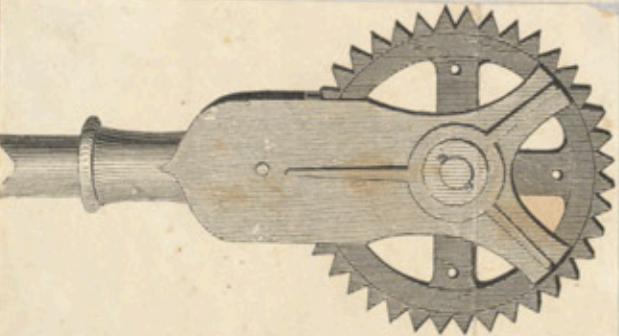
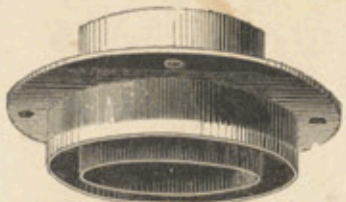


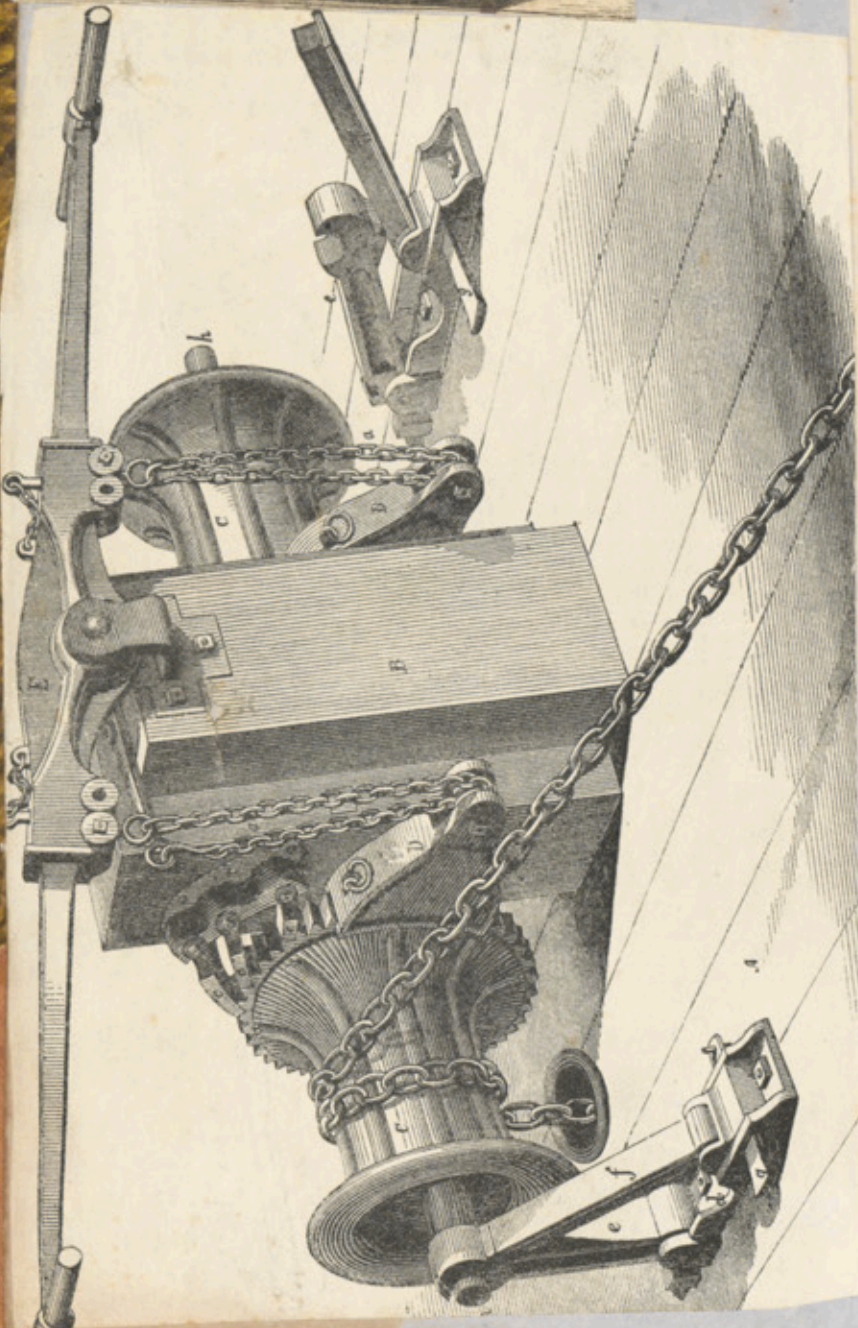
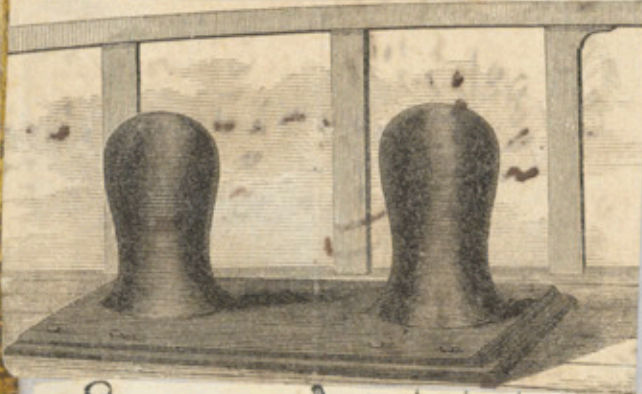
FLY WHEEL PUMP GEARING.



DOUBLE-ACTING WINDLASS ENDS.

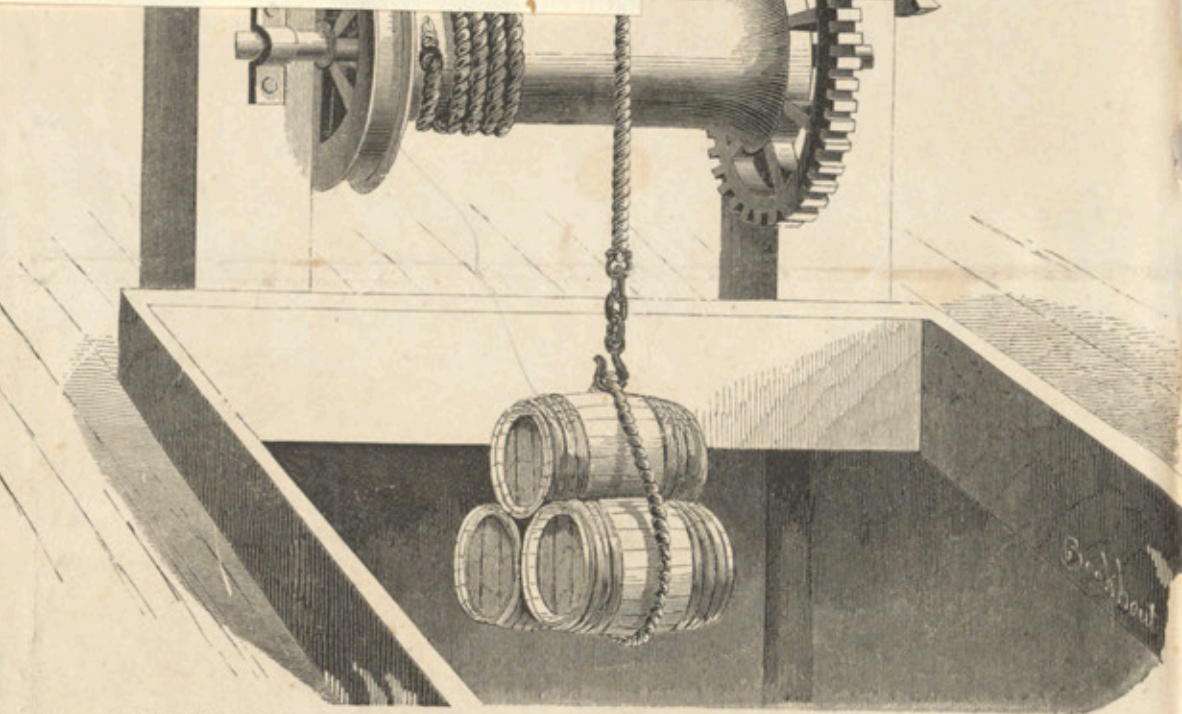


FIRE-PROOF DECK IRON,
FOR STOVE PIPE.

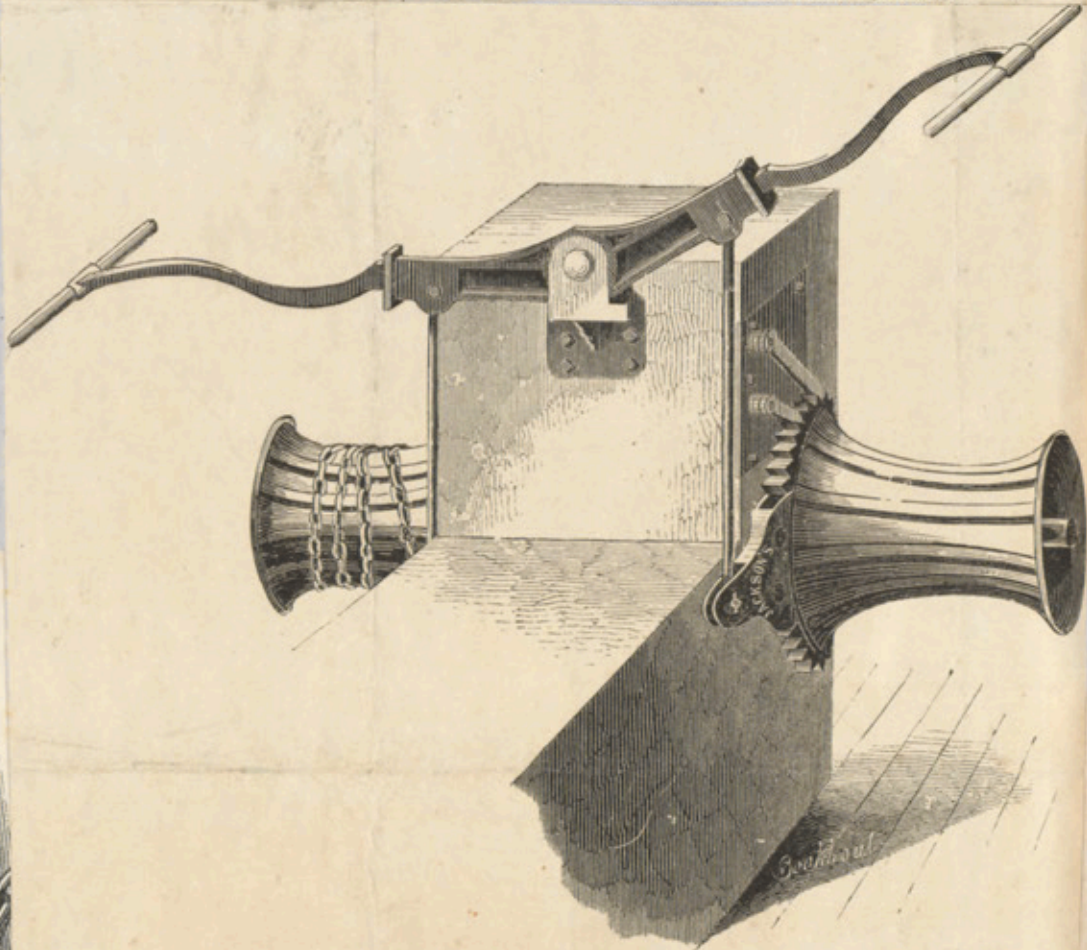


POWER WINDLASS—FOR YACHTS, PILOT BOATS, SLOOPS, AND SCHOONERS.

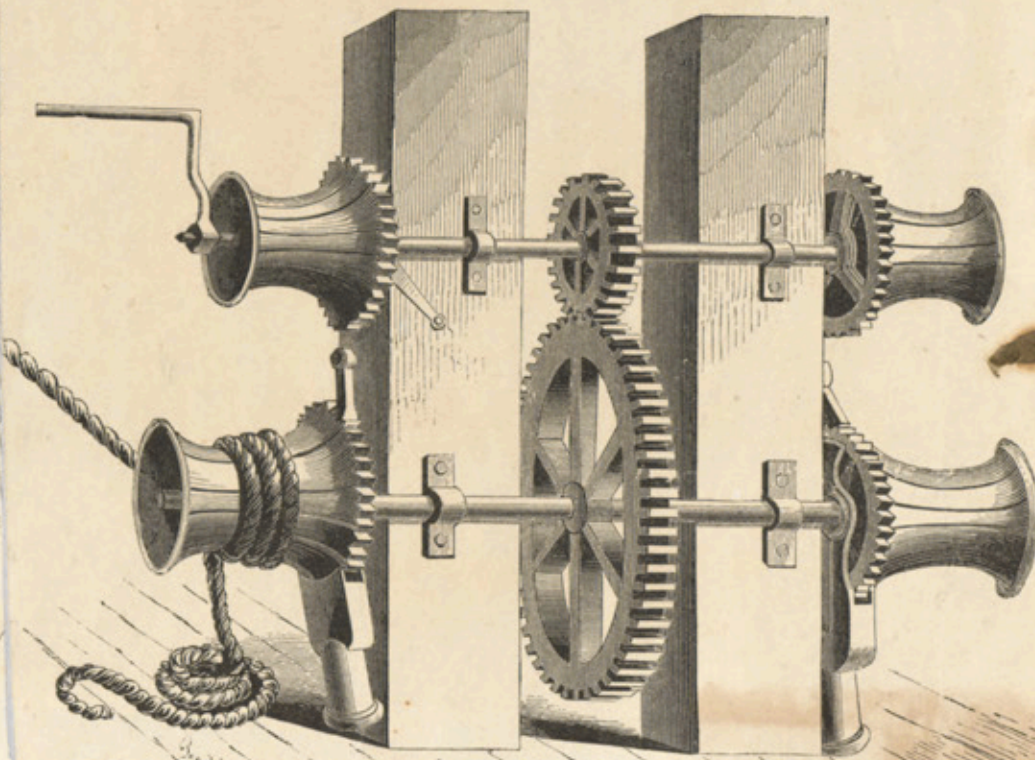
PRESENTED TO
BOWDOIN COLLEGE
BY
MRS. JAMES MARSHALL



CARGO WINCH, AS ABOVE, OR WITH FOUR WINCH HEADS, IF REQUIRED.



IMPROVED IRON WINDLASS.



Ship *Wm. H. O. Mares* Ship
State American Union Built
West Marten

Ship *Harriet* Built in
West Marten

Ship *Rome* Built in
West Marten

Ship *Aquila* Built in
West Marten

Ship *New England*
West Marten

Ship *South Carolina* Built
West Marten

Ship *Arkansas* Built
West Marten

Ship *de Embil* Built
West Marten

Ship *de Embil* Built
West Marten

Ship *de Embil* Built
West Marten

Ship *de Embil* Built
West Marten

Ship *de Embil* Built
West Marten

No. 10 Run

10	8 1/2 x 14	33
10	4 8	32
3	4 "	30 1/2
3	4 4	29 1/2
2	4 4	28

28

L. D. Run

10	14 x 15	34 1/2
10	4 4	32 1/2
9	4 4	30
3	4 4	28

26

3	15 x 15	62	No. Keelson
4	" "	48	" "
5	7 1/2 x 15	37	Keelson
4	7 1/2 x 15	45	"

8	9 x 14	45	Keelson
15	12 x 15	40 to 50	Keelson 11 2 sh
8	10 x 14	35	3 "
7	10 x 14	48	Keelson 11 2 sh
7	" "	45	" "
24	8 1/2 x 14	35	648 3 Keelson
24	7 x 14	38	648 3 "
6	10 x 14	48	Keelson 11 2 sh
7	9 x 14	40 to 50	2 sh
7	7 1/2 x 14	40 to 45	11
6	14 x 16	50	2 sh 11
15	8 x 10	40 to 50	2 sh ab 11
16	6 x 16	40	648 4- sh
16	5 1/2 x 16	36 to 45	"
8	8 x 14	36	48 Keelson
8	7 x 8	48	Keelson 11
8	6 x 16	48	11

10	6 x 14	40 to 45	Keelson
10	4 x 14	40	648 11
6	5 x 14	35	648 11
5	4 1/2 x 14	28	Keelson
4	5 1/2 x 12	23	"
6	5 1/2 x 15	26	Keelson
13	7 x 15	30	2 "
2	9 1/2 x 15	45	Keelson
2	9 1/2 x 15	45	" "

15,000 11 1/2 11 1/2 11 1/2

15 1/2
24
11 79 11

$$\begin{array}{r}
 1-4 \quad 12 \\
 2 \\
 2-8 \\
 \hline
 6- \\
 2-6 \\
 \hline
 8-6
 \end{array}$$

$$\begin{array}{r}
 9-3/12 \quad \frac{8}{10} \\
 10 \\
 \hline
 8-5/12 \\
 8-6
 \end{array}$$

Shen F 8-3 1/2 - 2-5 = 5-10 1/2 } 7-6 1/2 ÷ 2 = 3-9 Shen

4-41 = 2-5 = 1-8
4-2 Deepen F stream aft

13-1 1/2
13-2 1/2
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13-5 1/2
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13-9 1/2
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13-100 1/2

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11 ft
10 ft
9 ft
8 ft
7 ft
6 ft
5 ft
4 ft
3 ft
2 ft
1 ft
0 ft

Step 10, Boxton built in full & Mute/60,

Home from	10 ft on Mute	11 ft on Mute	12 ft on Mute	13 ft on Mute	14 ft on Mute	15 ft on Mute	16 ft on Mute	17 ft on Mute	18 ft on Mute	19 ft on Mute	20 ft on Mute	21 ft on Mute	22 ft on Mute	23 ft on Mute	24 ft on Mute	25 ft on Mute	26 ft on Mute	27 ft on Mute	28 ft on Mute	29 ft on Mute	30 ft on Mute	31 ft on Mute	32 ft on Mute	33 ft on Mute	34 ft on Mute	35 ft on Mute	36 ft on Mute	37 ft on Mute	38 ft on Mute	39 ft on Mute	40 ft on Mute	41 ft on Mute	42 ft on Mute	43 ft on Mute	44 ft on Mute	45 ft on Mute	46 ft on Mute	47 ft on Mute	48 ft on Mute	49 ft on Mute	50 ft on Mute	51 ft on Mute	52 ft on Mute	53 ft on Mute	54 ft on Mute	55 ft on Mute	56 ft on Mute	57 ft on Mute	58 ft on Mute	59 ft on Mute	60 ft on Mute																																																																																																																																																				
3600	13-9 1/2	16-7 1/2	17-7	18-	18-3	18-10 1/2	17-4 1/2	16-4	15-10 1/2	15-9 1/2	15-8 1/2	15-7 1/2	15-6 1/2	15-5 1/2	15-4 1/2	15-3 1/2	15-2 1/2	15-1 1/2	15-	14-11 1/2	14-10 1/2	14-9 1/2	14-8 1/2	14-7 1/2	14-6 1/2	14-5 1/2	14-4 1/2	14-3 1/2	14-2 1/2	14-1 1/2	14-	13-11 1/2	13-10 1/2	13-9 1/2	13-8 1/2	13-7 1/2	13-6 1/2	13-5 1/2	13-4 1/2	13-3 1/2	13-2 1/2	13-1 1/2	13-	12-11 1/2	12-10 1/2	12-9 1/2	12-8 1/2	12-7 1/2	12-6 1/2	12-5 1/2	12-4 1/2	12-3 1/2	12-2 1/2	12-1 1/2	12-	11-11 1/2	11-10 1/2	11-9 1/2	11-8 1/2	11-7 1/2	11-6 1/2	11-5 1/2	11-4 1/2	11-3 1/2	11-2 1/2	11-1 1/2	11-	10-11 1/2	10-10 1/2	10-9 1/2	10-8 1/2	10-7 1/2	10-6 1/2	10-5 1/2	10-4 1/2	10-3 1/2	10-2 1/2	10-1 1/2	10-	9-11 1/2	9-10 1/2	9-9 1/2	9-8 1/2	9-7 1/2	9-6 1/2	9-5 1/2	9-4 1/2	9-3 1/2	9-2 1/2	9-1 1/2	9-	8-11 1/2	8-10 1/2	8-9 1/2	8-8 1/2	8-7 1/2	8-6 1/2	8-5 1/2	8-4 1/2	8-3 1/2	8-2 1/2	8-1 1/2	8-	7-11 1/2	7-10 1/2	7-9 1/2	7-8 1/2	7-7 1/2	7-6 1/2	7-5 1/2	7-4 1/2	7-3 1/2	7-2 1/2	7-1 1/2	7-	6-11 1/2	6-10 1/2	6-9 1/2	6-8 1/2	6-7 1/2	6-6 1/2	6-5 1/2	6-4 1/2	6-3 1/2	6-2 1/2	6-1 1/2	6-	5-11 1/2	5-10 1/2	5-9 1/2	5-8 1/2	5-7 1/2	5-6 1/2	5-5 1/2	5-4 1/2	5-3 1/2	5-2 1/2	5-1 1/2	5-	4-11 1/2	4-10 1/2	4-9 1/2	4-8 1/2	4-7 1/2	4-6 1/2	4-5 1/2	4-4 1/2	4-3 1/2	4-2 1/2	4-1 1/2	4-	3-11 1/2	3-10 1/2	3-9 1/2	3-8 1/2	3-7 1/2	3-6 1/2	3-5 1/2	3-4 1/2	3-3 1/2	3-2 1/2	3-1 1/2	3-	2-11 1/2	2-10 1/2	2-9 1/2	2-8 1/2	2-7 1/2	2-6 1/2	2-5 1/2	2-4 1/2	2-3 1/2	2-2 1/2	2-1 1/2	2-	1-11 1/2	1-10 1/2	1-9 1/2	1-8 1/2	1-7 1/2	1-6 1/2	1-5 1/2	1-4 1/2	1-3 1/2	1-2 1/2	1-1 1/2	1-	0-11 1/2	0-10 1/2	0-9 1/2	0-8 1/2	0-7 1/2	0-6 1/2	0-5 1/2	0-4 1/2	0-3 1/2	0-2 1/2	0-1 1/2	0-
28	13-3 1/2	16-5 1/2	17-5 1/2	17-10	18-1 1/2	17-10 1/2	17-3	16-2 1/2	15-7 1/2	15-6 1/2	15-5 1/2	15-4 1/2	15-3 1/2	15-2 1/2	15-1 1/2	15-	14-11 1/2	14-10 1/2	14-9 1/2	14-8 1/2	14-7 1/2	14-6 1/2	14-5 1/2	14-4 1/2	14-3 1/2	14-2 1/2	14-1 1/2	14-	13-11 1/2	13-10 1/2	13-9 1/2	13-8 1/2	13-7 1/2	13-6 1/2	13-5 1/2	13-4 1/2	13-3 1/2	13-2 1/2	13-1 1/2	13-	12-11 1/2	12-10 1/2	12-9 1/2	12-8 1/2	12-7 1/2	12-6 1/2	12-5 1/2	12-4 1/2	12-3 1/2	12-2 1/2	12-1 1/2	12-	11-11 1/2	11-10 1/2	11-9 1/2	11-8 1/2	11-7 1/2	11-6 1/2	11-5 1/2	11-4 1/2	11-3 1/2	11-2 1/2	11-1 1/2	11-	10-11 1/2	10-10 1/2	10-9 1/2	10-8 1/2	10-7 1/2	10-6 1/2	10-5 1/2	10-4 1/2	10-3 1/2	10-2 1/2	10-1 1/2	10-	9-11 1/2	9-10 1/2	9-9 1/2	9-8 1/2	9-7 1/2	9-6 1/2	9-5 1/2	9-4 1/2	9-3 1/2	9-2 1/2	9-1 1/2	9-	8-11 1/2	8-10 1/2	8-9 1/2	8-8 1/2	8-7 1/2	8-6 1/2	8-5 1/2	8-4 1/2	8-3 1/2	8-2 1/2	8-1 1/2	8-	7-11 1/2	7-10 1/2	7-9 1/2	7-8 1/2	7-7 1/2	7-6 1/2	7-5 1/2	7-4 1/2	7-3 1/2	7-2 1/2	7-1 1/2	7-	6-11 1/2	6-10 1/2	6-9 1/2	6-8 1/2	6-7 1/2	6-6 1/2	6-5 1/2	6-4 1/2	6-3 1/2	6-2 1/2	6-1 1/2	6-	5-11 1/2	5-10 1/2	5-9 1/2	5-8 1/2	5-7 1/2	5-6 1/2	5-5 1/2	5-4 1/2	5-3 1/2	5-2 1/2	5-1 1/2	5-	4-11 1/2	4-10 1/2	4-9 1/2	4-8 1/2	4-7 1/2	4-6 1/2	4-5 1/2	4-4 1/2	4-3 1/2	4-2 1/2	4-1 1/2	4-	3-11 1/2	3-10 1/2	3-9 1/2	3-8 1/2	3-7 1/2	3-6 1/2	3-5 1/2	3-4 1/2	3-3 1/2	3-2 1/2	3-1 1/2	3-	2-11 1/2	2-10 1/2	2-9 1/2	2-8 1/2	2-7 1/2	2-6 1/2	2-5 1/2	2-4 1/2	2-3 1/2	2-2 1/2	2-1 1/2	2-	1-11 1/2	1-10 1/2	1-9 1/2	1-8 1/2	1-7 1/2	1-6 1/2	1-5 1/2	1-4 1/2	1-3 1/2	1-2 1/2	1-1 1/2	1-	0-11 1/2	0-10 1/2	0-9 1/2	0-8 1/2	0-7 1/2	0-6 1/2	0-5 1/2	0-4 1/2	0-3 1/2	0-2 1/2	0-1 1/2	0-			
24	12-5 1/2	16-2 1/2	17-3 1/2	17-5 1/2	18-	17-10 1/2	17-2	16-2	15-7 1/2	15-6 1/2	15-5 1/2	15-4 1/2	15-3 1/2	15-2 1/2	15-1 1/2	15-	14-11 1/2	14-10 1/2	14-9 1/2	14-8 1/2	14-7 1/2	14-6 1/2	14-5 1/2	14-4 1/2	14-3 1/2	14-2 1/2	14-1 1/2	14-	13-11 1/2	13-10 1/2	13-9 1/2	13-8 1/2	13-7 1/2	13-6 1/2	13-5 1/2	13-4 1/2	13-3 1/2	13-2 1/2	13-1 1/2	13-	12-11 1/2	12-10 1/2	12-9 1/2	12-8 1/2	12-7 1/2	12-6 1/2	12-5 1/2	12-4 1/2	12-3 1/2	12-2 1/2	12-1 1/2	12-	11-11 1/2	11-10 1/2	11-9 1/2	11-8 1/2	11-7 1/2	11-6 1/2	11-5 1/2	11-4 1/2	11-3 1/2	11-2 1/2	11-1 1/2	11-	10-11 1/2	10-10 1/2	10-9 1/2	10-8 1/2	10-7 1/2	10-6 1/2	10-5 1/2	10-4 1/2	10-3 1/2	10-2 1/2	10-1 1/2	10-	9-11 1/2	9-10 1/2	9-9 1/2	9-8 1/2	9-7 1/2	9-6 1/2	9-5 1/2	9-4 1/2	9-3 1/2	9-2 1/2	9-1 1/2	9-	8-11 1/2	8-10 1/2	8-9 1/2	8-8 1/2	8-7 1/2	8-6 1/2	8-5 1/2	8-4 1/2	8-3 1/2	8-2 1/2	8-1 1/2	8-	7-11 1/2	7-10 1/2	7-9 1/2	7-8 1/2	7-7 1/2	7-6 1/2	7-5 1/2	7-4 1/2	7-3 1/2	7-2 1/2	7-1 1/2	7-	6-11 1/2	6-10 1/2	6-9 1/2	6-8 1/2	6-7 1/2	6-6 1/2	6-5 1/2	6-4 1/2	6-3 1/2	6-2 1/2	6-1 1/2	6-	5-11 1/2	5-10 1/2	5-9 1/2	5-8 1/2	5-7 1/2	5-6 1/2	5-5 1/2	5-4 1/2	5-3 1/2	5-2 1/2	5-1 1/2	5-	4-11 1/2	4-10 1/2	4-9 1/2	4-8 1/2	4-7 1/2	4-6 1/2	4-5 1/2	4-4 1/2	4-3 1/2	4-2 1/2	4-1 1/2	4-	3-11 1/2	3-10 1/2	3-9 1/2	3-8 1/2	3-7 1/2	3-6 1/2	3-5 1/2	3-4 1/2	3-3 1/2	3-2 1/2	3-1 1/2	3-	2-11 1/2	2-10 1/2	2-9 1/2	2-8 1/2	2-7 1/2	2-6 1/2	2-5 1/2	2-4 1/2	2-3 1/2	2-2 1/2	2-1 1/2	2-	1-11 1/2	1-10 1/2	1-9 1/2	1-8 1/2	1-7 1/2	1-6 1/2	1-5 1/2	1-4 1/2	1-3 1/2	1-2 1/2	1-1 1/2	1-	0-11 1/2	0-10 1/2	0-9 1/2	0-8 1/2	0-7 1/2	0-6 1/2	0-5 1/2	0-4 1/2	0-3 1/2	0-2 1/2	0-1 1/2	0-			
20	12-4	15-8 1/2	16-11	17-5	17-10	17-8 1/2	17-0 1/2	16-1	15-7 1/2	15-6 1/2	15-5 1/2	15-4 1/2	15-3 1/2	15-2 1/2	15-1 1/2	15-	14-11 1/2	14-10 1/2	14-9 1/2	14-8 1/2	14-7 1/2	14-6 1/2	14-5 1/2	14-4 1/2	14-3 1/2	14-2 1/2	14-1 1/2	14-	13-11 1/2	13-10 1/2	13-9 1/2	13-8 1/2	13-7 1/2	13-6 1/2	13-5 1/2	13-4 1/2	13-3 1/2	13-2 1/2	13-1 1/2	13-	12-11 1/2	12-10 1/2	12-9 1/2	12-8 1/2	12-7 1/2	12-6 1/2	12-5 1/2	12-4 1/2	12-3 1/2	12-2 1/2	12-1 1/2	12-	11-11 1/2	11-10 1/2	11-9 1/2	11-8 1/2	11-7 1/2	11-6 1/2	11-5 1/2	11-4 1/2	11-3 1/2	11-2 1/2	11-1 1/2	11-	10-11 1/2	10-10 1/2	10-9 1/2	10-8 1/2	10-7 1/2	10-6 1/2	10-5 1/2	10-4 1/2	10-3 1/2	10-2 1/2	10-1 1/2	10-	9-11 1/2	9-10 1/2	9-9 1/2	9-8 1/2	9-7 1/2	9-6 1/2	9-5 1/2	9-4 1/2	9-3 1/2	9-2 1/2	9-1 1/2	9-	8-11 1/2	8-10 1/2	8-9 1/2	8-8 1/2	8-7 1/2	8-6 1/2	8-5 1/2	8-4 1/2	8-3 1/2	8-2 1/2	8-1 1/2	8-	7-11 1/2	7-10 1/2	7-9 1/2	7-8 1/2	7-7 1/2	7-6 1/2	7-5 1/2	7-4 1/2	7-3 1/2	7-2 1/2	7-1 1/2	7-	6-11 1/2	6-10 1/2	6-9 1/2	6-8 1/2	6-7 1/2	6-6 1/2	6-5 1/2	6-4 1/2	6-3 1/2	6-2 1/2	6-1 1/2	6-	5-11 1/2	5-10 1/2	5-9 1/2	5-8 1/2	5-7 1/2	5-6 1/2	5-5 1/2	5-4 1/2	5-3 1/2	5-2 1/2	5-1 1/2	5-	4-11 1/2	4-10 1/2	4-9 1/2	4-8 1/2	4-7 1/2	4-6 1/2	4-5 1/2	4-4 1/2	4-3 1/2	4-2 1/2	4-1 1/2	4-	3-11 1/2	3-10 1/2	3-9 1/2	3-8 1/2	3-7 1/2	3-6 1/2	3-5 1/2	3-4 1/2	3-3 1/2	3-2 1/2	3-1 1/2	3-	2-11 1/2	2-10 1/2	2-9 1/2	2-8 1/2	2-7 1/2	2-6 1/2	2-5 1/2	2-4 1/2	2-3 1/2	2-2 1/2	2-1 1/2	2-	1-11 1/2	1-10 1/2	1-9 1/2	1-8 1/2	1-7 1/2	1-6 1/2	1-5 1/2	1-4 1/2	1-3 1/2	1-2 1/2	1-1 1/2	1-	0-11 1/2	0-10 1/2	0-9 1/2	0-8 1/2	0-7 1/2	0-6 1/2	0-5 1/2	0-4 1/2	0-3 1/2	0-2 1/2	0-1 1/2	0-			
16	11-4 1/2	14-8	16-1	16-10 1/2	17-5 1/2	17-5 1/2	16-11 1/2	16-0 1/2	15-7 1/2	15-6 1/2	15-5 1/2	15-4 1/2	15-3 1/2	15-2 1/2	15-1 1/2	15-	14-11 1/2	14-10 1/2	14-9 1/2	14-8 1/2	14-7 1/2	14-6 1/2	14-5 1/2	14-4 1/2	14-3 1/2	14-2 1/2	14-1 1/2	14-	13-11 1/2	13-10 1/2	13-9 1/2	13-8 1/2	13-7 1/2	13-6 1/2	13-5 1/2	13-4 1/2	13-3 1/2	13-2 1/2	13-1 1/2	13-	12-11 1/2	12-10 1/2	12-9 1/2	12-8 1/2	12-7 1/2	12-6 1/2	12-5 1/2	12-4 1/2	12-3 1/2	12-2 1/2	12-1 1/2	12-	11-11 1/2	11-10 1/2	11-9 1/2	11-8 1/2	11-7 1/2	11-6 1/2	11-5 1/2	11-4 1/2	11-3 1/2	11-2 1/2	11-1 1/2	11-	10-11 1/2	10-10 1/2	10-9 1/2	10-8 1/2	10-7 1/2	10-6 1/2	10-5 1/2	10-4 1/2	10-3 1/2	10-2 1/2	10-1 1/2	10-	9-11 1/2	9-10 1/2	9-9 1/2	9-8 1/2	9-7 1/2	9-6 1/2	9-5 1/2	9-4 1/2	9-3 1/2	9-2 1/2	9-1 1/2	9-	8-11 1/2	8-10 1/2	8-9 1/2	8-8 1/2	8-7 1/2	8-6 1/2	8-5 1/2	8-4 1/2	8-3 1/2	8-2 1/2	8-1 1/2	8-	7-11 1/2	7-10 1/2	7-9 1/2	7-8 1/2	7-7 1/2	7-6 1/2	7-5 1/2	7-4 1/2	7-3 1/2	7-2 1/2	7-1 1/2	7-	6-11 1/2	6-10 1/2	6-9 1/2	6-8 1/2	6-7 1/2	6-6 1/2	6-5 1/2	6-4 1/2	6-3 1/2	6-2 1/2	6-1 1/2	6-	5-11 1/2	5-10 1/2	5-9 1/2	5-8 1/2	5-7 1/2	5-6 1/2	5-5 1/2	5-4 1/2	5-3 1/2	5-2 1/2	5-1 1/2	5-	4-11 1/2	4-10 1/2	4-9 1/2	4-8 1/2	4-7 1/2	4-6 1/2	4-5 1/2	4-4 1/2	4-3 1/2	4-2 1/2	4-1 1/2	4-	3-11 1/2	3-10 1/2	3-9 1/2	3-8 1/2	3-7 1/2	3-6 1/2	3-5 1/2	3-4 1/2	3-3 1/2	3-2 1/2	3-1 1/2	3-	2-11 1/2	2-10 1/2	2-9 1/2	2-8 1/2	2-7 1/2	2-6 1/2	2-5 1/2	2-4 1/2	2-3 1/2	2-2 1/2	2-1 1/2	2-	1-11 1/2	1-10 1/2	1-9 1/2	1-8 1/2	1-7 1/2	1-6 1/2	1-5 1/2	1-4 1/2	1-3 1/2	1-2 1/2	1-1 1/2	1-	0-11 1/2	0-10 1/2	0-9 1/2	0-8 1/2	0-7 1/2	0-6 1									

