameter than the existing pipe....During World War II, she received the present Almy water-tube boiler." He did not comment on the 6-foot extension.

In 1974, David Dodge et al., in *Steamer* Sabino, 5, commented: "Sometime during the Second World War *Sabino* received her present Almy water-tube boiler, replacing her original fire-tube type. Her stack was also lengthened to improve draft."

In 1986 or after, Robert W. Morse, wrote in his report, "The Restoration/ Reconstruction of Sabino 1974-86": "Sabino had her smoke stack lengthened when she received a new water tube boiler which replaced her old fire tube one in 1941." I assume that he is referring to the 6-foot extension rather than the new short stack, but his next sentence reads, "A pipe and canvas awning has been added over the fore passenger deck." and this was added at the time of the addition of the new short stack, which pictorial evidence places as early as summer 1938.

The first pictorial evidence of her 6-foot addition is in a wartime photograph taken no later than June 1946. If she got one of these new stacks at the same time as her boiler replacement, it was probably the second. The two "early" sources (1968 and 1974) put the boiler replacement during World War II. Two later sources (1986, and Captain John Hunter, who commanded the *Sabino* at Mystic Seaport) put it in 1941. If they are reporting seeing the new boiler and lengthened stack in her active summer 1941 season, then the conversion would have been made in the winter of 1940-41, and would have been before, not "during" World War II.

36. This continued the evening service to Peaks initiated by Walter W. Kennedy's Island Night Service in 1921 and possibly offered by Harry Williams's Island Evening Lines in the late 1920s, but the *Sabino* was used only in the summertime.

37. Marie Zukunft Graves, interview with author, summer 1993.

38. *PEE*, 1 June 1946, and Robert and Agnes Hale, *Cushings Island*, 52.

39. These changes first show up pictorially in a photograph of the *Sabino* in her wartime gray.

40. One informant remembers working the first "night" trip on the 3:05 P.M., which was followed by runs at 5:10, 6:00 and 8:10 P.M.during the winter of 1942-43. Another informant, who was hookman on the *Sabino* in the summers of 1944 and 1945, does not remember the *Sabino* working in the winter months. However, he recalled that during the war, Cliff Randall was employed during the winter by the Casco Bay Lines for the first time. This might well have been the winter when the *Sabino* was used yearround.

41. Marie Zukunft Graves drew the distinction to my attention. She commented that she and her sisters were pursers, not mates. As an example of this, she told me that on the rare occasion when the *Gurnet* (which carried a mate) replaced the *Sabino*, Cliff Randall, as captain, came out of the pilothouse to heave the eye-spliced line. He never let her heave it. Did he consider it "unlady like," or did he think her not strong enough to heave it? Marie Zukunft Graves, interview with author, summer 1993.

42. Clippings on file in the Portland Room of the Portland Public Library.

43. There was a major financial incentive to run the *Sunshine* rather than the *Sabino*. She only required a crew of two, rather than the four required on the *Sabino*, and one licensed operator rather than two. Her fuel costs undoubtedly were less.

44. *PEE*, 4 September 1957

45. Bruce Bruheld, interview with author, summer 1993; *PEE*, 4 September 1957.

46. *PEE*, 19 September 1957

47. One skipper informant told me that he was scheduled to take a charter trip on the *Emita II*. When she was unable to go because of mechanical difficulties he took the *Sabino*. Some tourgoers were outspoken in their disgust with the "smelly, dirty boat," despite his efforts to convince them that they were having a great treat. Dunn, *Casco Bay Steamboat Album*, 28.

48. Eunice Randall Curran, interview with author, summer 1993. Cliff Randall's obituary, *PEE*, 5 October 1971, states that he retired in 1962. The *Portland Directory* listed him as "Captain 24 Custom House Wharf" through the 1960 edition. An article on his retirement, *PPH*, 25 June 1963, states that he "retired about three years ago."

Notes for Dining Disasters

1. Stanton Garner, ed., *The Captain's Best Mate: The Journal of Mary Chipman Lawrence on the Whaler Addison* (Hanover and London: University Press of New England for Brown University, 1966), 216.

2. Thomas Larkin Turner, Diary, Coll. 95, vol. 14, G. W. Blunt White Library, Mystic Seaport (hereafter cited as GWBWL.)

3. Frederick Pease Harlow, *The Making of a Sailor, or Sea Life Aboard a Yankee Square-Rigger* (Salem: Marine Research Society, 1928), 256-57.