Stream Road 3/4 ft from 13-10
Kable Duper and Sea 27-5
under bed at bridge 26-1
Hue 50 ft aft first 14 24 in aft Cut A ft
13-4 1/2 2 24 " " " 1
5-2 3 24 " " " 2
5-9 5 " 24 " " " 3
5 " 24 " " " 4
Cut of Cut 5-1 32 to F 5 1/2 ft at Rock
Length floor 9-7-19.2 Tride
Road Riv 1 1/2 in to front
Stream Road 3/4 ft from 13-10
Kable Duper and Sea 27-5
under bed at bridge 26-1
Hue 50 ft aft first 14 24 in aft Cut A ft
13-4 1/2 2 24 " " " 1
5-2 3 24 " " " 2
5-9 5 " 24 " " " 3
5 " 24 " " " 4
Cut of Cut 5-1 32 to F 5 1/2 ft at Rock
Length floor 9-7-19.2 Tride
Road Riv 1 1/2 in to front

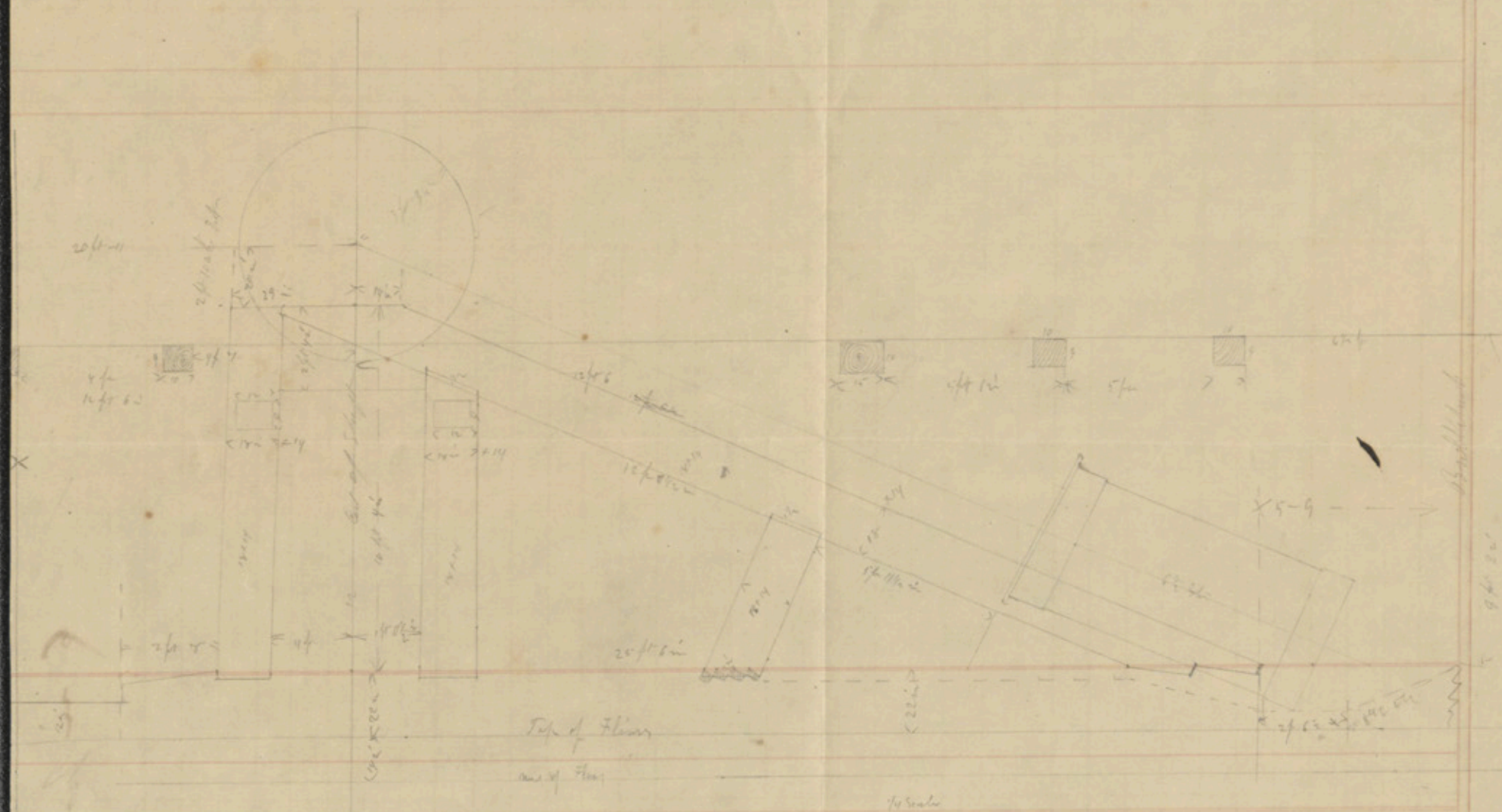
Sept 27/60
P.O. Murre 2147 76 lb Bmw to her 14/12 = 24 + 3 1/2 lb = 27 1/2 ydy with 12 men mky Feb 48 ydy

at 6 ydy then kind meat, 4 Plutifer made up 3 from meat but none heated, 4 St Pt
St the sent up the 20 men @ 150 fady (they sent up 8 from Plut 3 and 14) 24 1/2
24 1/2

(Sent up 14 fady up 35 for with 5 ydy with 25 men 4 fady made up) Sept 13/60 this getting up for 60 i 9 ydy = 64 1/2

(We put up 60 for 4 ydy a fady above)
- the fady sent with 50 men

Side Mill Steamer No 2. History, May 2nd, 1861

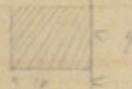
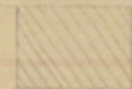


20 feet 11 in

1/2 in shelf

7 feet 4 in

21 feet 11 in



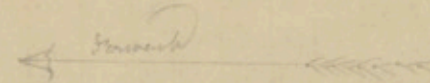
5 feet

12 feet 11 in

Boards 21 feet Long

Backboard

2 feet 6 in



11 feet 6 in cavity

2 1/2 in
(12 in)

1/2 in Girdle

6 in

Ships M. & O. Mares Ships
Ship American Union Built in 1852
Went Marten
Oct 1859
W. B. Mares built 1859 to

by J. Simon
Ship Harriet Queen Built in
Went as Marston 1858 Robinson
" " " 1859 - Baltimore

by J. & S. Sarraker
Ship Rome Built in 1847
Went as Marston when new. E. Hanson
" " " 1848-57 58 N. S. Sarraker
" " " 59 J. S. Sarraker
Left on Barret ship 18th 1854 at Port
St Thomas, Laid with cargo from Liverpool 24/
Storing, but abt 1100 tons, was burnt for 20000
Consumed by Capt J. S. Sarraker of Port

by B. Small
Ship Aquilla Built in Winter of 52/53
Went as Marston
Left Marston North in 1858. Capt Battelstein
Marston in 1859

by J. Simon
Ship New England Built 1849
Went as Marston 1857-58 & 59 Capt Edge

by B. Small
Ship South Carolina Built in 1841
Went Marston 1841 to Capt. Gwin,
Capt Gwin was Marston when the
was lost in Winter of 1858 & 59

Left in Winter of 58 & 59 near Mobile Bay
Ship Arkansas Built in 1845
Went Marston 1845 to 1849 N. Sarraker
Capt Carr went Marston for 49 to 51

Left on Island of Cuba in great ashtray
Left to the Machine was afterwards got off
& repaired

Ship M. de Embib Built in 1851
Went Marston 1851 to 1855 J. Carr

(by M. G. Randall)
Left in Winter of 56 & 57 suffered from absciss
Ship M. de Embib was afterwards got off
Laid with grain for N. S. Sarraker
Barke Russian Built in
Went Marston, lost at sea near
head of Cape Long Point

Left

W. B. Mares & Sons Ships
Ship W. B. Mares Built 1856 Capt Jones
852 tons built 1859 & then Capt. Over Canals
Went Marten

(Built by M. G. Randall)
Ship N. Sarraker Built 1857 Capt
Isaac Carr Marston, to 1858, & then Capt
Perry, till she was lost 200/59
new Sarraker & Sarraker total lost

(Built by M. G. Randall)
Ship Frank Hagymie Built in 1858
Capt Edward Randall Marston

(Built by M. G. Randall)
Ship Lizzie Marston 1050 tons
Capt Addison Austin Canals
Built in summer of 58
Went Marten

(Built by M. G. Randall)
Ship Oberon 181. 75-24
Built in summer of 1860 = 1026 tons
Capt Isaac Carr, Commodore & Brigadier
180 544 ft ton, then under way to sail
with 1460 ton freight & built on board, 18-2
lost, 1000 ton Paving Stone & 200 to built
Sailed for Port of Port Oct 6/60

(Built by M. G. Randall) by Joseph Coombs
Ship W. B. Mares 180 ft
Built by W. B. Mares, Capt Isaac Carr Marston
Sailed for Port of Port Oct 6/60

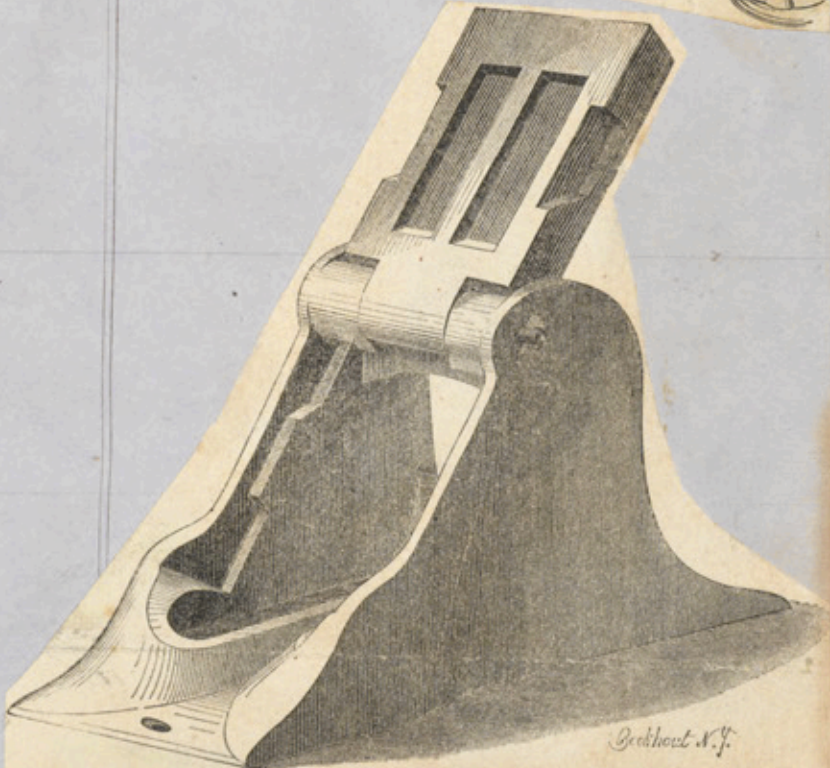
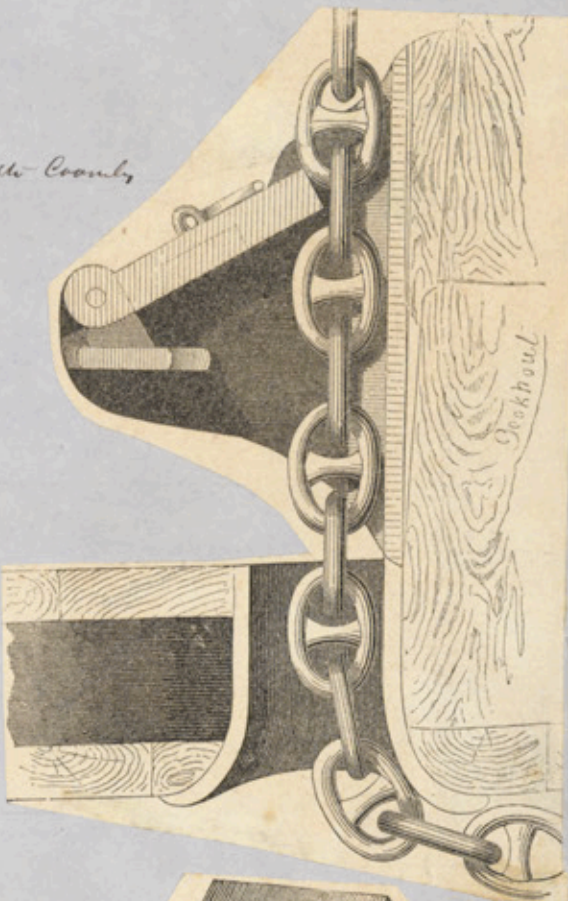
Ship Mares & Sons Ships
Ship O. Mares Built 1856
1060 ton Capt Chas. Marston

(Built by B. Small)
Ship Robert Cartman Built 1858
888 ton Capt Marston Marston

(Built by B. Small)
Ship Frank Bault Built 1858
1060 ton Capt Charles Edwin Marston

(Built by B. Small)
Ship John Carver Built in Winter of
58/60. Capt John Carver took her to the
Ordnance, built from Port of Port 24/1860
Exchanged ships with Capt Edge of ship
New England

(Built by B. Small)
Ship W. B. Mares Built 1860 by W. B. Mares & Capt Chas. Marston
Sailed for Port of Port Oct 6/60



Ship Buil
The Winter
The Next year
The Next year
In 1640 Hago
In 1641 Hago
In 1642 Hago
In 1636 one
In 1644 the
to brought to
see Palpe

1
Ship Building in New England commenced in Boston 1631.

Mr Wintthrop built a bark of 30 tons called the Blessing of the Bay.

The next year (1632) a sloop of 100 tons was built

The next year (1633) a sloop of 200 tons was built

In 1640 Nathl Peters withers others built a ship in Salem of 300 tons

In 1641 Boston people built another sloop of 150 tons.

In 1642 there was 5 more ships ~~and~~ built, 3 at Boston, one at Dorchester, 1 at Salem.

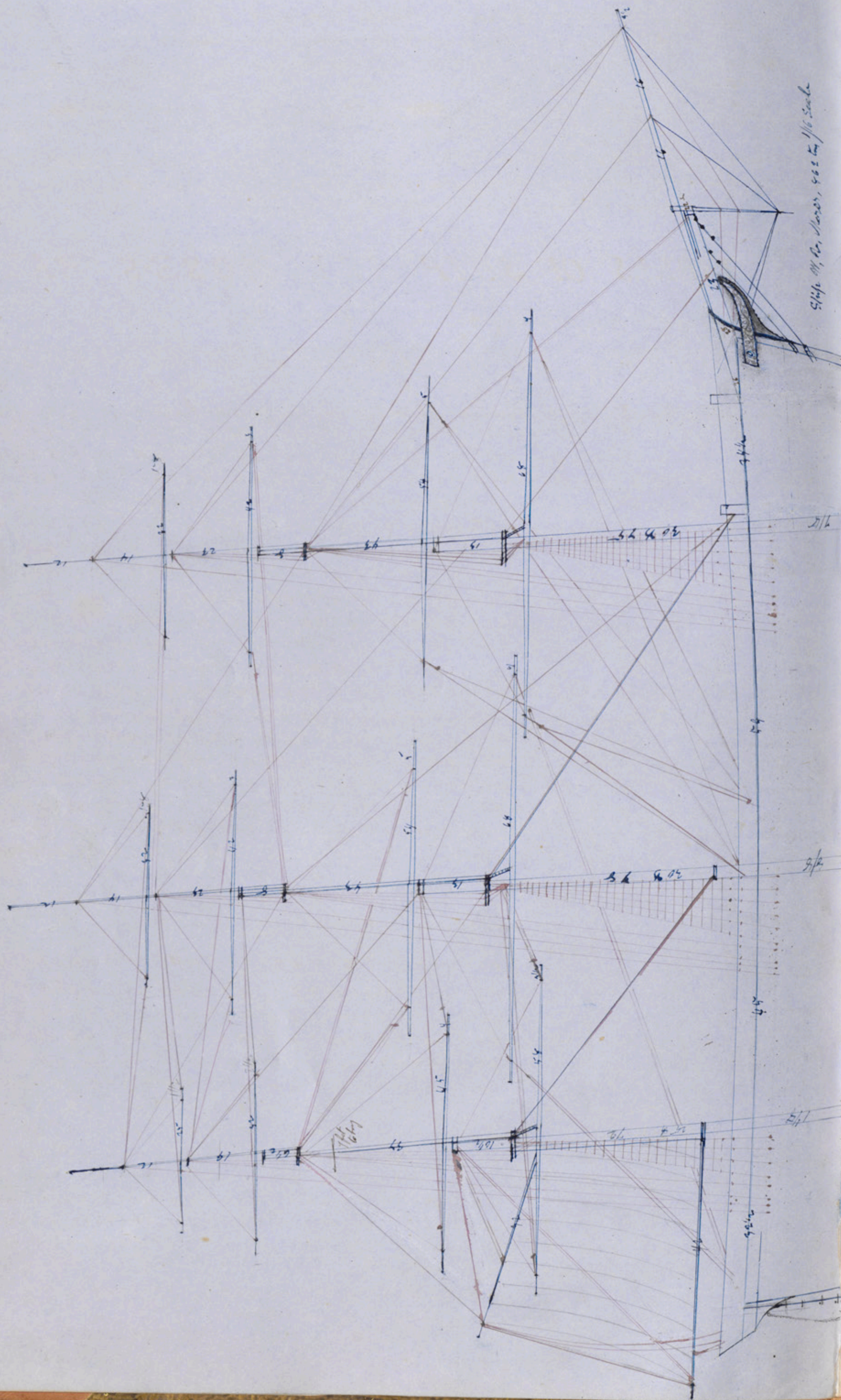
In 1636 one sloop returned from Bermola with 30,000^{lb} weight of Potatoes & a store of
orangees & limes.

In 1644 the Triab, the first Boston ship carried cargo of fish to Bilbao & came
& brought home from Malaga a cargo of wine, fruit, oil, Iron & wool,
see Ralpheys History of N. England.

Curves 9370 Standard Ruler, 9371 Standard,

Curves 9370 Standard Ruler, 9371 Standard,

Angle 11° 15' 00"



Disencl
in the
1st 1846
She is 171
or 92 feet
depths are 25
of Maist round
from cuts of 14
from regular
for 10 ft 11 in
Maist or 10 mch
parage in 15

TABL

Regist

Winnick	Height above	Height above
Height above	Height above	Height above
11-9	11-9	11-9
3 11-7	3 11-7	3 11-7
6 11-6 1/2	6 11-6 1/2	6 11-6 1/2
9 11-5	9 11-5	9 11-5
12 11-4 1/2	12 11-4 1/2	12 11-4 1/2
15 11-4	15 11-4	15 11-4
18 11-4 1/2	18 11-4 1/2	18 11-4 1/2
21 11-5	21 11-5	21 11-5
24 11-6	24 11-6	24 11-6
27 11-7	27 11-7	27 11-7
30 11-8	30 11-8	30 11-8
32 11-10	32 11-10	32 11-10
34 12-10	34 12-10	34 12-10
36 12-2	36 12-2	36 12-2
38 12-4	38 12-4	38 12-4
39 12-5	39 12-5	39 12-5
40 7-5	40 7-5	40 7-5
41 7-6	41 7-6	41 7-6
42 7-7 1/4	42 7-7 1/4	42 7-7 1/4
43 7-9	43 7-9	43 7-9
44 7-10	44 7-10	44 7-10
45 7-11	45 7-11	45 7-11
46 8-10	46 8-10	46 8-10
47 12-2	47 12-2	47 12-2
48 12-5	48 12-5	48 12-5
49 12-10	49 12-10	49 12-10
50 13-2	50 13-2	50 13-2
51 13-7	51 13-7	51 13-7
52 14-2	52 14-2	52 14-2
53 14-7	53 14-7	53 14-7
54 14-10	54 14-10	54 14-10
55 15-0	55 15-0	55 15-0
56 15-2	56 15-2	56 15-2
57 15-4	57 15-4	57 15-4
58 15-7	58 15-7	58 15-7
59 15-9	59 15-9	59 15-9
60 15-11	60 15-11	60 15-11
61 16-2	61 16-2	61 16-2

Front Frame

Stem

11 W in 8-6 on 12 W d 9
Steam Part 1/2 ft
W in 2-8 on 12 W in 4-1
but on an angle of 3

Dimensions of a Ship & Built for Messrs. Moses Potter & Co. in the fall & winter of 1855-56. Commenced August 4th & finished February 21st 1856; Measured Government Measurement 862 tons or tons Carpenter's Measurement 171 feet on Dk & 169 feet on Keel, is 39 feet Measuring Brutt or 92 1/2 feet Moulding Brutt, are 85 1/2 feet extreme breadth & 23 feet Measuring depth are 25-2 1/2 feet Moulding 23 + 1-7 + 1-7 = 25-2. Has round steam & has 4 strokes of Maist round the steam, under the P Shear, & all of the Plank butt under that; from cut of 14 1/2 inch above 15 water line, one angle of 17 1/2 or 18 1/2 inch to feet, the depth of the forward 15 inch from regular Maist, New when launched the feet, with chains & anchors aboard, from water ready for sea 10 ft 11 inch that is 10-4 feet & 11-3 Aft, with 350 tons Ballast with spars, sails & Provision Maist & Co making one 3 feet & 5 inch deep in draught, sailed from Bath March 17/56 for the Antislav. the passage in 25 days.

TABLES OF SHIP W. V. MOSES. BATH.

Registered Tonnage { 171 feet in } 862 tons Capacity for Cargo 1050 tons MEp

Keel	Rail	P Shear	Hull	Hull	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt	1/2 Brutt
Height above	Height above	Height above	Brutt	Brutt	At	At	At	At	At	At	At	At	At	At	At
17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft	17 1/2 ft
11-9	8-6	15-8 1/2	15-11 1/2	14-5 1/2	16-0 1/2	16-6 1/2	16-9 1/2	17-0	16-11 1/2	16-8	16-4 1/2	16-4	16-0 1/2	16-0	16-0 1/2
3 11-7	8-4	15-8 1/2	15-11 1/2	14-5	16-0	16-6	16-9	17-0	16-11	16-7 1/2	16-4	16-3 1/2	16-0	16-0	16-0
6 11-6 1/2	8-4 1/2	15-9	15-11 1/2	14-5	16-0	16-6 1/2	16-9	17-0	16-11	16-7	16-4	16-3	16-0 1/2	16-0	16-0 1/2
9 11-5	8-2	15-9	15-11 1/2	14-4 1/2	15-11	16-5	16-7 1/2	16-10 1/2	16-9 1/2	16-5 1/2	16-3	16-2	15-11	15-11	15-11
12 11-4 1/2	8-1 1/2	15-9 1/2	15-11 1/2	14-4	15-9	16-4	16-7	16-10	16-9	16-6	16-3	16-1	15-10	15-10	15-10
15 11-4	8-1	15-9 1/2	15-11 1/2	14-1	15-6	16-2	16-6	16-9	16-7	16-5	16-1 1/2	16-0	15-7	15-7	15-7
18 11-4 1/2	8-1 1/2	15-9 1/2	15-11 1/2	13-7	15-2	15-11	16-4	16-7	16-6	16-3	16-0 1/2	15-10	15-6	15-6	15-6
21 11-5	8-2	15-4	14-5 1/2	13-1	14-10	15-6 1/2	16-0 1/2	16-5	16-4	16-2	15-11	15-9	15-4	15-4	15-4
24 11-6	8-3	15-1	14-2	12-4 1/2	14-1	14-15-0	15-6 1/2	16-0 1/2	15-7	15-10	15-5 1/2	15-6	15-2	15-2	15-2
27 11-7	8-4	14-10 1/2	13-1 1/2	11-2	13-0 1/2	14-1	14-10	15-7	15-10	15-5	15-6	15-4	15-0	15-0	15-0
30 11-9	8-6	14-7	13-8	9-8	11-6 1/2	12-4	13-7	14-9	14-4	14-9	14-5	14-1	14-8 1/2	14-8 1/2	14-8 1/2
32 11-10	8-7	14-3	13-6	8-4	10-4	11-6	12-6 1/2	13-4	14-10	14-9	14-11	14-10	14-7	14-7	14-7
34 12-00	8-9	14-2	13-4	7-10	9-8	10-0	11-1	12-9 1/2	13-4	14-7	14-6 1/2	14-6 1/2	14-4	14-4	14-4
36 12-2	8-11	13-9	13-1	6-5	8-6	9-1	10-19 1/2	11-1	12-9	13-5	14-11	14-2	14-1	14-1	14-1
Aft Frame 38 12-4	9-1	13-5	12-11 1/2	5-7	8-4	9-10	10-5 1/2	11-8	12-7	13-11	14-8	14-5	14-7	14-7	14-7
39 12-5	9-1 1/4	13-2 1/2	12-8	5-2	8-3	9-10	10-4	11-7	12-6	13-10	14-2	14-11	14-3	14-3	14-3
40 7-5	9-3	12-1	11-7	4-0	7-2	8-10	9-5	10-4	11-0	12-0	13-0	14-0	13-0	13-0	13-0
41 7-6	9-4	12-7 1/2	11-4	3-1	7-9	8-1	9-2	10-6	11-0	12-0	13-0	14-0	13-0	13-0	13-0
42 7-7 1/4	9-5 1/4	12-4	11-0	2-7	7-2	8-10	9-1	10-5	11-0	12-0	13-0	14-0	13-0	13-0	13-0
43 7-9	9-7	11-5 1/2	10-7	1-3	6-3	7-11	8-3	9-3	10-3	11-3	12-3	13-3	14-3	14-3	14-3
44 7-10	9-8	11-4	10-6	0-8	6-2	7-10	8-2	9-2	10-2	11-2	12-2	13-2	14-2	14-2	14-2
45 7-11	9-9	11-3	10-5	0-10	6-1	7-9	8-1	9-1	10-1	11-1	12-1	13-1	14-1	14-1	14-1
Stem 8-10	9-10	11-2	10-10	0-10	6-1	7-9	8-1	9-1	10-1	11-1	12-1	13-1	14-1	14-1	14-1
9 12-2	9-11	11-7	10-1	9-14-5	16-0	16-8	16-9	16-10	16-10	16-9	16-5	16-3	16-1	16-1	16-1
9 12-5	9-12	11-7	10-1	9-14-3 1/2	15-10	16-5	16-7	16-11	16-9 1/2	16-6	16-3	16-1 1/2	16-0	16-0	16-0
12 12-10	9-7	11-6	10-0 1/2	14-1	14-8	16-3	16-7	16-9	16-8	16-5	16-2	16-1	15-11	15-11	15-11
13 13-2	9-11	11-4	10-13-7	14-10	16-0	16-9	16-7	16-6 1/2	16-4	16-11 1/2	16-0	15-10	15-9	15-9	15-9
2 13-7	10-4	11-3	10-12-7	14-5	15-4	16-10	16-3	16-4	16-2	16-0	15-10 1/2	15-9	15-8	15-8	15-8
5 14-2	10-11	11-200	10-7	10-7 1/2	12-9 1/2	14-10	14-7 1/2	15-4	15-5	15-5	15-7 1/2	15-6 1/2	15-6	15-6	15-6
11 14-7	11-4	11-6	10-14-3	10-5	11-1 1/2	12-0 1/2	13-3 1/2	14-0 1/2	14-5	14-5	14-7	14-9	14-9	14-9	14-9
13 14-10	11-9	11-3	10-14-2	10-10 1/2	11-1 1/2	12-0 1/2	13-1	14-1	14-8	14-5	14-0	14-2	14-2	14-2	14-2
15 15-0	11-9	11-11	10-14-0 1/2	10-1	11-0 1/2	12-0 1/2	13-1	14-1	14-8	14-5	14-0 1/2	14-1 1/2	14-1 1/2	14-1 1/2	14-1 1/2
2 15-2	11-11	11-11	10-12 1/2	10-8	11-2	12-10	13-6 1/2	14-11	14-8	14-2	14-10 1/2	14-9	14-8 1/2	14-8 1/2	14-8 1/2
15 15-4	12-1	11-12 1/2	10-12 1/2	10-1 1/2	11-2 1/2	12-10	13-6 1/2	14-11	14-8	14-2	14-10 1/2	14-9	14-8 1/2	14-8 1/2	14-8 1/2
6 15-7	12-4	11-10 1/2	10-12 1/2	10-9	11-5	12-1	13-7	14-5 1/2	14-6	14-5 1/2	14-7	14-8	14-8	14-8	14-8
8 15-9	12-6	11-8	10-10 1/2	10-6	11-3	12-0	13-5	14-4	14-7	14-4	14-3	14-3	14-3	14-3	14-3
15 15-11	12-8	11-6 1/2	10-8 1/2	10-4	11-1	12-0	13-4	14-3	14-6	14-3	14-2	14-2	14-2	14-2	14-2

Stem 16-2 12-11 Stem steps 7-1 feet forward frame 2 & runs straight to 10 W fin, taken on 11 W fin 8-6 on 12 W fin 9-5 on 14 W fin 10-6 on 15 W fin 11-2 on 17 W fin 12-6. Steam Part steps 7 1/2 feet aft frame 92, & runs straight to 9 W fin, & enters aft of frame 9 on 9 W fin 1-8 on 10 W fin 2-0 on 11 W fin 2-8 on 12 W fin 4-11 at Keel 6-2 at P S 7-4 at Rail 8-3. Rooms 28 inch, Deck Ribs 8 inch in 10 feet or on angle of 5 1/4 degrees.

4 Wheel Sides 14 1/2 in Moulded 28 x 20 in, made of in two piece battens tight
 Every 3 feet with 1/2 iron scarf for fastening with iron. Stern Port Sides 14 1/2 x
 10 1/2 in, Moulded 16 x 20 in, Raker 20 in; Inner Port Sides 14 1/2 x 16 1/2, Moulded 17 x 20 in, has a
 steam knee for deck-mount aft; Stern Sides 14 1/2 on aft edge 1/2 in on st edge, Moulded 18
 Gripes 10 = 28 in. Apron Sides 29 in Moulded 17 x 29 in, Bottom Sides 28 in in height 17 1/2.

Frame Sides 12 to 10 in Moulded 15 to 7 in; Floor Timber 20 feet long ~~has~~ Moulded 10 1/2 x 10 1/2
 Nor Timber 15-9 long Moulded 15 1/2 x 10 in; First futtocks 7 1/2 feet long Moulded 10 1/2 x 9 1/2; 2 futtocks
 7-9 feet long Moulded 10 x 9 in; keel timbers 11 1/2 x 10 in Moulded 9 1/2 x 7 in Half top
 1/2 feet long Moulded 9 x 7 in; frames fastened to first futtocks head with 3/4 iron 4 1/2 bolts of 7/8
 The remainder 9/8 iron; has 24 frame Forward to 48, frames aft 28 in apart, or 30 in.

Combs & Aft 4 5 Forward Has a round steam bar 4 strokes of Waist below
 P Shear they are 4 1/2 in wide on eye on end are rather, they are 6 1/2 in wide midship
 has 7 strokes Waist to 13 strokes of Males 5 x 8 in they taper to 7 1/4 Forward & 6 in
 aft; Has 28 strokes of Plank 9 1/2 in 7 + 13 + 28 = 48 strokes in all, are cut 26 strand
 Treennails 1/2 oak 1/2 in face, Goulet Struts 5 x 14 in, Plank & Males oak all
 eye part except Waist, which has 1 strand in every timber, all Plank & Males has 2
 all wedged on out side

Butt Bolts 10 strokes are flat flange bolts with 7/8 by 11 in Compression bolts;
 the bolts to Males with 6/8 cup & drive through & riveted on in side, Males
 with bolts with 6/8 iron & plugged.

Boatwork 22 in wide between P Shear & Rail oak frame & aft 1/2 yellow Pine
 midships but 5 strokes 4 in wide Males yellow Pine rest with

Plank Shear 5 1/2 x 19 in White Pine for Phelliedelphian
 No Rail 5 1/2 x 19 in yellow Pine set on to side of Stanchion & Champfard a men
 up edge for Blang rail.

Monkey Rail 9 1/2 x 7 in yellow Pine midship & out 5 x 8 aft it is 11 in between
 Main & Monkey Rail

Chamell, F & Main frame 19-6 feet long 15 in wide 5 in thick 6 strokes 2 1/2 Plank 1 1/2 ft
 " " 4 " up 19 " " 12 " " 5 " " 1 Angel out 1/2 ft 1/2 ft
 " " " 13-9 " " 11 " " 5 " " 1 1/2 ft 1 1/2 ft
 " " " 14 " " 13 " " 5 " " 1 1/4 in 1 1/4 in 5 strokes
 Chain 28 in aft at the end { Chain Bolts & 2 Chamell.

Shear, Has 9-9 feet Shear is 40 in deep forward than aft. tangent plan at 15 ft from

Stem Raker 7-9 1/2 feet. Sides Sides 15 in wide Males plan at 6 1/2 ft M Sides, Heavy depth 22 1/2 ft
 S Port " 2.05 length on the 171-85 9-3 1/2 = 162-5 length the keel { Height between Deck 4-3
 ft 166 on foreing line } Depth from Males 19-3 1/4

Winchells 28 in diameter, 11 feet long, ends 22 in diameter, Heads 30 in long 18 in dia
 Raker 9 1/2 in diameter or 9 1/4

2 We Hatch Comings 10 x 11 1/2 in.

Maine Circle Rail 8-6 feet long 5-10 wide 5 x 10 in 9-2 feet high to top of End View 9 x 9 1/2 = 9 x 19 in
 Ends 29, into by 1 1/2 ft end Pine 5 x 10 in ends 18 in long Has 5 turned stanchion x in

Forward Circle Rail Sides 5 x 10 in 9-2 ft to top of end aft end ends has a passage between
 forward Males of 20 in, Forward end or ends 11 x 11 or 11 x 22 in 9-2 ft long or has 6 ft ends

Side Ports 32 x 21 in inside

Millions of
 flower timber
 29 Year
 flower timber
 30 Year is in
 down through the
 shell of yellow Pine
 Red-wood Forest

Bilge Kiln
 -drift forward 4 ft

Ceiling of floor
 Ceiling of Bilge
 in 4 ft from the stanchion
 Ceiling above to 4
 1 ft. 1/2 ft. two
 with white oak

Li. J. Brown Has
 W. J. Brown "
 " " Clamps 2 stanchion
 scarphed battens

2 We W Waps 12
 out side 4 in
 ever from on
 all ends on but

Thick Struts above
 way 1/2 riveted
 Ceiling between the
 Thick Struts on
 alternate timbers
 round forward &

Forward the Stanchion
 from end of
 up from 5 ft
 stanchion & riveted

2 Stanchion 7 x
 up ten kiln
 running up on
 & riveted on 5 ft

Acir Streets Bes
 a Cart Iron 2

The front there

2 We fore & aft
 1 1/2 in batt things
 8/8

2 We Hingy V
 9 1/2 ft Deck

2 We Partner & P
 up 2 ft Partner & P

Kilbrow's Main 15x15 inch (scarphs 9 feet long, is battled through every alternate flower timbers & through keel with 1 1/8 refined iron

2 2 Tear Kilbrow is 15x15 in scarphs 9 feet, this battled through first tear flower timbers & keel every alternate flower with 1 1/4 in refined iron

3 2 Tear is in 2 pieces 7 1/2 x 1 1/2 in locked on to lower end same station, battled every 3 feet down through the 2 lower tears with 3/8 iron, & battled side ways through line and station & diaphragm

Sub of yellow Pine
Deck-wood Forward & Aft are battled with 1 1/4 in refined iron

Bilge Kilbrow yellow Pine 14x14 in square fastened with in iron & drawn each way semi-circular forward & aft all from from inside.

Ceiling of floor 3/4 yellow Pine worked with spikes & steam Treennails

Ceiling of Bilge, 6 Strakes of 8x14 in yellow Pine curved out double Forward & aft square fastened with 3/8 iron & 1/2 iron from the straight part of Bilge drawn & each way & riveted on inside.

Ceiling above to 2 Clamps 6x14 in yellow Pine square fastened with 3/8 iron

2 2 1/2 Clamps two strakes 7x14 square fastened with 3/8 iron, with like scarphs & battled edgewise with white oak ends, carried out double, has an air strake under the lower clamp scarphs 7 feet long

2 2 Beams Nos 22; 13x15 & 11x15; 2 2 Carboys 6x8 in; 2 Hole Station 7x14 in

Wp 7 Beams " 23; 8x15 & 7 1/2 x 15 in " " 4 1/2 x 8 " " 6x14 in

" " Clamps 2 strakes 6x15 close together square fastened with 3/8 iron sawed heads, has like scarphs battled edgewise with oak ends double out Scarphs 7 feet long

2 2 W W Ways 12x15 in yellow Pine with like scarphs, square fastened Nos 1/2 up ten bolts drawn from outside & rivet on inside below ten drawn from inside all this is 3/8 iron & has one bolt through over from on every alternate timber drawn through like strakes or Beams of 1 1/8 iron all scarphs are battled edgewise, & has 2 bolts drawn through the end of 2 W Beams, each carried out full thickness with white Oak Planks;

Thick Strake also W W Way 8 1/2 x 15 in yellow Pine square fastened with 3/8 iron & drawn each way & riveted on inside, has like scarphs, ends carried out full thickness with white Oak Planks

Ceiling below this & up claps with thick square fastened with 3/8 iron sawed heads.

Thick Strake on Beams 6x14 in battled through Water Way & rivet every frame on every alternate timber with 1 1/8 iron & 2 bolts in every Beam, with like scarphs, carried round forward & aft, before the deck was laid.

Transverse Station 6x14 in yellow Pine up end let 4 in into under side of 2 W Beam, the up end was secured by a strap over up Beam & down on Edges of Station 3 in x 1/2 in, with 2 bolts through back of station & riveted on strap.

2 Station 7x14 in yellow Pine down end secured by being dovetailed into up ten Kilbrows, the up let 1/2 in into under side of 2 W Beams, with a strap running up on each side Beam on to fast up Station with 2 bolts the ends & riveted on strap.

Air Strake Between Deck and Beam a 3 inch plank between every frame & fast in a cast iron rim or flange.

The main Ventilators in Plank Sheen, but no stop water between timbers

2 W fore & aft knees side 8 inch Mandrel 18 in arms 3 1/2 feet battled with one 1 1/8 in batt through every timber & riveted on inside. Arms had 4 bolts 2 of 1 1/8 & 2 of 3/8.

2 W Hingy knees side from 8 to 12 inch Mandrel 22 in in straight arm 3 1/2 feet Backs 4 1/2 feet had 15 bolts in each side & riveted on beams & 800 rivet on knees & timber

2 W Partner & Hatch knees side 5 1/2 inch Mandrel 12 in arm 24 in

W Partner & Hatch " " 5 " " 10 20

6
Up the fore & aft knees sided 6 1/2 inch Mandrel 15 inch Arms 29 inch
Batted through every timber with 3/8 Iron & riveted as inside, Has 4 bolts in
each arm 2 of 3/8 & 2 of 1/2 Iron

Up the Hanging knees sided from 8 to 10 inch Mandrel 19 inch in strength
arms 5 1/2 ft. Batches 5 1/2 ft long, has 15 bolts in each, 3 in height of 3/4, 6 of 1/2 x
6, of 3/8. Three & four riveted as beam & 4 & 5 riveted as timbers

2 the Plank are Spruce 3 1/2 x 6 inch

Up the Plank are White Pine 3 1/2 x 6 inch bought in Philadelphia, P. A.

Up the Water Ways are White Pine 12 x 14 inch 60 to 75 feet long bought in Philadelphia
Batted with one bolt in every alternate timber & one bolt in every Beam

Plank Shear White Pine 5 1/2 x 15 inch 60 to 75 feet long Put in Philadelphia

Maine Rail Yellow Pine 5 1/2 x 14 " Set over station & made a lay rail of it kept
from the to up side 12 - 3 1/2 - 8 1/2 + 5 1/2 = 14 + 22 1/2 = 36 1/2 + 5 1/2 = 42 inch or 3 1/2 feet

Monkey Rail is Yellow Pine & oak 3 1/2 x 7 inch, 11 inch between Main & Monkey Rail

The station side 10 taper to 8 1/2 at Mast 7 inch at P.S. 6 at Rail Monkey station
made on up end, say, Mast 5 to 8 1/2 inch, side about 5 1/2 to 6 inch

Hooker in 2 Hales, Has 2 aft below 2 the Hooker Lower one is White oak fayed
into aft end Bilge Keelson & Batted from out side before the Plank was put on & back
on inside there through the Batted drove 1/2 each way & riveted as timbers

2 Hooker is fayed into thick streak under Hanging knees & Batted from out side
aft Plank was on it abt 1/2 way from bow to Deck Hooker

Hooker Forward in 2 Hales Has 3 below 2 the Hooker, Has one close under Base Part
running in direction of thick streak under Hanging knees Batted from out side before
the Plank was put on, Has 2 Hooker below this running diagonally & cutting
under thick streak, Batted from out side aft Plank was on,

Bow Parts in 2 Hales, Has one on each side 28 x 25 inch in clear with Part
Sills above & below, the Parts 5 inch thick made in 2 piece each, each Part was
set to a strong piece of timber with 8 screw bolts,

Hooker Treen Deck, Forward one is of White Oak side 11 inch Mandrel 30 inch in height
& runs aft end side abt 15 feet, Batted from out side aft Plank was
on

Aft Hooker Treen Deck is White Oak sided 11 inch Mandrel 30 inch in height & runs
forward on end side abt 15 feet

Thick stuff or Mast Partners in 2 the is 10 inch thick & 5 1/2 feet wide & Batted edge
wise & to beam & keelson

Thick stuff or Mast Partners on up the 10 inch thick & 5 1/2 feet wide Batted
edge wise & to beams

Bow-sprit Bitts are 12 x 13 inch & stand 15 inch apart & stand 13 feet in back from
front side on edge of beam

Millers Bitt is 15 x 20 inch & stands 40 inch aft of Bow-sprit Bitts measuring from aft
side of each

For Top Sheet Bitts 15 x 14 inch stand 36 inch apart

Maine Top Sheet

Maine Bitts are
about 18 inch in
gap through

Quarter Bitts are
about 18 inch

Cat Heads are
shear pin & a
git gaffer set

Side Chalks are
ones for braces

Bumkin's 48 inch
Circle Rail 57 inch
Circle Rail 57 inch

Flower 31 feet

Aft Masts 36 feet
of Aft Masts
side little

Tank Mar 13 feet

Forward Mast 9 feet

Main Mast 8 feet

Batt 11 feet

Aft 11 feet

Mast Mar 7 feet

with on frame

cut on end of 30

four-pitch timber,

in from 30 ft

the steam measure

aft, & Pine available

Wales, up 8 feet

into & out of

Mearns shown of

Wales shown 17 1/2 inch

13 1/2 inch on 31 feet

20 inch cant 8 feet

Plank at Mast

the 4 Strake Mast

Memorandum of Timber for Ship W. W. Mores, Yellow Pine

10 pieces 8x15x32 ft long
 6 " 8x15x31 " "
 4 " 8x14x30 " "
 3 " 8x14x28 " "
 2 " 8x14x26 " "
 2 " 8x13x25 " "
 10 pieces 13x15x33 ft long
 4 " 13x15x32 " "
 4 " 13x14x30 " "
 2 " 13x14x28 " "
 2 " 13x14x25 " "
 All remainder

6 pieces 7x14x40 to 50 ft long
 6 " 7x14x40 " 50 " "
 28 " 8x14x40 " 50 " "
 6 " 7x14x40 " 50 " "
 42 " 6x14x40 " 50 " "
 All remainder

Mr W. Carley & F. Aft
 3200 feet 4x8x12 to 15 ft
 7 29 to 30 ft long
 3000 feet 5x12 in 13 or 26 or
 or 39 ft long
 2 W. Carley & F. Aft stuff
 4000 feet 6x8x25 to 31 ft long
 3500 feet 6x12 in 13 or 26 or
 or 39 ft long

Mr W. Carley & F. Aft
 6 pieces 6x15x55 ft long
 18 " 5x15x40 to 50 " "
 6 " 8x15x50 " "
 6 " 12x16x40 " 50 " "
 6 " 6x14x40 " 50 " "
 All remainder

Maine Kiln 6 pieces 60 ft by 13x15 - same
 on 4 sides
 Rides 8 pieces 7x13 in 45 ft long remainder

Garboard Stretcher 5x14 in 6 ft
 45 ft long remainder

Bilge Kiln 6 pieces 14x14 in 40 ft long
 Bulkheads 1500 feet 2x6 Tanged & Groined
 Main Plate 4000 feet 3x6 in 6 ft

Maine Rail 6 pieces 55 ft long
 5x13 in remainder
 Channels 2 pieces 44 ft 6x13
 " 1 " 36 " 6x12

Planks
 8500 feet 3x6 for planks
 9500 " 3x6 " Ceiling 20,000 feet
 2000 " 3x6 " Extra

Stations
 12 pieces 7x14x27 ft
 5 " 6x14x24 " "
 1 " 6x14x24 " "

Ship W. W. Mores
 abt 450 Standard
 Deal made dist. 1100
 Can. some 4000
 This is a very large cargo
 for since, one 50 ft
 the usual capacity
 Standard to 1 ton ship
 450 Standard
 344 " 2 1/2
 106 " 1 1/2
 abt 2 1/2 Standard for 1 ton
 make load for ship of
 Delivered in London 437 Standard

Memorandum of Oak Planks

18000 feet 5x8 in Water Galley lighter remainder
 26000 " 3x6 in Plank ruff & light
 2700 " 4x10 " " remainder
 800 " 5x8 in Plank not that thick with 7 or 8 inch
 sweeps as possible
 2 planks 32 ft long 9x16 for Garboard
 10 ft of 2 in planks for Bulkheads

White Pine brist at Shelton
 6 Water Way from 12x15x50 ft
 6 from P. 8 ft 5x16x50 "

Mores Bought of Mop Patten
 100 tons of Oak timber on the Oak
 in Phippsburg 100 ft long
 100 ft to have it gummed &
 100 ft to have it sawed in
 the Mill Mill = 15 ft per ton or 1125 ft

Mores & Patten Boat 100 tons Black timber in danger
 delivered on their Wharf in Boston for \$900 per ton it was large
 size, they also had 6 in. Hard Wood for \$1.25 per delivered.