4. Edmund A. Terry, typescript of Journal, Bark *Keoka*, Log 907, GWBWL.

5. Nathaniel W. Taylor, *Life on a Whaler, or Antarctic Adventures in the Isle of Desolation*, ed. Howard Palmer (New London: New London County Historical Society, 1929), 8.

6. Ruth Bradford, *Maskee! The Journal and Letters of Ruth Bradford 1861-1872* (Hartford: Prospect Press, 1938), 49.

7. Annie Holmes Ricketson, *The Journal of Annie Holmes Ricketson on the Whaleship A.R. Tucker, 1871-74* (New Bedford: Old Dartmouth Historical Society, 1958), 27.

8. Samuel Millett, *A Whaling Voyage in the Bark Willis* (Boston: privately printed, 1924), 13.

9. Bradford, *Maskee!*, 50-51.

10. Lloyd Briggs, *Around Cape Horn to Honolulu on the Bark Amy Turner, 1880* (Boston: Charles E. Lauriat Co., 1926), 64.

11. Scott J. Dow, "The Story of Capt. Jonathan Dow," typescript, 1948, Penobscot Marine Museum, Searsport, Maine, 78; one of Scott Dow's miscellaneous recollections with no vessel or date specified.

12. Felix Riesenberg, *Under Sail* (New York: MacMillan Company, 1919), 110, 111.

13. Garner, *Captain's Best Mate*, 216.

14. Ibid., 226.

15. Albert Averill, "A Maine Boy at Sea in the Eighties," *American Neptune* 10:3 (July 1950):208.

16. Harlow, *Making of a Sailor*, 100.

17. Garner, *Captain's Best Mate*, 162.

Around America in ★ 1945 ★ Maritime and More

At the end of World War II in 1945, Mystic Seaport has 500 members, three employees, and 7,000 visitors. The Driggs Shipsmith Shop arrives at the Museum from South Dartmouth, Massachusetts, in the spring.

★

President Franklin Delano Roosevelt dies at age 63 of a cerebral hemorrhage in Warm Springs, Georgia.

★

Germany surrenders unconditionally, ending war in Europe. President Truman declares V-E (Victory in Europe) Day on 8 May.

★

U.S. Private Eddie Slovik is executed for desertion—the first American soldier to meet such a fate since the Civil War.

★

5,000 American homes have television sets.

★

George Orwell publishes *Animal Farm.*

★

An Army B-25 bomber crashes into the Empire State Building between the 78th and 79th floors. The fiery bomber tears through the walls, taking 13 lives.

★

Americans are listening to popular songs "Laura," "I'm Beginning to See the Light," and "Let It Snow! Let It Snow! Let It Snow!"

★

"Atom Bomb Hit—A City Vanished," reads the headline of the New York *Daily News*. U.S. Army Airforce B-29 bomber *Enola Gay* drops the atomic bomb (code name "Little Boy") on Hiroshima on 6 August. Three days later, bomber *Bock's Car* drops a plutonium-core bomb (code name "Big Boy") on Nagasaki. V-J (Victory over Japan) Day is celebrated on 14 August. When the shooting stops, over 54.8 million people on both fronts—mostly civilian—have died.

★

The editorial in the September 1945 issue of *The Rudder* magazine states, "When the promised leisure comes just think how much time you will have for your boat, and just imagine what an atom will do for your engine!"

★

The U.S. has 4,852 registered ocean-going merchant vessels of over 1,000 tons.

About the Log *Authors*

JIM MILLINGER got his first U.S. Coast Guard license to carry passengers for hire when he was 18. In the summer following his junior year in college he was captain of the *Sabino*, then the only steamer left in the Casco Bay Lines' fleet. He presently holds a Master Mariner's license, and a Ph.D. in History from Yale University. For the past 16 years he has taught Maritime History, Literature of the Sea, and Marine Policy in the Sea Education Association's college program, Sea Semester, both ashore in Woods Hole, Massachusetts, and at sea as a teaching mate aboard the schooner *Westward* and brigantine *Corwith Cramer*.

MARIFRANCES TRIVELLI is Cataloguer in the Registrar's Office of the Museum's Curatorial Department. She holds a B.A. from the University of Rhode Island and an M.A. in History from the University of Connecticut.

SANDRA L. OLIVER, a foodways historian in Maine, began her study of coastal cooking 20 years ago in Mystic Seaport's Education Department. In the spring, the Museum published her much acclaimed *Saltwater Foodways*, a mix of history and period New England recipes.