They had a lot of Oak Plank in Woodland & cut it themselves
 it cost abt 30¢ per ton to cut & haul loads gummed

Used about 25000 ft of oak
 25000 + 862 = 3000, to 100 ton ship
 oak cost abt 78¢ per ft
 25000 " " 8 " "

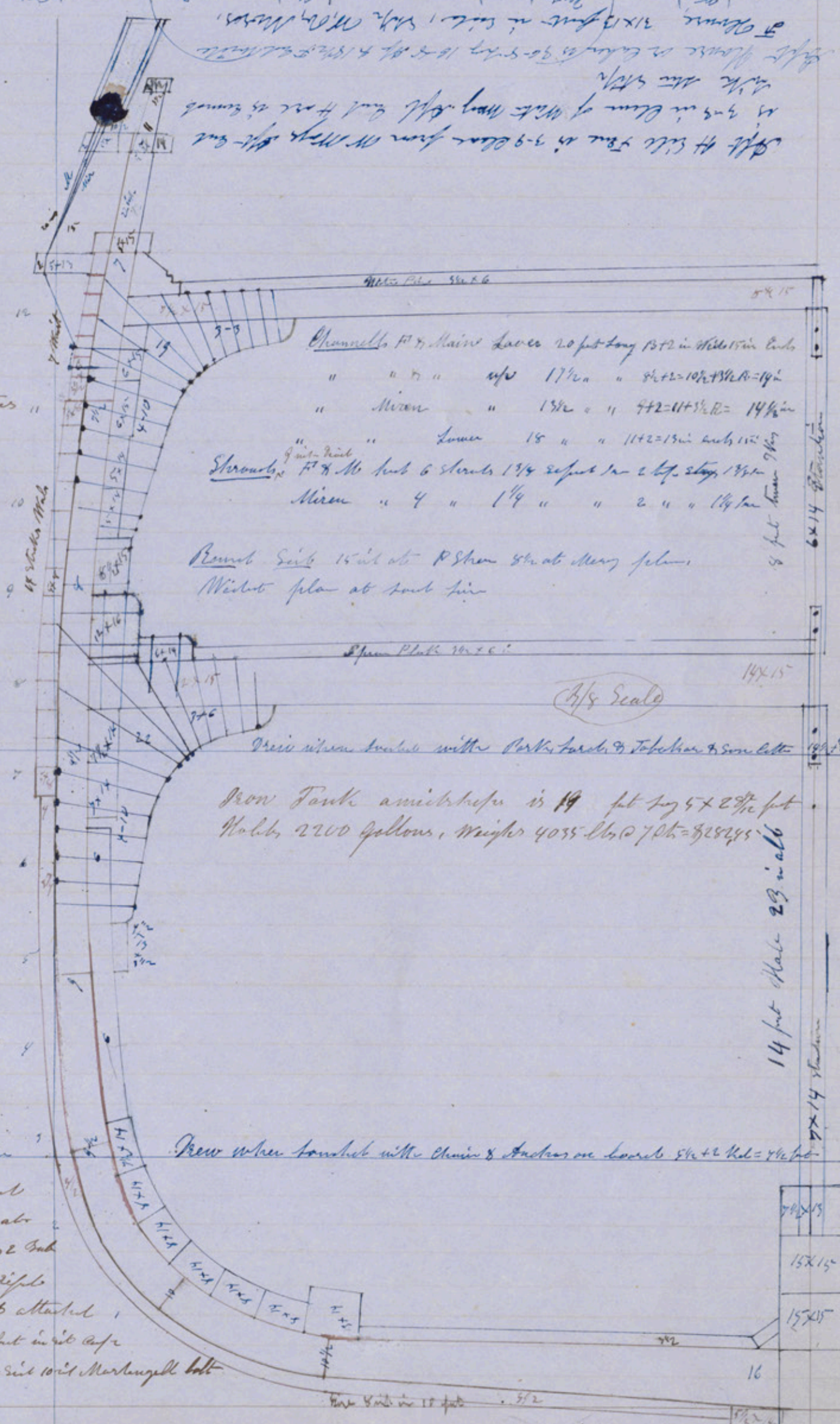
By Job on Ship W. W. Mores. 862 tons

Paint Mr Gibbs to suit plank & put in Harre pipes \$5500 No day work 2142 = 9.75 + 1/2 day
 " " " " Make Stem 3250 " " " 14 = 2321 " "
 " " " " Whirls & set it 6000 " " " 17 1/2 = 345 " "
 " " " " Bulkhead & let on Braces 6000 " " " 18 = 360 " "

Sail for Norway Pine for ceiling at South Mores Mill \$8.00 per ft 24845 ft 24845 ft 24845 ft
 no Carley nor for aft stuff

Disinfect 32 ft long 23 out
 28 ft at right 26 in at
 outer end Stem 34 ft
 steps into aft to 2nd
 from 2 Stanchions on
 to the 2nd step Stanchion one
 the other abt 15 in out side
 is for my better Cape 25 out

5th Feb 18



Disrupted 88 feet may 29 out 4.14 in sand
 28.26 at Night Feb 26 in at in 34.26 in at
 outer end. Stone 88.4 in to feet; ¹⁷⁰ No 2 Sand
 steps lets up to Sand 44 in by 78 steps
 from No 2 Strands on each side attached
 to the Sand steps Sand one Sand is 1 foot in its cap
 the other about 15 in out side of steps. Cap side 10 in Marshall's belt
 is a very better Cap & outer steps,

Ship Martha Bideant of 700 tons built in summer of 55 by Johnson Bideant, dimensions 145 x 32 1/2 x 22 1/2 ft. measuring plan, has 15 inch round of side, has 3 1/2 feet sheer has 4 1/3 feet in length to 1 in breadth, but in side in 10 feet side from N orle May 2/56 for Europe carries all Bala per ton

Ship Mineo built by Clark & Small in summer of 55 is abt 825 tons dimensions 158 x 33 1/2 x 23 1/2 is 4 1/2 feet in length to one of breadth. Round of side 11 inch. Stem rather 7/8 foot sheer Port 1 1/4 feet. Rake of stem 8 inch to one foot; Has 3 1/2 feet sheer; is 26 inch deep at forward; Rooms 29 inch; She carries about 2800 Bales of N orle Cotton = 3 1/4 Bala per ton ship. Mores & Crafts & others gets \$1425.00 for caulking & doing all carpentry work below of W. Clamps inside on the above ship.

Ship Eliphlet Greech of 950 tons built by Sarah & Mores in summer of 55 set out by job to do all carpentry work inside below up W. Clamps for \$1800. say \$900, for 2 Habs & 2800, Tuen Ws. Windship stands 7 inch for 2 1/2 x 4 inch from Port of 1st 6 inch. Chalk for the bottom Ws 6 x 10 feet; Side Ports 25 x 32 inch. Side Batts 14 x 14 inch 32 above Ws 24 to top. Cannel is 4 1/2 x 7 inch with 12 inch ends. Batts stand 4 inch above of Water way. Port 1st is 3 feet above Ws; Chain Pipe on W 8 1/2 inch in width. Horse pipe leads the chain on one foot from end of. Affected of windship. Sills Riving 30 inch mixed Water way; Made of 8 inch Planks.

Ship W. Mores of 862 tons built in summer & fall of 55 set out by the job to seal & do all carpentry work inside below up W. Clamps for \$1550, & to Plank out side & do all carpentry work from keel to Plank sheer except Channels & Shear for \$450.00 + 1550 = \$605.00. They lost abt their own time done by Mo O Crafts Mores & Curbing & Markin. We also let by the job to Mr. Gibbs, to make the windship all ready for hanging & set the 1st 1/2 Ws Ribs & all ready for marking for \$4000. to make Ribs & put on Braces & 2000 & For Making stem & Splung some \$32.50 abt = \$925.00 (May be \$200) per day. We also paid him for Making Head & setting & cutting out Harve Habs fitting Pipe & Putting in & fastening all complete \$55.00

A Schooner of 120 tons will carry abt 75 1/2 ft of Yellow Pine & will carry abt 120 tons Oak timber or ton per ton

John Sarrake for say, Transport, Paid out at sea in Winter 56/57. \$14.00 for 100 feet 14 inch Plank. Treanails & 288 for 20 inch & 308 for 28 inch to cut Treanails & 81.00 for 100 feet Freight on 14 inch & 288 for 100 feet Freight on 20 & 28 inch ones. Oak Treanails cost at sea abt 48 per 100, & abt 58 at better

Oliver Mores paid John Sarrake for the frame of ship O. Mores \$14. at sea all got out to shell. all White Oak & 1/2 98 per 100 freight on 429 per ton = \$18.50 per ton in Batta = 950 tons = \$6475.00

W. Mores paid John Sarrake for frame of ship Sarrake got at to the Mores in sea with Oak \$17.00 & 1/2 819.00 per 100 or 6128 per ton = \$2350 per ton in Batta but 250 tons = \$7925.00 say \$14.50 per ship on 100 feet would make the ship come \$1.50 per ton more.

2350
10650
510
356
25500
31575

Ship is cost frame \$17850

Ship Sirie Howard of 868 tons carries about 3 1/2 bales to a ton of ship or 3038 Bales of N. orle Cotton, is 16 feet on Ws 47 feet wide & 24 feet deep measuring dimensions & is 8 feet lower Ws

John Carney says it is worth 80 per score to White Treanails ready for Tarring & 100 per score for Tarring & Molding Treanails & 38 per ton to White, turn, bore, drive, saw & moly. Much is to do all that belongs to the trimmings

Job Mark
say 1/4 of the work
up 7th inside
30,000 per stroke
equal to 88,000

In Boston they
to square;

A Ship of 1000
& abt above 82000

Harvey Thall
55/56 for \$14.00
per stroke = 7,000

Clark & Small
cost Mr Small to make

Mr Toothaker Paul
Mores paid on 2
Braces 358 1/2

Mores paid 60

It costs abt 840
tons for timber striking

W. Williams took
1856

August, Oliver
for a ship of 100
was White Oak in
frames with the
New 21 feet 225 shells
Cost 1856
for \$125.00.

Shire 2 men
Ship 1000
W. Mores
Stem & Stern 7

Ship W. Mores
about 3200 Bala, Cat
is large carrying cap

Ship N. Mores
the W. Mores

Ship New

Job Morte. say a ship of 1000 ton call the Carpenter work 98¢ per ton = 98,000
say 1/4 of the work to timber out or 24,500, 1/4 or 24,500 for caulking & doing all Carpenter work - labor
up 2 1/2 inside & 1/4 or 24,500 for up 2 1/2 & all above & then say 3/16 or 18,000 for Plating an
30¢ for Strake. calling it 50 strake, & then 1/16 for all of the cables & ends by 5:00 all
equal to 98,000 which would leave 8,000 profit.

In Boston they pay 8000 ton for timber out ships & 8250 per ton for caulking, some scale, rubbing, Plating,
& Squaring;

A Ship of 1000 tons was let out by Job in Richmond Me. to timber out for 1200, 8¢ the up 2 1/2
& all above 8,200; A W. & Treen 200 1000, 8¢; caulking & hole & Plating out. side 82,000, 00.

1200
2000
1000
1000
6200

Harvey Throokner & others Planked the ship Sebastacook of about 600 tons in the winter of
55/56 for 14,00 for Strake, dabling & squaring included. Made fair day wages, all = 6000; say, 500
for extra = 7,000, 8¢ cost 78¢ per ton for carpenter work; 1852

Clark & Sewell New Ship of about 1000 tons built in spring of 56. Paid for timber out 8 1300;
cost Mr Small to make keel 490,

Mr Toothaker Paint. Mr Hanscomb for Making Models & Drafting ship 600 tons 955,00
Mores Paint on ship 500 ton to Squar out side 48,000; to set Head 508; Make Rubb & put on
braces 358; Make Middle & set little 25, 9; to Clear Ship out hole 20, 8;

Mores paid 608 for Making Stem & Stearn frame for ship American Wm of 1000 ton;

It cost about 8400 per ton to work out timber to the mould in Va. they pay abt 2800¢ per
ton for timber staving 3+4 = 8700 say freight 88,00 per ton or 4 1/2 per ton = 8 1/2 + 700 = 8 11 1/2 per ton

W. Williams told me the price 4 cts per foot for timber staving = 8,600 per ton,
1856

August, Oliver Mores Paid to have his keel, Stem & Stearn Frame made 8125,00
for a ship of 1000 tons the Stem & Stearn Frame had been gut out roughly before, the keel
was White Oak with a shoe the keel was forked in the job & blacked up ready to receive
frames with the exceptions of cutting rabbit ship. called the O. Mores. the Caries 1600 ton Coal to frame
New 21 feet 2 1/2 stally = 2000 or 84680. Ship N. Luraker Caries 4650 ton Coal & drew 1 1/2 Lps. Water, & stalling to frame.

Oct 1856 W. W. Mores Paid A. G. Allott by job to Make keel Stem & Stearn
for 8125,00. Made keel & layed all ready to receive frame except cutting rabbit
Hired 2 men himself paint 8150 per day. Made one 8250 per day for himself
Ship 1,000 ton

W. W. Mores Paid by job to parton frame & Bolt floor timber to keel & other bolts
Stem & Stearn frame 57 - cts per frame counting frames & Cants 59 from 11 Cants = 85833

Ship W. W. Mores of 862 tons Caries 436 standard tons & standard on Old Nelson
& about 3200 Bales, rather weighing 458 lbs. to bale drew abt 15 feet. Caries abt 3 1/4 Bale to 1 ton ship which
is large carrying capacity

Ship N. Luraker of 1097 tons Caries 422 standard tons & standard on Old Nelson
the W. W. Mores. the Caries 1850 tons Coal & drew 1 1/2 Lps. Water than O. Mores with 1800 ton Coal

Ship New England of 921 tons Caries 389 standard

Dimensions of different Ships, one of Trafport Hammond & Co. F Circle Rail 5x10 in
 3-7 above Mr. has 15 stanchions 5 1/2 x 8 1/2 inch ends square to the Midel turnab. has a fence betw
 Rail & F Moore. is abt 12 in. Clew of Mast. F Correll 11x22 inch, Moulds 14x14 inch stanch 36 inch apt
 (12 in out side)

Cat Head has 3 sheave Halm, & a chain steeper on F side

Gangway apt. Stanchions side 5 inch Mould 9 1/2 inch & 20 inch high. Masthead stanch 26 inch apart
 it is 11 inch between Main & Monkey Rail

Maine Circle Rail 5x10 inch. 3-7 to top for Mr. Batts stanch 3 feet apart. F Correll 1 piece on F Rail side
 5x10 inch ends square by bolts 2 1/2 feet with a fence on the aft side set into feet & aft pieces,
 side piece with 2 1/2 inch with knee in corner. Rail Clew Mast 13 inch on side & 22 inch aft,
 Stanchion same as Forward ones.

Chain locker 5-4 x 2-10 ft in two parts. one each side Mast

Pattern said to have their keel made \$60,00. it is 170 feet long water abt 168 feet it is a
 double keel with a 3/4 inch mark of Main wood. the carpenter parted it & August the keel
 all ready to build platform, 1856. May 21 got up first frame; got no dry more than 8 joined
 abt 40 men

Sarah & Mores in 1856 to have their steam frame & keel made & all ready for frames \$125.
 The Ship was called the O Mores of abt 1000 tons. Carpenter with cost per ton \$6.00
 built by Benj Small in fall of 56 they paid \$1500 plus for 1st men

The N. Sarah. Carpenter with cost including foreing lumping sawing \$4100. She is 1098 tons
 or to measure her as the O. Mores, was the Mores 1050 tons & Carpenter with cost \$4.95 per ton
 built in winter of 56/57. We paid \$1500 apart of the time \$8,25 the rest of the time for last Carpenter
 Feb 158 the took 6592 Bales cotton at 10 cts. Her cost 1550 tons Coal. Her cost 430 stanch of timber
 Aug 158 has timber from Trent \$1200, off this Coal freight, her cost is abt up to this time \$4000, = \$19360, = \$1500
 Schooner Gray Eagle built at New London Connecticut is 80 tons Regt is 65 feet
 abt 20 feet with 8 feet deep. belongs to Mat. Put. Boat for a fisherman. Paid when 1 year abt \$4000
 Cost when new \$5000. Masts 65 x 68 feet long. Rousset 28 feet 20 feet at end
 They pay Genale 38 to 45 cts per ton for hull & for hull & keel, all offed partab.
 In summer of 58 the best Coal at Carlisle English for Jamaica 22-6. per ton cost 1650 tons or 50 tons more
 than the O. Mores & drew 1 inch deep water.

Called the Office. (Cabin abt 1100 tons Coal.)
 June 157 A Ship of 625 tons, built by J. Pickens for Capt. Pratt. Blackmore & Crooke
 is 150 feet on deck 30 feet Mearing plake & 20 feet deep. Side hulls one foot. deck 2 1/2
 4 inch in 8 feet. Bilge March carries floor well forward & aft (has another ship a stoke deck
 side 10 feet) Mr. Pickens gets \$34.50 per ton for Hull & spars, a white oak ship
 he pays from one to one & one quarter dollar per day for carpenters, salt apart of his quote
 all ready for sea 45 1/2 cts per ton

Butt Feb 158 J. Pickens said 1/16 of above ship to J. B. B. for \$1750. takes her at sea on
 way to Cuba

Brigg T. M. Lucas built by S. Saraker. But she in 56. She is 120 feet by 30 feet wide & 11 feet high
 344 3/4 tons. Saraker paid 32 cts per ton for Hull & spars, oak & stoke top & 14 inch end bottom;
 sides well. & Caries well so says Captain

July 4th 1857,

Place Boats in Partonab 6 bars 41 feet by 3 1/2 mile 2 ft
 deep bottom round. top worked out with planks this is a new boat, the Montreal all
 built was much of mahogany dug out made in pieces & glued together all over bottom

Ship Maine
 Mores abt 1221 tons
 \$35 1/2 to aft side 3 ft
 178. moly 1 ft 8 in

Ship Amity
 134 feet; Maine 56
 Anchor Head 16 ft
 & 3 1/2 inch thick at
 Rail. See Page

Ship Built by W. M.
 13 inch wide at

Ship Robert C.
 Has keel made in B.
 for day for men or for
 B. Small. built here
 day. In 3 weeks time
 & 4 cts off & Forward
 Mast 13, side of all for
 Call Water. 2 inch from
 Rousset High the then
 through at Billet. up to
 at Billet. Chuker 18 inch
 16 to 3 1/2 inch / She was
 S. Part. built at 17 inch
 Has 9 main Transon Cl
 side 39 inch Corn part timber
 for all B. Small. long Cost
 G. H. J. Parton for
 March 158 to J.

Ship Frank
 75-76 feet
 Masts stanch 34-
 16 Rail 30 inch in cl
 out But Plank 4 inch
 Trafort & Co
 by Capt. John & Donald
 Capt. John & Donald


Ship City
 100 feet
 Carney of

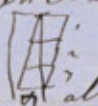
Rail 5x10 in
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Ship Minerva Model 2/4 scale is 185 feet on deck, 97 1/2 feet wide 72 1/2 feet deep. Masts abt 122 tons, Masts, Main Mast 97 1/2 feet to center of Mast, 64 1/2 to center Main, 47 1/2 feet to center Main & 35 1/2 to aft side of Mast = 185 feet. The Model is 7 feet 3/4 inch, the Mast are placed on that 36 1/2 to 62 1/2; 45 1/2; 34 1/2 = 178 inches 7 feet 3/4 inch

Built in N York in 1857 13

Ship Amity Built by J. H. Patten in fall of 58 of about 800 tons. Length on deck to the Mast 84 feet; Main 56 1/2; Mizen 42; SP 30 feet all = 169 1/2 feet. Mast 28 1/2 feet; Main 28 1/2; Mizen 29 1/2; Anchor Head 16 1/2 feet; Main Mast 27 1/2 feet clear above PS; Main Mast 6 feet; Mizen Mast 9 feet clear & 3 1/2 feet thick all = 3 1/2 feet from top PS to top Rail, PS 6 feet; Main Mast 8 1/2 feet all = 5-2 feet to top of Rail. See Page 17

Ship Built by W. M. Rogers & Sons 1858. No Carls Rail Built 9+9; 17 1/2 Head glow Rail; Amity on F side 4 1/2 in thick. 13 in wide at center & 12 at ends thus  F Edge smooth thus 1 1/2 in

Ship Rubblet. Custom of 995 tons, built in winter & summer of 58, by O. Mores & Sons, more than 1000 tons of lumber & black iron up & garb at cost 35 dollars (to 2, small) she had abt 95 days work on it, paid 75 per day for men or carpenter, he also had 25 to 50 men work 3200. for better, 8 small paid 75 per day. B. Smith built her by the day about 30 to 35 men timbering out got up first with 18 frames = 3 per day. In 3 weeks timbered out ship with exception of P. Cuts, Stern & Stern frame made before, had 56 frames & 4 cuts off & 4 frames. 6 hours paid 75 to 100 till ship was finished for carpenter. (56 frames ÷ 18 = 3 frames per day) that 13, that up all from top of P. Cuts, P. Cuts fully made, Carls 46. Standard Deal 2 1/2 feet from N.B. Cut Water. Dist from aft side stems at Mast end to center end of Billit in direction of Bowport 9-10. Dist from Bowport to the Mast on in straight direction 9-10. & 1/2 way out is 3-1/2. in straight line from Bowport to Mast through at Billit. Up Check-Keel up side corner with below Bowport at Bow & 1/2 way out it is 3-1/2. 2 in 1/2 at Billit. Chokes 15 in apart at Bow & 11 1/2 in at Billit & 16 in from end of Billit & 12 in from it joins the Billit. C. Keel side 16 to 3 1/2 in. She was 18 1/2 feet long 33. beam 7 1/2 feet deep = 945 tons. Carls over 4 holes bottom to top (9 very stiff ships) S. Parts side at 17 in feet in the Play or Sackets down 7 feet. Has a Mold for Aft Side & F Side did work side 15 in Has 9 main Transom Close together = 3 feet deep. Has 7 below side 12 in & 8 frame 9 in. No Trans Aft side top to F side SP of Corn part timber thus  The lower 62 to 2 1/2 in 4 in. SP Rats 14 in 6 feet. Forham fine, 14 in Has a table for all Beauty. Lin Cont timber & all, nailed by Bow of E. Bostony G. H. Patten paid to her then paid for a ship of abt 800 tons made & black up 3200 in March 1858 to J. Oliver.

Ship Frank Built in fall of 58 by O. Mores & Sons is 180 feet on deck 95-1/2 feet wide & 24 deep = 1660 tons. Commanded by Capt Charles Curing. Masts stands 34-62-48 1/2-34 1/2 = 179 1/2-180 1/2 feet. F. Mast 30 feet to Main 32 feet. Main 28 1/2 feet; Mizen 29 1/2 feet; Main Mast 27 1/2 feet clear above PS; Main Mast 6 feet; Mizen Mast 9 feet clear & 3 1/2 feet thick all = 3 1/2 feet from top PS to top Rail, PS 6 feet; Main Mast 8 1/2 feet all = 5-2 feet to top of Rail. See Page 17

Teasfist & Hammond & Co Ship. Modeled after F. Haynie Collier Roanoke Commanded by Capt John H. Smith; Built in summer of 58. was 175-35 2 1/2 = 999 3/4 tons. Sold to Capt John H. Smith & others @ 48 1/2 per ton

Ship City of Bitter Built by John H. Smith in fall of 58 sold to W. McSalla & others for 40 1/2 per ton all ready. for year. 636 ton Commanded by Capt Carney of Richmond.

14 Memorandum of different Steam Boats & Ships

Remarks on steam ships & boats from a report of the Patent-office 1849
The English steam ship Europa came in on the 25th ult after a short trip of 11 days from Liverpool; Her wheels are 32 feet diameter. the average revolutions 14 per minute, her paddles pass over a surface of 5000 miles; the distance between the Atlantic steamers docks in Liverpool & New York 5023 miles. consequently the slip of the wheels is 200 miles. The Paddles of these steamers usually pass over the space varying from 5 to 8000 miles. The Europa & her associates have paddles from 8 to 9 feet long, the thickness of plank 2 1/2 inches

The American steam ships, the Northamer wheels are 31 feet d^r, in running to Charleston from New York 630 miles she made 52,000 revolutions at another time 51,000 revolutions. Consequently the slip was about 40 miles or about 4 feet slip to each revolution.

The Cherokee wheels are 31 feet diameter on her first trip to Savannah 700 miles they made 53,000 revolutions. thickness buckets 3 inch plank

The Franklin has 35 feet wheel has 28 buckets 12 1/2 feet x 34 inch; the Practice is now to increase the length of the buckets.

The Atlantic one of the Liverpool line. buckets is 12 1/2 feet long. but for the difficulty of entering the Liverpool docks they would have been 14 feet with 31 1/2 inch buckets has 28 buckets.

The Pacific wheel is 36 feet diam^r 30 buckets 11 1/2 x 3 feet. thickness bucket 3 inch the no of paddle generally used in large steamers are 24-28-32. the English rule is one bucket for every foot in diameter, whilst places them about 3 feet apart

The Herman & Washington the associates of the Franklin, (the Bremen line) length of buckets are 7 1/2 feet whilst the Franklin is 12 1/2 feet long

The Ocean Steamship United States has 36 buckets 2 1/2 inch thick & split & attached to both sides of the arms; the effective stroke of her blades is certainly diminished from 10 to 15 feet every turn of each wheel, whilst that of the Atlantic & Pacific is 12

Each day proves so far as propulsion is concerned the fewer the paddles the faster the boats. so long as one of each wheel or an area equal to the face of one was kept in full play. the no of paddles now employed is generally greater than formerly; for large vessels 24-28-32.

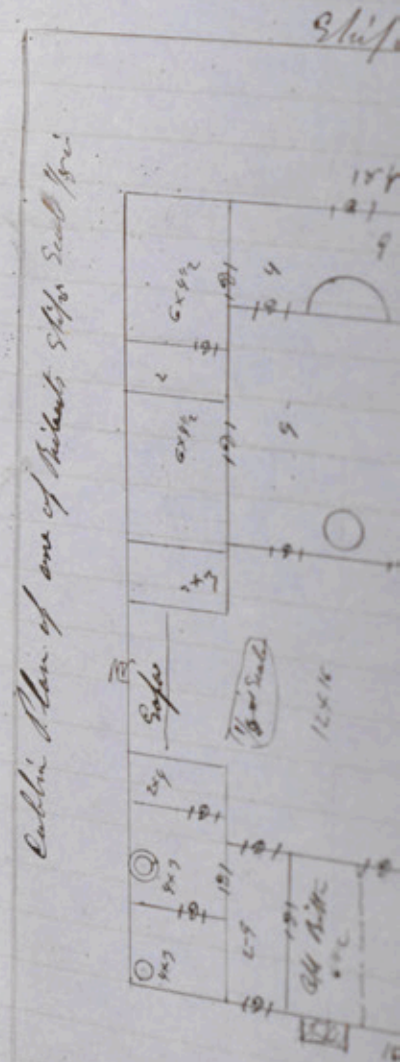
Steam Boats
of 1200 tons each
The Hunter has
Galveston U.S.M.
8 1/2 ft x 26 in; 18
Warrin 4; New 3;
Buffalo 9; Empire

Steam Boat
Is 135 feet long
shear, 2 masts
ditch here to fast
Cabin in ditch
Wheel 18 ft d^r
8 1/2 ft x 26 in with 1 1/2 inch

A. Stationary,
8 1/2 ft ditch with
Mill farm's Eng

They (Ellen & J)
it cost them 20
as spot, it is

Charles Patton
970 feet fire tank
or Cabin is 10



Steam Boats; New York & Hudson River. The Vanderbuilt & Grass Newton of 1200 tons each, has 5 buckets under water in each wheel while buoy at the wharf. The Hunter has 3; Union 4; Reel Jack 4; Cleopatra 4; Aurora 4; Falcon U.S.N. 5; Galveston U.S.N. 5; Confidence 4 1/2; Oswego 4; Erie 4 Iron Boat. Turt Wheel 28 ft No Cyls 28 1/2 ft x 26 in; Armenia 4; Antelope 3 1/2; William Spring 3; Buena Vista 2 1/2; Admiral 4; Warren 4; Hero 3; Alida 3 1/2 a first class boat a foot over, Wheel 31 inch diameter buckets 10 ft 4 1/2 by 33 in wide. Buffalo 4; Empire State 4; Bay State 5 is 1600 tons; Hero 3; Antelope 3 1/2; Cherokee 6;

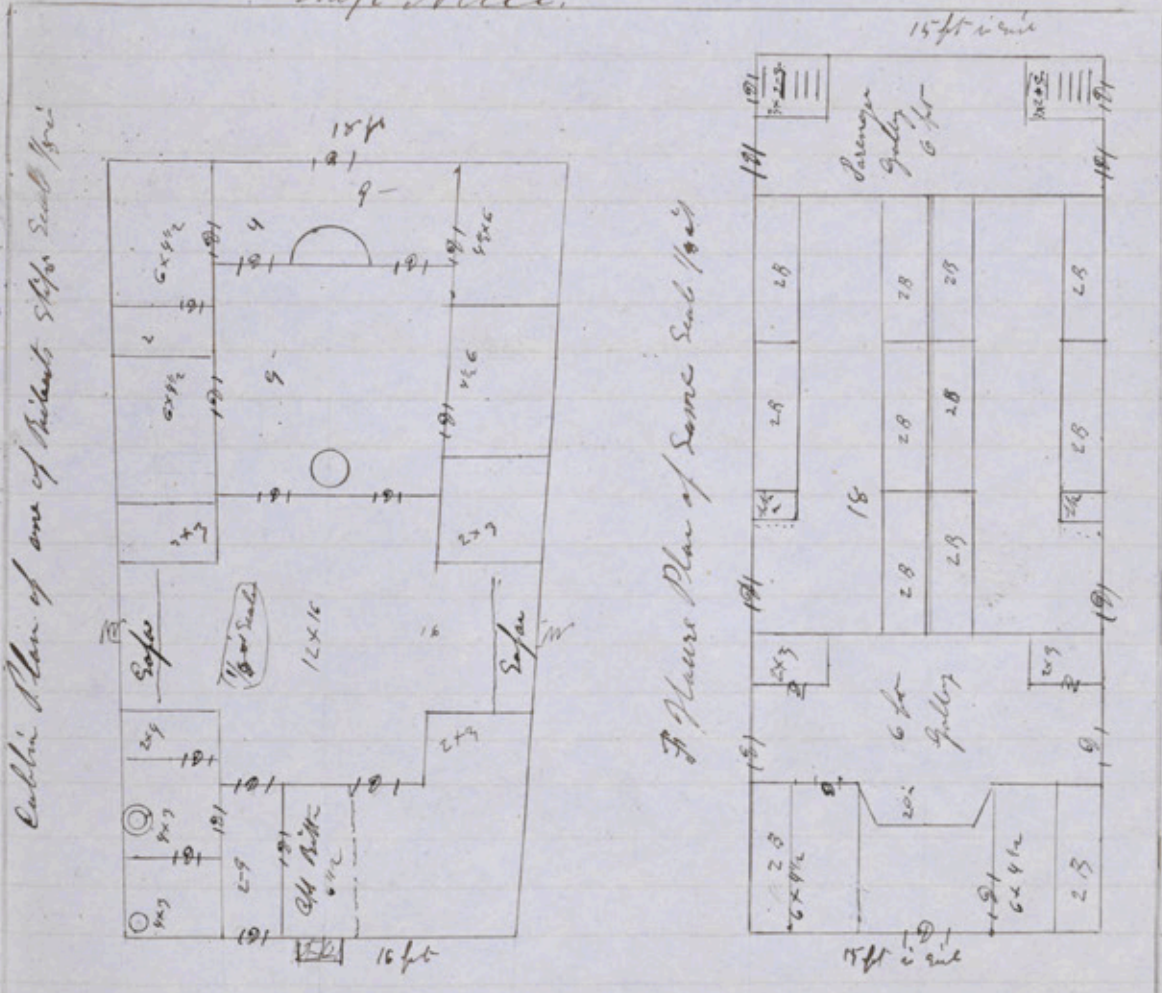
Steam Boat, Tarrant River Boat Steam Wheel runs on the Tennessee River Is 135 ft on the water with out Wheel, is 18 ft wide, 4 1/2 ft deep at midships 12 ft shear, draws 30 in. water, Wheel aft 20 ft up with cross beam is 36 in. up, has 8 in. dia fire to foot, on flat floor, Ripe round 4 inch diameter, Has 2 engines of 35 horse each = 70, Cyls 18 in dia 4 ft stroke on 2 ft crank. Wheel 18 ft diam, Buckets 10 ft by 12 in wide 1 1/2 in thick span, Has 3 sets of arms, arms are 2 ft 8 in 4 1/2 in with 1 1/2 in thick, has buckets

A. Stationary, Engine of 80 Horse power into way abt 4 1/2 tons & 2 boilers 24 ft long & 44 in dia with weight abt 24y tons each or 4 1/2 = 9 tons. Mill farm's Engine & Boilers at abt \$3000. in Butler Ellons & Tellets,

They (Ellon & Tellets) have an Engine of 20 horse that cost them with the Boilers \$1900, it cost them 2000 per extra spindle what mine has been shipped with & has equally as good, it is 10 in dia & 40 in stroke,

Charles Patten Chasage Has a 20 horse Engine that cost him with the Boilers \$2100, His Boilers has 970 sq ft fire surface, it is a Copper plate Rail tender to a locomotive Boiler, the Engine or Cyls is 10 in dia & 2 ft stroke Boilers has 76 tubes 2 1/2 in dia & 12 ft long & 2 1/2 in dia at each end,

Ship Alice



Mr James Jewett of Westport wants a fishing schooner about 100 ton July 4-8
Huntington Race Boat 30 ft long 15 in. wide 46 in. deep. beam 18 in. apart. Cost ill 44 in. Bales.

Coaling all yellow pine except thick strata at floor-head which was Hareb woods. & had 1
Cypress bolt through one $3\frac{1}{2}$ feet. Coaly to clamps 24 in thick. 2 Clamps 3×11 in Iron spiked & one
 $3\frac{1}{2}$ iron bolt through frame & clamps every 3 feet: the Wp Clamps $1\frac{1}{2} \times 12$ in Iron spiked & 2 $3\frac{1}{2}$ iron bolts
through every 4 feet.

Fishing Schooners Dimensioned Mary D. Babson, 67 ft on dk 20-2 with 8-6-9 depth = 81 tons

See page 42 —

	Henry Laff	74	"	"	20-8	"	"	7-10 1/2	"	183 tons	84 1/2 ft
All of this built in Essex, by A. Burnham,	L. F. J. Heart	79-8	"	"	22-7	"	"	8-5 1/2	"	172	81 ft
	July Florklin	79-8	"	"	21-9	"	"	8-1	"	80	"
	Minerob	70	"	"	20	"	"	7	"	77	"

Round of Steam 26 in

Birth for A. sub. Havn. to in suit full-work 4-3 & 4-8 at P. End House
P.S. Painted Blue on in suit & green on ant. side & flurk with Males.

Buckhorn #900 65 feet Head 8 ins Dint 18" it alone 2k with a collar on 2k - 18" @ little Patent
2 feet long . . . 69 1/2 feet the aft six Taperail at Mouth Rail height:
67.8 ft long on 2k) Parbit $\xrightarrow[3 \text{ mcs}]{\text{Haly Re}}$ $\xrightarrow[3 \text{ mcs}]{\text{Haly Re}}$ Inrilt

Taxis 4-8 by to at Steam Sits 5' in March 6 to 8' in Rowell to compare with the Stearns & Tenant into Rail. Also a Iron Beam on the inside, She is Painted Cream on the outside better PS & Rail, the Beam on inside, Rail Painted White all round Stearns & Monthly Bulkhead are grained on inside, 1 like Barnished. Malters Painted Cream on the inside to Maudslays Head 4' in Painted Red & below yellow. The Staff Round Malters Painted Blue. Inner Malters Barnished & painted when they come on Beams & all Tenon Carling's Champs & knees are Barnished + See Page 18

Shift, N. Larrabee, 1956

Oct 13th 1856 I commenced on ship N. Larrabee; aft keel was made,
to put up 7 frames the first day; Oct 14 put up 11 frames; 15 put up 11 frames;
Oct 16 put up 11 frames; but 8 men making frames, got up all the four first
Oct 17 put up 6 " " 4 men " " 7 Raint Steam,
Oct 18 " " 3 " " 4 " in 1/4 day; Oct 20 put up 5 frame one gang 4 men
Oct 21 " " 5 " " 4 " finished putting up frame; 59 frame in 7 day = 8 1/2 per
per day; Oct 22, set steam from to making cuts to working Ribbins
Oct 25, Cante all made to Ribbins worked to first fuller bent say 3 Steakers; floor iron chide
out to first tear Wilson all in but one piece; We discharged a part of the crew on acct
of money to wait for timber
We had about men timber out ship; (Paint boat men \$1.50 to all the way to 100
per day while timber out; aft Sargent state ar Winter for timber on account of being lost; through
Decemb. 4th apart of January, commenced again abt. the 10 of Jan'y to paint. from 1 to 14 abt. per
day for Carpenter; 14 was the highest while ship was finished.

Carpenter work cost per ton installed, partition & lumphing \$4.95 Paid for Carpets
about of the time \$1.50 & about of the time \$1.25 per day or whole cost \$57.00.00

Joiner's Paint 2 1/4 per ton; Blacksmithing Paint 1 1/2 per ton; Rigging Paint 84 1/2.
 Paint Spins abt 81.33 per doz } 1 Paint for Calky per ton, Paint men abt 87 per doz
 Rigging 12 3/4 cts p lb. Russia. Manilla cut cut p lb.

Stem, Steam-frame & Keel was made for 125.00 Keel all ready to put frames on
Cut to fasten frames, Stem Steam Frame & one bit in each floor timber \$58.93

Ship cost \$46.00 per ton heretofore out-fits, all ready for sea
Carried 422 stowage of coal from St. Johns, kept in 200 tons ballast

Tiller 4 feet long Moulded $6\frac{1}{2} \times 15\frac{1}{2}$ in side rail 11 \times 10 in
 Tenant 11 \times 5 \times 4 $\frac{1}{4}$, forecarps or band $4\frac{1}{4} \times 1$ in \times $4\frac{1}{4} \times 4\frac{1}{4}$
 2 Bows and Ratchet heads $3\frac{1}{2} \times \frac{1}{2}$ in one also 15 one hole
 tiller, tiller block $8\frac{1}{4} \times 10$ in $\frac{1}{4}$ in thick out side block 1
 in apart center to center

No Pieces	Diameter	Length
10 "	14 x 15	33 1/2
10 "	14 x 15	31
6 "	13 x 15	29
26		
10 "	8 1/2 x 15	32 1/2
10 "	8 1/2 x 15	31
5 "	8 1/2 x 15	30
5 "	8 1/2 x 15	28
2 "		
29		
2 "	15 x 15	60
2 "	15 x 15	46
10 "	7 1/2 x 12	40 1/2
8 "	9 x 14	45
8 "	11 x 14	40 1/2
6 "	10 x 14	48
8 "	9 x 14	40
29 "	8 x 14	40
24 "	6 1/2 x 14	36
6 "	10 x 14	48
16 "	6 1/2 x 18	30
14 "	7 1/2 x 15	40
6 "	14 x 16	48
16 "	5 1/2 x 14	40
16 "	6 x 16	36
8 "	8 x 14	36
16 "	9 x 10	36

No Pieces	Diameters	Len
10	" 9 x 4 3/4	40
10	" 10 x 4 1/2	40
10	" 10 x 4 1/4	35
10	" 11 x 4	35
2	" 5 x 10	35
2	" 4 x 15	45
1	" 5 1/2 x 16	35
2	" 5 1/2 x 16	30

26,000	feet	394
19,000	"	52
2,500	"	9
2,500	"	3 1/2
2,000	"	2 1/2
1,000	"	2

A G. Abbott was
hired clamps = 240 lbs
10 lbs ~ 20 lbs each $\frac{20}{20} \times 3$
for 1 lb will be \$450.00,

Memorandum of Norway Pine & White Pine.

No Pieces	Diameter	Length	
48 "	5 1/4 x 12	6 1/2	Aft. Fk. Aft. Stuff
49 "	5 1/4 x 10	10 1/2	" " Carlin's
6 "	5 1/4 x 10	13	" " "
4 "	5 1/2 x 10	14	" " "
2 "	5 1/2 x 12	13	" " "
2 "	5 1/2 x 12	15	" " "

4.872

44 "	6 x 12	6 1/2	2 Deck Fk. Aft. Stuff
41 "	5 1/2 x 10	11	" " Carlin's
8 "	5 1/2 x 10	10 1/2	" " "
5 "	5 1/2 x 10	13 1/2	" " "
4 "	5 1/2 x 10	14 1/2	" " "
2 "	5 1/2 x 13	13 1/2	" " "

5.046

8 "	5 1/2 x 4	20 to 30	to be 13 to 14 inch wide at the
8 "	5 1/2 x 3 1/2	" "	" " "
8 "	4 1/2 x 3 1/2	20 to 35	" " "
8 "	4 x 2 1/2	" "	" " "

Ceiling for the ends of Mith stuff in Bilge & streaks

12 "	6 1/4 x 3	18 to 35	to be 13 to 14 inch wide at the ends;
20 "	4 1/2 x 3	" "	" " 5 stakes of 6 inch
8 "	5 1/2 x 3 1/2	" "	" " 1 " 10 inch

Ceiling in the Mith for aft

4.072

18 "	4 x 7	21	Aft. Mith Carlin's to be 4 inch square 2 "	6 x 6	40	Fk. Plate
18 "	4 x 5	16	Forward " " " 4 " 2 "	6 x 6	42	Aft " "

to be 12 or 14 inch wide

4.658

Norway Plank 2000 ft of 8 1/2 inch

" " 1,000 " 3 " 4 Pine Deck

" " 1,000 " 2 1/2 "

" " 2,000 " 2 "

700 " 4 1/2 15 to 18 inch wide & square

6,700

18,540

25,240 ft of 16 1/2 inch delivered in yard

Paint 16 1/2 inch delivered in yard

Knees Bot of Squalb & Morse

No	in	No	in	No	in	No	in
25-5 = 125		36-5 = 180		108-6 = 648		76-5 = 180	
54-7 = 378		111-6 = 666		54-7 = 378		6-6 = 666	
54-8 = 432		68-7 = 476		54-8 = 432		7-7 = 476	
50-9 = 450		87-8 = 696		50-9 = 450		8-8 = 696	
50-10 = 500		44-9 = 396		50-10 = 500		9-9 = 396	
341 = 2533		21-10 = 210		341 = 2533		10-10 = 210	
		6-11 = 66				11-11 = 66	
		4-12 = 48				12-12 = 48	
		1-13 = 13				13-13 = 13	
		1-14 = 14				14-14 = 14	

449 2674

= 7 1/2 average piece

40 c. per inch = 81,069,60

This Bill is made out

Not add 1534 Mays & Hunt at 8th Mith ash 1.00
 after 3,710 (Mith 1.00) 1.00
 after 2,400,000 for 100 ft Mays
 Mith 1.00 for 100 ft 2/6 for 100 ft 1/2 for 100 ft
 Larran

No Pieces	Diameter	Length	
2 "	8 x 10 1/2	40	Fk. House Sill
2 "	8 x 10 1/2	17	" " "
2 "	12 x 10 1/2	42	Aft. House Sill
1 "	10 x 10 1/2	25	Sides 10 inch to be 4 inch square
8 "	5 1/2 x 12	15	Main Partners & Deck
12 "	10 x 12	11	" " aft. Deck

6 "	12 x 15	56	Water Ways
6 "	5 1/2 x 16	53	Plank Stairs

Deck Planks

Forward House top 16 x 42 ft 2 1/2 inch thick 1680

Aft " " 20 x 45 " 2 1/2 " " 2250

Sag - - - 4,000 ft

Main Deck 31 x 150 ft 2 1/2 inch thick 20,000

F. Carlin's " 15 x 26 " 3 1/2 " " 4,000

Aft or Trunk " 15 x 29 " 3 1/2 " " 24,000

P 15 1/2 inch delivered in yard (had to get 1,500

25,500

Spruce

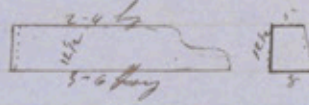
No Pieces	Diameter	Length	
2 "	6 x 6	40	Fk. Plate
2 "	6 x 6	42	Aft " "

Deck Plank & Cross Boards

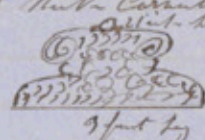
20,000 ft of 10 1/2 inch delivered in yard

Had to get some 1400 ft more

Chalk for Mith or Filler Blocks, square on
 inside & chamfer on bend on out side set on top
 Deck Plank



Steam Chalk for Mith 5 inch Mith Carlin's on
 both sides



Circle or pipe rail round Mith Mart 4 inch thick
 5 1/2 inch Mith 37 1/2 inch
 Step Spunk Mart gear on top circle
 Rail 1/2 inch into Mart make rail bolts to top
 Spunk Mart steps 8 1/2 inch or 9 1/2 inch in clear
 7 1/2 inch to end of Mith 10 inch or 12 inch from 8 x 4 inch



1 x 5 1/2 inch 24 inch 7 x 5 1/2 inch 73 inch
 Boats 2 21 inch by 8 1 22 inch by
 Port Jaws 2 1/2 inch from distance after 20 1/2 inch

Keel is White Oak
 15 inches Mith 14
 House
 Floor timber 20 feet long
 Mith timber 1 foot
 First plank 9
 2 " 9
 3 " 9
 4 " 9
 5 " 9
 6 " 9
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 990 " 15 x 1
 1000 " 15 x 1

N. Jarral

Keel is White Oak 174 feet long 5 pieces sawpokes 10 feet long bolted into iron sides 15 inches Moulded 24 x 20 with a 7 inch steel making keel 31 x 27 inch deep. Length 1/8 of inch to feet Keel.
Floor timber 20 feet long sides 12 inches Moulded 18 x 12 into bolt to keel with 8/8 iron
Navel timber feet by " 12 " " 17 x 11 "
First futtock 9 " " " 12 " " 12 x 10 "
2d " 9 " " " 11 " " 11 x 9 1/2 "
Top timber 21 " " " 10 x 8 " " 10 x 7 "

All White Oaks
Frames 30 3/4 ft aft
or 30 ft

First Kilron 15 x 17 White Oak bolted to keel through floor timber with 8/8 iron scarf 1/8 iron
2d " 15 x 15 Yellow Sassa Pine bolted through lower tear & Navel timber & keel with 8/8 iron
3d " or Kider 12 x 15 Yellow Pine bolted through 2d tear & abut 4 inch into 1st ten with 8/8 iron every 30 3/4 inch bolts drawn through between frames

Sixten Kilron 9 x 14 inch bolted to every Nav timber with 8/8 iron & through into Kilron with 8/8 iron every 46 inch between frames

Deck Woods forward 1/2 aft Bolted with 8/8 iron

Floor cealed to Bilge Kilron with 4 inch yellow pine worked with spikes & fastened with 1 timber in a timber.
Bilge Kilrons first strake White Oak 18 x 15 inch sawpokes bolted 8/8 iron 1/2 drawn each way
" 2d " Yellow Pine 12 x 15 " " " 8/8 " 1/2 drawn each way
3d tear or strake " " " 10 x 14 " " " " " " "
4th " " " " 9 x 14 " " " " " " "
Nights 9 strakes are 8 x 14 " " 8/8 fastened with 8/8 iron all drawn from inside
Nights 4 " " 7 x 14 " " " " " " " " "
Nights 1 " " 10 x 14 " " " " 8/8 to bulge knees on 1/2 scarf 6 feet
Nights 2 " " 7 x 14 " " " " 7/8 iron 1/2 scarf 6 feet
2 Clamps 2 strakes 8 x 15 square fastened with 8/8 iron all drawn from inside scarf 7 feet 3/4

Strake above Beam or Water way 14 x 14 Scarf 1/2 Sawn at ends abt 15 feet to 20
Square fastened 1/2 of 8/8 & 1/2 of 8/8 iron 1/2 drawn out 1/2 in; the upper tear of party 8/8 sawpokes heads drawn out then on 1/2 of 8/8 drawn in, & riveted down tear of party 1/2 or 8/8 feet but drew out the other 1/2 8/8 drawn through like strake on beam 1/2 drawn each way; W Way also bolted to Beam with 2 8/8 bolts

Strake on Beams 7 x 14 inch joined 2 inch down on beams & Bolted to Beam with 2 8/8 bolts & out through W Way to timber through every other timber with 8/8 iron 1/2 drawn each way; has 1/2 scarf

Third strake above W Way 9 x 20 3/4 inch in 2 strakes & strake 9 x 5 3/4 fastened through Center to timbers with 8/8 through every timber; 2 strake 8 x 15 inch both Scarf 1/2 square fastened with 8/8 iron 1/2 drawn each way & 1/2 timber has sawpokes heads

Next 2 strakes above are 6 x 14 inch square fastened with 7/8 iron sawpokes heads

W Clamps 2 strakes 6 x 14 square fastened with 8/8 iron sawpokes heads & scarf 7 feet long

2 W, W Way finished out Forward 1/2 aft with Narway & Oak Planks

W, W, Way White Pine 12 x 15 inch, 1 1/2 ft on inner corner fastened with 1 bolt through every timber 1/8 iron & 2 6/8 bolts in every beam

2 W frame, Beams 14 x 15 & 12 x 15 Yellow Pine Fire & aft stuff Narway 12 x 6 inch for 70 Carls 10 x 5 1/2 Narway Pine has a tear of pure 7 aft stuff; Beams aft 17 1/2 feet Center to ends with 7 feet between, knees sides 8 inch Moulded 18 inch bolted with 8/8 iron plates in 2 of 8/8, 2 of 8/8 (P knees sides 5 1/2 inch) under head of 36 inch long

W frame, Beams Yellow Pine 9 x 14, ends 8 x 14, Carls 10 x 5 1/2, pure 7 aft 12 x 5 3/4 Narway Pine has a tear of pure 7 aft stuff, knees sides 6 1/2 inch Mould 15 inch bolted 8/8 iron 2 of 8/8, 2 of 8/8 under 12 inch long (P knees sides 5 inch)

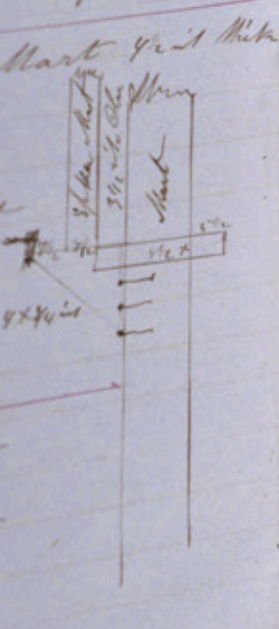
4 or 5 inch sawpokes
2 Deck
up Deck

1680
2250
3830
40000
4000
24000
11500
25500

boards
laid in yard

black square on
side cut on top

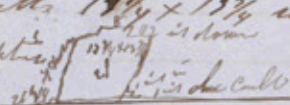
With Curved on
front by
3 feet by

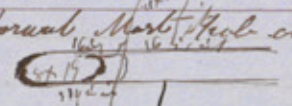


N. Parrah

Boxwood Bitts 12 x 12 in. stand 15 in. apart 8 1/2 ft. aft F.E. from or aft side stem

Pale Bitts 18 x 22 in. stand 5-10 ft aft Boxwood Bitts to aft side cross H/Miller 330 lb to center of hole angle

Top rails sheet Bitts 12 1/2 x 13 1/2 in. stand 3-5 in. apart 6 in. in of 2 1/2 ft. in 2 1/2 ft. forward Mast led. Corrells 10 x 22 in. (E) elliptical  large Correll 9 x 24 in. Circle Rail 5 x 10 in. 3-4 ft. 2 1/2 ft. to ship rail

Mod. sheets Bitts 11 x 11 in. stand 3 ft. apart Circle forward Mast  on of 2 1/2 ft. in 2 1/2 ft. straight sides in 8 ft. Correll 8 x 19 elliptical ends 16 in. thick of bitts 16 in.

Stand Circle Rail 8 x 8 1/2 x 7 in. should have in less Mast 5 forward 8 1/2 ft. Bitts Chambered 1 1/2 in. in corners

Thick stuff on up 2 1/2 ft. for No Mast 10 in. thick above Beams 5-6 wide 11 feet long

" " " " " " " " " " " " 6-4 " x 11 ft. " aft end ground down, set with the deck 2 1/2 ft. forward of F.H. side. All of White Pine.

Thick stuff on 2 1/2 ft. 5 1/2 in. thick above beam 8 ft. by 5-6 in. for No Mast, White Pine
" " " " " " " " " " " " 6-4 " " F " }

Aft House 20 feet in at F end 18 1/2 in. at aft 2 inside 4 1/2 feet long in clear. in feet high from top 2 1/2 to top carlop. Carlop 4 x 6 in. Has 15 of them abt 3 feet apart center to center Sills side 12 x 10 in. Plates 6 x 6 in. standing 3 1/2 x 6 in. has 10 knees 2 in each corner 4 1/2 in. each side F.E. 10 x 9 in. 22 feet long Aft Bay has 3 in. Plate 8 in. in for side. Has 3 rods on each side driven from Plate down through side & riveted under side rail 7/8 in. from, with Plate 2 1/2 in. x 5 in. spikes 4 x 7/8 in.

F. House 36 1/2 feet long 15 feet in in clear, Sills 9 x 10 in. Plates 6 x 6 in. End sills 14 feet long 9 x 7 in. Carlop

Carlop 4 x 4 in. abt 3 feet apart ^{Center to Center} 13 in. No. 17 feet long. Standing 3 1/2 x 6 in. has 10 knees 2 in each corner 2 in. Midships Has 3 7/8 Iron Rods down through side & riveted on each side with Plate 2 1/2 x 5 in. 24 spikes 4 x 7/8 in.