SARA LEONE, *The Log*'s Associate Editor, is a veteran of many departments at Mystic Seaport. She has a B.A. from Connecticut College.

Seaport Salute!

Sev and Pat Carlson

With a combined total of over 4,000 volunteer hours, Sev and Pat Carlson are a Mystic Seaport mainstay. Whether together as Pilots, or separately as volunteers, they bring warmth, dedication, and a great sense of humor to any project they undertake.

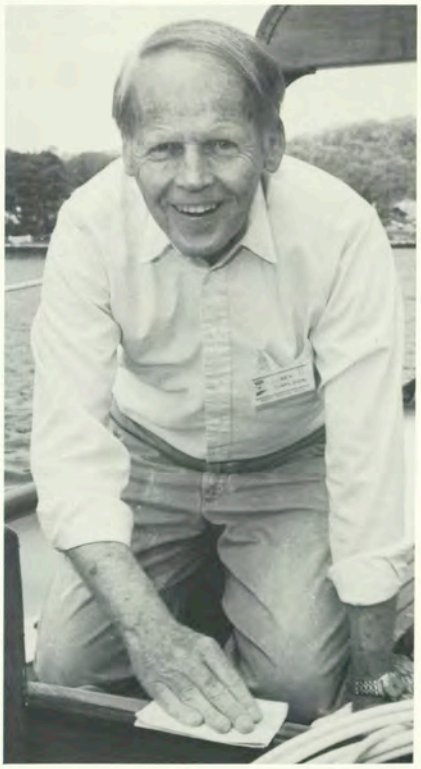
Mystic Seaport's Greenhouse Gang is an especially favorite activity for Pat. Members of the Gang perform an incredible variety of tasks for the Museum, including drying flowers, repotting plants, making delicious herb vinegars, and creating the beautiful wreaths and swags that bring the holiday spirit to the grounds during Christmastime. In addition, money raised from the Greenhouse Gang's popular plant sales laid the foundation for the purchase of our new greenhouse. Pat is also on the mail team— a Museum volunteer group that meets once or twice per month to prepare mailings for a number of departments.

Sev has volunteered in many Museum areas, including Marketing, Curatorial, Ships Plans, the Boathouse, and watering plants for the Ground's Division. At present, he volunteers every Monday afternoon in the Membership Building. He is also a member of the Gung-Ho Squad—a hardy crew who meet during the winter months to perform a wide variety of projects for the Shipyard and Maintenance.

The Carlson's moved to the Mystic area from Long Island in the late 1970s—Sev had recently retired from his position as regional sales manager for an Illinois-based company that manufactured domestic and industrial well supplies. Originally from New Jersey, they made their first trip to Mystic in the 1950s.



Claire White-Peterson



Mary Anne Stets

Both Carlsons take an active part in the local community. Pat is a member of the Mystic Garden Club. Sev is involved with United Way and is a former President of the Mumford Cove Association. Together, they are members of the Ram Island Yacht Club.

Sev speaks with great enthusiasm about Mystic Seaport's future, especially the American Maritime Education and Research Center, which will allow people to view the Museum's world-renowned watercraft collection. He has contributed to these projects immeasurably through his participation in the Development Committee, Watercraft Endowment Fund Committee, and Pilot's Steering Committee.

We thank Sev and Pat for their enthusiasm and willingness to dig in—literally and figuratively—to their volunteer work at Mystic Seaport. The Museum is a brighter place because of their support. And we hear that the next few generations of Carlsons are already involved here—their granddaughters are regular visitors to the Children's Museum!

SAVE THE DATES!

28-30 June 1996



WoodenBoat Magazine's

1996 WoodenBoat Show

Comes to Mystic Seaport!

Mystic Seaport and WoodenBoat Magazine will host the fifth annual WoodenBoat Show, scheduled for 28-30 June 1996.

This spectacular gathering will occupy the entire grounds. Five tents with 100 booths and displays will feature demonstrations on wooden boat building and repair, tools and hardware, sails and maintenance products, ships models, plans and publications. Wooden boats of all sizes, shapes, and construction will be docked along the length of Mystic Seaport's waterfront.

Due to the unique nature of this three-day event, the members' free admission policy will be suspended. For these days only, Mystic Seaport members will be charged a special reduced WoodenBoat Show fee that covers the cost of the show. Please check the next issue of *The Log* for further information.