Up 2 1/2 Plank 3 x 5 in. White Pine Bitts with 1 in. ply bitts 7/4 in. deep, spikes 5 in. by 7/8 in. or 7/16

2 1/2 Plank 3 1/2 x 6 in. Spruce, bitts 1 in. deep spikes 5 1/2 x 7/8 or 7/16

House Tops Plank White Pine 2 1/2 x 5 in. bitts 3/4 in. spikes 4 x 7/8 in. side pieces 15 " 4 in. Yellow Pine 2 1/2 x 15 in. ground 1 1/2 in. 4 in 6 in

Arch Band in ¹⁸ ^{in 29 ft} ^{2 1/2} in. 2 1/2 in. we set it abt 3 in. in 12 in. rail 3 1/2 in. with here 7/8 in. end side ends 10 in. aft Truss. 32 in. aft Truss at center with 5 in. aft Reel Post. Truss in Sineper forward 2-10 in. or 2 1/2 in. in 29 feet 1/2 Crown abt 5 in. on Sineper abt equal to round Beams. Steam Brackets 2-10 in 29 feet, Steam 29-9 x 7-7 from arch Band to Rail

Fashion Piece on quarter side 9 in. Mould 2 in. at aft end under No Beam 5 in. thick at thickest place or at Center Mast Runs down to + edge of the Water

Burnkins 9 1/2 x 9 1/2 x 7 x 7 Eight Square at outer end 2-10 in. out Board, near 2 bolts on forward side come for Plate 4 are for Penet for No Beam, Tapirial Beam come to F end where Strainers with 1 hook & 1 Plate

Mr. Pumps 26-4 1/2 feet long 7 in. Chamber Vent 4 in. last has straddle or flange on 2 1/2 24 in. apart from Center to Center; Cross Plate 25 in. Center to Center Cast 8, Mattom with 12, 0 for pump handles the ~~straddle~~ Plate with got them up for \$500

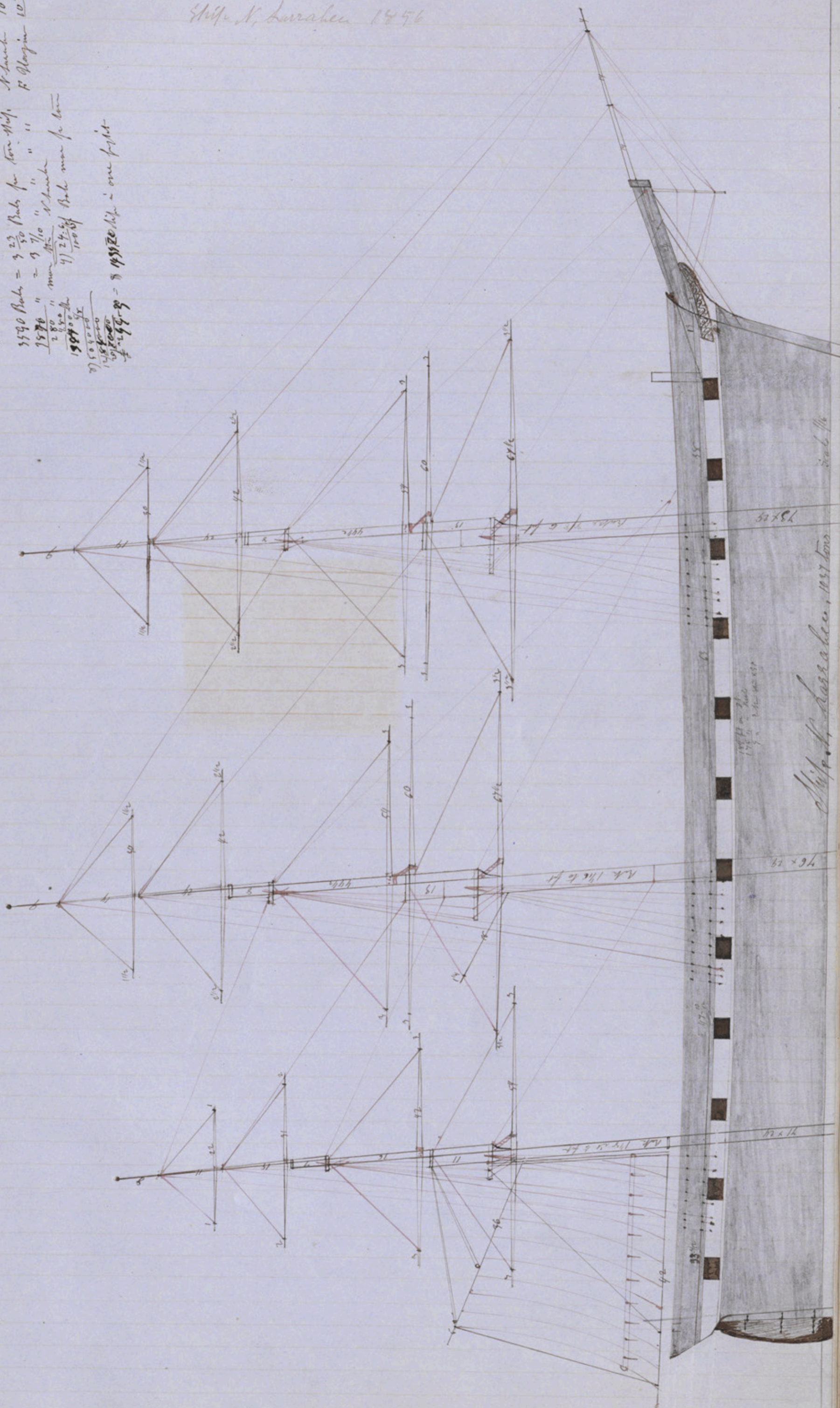
Bilge Pumps 25 feet long 4 in. Chambers 8 1/2 in. Lead. placed at side through 15 in. For Water Clarette Pipe 4 1/2 in. diameter has end; Hub Pump 2 in. Diameter Lead through Draw side; Aft " " " 4 in. through counter 5 in. in the Deck 10 in. on pump deck

small street

Sheetes & Tyes 1098 tons		Wire	but
F & M. Topsail Sheets (Moulded l. timber and 6 ft x 4)	246 men	11/16	278
Wire "	"	9/16	108
F & M. Topsail Tyes	"	9/4	49
Wire "	"	5/8	17
F & M. Runner topsail	"	9/16	102
Wire "	"	7/16	44
F & M. Topgallant Tyes	"	9/16	84
Wire "	"	8/16	30
F & M. Topgallant Sheets	"	7/16	
Iron Martingale Stay	"	9/16	22
Cut "	"	9/16	93
Bulk Guyes	"	11/16	58
Brown Pencants (Moulded l. ^{10 x 12 120} 8 ft long)	"	5/8	36
Spun topsail lft	"	5/8	20
F & M. Mast Slings (two small Moulded l. 1 1/4)	"	1 1/8	9
Wire "	" (Moulded l. 48)	7/8	402
Shank Paints & Cut Sheeps 15 x 4	"	1/16	66
Bulk stays	"	1 1/8	
Bowport Sheenets	"	4/8	

24 Pins 5-9
 by 6th 4/8 = 15% ~~108~~
 108 pins

29



Mart Partners Apr W M Pin 10 in thick above Beam or 6 $\frac{3}{4}$ also W-
 " " " " " " fat down into Beam 6 in 7 $\frac{1}{2}$ also top Beam
 B Main Sills 9x10 in M Pin 37 ft long End Sill 10x9 x 17 ft long
 " " Plots 5x8 " Spruce 88 "
 Aft Main Sills 10x12 M Pin 48 ft long; End Sill 10x10x25 ft long
 " " Plots 5x8 Spruce 48 " by should be 2 ft longer

Breath on

feet

on 3-9 shear

on timber frame
2-7 ft or 15 ft
to P shear 7-9 ft

4-9 ft = 18 ft

+ 2 = 18 ft

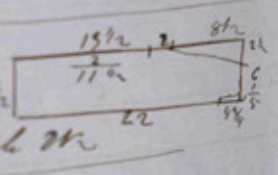
Rake Str & S

all of the from

Fely Str

Reinly shut 8 ft

13 in Red = 3 ft



as bit fine

they are 22 ft
high Str are

1-188-6

Spn as floor
of all
the bit and by
what the Spn
Shanty the the
2-188-2 with 2-188-1

Bill of Yellow Pine

W. W. Beams

No	Pine	Quantity	Price	Total
10	8 1/2 15	33		
10	8 1/2 15	32		
3	8 1/2 15	30 1/2		
3	8 1/2 15	29 1/2		
2	8 1/2 15	28		
28				

M. V. Mores & Sons Paid for this Pine
12 1/2 ft 14 1/2 ft per M. V.
" " " " freight
20 1/2 ft 22 1/2 ft

W. W. Beams

10	14 15	34 1/2
10	14 15	32 1/2
3	14 15	30
3	14 15	28
28		

Millwork

3	15 15	62
4	15 15	48
5	7 1/2 15	37
4	7 1/2 15	48
8	9 14	45
15	12 15	40 to 50 Poly tails 2 stks
8	10 14	38
7	10 14	48
7	10 14	45
24	8 1/2 14	38 to 48 3 stks Ceiling
24	7 14	38 to 45-3 "
6	10 14	48 Thick Str for fets 4 lines
16	7 15	40 to 50, 2 stks breakers ab. M. V. Str
7	8 15	40 to 50 1/2 Clamps
7	7 1/2 15	40 to 48
6	14 16	50 L. W. Mang
15	9 10	40 to 50 2 stks ab. L. W. Mang
16	6 16	40 to 48 up Clamps 2 stks
16	5 1/2 16	36 to 45 2 stks Ceiling truss D. Str
8	8 14	36 to 48 Lath Str on Beams
8	4 8	48 Monkey Rail
8	5 1/2 16	48 No Rail
10	6 15	40 to 48 Garland 1 stks
98	4 14	40 to 50 Bottom Plank 15 stks
65	6 3 1/2	35 to 48 Waist 8 stks
8	5 1/2 13	25 F. Channels
4	5 1/2 12	21 M. V. Channels
9	5 1/2 15	25 1/2 True White Stanchion
13	7 15	30 L. W. Stanchion
2	4 15	45 House top should be 3 1/2 M. V.
2	4 15	48 " " " " 3 1/2 "

15,000 M. V. for ruff edge 3 1/2 Plank

W. W. Beams on the north of Beam to head 6 in. of M. V. helen Post. M. V. with of M. V. 5 stks of M. V. 5 in. = 30 ft 1 stks of 8 in. M. V. = 3 stks

Another Struts one 20 in. dia. & 19 ft. long 10 ft. at each end 3 lath on each 4 lb. 3 1/2 in. 2 lb. 2 1/2 in. one 18 " " 12 1/2 " " 10 " " 3 " " 4 " " 9 1/2 in. 2 lb. 2 1/2 in. Chains 1 3/4 in. M. V. { 2 stks Struts in 2 D. Str. M. V. at E. End of F. S. } M. V. Channels

Bill of White Pine

No. Pine Deck Laths

2	9 10	40	F. House Sills
2	9 10	17	End Pieces
2	10 1/2 12	42	Aft House Sills
1	10 1/2 10	25	" " "
8	11 12	16	L. W. Parton
12	10 12	12	up " "
6	12 15	58	or 5 Pine 70 ft. long of M. V. M. V.
5	5 1/2 16	65	P. Sheen
2	6 1/2 4	10	18 to 20 in. M. V.

25,500 M. V. for up M. V. Plank 3 1/2 x 6 in. 4,000 M. V. 2 1/2 x 3 in. House Laths

Pine for Raddle filling Sills 17 to 10 in. 2-7 ft to 18 or 20 in. & 20 ft. long

Bill Norway Pine

48	5 1/2 12	6 1/2	up F. aft Struts
50	5 1/2 10	"	" " " " Carling's
6	5 1/2 10	13	" " " " "
4	5 1/2 10	14	" " " " "
2	5 1/2 12	13	" " " " "
2	5 1/2 12	15	" " " " "
44	6 12	6 1/2	L. W. fore & aft Struts
42	5 1/2 10	11 1/2	" " " " Carling's
8	5 1/2 10	12 1/2	" " " " "
8	5 1/2 10	14	" " " " "
4	5 1/2 10	15	" " " " "
18	4 7	21	Aft House Carling's Sills 7 in. M. V.
14	4 7	18	Struts " " " " Sills 4 in. 14 to 18 in. M. V.

10-5 1/2 to 4 30 ft. long 14 in. dia. at M. V. 2 lb. 2 1/2 in. 24-5 to 3 " " " " " " 3 " 24-4 1/2 to 2 1/2 " " " " 14 " " 3 " 48 3 1/2 to 2 1/2 " " " " 14 " " 6 "

15,000 M. V. for 3 1/2 Plank 2-7 ft long Carling's 1,000 " " 3 " " " 1,000 " " 2 1/2 " " " 1,000 " " 2 " " " 700 " " 4 1/2 16 to 18 in. M. V. to parking 5,200 M. V. (out take Sills on M. V.)

Bill of Spruce

2	Pine 5 x 8 40	ft. by F. House Plats
2	" 5 x 8 43	" " " "

1,000 M. V. for 4 W. Plank 3 1/2 x 6. 5,000 M. V. " Plank 1 1/2 in. thick for House

Most 120 Pine for Cross Beams 35 ft. by

Another Struts one 20 in. dia. & 19 ft. long 10 ft. at each end 3 lath on each 4 lb. 3 1/2 in. 2 lb. 2 1/2 in. one 18 " " 12 1/2 " " 10 " " 3 " " 4 " " 9 1/2 in. 2 lb. 2 1/2 in. Chains 1 3/4 in. M. V. { 2 stks Struts in 2 D. Str. M. V. at E. End of F. S. } M. V. Channels

Ship length on W 182 F. Mast stands 37 ft. to Mast 63 or 100 ft. Min
Mast 48 1/2 = 148 to stem part 32 1/2 all = 182 ft

F. Mast 73 ft by 31 inch dia & 1/2 inch at base by 14 inch dia 11 feet 13 ft dia cut to top
M 76 " " 31 " " " " " " 17 " " 1 1/2 " "
M 71 " " 24 " " " " " " 11 " " 1 1/8 " "

F & M Top Mast 45 ft by 16 inch dia

M 76 " " 19

F & M Top Mast 24 ft by 14 inch dia

M 19 " " 11 " 9 "

Pumps

Hub Pump 2 ft cut in stem 2 1/4 ft cut through

W. for Pump 3 ft

Pilgr Pump 4 1/2 Chamber

Stm Pump 1 1/4 cut in 5 Part 2 inch hole through

W. for fuel Pump 2 1/2 inch

Mast Clarifier F 4 1/2

Aft Mast Clarifier P. in tank in

Masts

F & M 2 yards 71 ft arms 3 ft 18 inch dia

Top rail " 63 " 3 " 14 1/2 "

up Top rail " 57 1/2 " 3 " 13 1/2 "

Top Gallie " 46 " 2 1/2 " 11 1/2 "

Boyal " 34 " 1 1/2 " 8 "

Cross pole 57 1/2 " 3 " 14 1/2 "

Top rail " 46 " 3 " 12 "

Top Gallie " 34 " 2 " 8 1/2 "

Boyal " 26 " 1 " 6 "

Bow Spirit out Band 29 feet 28 inch dia

In Jibboom out Band 19 " 16 "

Out " " 14 " 11 " Pole 4 ft

M Spencer Room 19

Spencer Room

Spencer Gaff

Chains

F & M Chains 1 1/8 Iron Batts 1 1/4 Prevents Batts 1 1/4

M 1 1/8 " 1 1/2 " " 1 1/2 "

F & M Top Gallie 1 1/4 " 1 1/4 "

Boyal 7/8 " 1 1/2 "

M Top Gallie 7/8 " 1 1/4 "

" Boyal 7/8 " 1 1/8 "

Boyl Stays 1 1/8 Iron

Bow Spirit Shrouds 7/8 Iron 6/8 was better 200 east end

Shut- Painted to Cut Stiff 1 1/6 15 ft by Shrub to 17 ft

Top of Mast Mole from W. to
top rail F. Mast 23 1/2
M " 21-3
M " 21-5

Dec 30/57 We Measured
the Ship Frank Haynie on
the Slacks 182 ft on W. 33 ft
Beam at Mast 16 1/4 ft 10 1/2 ft

Channels

Table with 10 columns and 3 rows of measurements for channels.

Table with 10 columns and 3 rows of measurements for channels.

Table with 10 columns and 3 rows of measurements for channels.

Ship Frank Haynie,
Letters F. RANK HAYNIE BATH
Name packet very well the first &
last letter same date from sides,
Zulu Parts 19 on side 832+40
Ship Drew when packet 8 ft
on the wheel,
then above when ready for sea
16-4 in on the side or 10 ft F. 16-3 ft
8-4 ft the best in 290 ton
Ballot 9027 ton
15 ton May = 1932
Lords of War & Provins
She sailed for N. Orleans Feb
6th 1858,
packet Aug 11/58 (25-06)

1- Mt. May X
1- 2 etc Ft. St.

Shellett 8/4-
fall same
black spruce

are 2 ft 7 in
that with 2 1/4

about 100 ft
about 100 ft

or at the

18 2/3
18 1/2
18 1/4
18 1/8
18 1/16
18 1/32
18 1/64
18 1/128
18 1/256
18 1/512
18 1/1024
18 1/2048
18 1/4096
18 1/8192
18 1/16384
18 1/32768
18 1/65536
18 1/131072
18 1/262144
18 1/524288
18 1/1048576
18 1/2097152
18 1/4194304
18 1/8388608
18 1/16777216
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18 1/1073741824
18 1/2147483648
18 1/4294967296
18 1/8589934592
18 1/17179869184
18 1/34359738368
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18 1/2787593149816327892691964784081045188247552
18 1/557518629

$\frac{1}{8} + \frac{1}{2} = 15$ inch

with 4 1/2 cups of water
and 2 cups of sugar

strate)

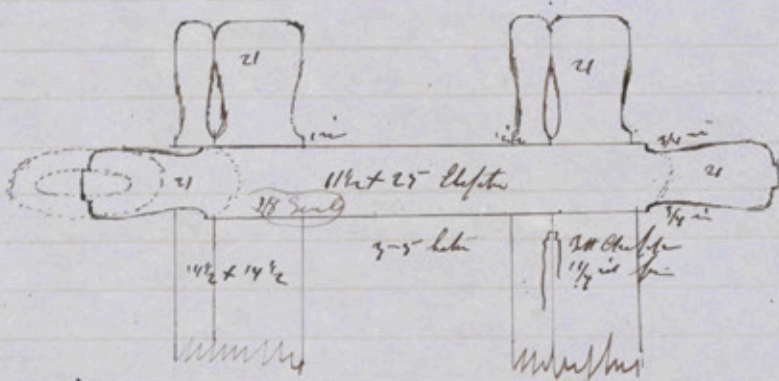
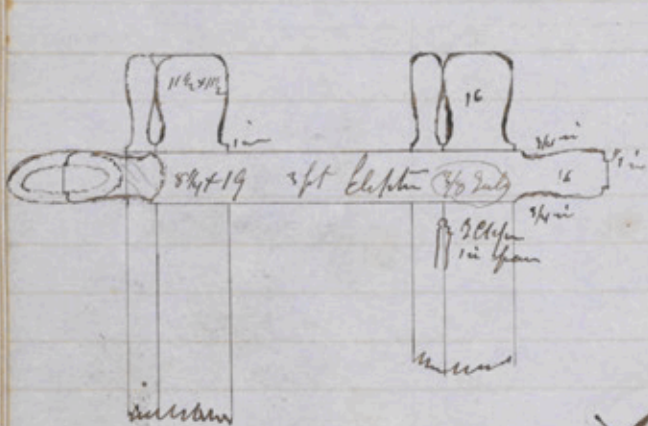
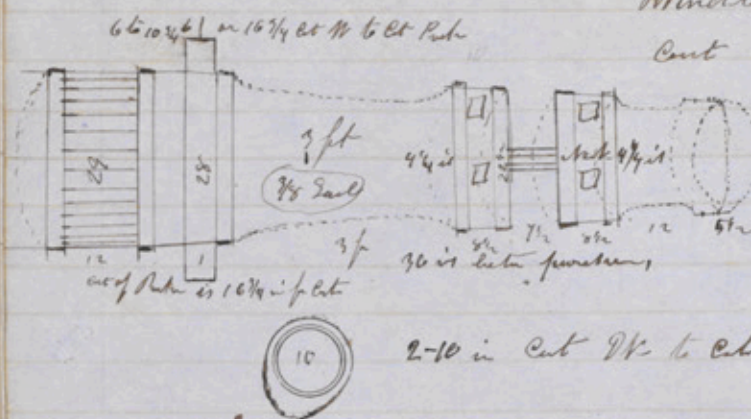
Out aft for Monkey Bull work 11 it with 7 4 & 6 and Mr. the is all most
back the on Monkey Bull

Frank comes to Apt. Verant of Apt. Rejje

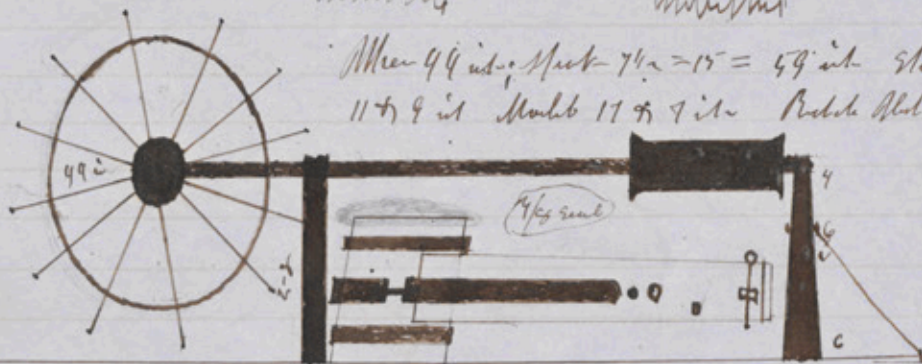
Ship Frank Maymie is 182 feet on W & 188½ ft trans Mait. Her 13 Ports &
14 Spaces @ 10-¼ in = 145¾ ft 13 × 40 in = 49¾ ft deck = 188½ ft
Ports 40 × 32 in up She-Mait Packed Black. 5 Strakes of Mait & 1 strake of or up
Wale Mait; the Port was Painted down an Wale 2 in on the bottom of Beets with
Left Girt of Mait here Paint white backed ^{hard} Pine. The Aft Part I made abt 74 of
in Station on acct of Mait mowing. & I say the bottom aft from plan 1¼ in, the next 1 in the
next ¾; the next ½; the next ¼; the two Centre ones were splar as regn for Wheel,
the Port next to the funnel, I say the foot or bottom Aft 1¼ in the next aft say 1 in the
next ¾; the next ½; the next ¼; the rest nothing, the Fuel of all I say the after
way abt 1½ in & make it abt 1½ in begin the the Vent, & make the Spar next aft
see end page then the Vent on account of the End off the Bow

Windhelps 11-3 feet Barrell Pitt 74 in. Ht. Head 26 in. Long. Whelps 29 in. Not at
 Out 28 at Purview. & 22 in. at Pitt's site. flat 9 feet by. Cross Ht. 16 1/4
 16 1/4 = 33 1/4 in. cut to Cut Ht. 12 in. with Pale 83 & 45 in. Ht.
 Iron on Sals 37 3/8 13 1/2 in. by, Bands 3 1/2 in. Ht. Next two cut 9 in. Pale
 8 1/2 in. Ht. 5 1/8 in. Ht. Next two 2 1/2 x 1/2 & 2 1/2 x 1/2. Ht. next two 2 1/2 x 1/2 & 2 1/2 x 1/2
 2 1/2 in. Ht. Next one 2 1/2 in. Ht. 10 Whelps 19 1/4 x 3/8 in.

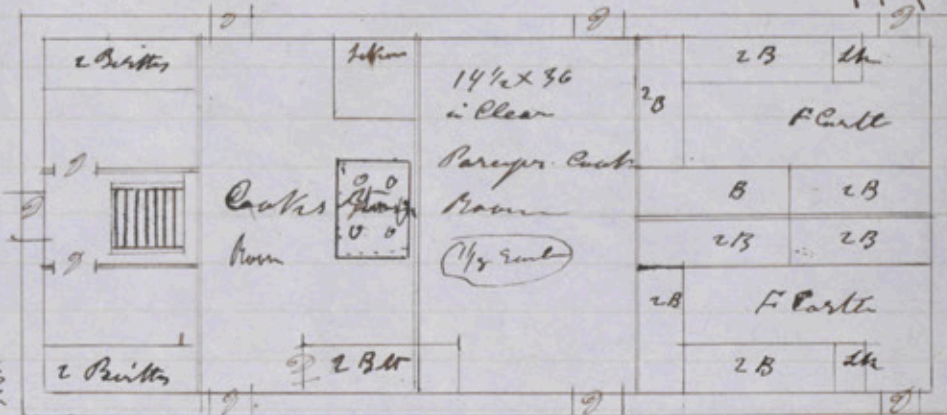
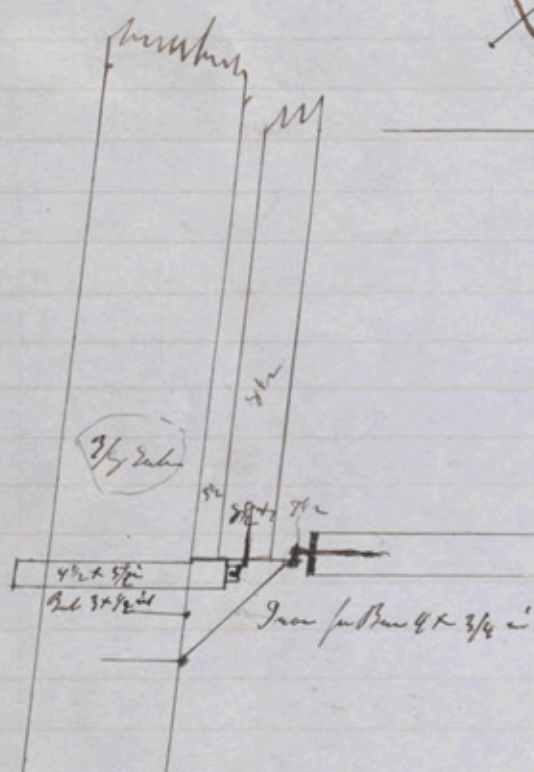
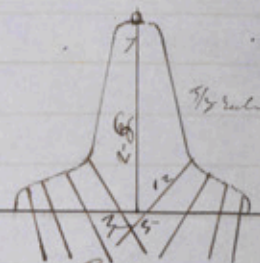
2-10 in Cut W. to Cutt. Glas Pipe 10 in diam. in cut Pipe 1 1/4 in thick - 12 1/4 in cut side



Corile Rail Road Mts 57
 W. 3-4. 1/2 ft. to 1/2 ft. Rail
 Station 5 feet 7 1/2 ft. aft
 Ends Square 7 1/2 ft. 7 1/2 ft. 6 1/2 ft.
 Cut turns Mt. to 1/2 ft. 3 ft.
 by it is 2-4 ft. is later Mt. 1/2 ft.
 3 Rail

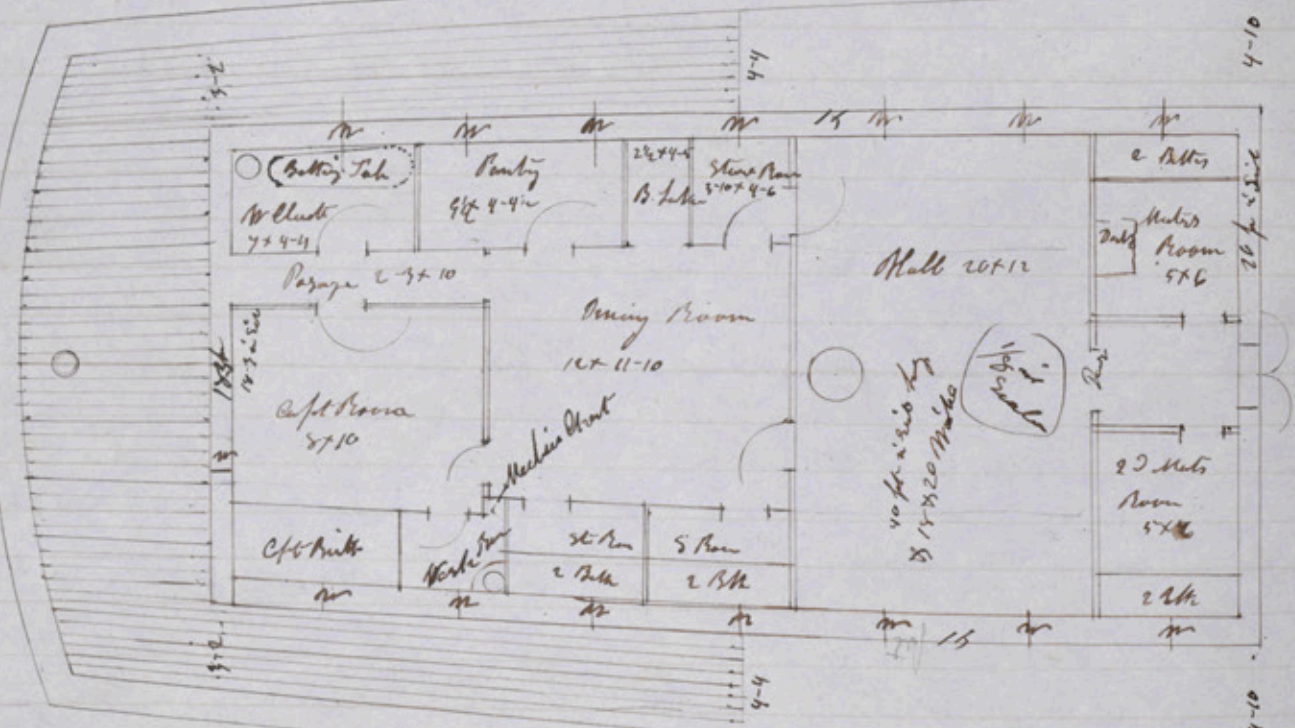
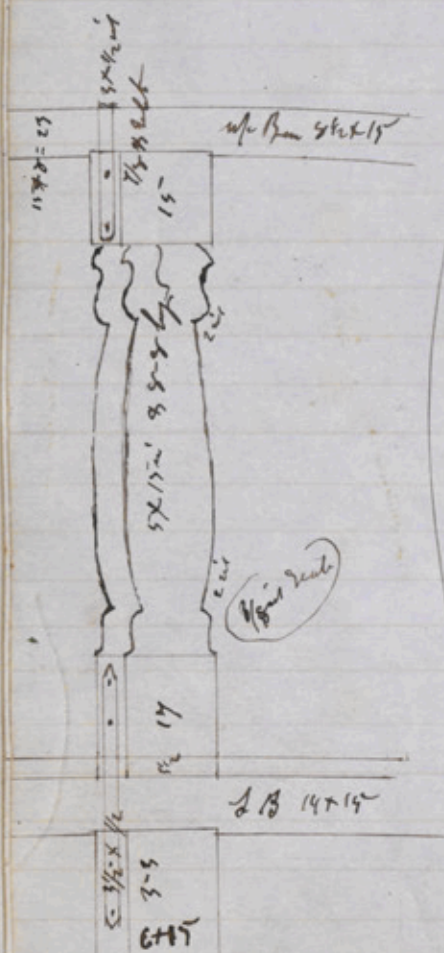


When 49 in. - March 7 1/2 - 15 = 59 in. shell white etc. Till 4-2 by etc
11 1/2 9 in March 17 1/2 9 in Reddish shell 17 in etc



Mon Plate is 12 $\frac{1}{2}$ x 16 in. flange and ribs are 14 x 22 in.

(Pup) Mr Pumper of Iowa says fly 16 is diamet. the other 11 is the hole
Might be Mr White to be 11 1/2 in L Mr White to fly 2 1/2 in
Her a fly on L Mr. White by the Pup 26-58 feet L End is Cut 11 to 2 1/2 in
of skin & no Strainer or Holes!



The shells of 99 F. Flamingo sandal as I have noted with 2 1/2 cent per pair
Took \$506. But taken = 1992,000 lbs = 940 lb to Buena, which is very light.
1992-04-18 @ Vent = 820,100.00 Duffin

18-4
8-4

See

Spoke Fresh Flap, in $182 \times 35 \times 24 = 1095$ tons, Shells for Salt -
July 6th-1898 for W. Arlene, Press when the cut is 104 ft but on July 10th
ton Jan 230 ton Bulletin 74 ton Alg.. Since when Saline is put 7480

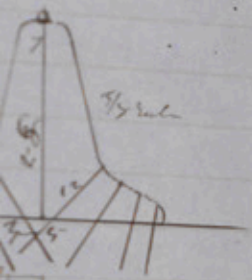
After was Shells Aug 11/98. Mages up 16 mts before to Mr. Mages's

Was 22 mites in Spets any Alg. or 27 mts for the connected maggy for
the line of her ring, the cut is 704 & Shells, the run fully, that is the run
to be for up, the run also again of oil with the of Saline

and Sabb

6 Rail Marts 57
top of it to top rail
- 5 feet 7 1/2 ft
near 7 1/2 ft 9 1/2 ft
is Mart to be 3 ft
2-4 in is better Nk. stop

Till 4-2 by Sib



24 14722 in

other 11 in the hole
the floggs 7 in 10
Cut 19 to 2 in 10

4-10

for 2.5

In Feb 1866 approx 17 Mayan's sailed in 4 canoes with cotton & 14 castles for Mexico
Took 3546 Bales Cotton = 1792,000 lbs = 44000 to Bahia, which is very light.
1742000 lbs @ 14 cast = 820,16000 Dmgs. 12

$$\begin{array}{r} 16-4 \\ 8 \\ \hline 8 \end{array}$$
[illegible]

1858 The sails for transport sent on board 3200
Bals cost 5000 barrels grain @ 110 p barrel = 5500 Bals
N' Asakeh some fire took some part 280 "
The Ft Henry got 575 p 2300 Bals & p 1000 Bals
to 110 p for grain. And freight for
(54000 = 3 1/10 Bals to New York.)

41 3502
 C.H. Owen says a hole cut approx. 480' ⁱⁿ
 433

3592
3/50
3548
3313
85 45 Nuts of Pine
Cotton
Cotton
85 Pine
Subsided
10 Cents
Cotton

ent note - 9 1/4 out from main rails & bars to two feet
9 1/4 ft down stem, 9 1/4 ft high for bar support & 2 1/2 ft
down. Check two of one case on up side. Main
fare road spot at stem & road bend, 8 in. down
from
spot, have one bar & 2 in. down on up. Main
on first bar & stem - 1/2 in. down on Main, side & 2 in.
4 1/2 in. at bottom. Chain rope comes out under 2 1/2 ft
then

39



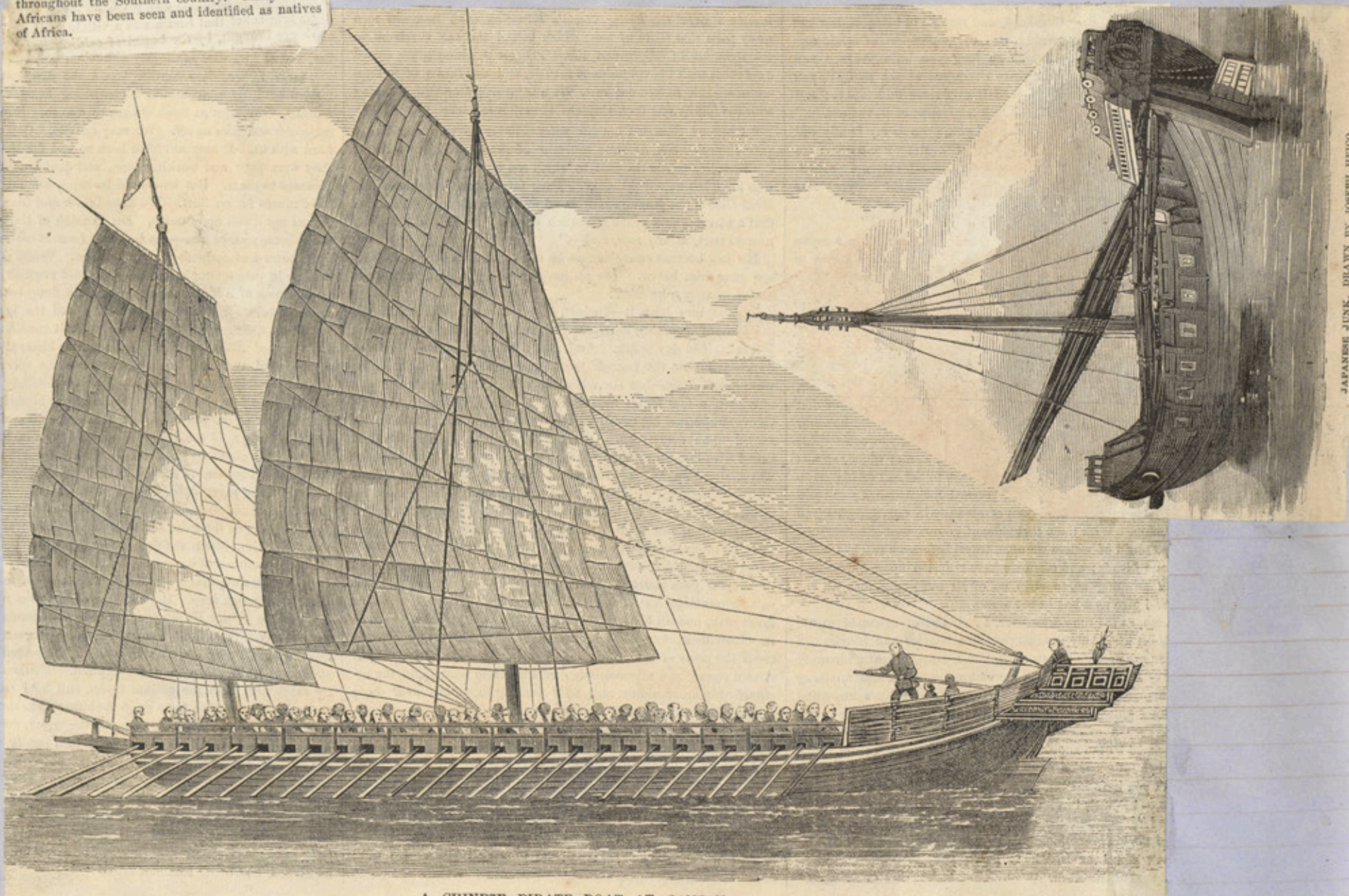
THE YACHT "WANDERER."

THIS now famous vessel, whose recent cruise is causing so much commotion throughout the country, was built at Setauket, on Long Island, under the superintendence of Commodore Hawkins, and launched in June, 1857.

Her original owner, Mr. Johnson, sold her about a year ago to Captain Corrie, of South Carolina, by whom she is at present owned. In the month of June last, the surveyor of Port Jefferson, Mr. J. J. Norton, came to this city, and stated that, from the repairs which were being made to the *Wanderer*, the size of her water-tanks, and the quantity of stores that were being put on board of her, he had suspicions that she was about to be employed in the slave-trade. Mr. Norton was so positive that the *Wanderer* was seized and placed in charge of the United States Marshal. That official, however, was soon persuaded by the owners that it was all a mistake; and after detaining the *Wanderer* for a week or so, let her go. The next heard of her was early in December last, when she suddenly loomed up on the coast of Georgia, and was charged with having been engaged in the slave-trade. She hailed from St. Helena, but without regular papers.

The general opinion—which to some extent is corroborated by the evidence taken on the trial—is that the *Wanderer* did not herself carry slaves from Africa, but that she served as the pilot and decoy of a larger vessel which did; and that between three and four hundred slaves were landed on or near Jekyll Island, and from thence scattered throughout the Southern country. Many of the Africans have been seen and identified as natives of Africa.

THE YACHT "WANDERER."

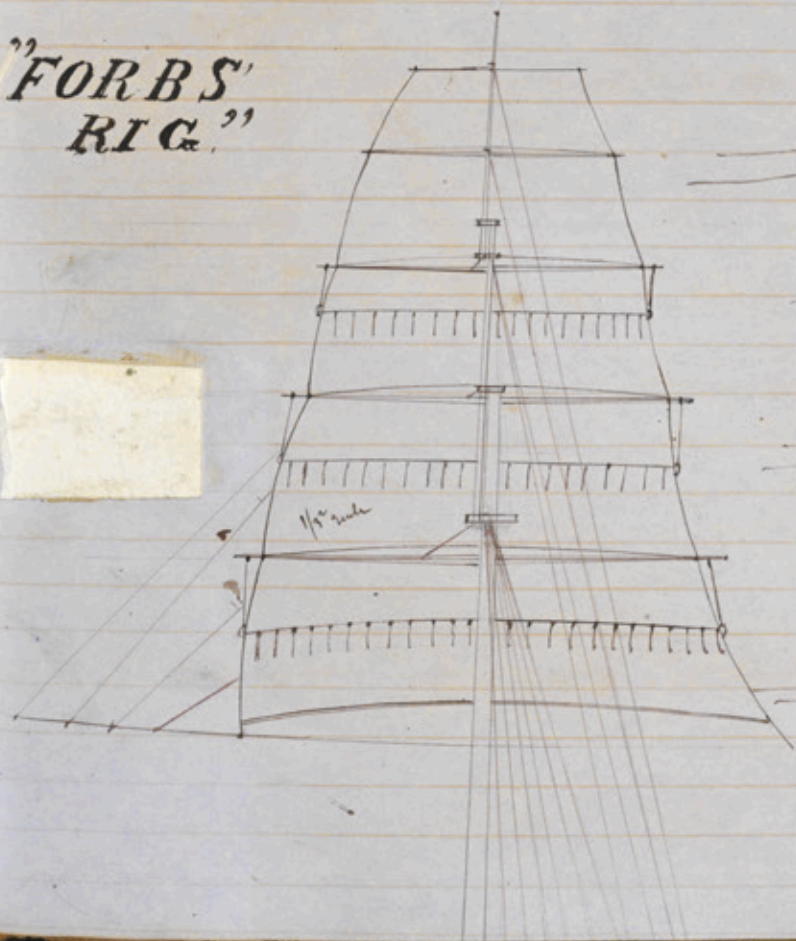


A CHINESE PIRATE BOAT AT CANTON.

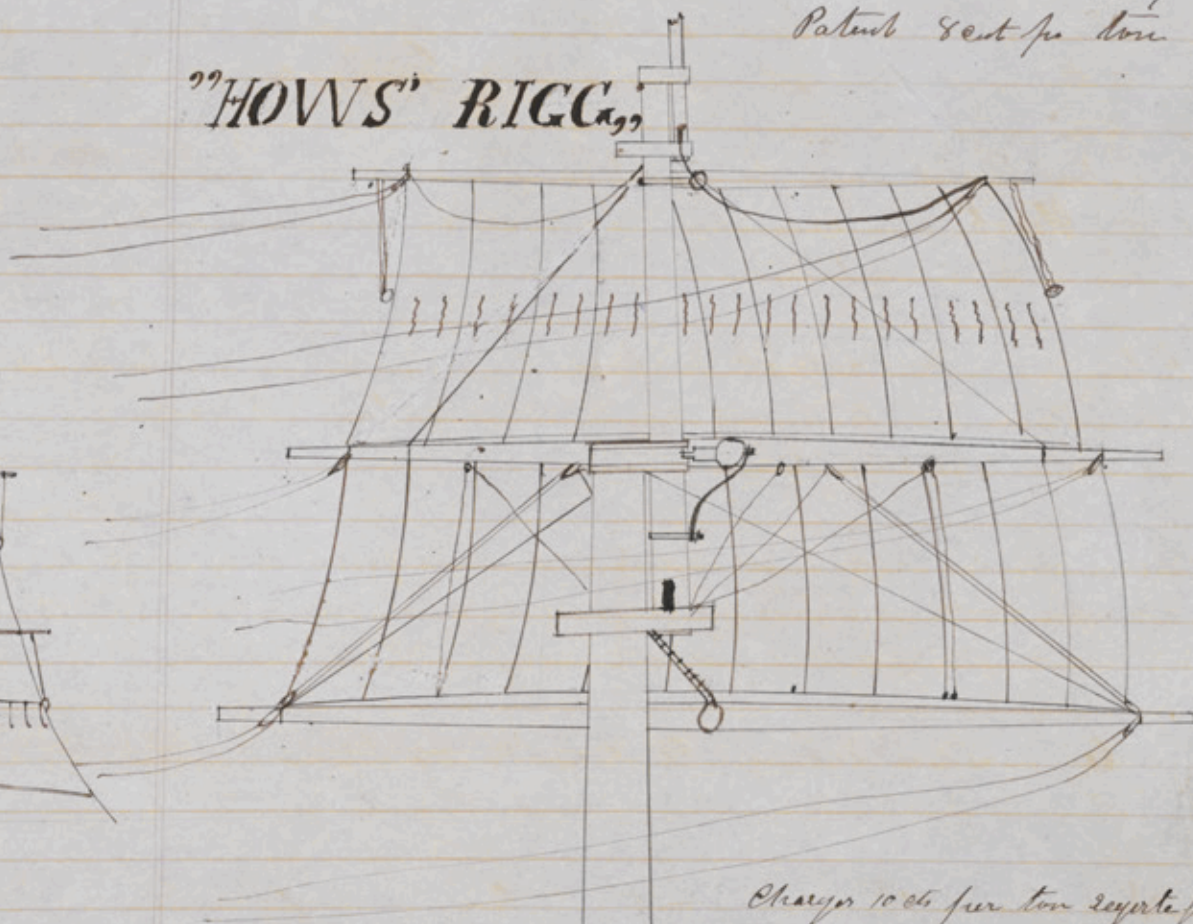
"FORBS' RIG"

JAPANESE JUNK, DRAWN BY JOSEPH HILCO.

"FORBS' RIG"



"HOWS' RIG"



1854
Patent sent for

Charge 10 cts per ton register for
the right of Patent.

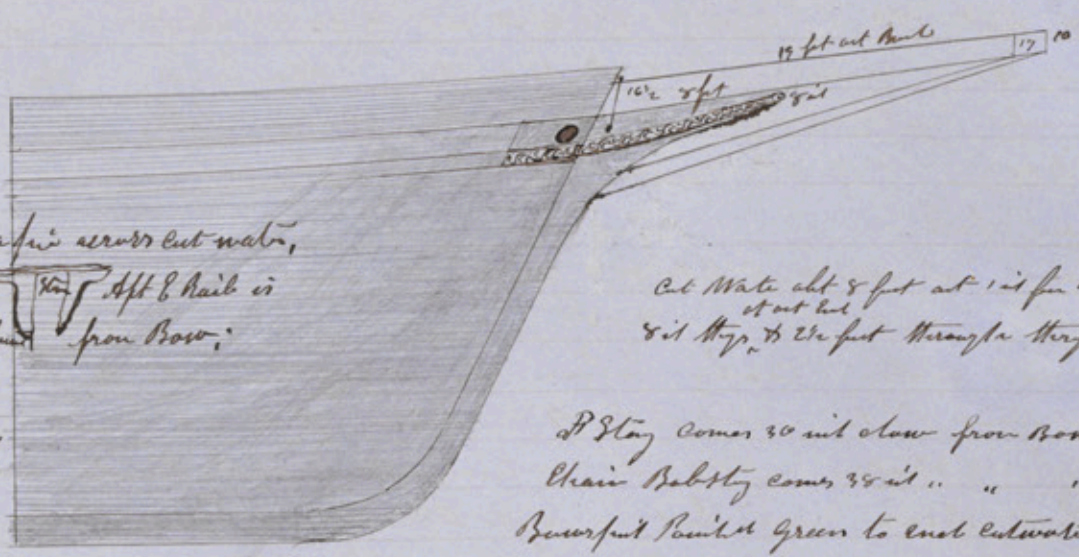
JAPANESE JUNK, DRAWN BY JOSEPH HENCO.

Fishing Schooner Mary. D. Babson See Page 18 & 19

Sheets knees tied 2 1/2 to 3 in. }
 " " Shoulders 6 to 12 " }
 " " Dist. between 8 to 4 "

Sheets Ribs tied 2 1/2 to 2 in. } her two knees & a pair across cut water,
 " " Shoulders 4 to 2 " } to 1/2 in. Ribs -
 The aft End Ribs 6 to 7 feet from Bow } 6 to 7 feet from Bow;

The thick Piece for Halls Pipes 2 1/2 in. thick 10 in
 White & 2 1/2 feet long

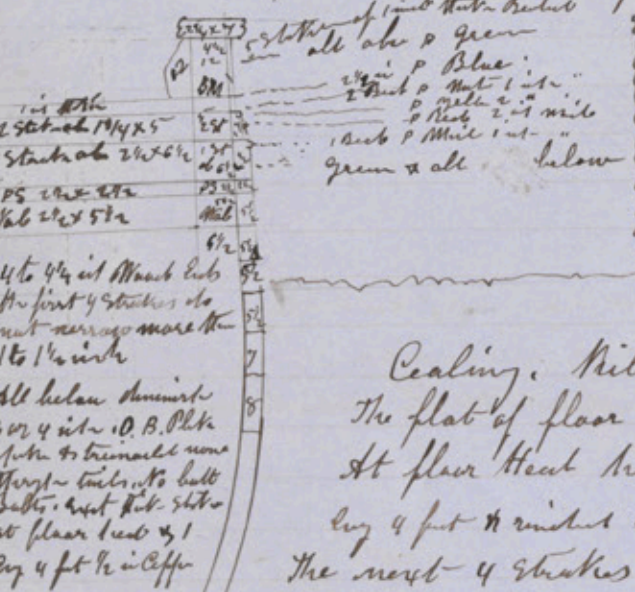


at Water aft 8 feet at 1 in for Bump. &
 8 in Hgt. to 2 1/2 feet through the Hgt.

P Stays comes 30 in. down from Bowst
 Chain Bolesty comes 38 in. " " Chain 3/4
 Bolesty Point Green to end cutwater & the end

Bowspirit Stanchions come on the Bow at aft end Head rail 4 in up edge of first Strake above PS
 Bowspirit 10 in at aft with a Iron Bands for Bolesty & Bowspirit Stanchions. No Stg 17 in. in side

PS 2 1/2 in. thick & 2 1/2 in. out side Stanchion plank with Mals & first Strake of Ballcock above & has no lead nor moulding
 F. Mast Thick stuff in side also the Ribs Blue & 7 in. Mast and ribs Wedge Mast
 to Circle Rail at P Mast except at the Round Mast this is 1/2 in. Ribs Blue,
 1. Dist. 2 1/2 in. 1. 95 in from W. to under ribs. Mast P beam below to No Coat.
 What is P Blue;



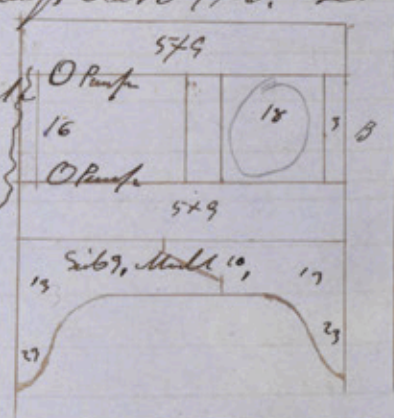
Hall's Combs }
 1/2 in P beam } = 10 in also 8 in,
 1 in P ribs
 2 1/2 in P yellow

Coaling. Nilson 4x9 in Oak.

The flat of floor Coaled with oak Ribs 2 in thick 18 spikes in frame
 At floor Head has 1 Strake & Mast 8x7 in & comes champagne. has 1 spike cut timber & 1/2 in. at
 by 4 feet & under an inside this is all of the through capstan
 The next 4 Strakes are Pine 2 1/4 in thick 7 to 12 in wide the wide Strakes have 2 spikes
 in a frame the narrow ones had only 1 spike in a frame;
 Clamps 2 Strakes, lower one 4x11 in Pine, has 1 spike to a timber & 1 1/2 in. at
 every 30 in. & under an inside; Up Strake 3 1/4 x 11 Pine, has 1 spike in every timber & 2
 1/2 in. Ribs every 30 in.; & under an inside or draw through ring;

Knees, tied 4 1/2 in. Moulded 10 1/2 in. Arm 27 in. long has 3 bolts in arm 2 of 1/2 in. 1 of 1/2 in. 1 of 1/2 in. 2 in. spikes, & has one 1/2 in. bolt through every timber & under, & has 1/2 in. Holes in timber;

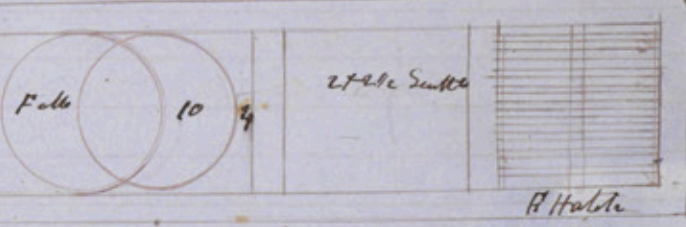
Beams Oak 6 1/4 x 8 & 5 1/2 at ends, fore & aft stiff Oak 5x7, Carlings Oak 4x6, Beams
 are 2 1/2 to 5 feet apart center to center
 Mast Partners 5x9 in, 18 in. apart, & knees all Oak tied 5 in
 Knees on aft Beam of Oak or No W. is knee to sit in large knee
 tied 5 in. Moulded 6-15-3; 1/2 in. 5 feet to 3 feet & half to side,
 & the next knees are tied (on floor or beam) 4 in.



John Peck says he had \$140. for fishing Schooner
 E. A. G. Heart. He generally has \$120 for common repair
 of about 80 or 100 tons.

Feb 1858 Mr. Erskine Tarbox Pays \$2000. for a fishing
 now building at Richmond Me. of about 60 tons all ready
 for sea = to \$33.33 per ton,

Schooner Yankee Lays built Mast Part Cost abt \$4500. is 74 feet
 20-8 in. wide & 7-10 in. deep = 103 tons or 98 tons Regit. = \$43.68 per ton.
 No Mast 7 1/2 feet 17 in. dia; F Mast 69 ft L x 17 in. dia
 See Page 19



The rate of Mast being 10 in. thick
 4 in. of Sides of Scuttle at top &
 it 10 in. clear over the
 apart, built to Pass

A Caster belongs to N. York. 84 feet long 25 feet wide & 8 in. deep = 148 tons. Carries 200
 tons Coal. & 119 Cords of Pine Mast;

Schooner Nimrock about tons Lght on W. feet feet wide feet deep
 Lght - F Mast 67 ft 17 in. dia. No Mast 68 ft dia 18 in.;

Schooner
 Built in Essex May
 Lght keel 70 ft
 Frame 22 in. Rooms
 finished together, &
 Nilson 12x12 in

from belt;
 Clamps up one
 2 or 29
 & oak ends.
 Out Ribs Plate
 Males & Strakes
 Plate Shear
 Stanchions on
 No Rail 31 in

Lengths F. Mast
 F. Mast Stanchions 15
 No " " 3
 Bowspirit out 8
 Lght the Bowspirit
 Main Beam
 Cuts of Shear
 1/2 in. 1/2 in. 1/2 in.
 Windings 5 1/2 feet

Rudder Head
 Collins Aft 15 ft
 the Length of

It is Custom
 We have no
 Stem Rake

Dimensions of
 Length on W.
 Beams 2 1/2 in
 Commencing at F.
 Length 79 feet
 No " " 74 "

Dist. to Cut F.
 Windings 2 in 2 in
 Holes 2 in 2 in
 W. Ribs 5 1/2 in
 Foremast Ribs at
 C. Rail 3x6 in; 23

F. Scuttle is 3-
 forward. F. Hat

No Ribs 6x6 & 33
 Pumps are of
 they come above
 Circle Rail for
 Clad on Sides
 Stanchions under
 Aft House 18
 & runs under W.
 Holes clear of

Schooner Edwards, A. D. Heart, Capt. Franklin Low Georgetown Me. 1858
 Built in Essex Mass by Aaron Burnham 2. Length on dk 77 feet 22-6. Width 8. Depth = 13-2 3/4
 Lft keel 70 feet long ribs 10 inch & 22 inch deep. with - into stave, addle
 Frame 22 inch rooms, ribs 8 to 9 inch. Moulded to its frame made close together &
 trimmed together, lashed to keel with 1 inch iron bolts.

Mast 12x12 inch square lashed through every floor timber & keel with one 1 inch
 iron bolt;
Clamps up one 4 inch thick & 12 wide (with head on 2 edge) } Forward from cut rib & forelashed on inside
 " 2 or 29 3 " " 10 " " " " " } has 2 spikes in each timber - Pine Middlehope
 & oak ends. Causing below 2 1/2 inch; 1/4 of trimmings to frame, & 1/4 inch with spikes
Out Board Plank 2 1/2 inch thick & composition spikes trimmings 1/4 above through & 4 trimmings to frame.
Males 5 Strakes 3x6 inch, 1 trimmings in each timber worked with spikes & bolt lashed.
Plank Shear some put on cut timber & some some thickness of dk for fishing business.
Stations on every other frame aft F Rigger & one on every frame forward of F Rigger
No Rail 31 inch high top dk to top Rail thickness of Bullwark 1 1/4 inch. Pine

Lengths F Mast 74 feet & 76 1/2 feet; 19 inch diameter at deck;
 P Mast 81 feet 15 feet from stem measuring on deck
 No " " 3 " aft center of keel & 2 inches into the foot
Bow-sprit out side Knight Heads 18 feet to stay head; 20 inch diameter at the heads; & 12 inch at outer end.
 Lay the bowsprit quite low to say Mr Burnham;
Maine Boom 54 feet long 12 inch in things; No Gaff 28 feet
Curt of Spars all fitted & 275.00; Carpenter work 811.00 per ton; out board opening 815.00
 per ton. Blacksmith work 8175.00 Paints & Paints 80.00 per ton; 176 lb composition spikes
Winch 5 1/2 feet long; 18 inch diameter. Chains 3/4 inch. Sheet Anchor 700 lb Small one 400 lb

Buckler Heads 10 inch diameter; 38 inch wide (= 1/4 width of serrail)
Cabin Aft 15 feet from No Transom. It depends upon how many lengths of berths for
 the lengths of Forecastle

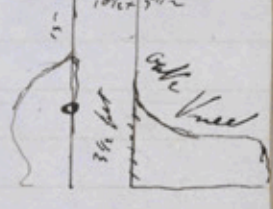
It is customary in Essex to furnish spars & iron for spars with the hull;
 We have no particular rule for rake of stem, but best with a good rake.
 Stem rake 6 1/2 feet S Port 15 inch
 as per letter from Mr Aaron Burnham 2. Essex July 8/58

Dimensions of same (A. D. Heart) I took off my self at Mr Higgins in Georgetown.
 Length on dk 79-8 + 4-4 = 83 extreme, Mr Higgins says 78-22 1/2 - 8-8 1/2 = 132 3/4 tons) or 138 tons
 Rooms 22 inch
 Commencing at Fore End of No Rail on top of Chock, or 6 inch above Rail. Point to cut F Mast 16-5
 Length 74 feet; 19 inch diameter. Point from Fore 16-5 - 1 1/2 = 15 ft on dk (Point 1 inch to cut Bitt)
 No No " 74 " 19 " " " " " 47-8 - 16-5 = 31-3 apart on dk alike.

Capt F Low says Mast Head 27-10 " " "
 Point to cut F No 16-5 - 1 1/2 = 15 ft; Point to Aft End P Port 13-5 - 1 1/2 = 12 ft; Winch 22 inch Clear of Bitt.
 Winch 22 inch diameter. Ribs 7 inch long & 2 1/2 x 4 inch; Ball thus Purchase 22 inch apart cut to cut.
 Haul spikes holes 2 1/4 x 2 1/4 inch. Ribs 1 1/2 inch, head of Winch 12 inch by 7 1/2 inch flat & 12 inch diameter.
 W. Bitt 5 1/2 inch rib 10 1/2 inch 15 inch above Winch. Top 9 inch to top Bitt 3 1/2 feet
 Fore Bitt at P. No. 6 1/2 x 6 inch & 9 inch head above Rail. 4 23 inch apart
 C Rail 3x6 inch; 25 inch top dk to top Rail. Thick stuff end F Mast 14 inch above dk

F Scuttle is 4-2 fore & aft & 2-4 athwartships in Clear Aft side scuttle is 24-10 from
 foremast. P Hatch 28-2 to P side; Hatch 4x5 feet Clear

No Bitt 6x6 & 33 1/2 inch apart. 9 inch Head above Rail. Rail 3x6
Pumps are of wash turned about 9 inch diameter. Stems abt 15 inch apart at center & about 4 inch where
 they come close into each Rail. & Rail lays on top. Standards better in Rail.
Circle Rail for No Room to rest on 1 1/2 x 3 1/2 inch Ribs 1 1/2 inch wide; P Room was hung with gear netting;
Chock on side P & Aft Bitt with 1 1/2 inch Sheave. Chock 3x5 inch & 5 inch from dk
Stations under Circle Rail Turned 5 to 9 inch.
Aft House P End 54 feet - 1-5 = 57-7, 23 1/2 inch dk to top House. Length of House 14 1/2 feet out side on dk
 & runs under dk 3 feet to give length for Bitts below. 8-9 inch wide on F side, & on aft side
 House Clear of side station on dk 5 ft P & 4-4 aft. Cent Bitts head aft 38 House 5-2 = 79-8. Lft = 84-1-5 = 78-9



at 1 inch for length &
 through the length,

from bowsprit
 " " Chain 3/4
 not cutwater & the side
 have PS

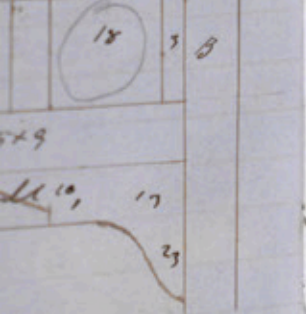
or moulding
 it Wedging Mast
 15 inch Bitts
 low to No Coat.

timber & 1 1/2 inch
 has 2 spikes

1 1/2 inch
 of timber & 2

1 of 5/8 Iron & 2 inch
 dk

4x6. Beams



P Hatch
 Gunting Bitt 22 inch
 slats 1 1/2 inch & 1 1/2 inch
 apart. Bitts to Bitt

tons. Carries 200

1 inch

See Page 18 & 19

Fishing Schooner July Franklin

45

Measurements in Georgetown July 27/58:

Length on Dk 74-8 + 3 = 77-8 or 78 feet ^{over all} Mib 8 81 deep = 102 tons

" in Hdb between Bulk heads, 36-2, Mib in side, 19-1 feet

Kilron side 10 1/2 in Mib, -

Bealing 2 1/4 in thick oak to clamps marked with comparison spikes & 1 treenail to each frame

Clamps up strake 3 1/2 x 12 in & strake 9 x 12 in marked with iron spikes & Ballot

with 2 - 5/8 iron bolts about every 3 1/2 feet above frame from aft side & riveted thus:

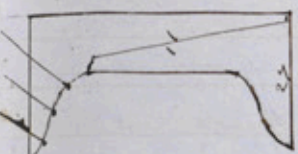
Out Board Plank all oak 2 1/2 in thick marked with comparison spikes & but bolted with 1/2 in rivets in side,

Beams 9 x 6 1/2 x 6 in crown & to 4 in average 5-2 1/2 in from end to center, all of Oak & Ash

Carlings oak 4 x 6 1/2 in all squared

Fore & Aft Stuffs, or Mast Partners oak & huckle pine for Comby to rest on 5 x 7 in or wide enough to run Carling & are not threaded

Mast Partners 5 1/4 x 11 in Vines for Mast Partners, side 5 1/4 in Mib 11 in Arms 27 in - 4 1/2 in



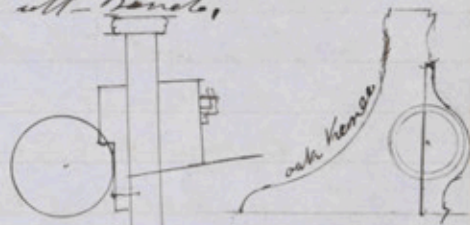
with 3 1/2 in bolts in end arm & one in every timber & riveted on knee, all of the Vines oak. The lower corner of Vines, Beams & Carlings has a quarter round & no heads.

Can Dk Measure from mast seats at Dk height, to Aft side P Post - 9-7, Part 7-16 in & 4 feet high with Cape on top:

Winch 18 in dia, Dab 6 1/4 in long by 2 1/4 x 4 in, Winch Clew of PP 2 1/2 in side, side of end 12 in & 19 in long, 8 in flat, 1/2 in 2 Bands 1 1/2 in & Hand Spoke 2 1/2 x 2 1/4 & 3 1/2 in end with Bands,

M. Bitts stand 5 1/2 feet apart, side 5 in Mib 10 1/2 in,

Purchase 21 in end to center



M Mast stands 17-6 from foremb, 18 in dia at Dk 74 feet long, 18 in dia at top

Ab " " 45-3 27-9 18 " " 75 " " " "

Aft Hatch 46 - 6 to F side & 2-8 x 2-10 & 15 in Clew of Mast, Comby, Side Pier 9 1/2 in also Beams or 6 1/2 in above Dk, the end Pier 10 in

Brake in Dk 42-10 or 2-4 in forward of M Mast Center, it 12 1/2 in high,

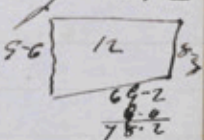
Bitt for M Top Sheet Bitt 2 1/4 in apart, 5 1/2 x 6 in eyes & 10 in timber bent also Rail

Circle Rail 3 1/2 x 6 & 2 feet 11 in to met side Rail or 27 in Dk to top Rail,

Station 2 on a side & turner 5 to 9 in Circle Rail cover Pumps which are of wood, stand abt 12 in apart from E to Center, Pumps are abt 9 in dia are out sides

Circle Rail for M Boom 4 in Mib 3 in thick Band 1 1/4 in Mib 2 in at 11 in end out side,

Aft House 57-2 feet or 11-11 aft End M Mast, is 22 in high top to top & 12 ft long on 69-2 & 9-6 Mib at F side & 5-8 at End & 4-2 at F End & 3-6 feet abt Aft End Clew side or space between Haws & side Station; Has 2 windows in F End & Binnacle on each side of after gangway in the House,



Rudder Head Center is 5 1/2 feet aft haws on Dk & 9 1/2 feet to Aft side top rail Rudder 14 1/2 in dia Tiller on F side Moulded 8 1/2 to 5 in; side 5 1/2 x 5 1/2 8 1/2 feet long from Cent Rudder head,

M Mast feet long in Dk
F " " " "

Boomsprit 29-7 " 18 to 12 " & 18 1/2 feet out Board & 5-7 in Lamb & 1 1/2 in top to Head,

Virta between Brake & aft side first Haul - F Brake 2-10, Hatch 4 x 5 feet Comby side 12 1/2 in above Beam or fore & aft stuff & a beam on 2 in corner as it comes on fore & aft stuff; Haul pier 13 in wide above top Beam or 9 1/2 x 10 in above the plank;

Next Hatch aft M Mast on Brake 2-8 x 2-10, side Pier 9 1/2 in & End 10 in also Dk

Next Hatch Forward of first 2-5 x 2-6 Clear, & 1 in Shealer above Dk, Comby all finished above F & Aft Pier meter Hatch Comby oak 5 x 7 in

Forward Scuttle 2-4 x 3 feet top Dk to top Comby 9 in top Scuttle above this 20 in = 29 in Comby same as hatch

All side Rudder Head come close to Bealing of stem on inside Choke on Dk

Mo Rail 3x9 into top W to top Rail 29 1/2 in. Monkey Rail 2 1/2 x 6. top M to top Monkey Rail 9 1/2 in or 7 bolts
on Cape it is 17 in from top W to top Mo Rail 29 1/2 - 17 = 12 1/2 in brace

Side Stations 3-5 A to B or on every other frame; Sidelab 7 to 6 1/2; Mouldlab 4 1/2 to 4; has 1 on every frame
forward. 1/2 one on every frame where F & M Chainers come.

Shrouds or Chainers: has 3 on a side; Forward & 2 on a side at Main; flat Chais 1 in with 2 bolts top
After a ring-bolt in every station 7 in down below Mo Rail (for lashing fenders) 3 in. Diameter 2 1/2
5/8 wire & 6/8 eye-bolt.

P.S. Some thickess Mo Plate say 3 x 12 to 13 is inside, projecting out side same thickness, station with
Wale 1/2 to 3/4 in thick with a Bead on up. Corn of Wale & none on P.S.

Wale 3 1/4 x 6 in to 6 1/2 in

Next stroke above P.S. is 5 in wide, + 3 ft P.S. = 8 in there is a Mouldy on the up edge of this.

Next stroke above this is 2 1/2 above P.S. is 7 1/2 in wide 2 1/4 in thick. Bead one in on up. Corn of Wale
White 4 in of this stroke Painted yellow & 2 in it Painted Blue

Next stroke above this or 3 1/2 stroke above P.S. 5 1/4 in wide & 2 in thick. 4 in of 2 edge of this Painted
Red. 1 1/4 in Painted White on the Bead. all the Bead, out side Painted White except Wale

Last 4 strokes 10 in ÷ 4 = 2 1/2 in wide Bead & 1 1/2 in thick Painted Green.

Mo Rail on out side. ^{Painted Green} _{Bead}

Chain Plates 3 x 5 1/2 in; 3 1/2 ft long have 2 bolts in each end & go through & rest in in side

& go down through Rail Fender & 3 shrouds, 2 1/4 in apart. After that a narrow Chais on Rail
or 5 in wide. 2 1/2 in to Chais & 1 1/2 in out side for Bead. Shrouds or Chais 3 ft apart.

Deck Eyes 5 1/2 in side 4 in thick signavit. Straps with 7/8 in.

Chais Forward comes aft to within a foot of Rigg. Sidelab 5 1/2 to 5 in & Mould 6 1/2 to 4 in.

Cat. Head 5 1/4 x 5 1/4 Goes on Mo Rail over Chais & Bolt to a station it is 15 1/2 in
from corner of Cat head to cat of Shear. 1 Shear Cat H is 8 feet aft Cat. Meary
in direction of Rail (Chais get out some Bead of floor of Bow.)

Chais on Rail Bolt on P side for purchase to make fast to 8 x 13 in about 2 ft long

Has 2 Chain Bays on W by F Mart 22 x 22 in inside & 2 feet high

5 feet between middle & F Mart; This is one foot of F Mart; 2 1/2 in between F Mart
& F Mart; 6-2 between next 2 hatches

Horre Pipe 6 in side inside of comparison & abt 5 or 6 in up from W.

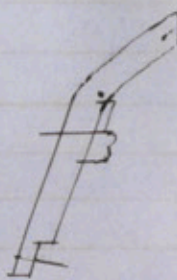
Antlers one 8 in the other 7 feet length of Chais & rig

Out Water 7-4 from main ends.

Scutter 23 in clear inside aft

Antlers Mouldlab 11 to 5 in side 5 in, Has an Iron bar in inside made fast to Shear, runs 5 ft by 4-7
to center of Shear. has 2 shears 1 x 3 1/2 in

She is 14-4 feet across Shear about over Rudder Head at Top Monkey Rail, & 15-4 across out of R
Rigg out side Chain Plate at Rail height. With across At Rigg in feet,



Mr Burnham says
Pilots say the fast
= 112 1/4 Ton
I meant the same
Out Board Plate etc
Has a thick stick, some
with a Bead on it
Rest of Ballmark
Mo Rail 28 in. (G)
Monkey Rail 5 in 9 in
Has Patent Steers
Now Chais on Rail
Night Head on Mo
Decksprit 18 ft
Has one bat stay
Stem side 9 in
Rail side 9 in
Post side 8 in
has 3 comparison
Deck Eye 15 in
Rooms of Frames
Chais together, 8
floor hole 8 in
Wilson 10 x 10
with 5/8 in
Stem frame
timber
Trunk or Brake
Circ Rail abt
Transom for
ends to side 8
side Chais aft
Monkey Rail, Ca
Rails
Antlers side
Has a small
Has 3 shears
Ceiling floor
Ceiling to Chais
2 Chais on
Each frame of
lots of it up
Chais make
More than 20
Station in Ma
Beams Ant 7
has 2 x 4 in
Beam on 20
Plates 4 1/2 x 6
top of Ballmark
Cut Water at
Mo Pipe 6 in
H Rail
Ant 67 x 68
14 in by 15 x 19
same things

Schooner

Built by Aaron Burnham, Sept 1877

Mr Burnham says he should prefer her to the E. A. D. Mearns, & a fast sailer, the W. J. Mearns
Pilots say the fastest Merrail they ever carried up the Sound, she is 76 ft by 23 Mib 7 1/2 deep
= 112 2/3 Ton

I measured the same Merrail & gave the following dimensions, She is intended for a freighter.
Out Board Plank 2 in; Males 3 to 3 1/2 & flush on 4 sides; PS same thickness of Males 3 in at side
Has a Mib 12 in, above PS 12 in Mib, which come right for PS on Raft or trunk
with a Bead on the corner, & another Strake 6 in x 2 in with Bead on top corner; Put Mib 12 in
Rest of Ballmark 1 1/2 in. Put Poles Green & Redwood, say 2 1/2 in. Strake;

The Rail 28 in. (Generally 26 to 30 in.) top 2 in to top Rail; 8 3/4 in
Monkey Rail 5 in 9 in top Rail to top Rail 8 2 x 5 1/2 in; A chock frame the Monkey Buller aft 6 in high
Mar Patent Steary When Cant \$60.00

Power Choke on Rail 8 or 9 in high at PS 4 1/2 in aft Ends. Ruled 4 1/2 in aft 8 Come about to 4 Rigg;
Night Haul as Mass timber about 7 or 8 in also M-Rails, Common Lashing thus

Power Spirit 18 ft out Board to stay 1 1/2 ft out side. Cape of Iron, Stay sets that cut Mib;
has one bat stay sets at at Cap. Chain 9/8; Riggers cut in stem & stern;

Stem Ruled 9 in. Moulded aft 12 in side Mib 15 in; with Grip; Apron ruled same as stem;
Rear Side 9 in Moulded 15 + 9 in Side - 19 in.

Port Side 9 in Mib 12 in Mib; Moulded 12 to 8 in. Ruled Head 9 in side aft 3 ft Mib
has 3 Composite Braces with 2 in Pivots;

Deck 15 in, or 9 in to the foot - floor timber 4 in by 4 in 20 foot beam;
Rooms of Frames 20 to 22 in apart, Moulded 8 in Rail 8 1/2 in at PS; ruled, 5-6-7 in, frame made

Choke together, & Ruled; & Ballot to Rail with 1 7/8 to Rail; Some have one batt to every
floor timber & some through every other floor timber & of 8/8 Iron

Pilson 10 x 10 in oak; Ballot through every & some every other floor timber & Rail
with 8/8 Iron.

Stem frame thus the inner Part 5 or 6 in thick P-Raft, & have about 2 transoms to Center
timber

Trunk or Brakes 9 to 12 in high come from 2 to 3 ft P-Raft, Mast;

Circle Rail about 20 in high

Transom for 11 sail of oak 5 in side (with a Carvel at End rail) put at
End to side station;

Side Choke Aft on gut the Pipe stay this 4 1/2 to 5 in.

Monkey Rail, Come to the Riggers, 5 to 9 in top Rail to top Rail. 3 in has an oak Choke like
Rail.

Rares ruled 5 in Moulded 7 to 5 in about 5 ft long, with Brace a mile;

Has a small Circle Rail Round P-Raft M-Raft

Has 3 Strakes P-Raft 3 Aft Ends from 7/8 Iron

Ceiling floor 2 1/2 in oak; 1 Only Strake 3 to 4 in. Mib 10 to 12 in. Mib Come Champagne, 8 1/2 ft Rail
Ceiling to Clamps 2 1/2 in oak, &

2 Clamps Oak & Pine 3 to 7 in it Mib 16 to 12 in Mib, Has 1 Batt to every timber are 2 to
each frame of 8/8 Iron also for at End Mib as also stay a ring. 11 1/2 Strake has 1/2 the
batt of 11 up ones, Chain Balts Come through 2 Strake Clamps

Clamp worked with 2 Spikes in oak frame, about 1/3 of out Board Remains
Have three Ceiling & midgut 8/8 or 9/8 Transoms oak

Station in Mib 6 x 5 in Hard Mib

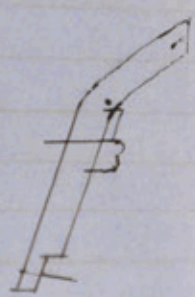
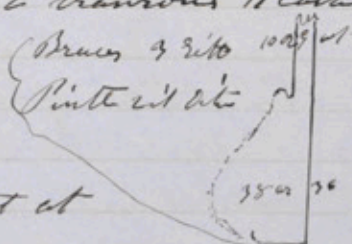
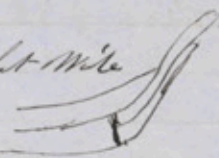
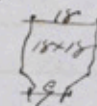
Beam Aft 7 x 10 in, about 5 ft for C to C; fore & aft shaft 8 x 7 in oak; Carls 4 1/2 x 5 to 6 in oak
has P-Raft 5 in 4 in oak Mib about 8, Am 20 to 24 in long; has 3 7/8 Balts in arm & Balts to every timber
Beam or 24 Crown about 4 in in 20 ft

Mib 4 1/2 x 5 usually 4 x 4 1/2 ft; Tank about 20 in also Mib, side P-Raft 4 in Mib Come Mib like
top Mib & Ballot Equivalents of P-Raft

Cut Mib about 7 ft long; 10 in mib at out End 7 1/2 to 2 1/2 in Mib - 1 Stem 3 in Mib on P-Raft

The P-Raft 6 in Oak, Choke Mib ruled 3 to 1 1/2 in Mib in 4 to 10 in aft at stem 4 1/2 in at out End
H-Rails

Mib 6 7/8 x 6 8/8 ft long 1 1/2 in side, P-Raft of Mib 8 in by 2 1/2 x 1 1/2 in; aft 21 in P-Raft C to C; flat
14 in by 15 x 19. 5-9 between Ribs & 18 in side with P-Raft, 24 in P-Raft 2 1/2 to 3 in Mib. PS
same things



Ft. Mc 23-1/2; St 26-11 " 21-5 1/2
 $\frac{3 \text{ } 2 \frac{1}{2}}{26-9}$ $\frac{3 \text{ } 8 \frac{1}{2}}{24-7 \frac{1}{2}}$ " $\frac{3 \text{ } 11 \frac{1}{2}}{25-2}$ *put*

Most stored on W F 16 345 No 64-242 Nov. 95-242 Total 194-2

$$\begin{array}{r} 1 \\ 35 \cdot 2 \\ 48 \cdot 24 \\ 64 \cdot 24 \\ 35 \cdot 5 \\ \hline 53 \end{array}$$

Marionville 12 1/2 ft by 7 [24 9 6 24 2.4] all 12 1/2

2 The F & H Kneels Side 8 into Midstop & The F & H Apt. Motion 18 in. arm 20 in = 38 in
4 Bulbs in each arm 2 of 8/8 & 2 of 9/8 Saw to one 7/8 bulb through any tube & wire a knee

A Wm. Housley News Siskit 9 to 11 into Maudslayi 22 is in Maudslayi 7 at 2.6 arm & 7 1/2 at 2.6 arm 3-5 leg; Body 4 1/2 feet; Brackets with 7/8, 8/8 & 9/8 Malt

Wp the F & Aft Knees, Sindob 6 ft 6 in. int. Moaldob 15 in. arm 20 in. = 55 in.
4 bolts in the arm 2 of 7/8 & 2 of 5/8, & one 8/8 bolt through every timber & unite

Wf W. Karpis Kineen Scales 8 to 9 1/2 in. Minichub 20 in in throat 4 5/4 at
End of arm 8 1/2 at 2 End. Length arm 3-5; Luth. Body 4-5, 16 Bolt
in Kineen 4-4 1/2, 4 6/8 to 8 7/8 bolts.

Wk Pipe $\boxed{28}$ = 14 $\frac{3}{4}$ flange; Bilge Pump come at 13 to 14 stroke from wheel

F Moore 86-9 & 14-9 in the Clear.

Aft House 40 feet by 20 F & 18 feet aft in clear.

No. 30 inl on sign above P.S. Rail 4 1/2 in; P.S. 5 1/2 in. M.W. 4 1/2 in
all = 4-1 1/2. top DW to top Rail. (Dressed Post aft 6 in below Rail,)

Monkey Came F to abt 10 feet F Aft Hawk, Rose Chalk - Came aft - to F Right
abt 12 ft high F to G at aft - Edge. Had a rush or river up - Corn to a
Bent or upon another corner there []

Look. Barb. Surfer 22 is as of July - 1915. Met at Ct. & went July when it
 cannot be read up.

Store light just 4 or 2 on East side.

Mr. Clazett Prof. Fand 4 $\frac{3}{8}$; Apt. Clazett 5 $\frac{1}{2}$ 3 $\frac{3}{8}$; Fand Prof. 3 $\frac{1}{2}$

Barbours Pine Sink 2 1/4 Miles SW of West Pine at PS est. Kansas.

Cutwater 5 1/2 feet long from F side stem, to 2-9 round cut M; 23 1/2 at Bulb 7 1/4 ft
at Thrust, Chet-Vinny side 6 to 9 in, should 9 1/2 - 11 1/2 2 1/2 in; 16 1/2 in apart at stem
11 at Bulb 7 1/4 in or flue down, 2 more down 4 feet.

Mat Pipes come below Chet-Vinny, The low Chet-Vinny comes 2 in down on
up Main just over Bench;

Trupent & Nounut Slips cut Water 8 1/2 feet long, 5 1/2 feet high Thrust to 3 1/2 at end
Jawies 3 in Diameter - 12-5 feet long

Gallet Frame com. at F side Aft Halls, to Chet or Main's corner on Bench area B
Bulb Hal at F side May bulb abt 1 1/4 of Bulb's height are from to Chet, Eng Bulb 20 ft
long by 5 feet over Chet & from to 10 feet between Main to Chet,
Frame cut 4 1/2 x 7 in base in Main side 5 in - Mould 4 1/2 x 8 in, fast with 4 1/2 inch Rods
Savage & Kanidat on Bench, Parts but note the Rail 3/4 in & turn to Play Rail
Chet top Main 4 1/2 x 6 in
Play Rail Projected from the Rail 4 1/4 inch is not quite right Eng 4 1/4;

Lizzie Mores name was put on L I Z Z I E M O S S E S
B A T H The Bulb's letter mello, but the other letter a little to far
after they 15 1/2 in wide the letter, the end letter was put on 9-2 from the side
on side Staff -

Mat 69 frames. Bul 3 & from, 5 Cut Face & 7 aft, 69-1=62 from 9 1/4
in Room = 156 - 3 1/2 ft 412-7+13-5= 182-3 1/2

Mr Cass Bulb 5-9 ft PS. L.C.B. 9-3 below of one = 14-6

Bulb height 15 1/2 in to front, 6 in Engage, 17 1/2 1 1/2 ft long 18 1/2
28 in,

Stem side 15 in top to 6 in a F side Mould 19 in no gap except a
thief Pin at F end.

Bushbox side 17 in, 4 feet thick at 3 1/4 M pin base 4 in on to one 2 ft
for top Bulb Bulbs 3 1/4 in wide, Play Bushbox 6-9 below to top
on 7 feet Mores on Bulb Bushbox for Cut timber, 8 Post Play is 9 in like
9 M pin Bulb-Pin comes Play abt 6 feet, Fullon Pin M Pin 20 ft
side 17 to 10 in Mould 20 to 2 in.

Bombs on Bushbox side 3 x 5 1/2 repair in one also to or like till
Till side 11 to 9 in Mould 17 to 7 in 4-2 aft to 4 in (M Pin 10 M
on for Stearing Ship & Mould on Chet & 2 in till on each side), Mould shaft show
(of Rail, should be small)

B Small & Sackal Mole by Mould Bulb Bulb 91 day @ 4 000
eye to 133 ft day, beyond to Mould up "
Bulb @ 420 455 = 849,60 } 32
Make Stem for \$ 17,82 { 11 1/2 day "
Mould S Frame for \$ 12,40 { 1 1/2 day "
@ 8 days work } 80 + 5 1/2 = 85 1/2 day

I could Turn out Staff side Jan 22, 59 just up 1 from the side of
5 from 4 men making frames, Harvest all time on Bulb with 4 men
next day 7 frame with 4 frames; 5 Mores & Bushbox till 4 partures & 4 men
making Bulbs; 2 men repulating frames; 2 men getting Bulb to set 8 frame
2 men with team pulling tiller, but one spoke after all time & Mould
Feb 10 Mr Lot S Frame & just up 6 frame. We set S F in 15 min with
Casson, Satday 11 hour up 16 frames have 27 men super frames We

Mat 4 frames
work on the line
= 21 men - 4 ft
the Bulb's

Thursday 14th M

Wednesday 13th
4 Pin Mould
Bulb

Thursday M
Foot day 1
2 2 " 5
3 0 " 6
4 1/2 " 4
5 " " 7
6 " " 6
7 " " 7
8 " " 6
9 " " 7
10 " " 9
11 " " 5
63

Widely & B
to Bulb's
Gib's mal

Kreelers
Mores - one
Eng 30 in.

Bulb's M
on 2 8 9-11
2-10 on 9
in Mould.

Friday Jan
Entirely
Bulb in 2
me opt
2 Mould

Shed
Mat 94
Mores
Bulb in Mould

Friday Post

Saturday July
Cutting
Mould
for April to

82
Saturday July
4 ft up
1/2 inch up
Dining 12, 13

Twenty 12, that 99°.

Ship Livvie Mores, July 28th Commenced Planking with 4 men leaving 8
4 Plank Makers & one timber & one man to tend steam pump. Gardnet 6x12
Framed with 7/8 in but one in every frame & played, & fasted of with Trems

Sent Rueloken to dry. Moulden Mast 17 in wide, Length for Carrey 20 in but an inch
4 in more after Rueloken H.

Saturday July 30/59, put on 4 Strake Planks. Put 4 in Mast out 4 1/2 ft of Pine Maststep on flat for

Monday Augt 1st 49, Laying up 4 1/2 Pls. 70 ft Pines all fayed. Putting on gunwale strake,
70 ft Pines from 8-9 by Mould 20 in in Throat 5 1/2 in and arm; 3 1/2 at 1 end
Put on 2 Strake Plank to dry. Same 6 Planks, 4 Masts & 4 dubler, & 2 scumbers.

Saturday Augt 6th Plank on; 12 Strake Planks. The 13th strake came to New timber Head
corner & back Ridge Pumps; Chamber 5 feet below up W, & 4 1/2 in diameter.

Channel 1 1/4 in from
Monday 10/59 Set Rumpit, & Put Moulding on Rump, with 4 men.

Saturday 13, Mast on 21 Strake Plank on Bottom. W. Male & 4 Strake Mast on, Mast 21 Strake Plank to
put on. W. Male & 2 Strake Mast to put on, Put Tremsals through 5 Strake in Mast cap
& 3 below keelway Strake. gave the 3 1/2 drift Mast is the barnd Moulded out and Plank & timber
with 1 1/4 in arm & through Ceiling with 1 1/2 in arm, Moulded Tremsals at both ends. Put in about
2000 lbs of Tremsals.

Wednesday 16/59, Tremsals & men all done in Mast, Hall done from W. but laying 5 Strake
W. Plank on east end, & Squaring W. & Putting in Hook for Mast.

Channel 7 one 11 1/2 in without Brackets, 5 1/2 in thick up one 5 1/2 ft 6 in with out Brackets

Out Plank ribs 14 to 10 in Mast 15 to 5 in. Dimensioning about 6 1/2 in. 4 1/2 in end be better
Moulding 7/8 in in 8 1/2 in

Friday Augt 20 Men 14 Strake men Mast to put on, & Plank

Bow Chock ribs 9-8 & 7-6 in & Mast 11 to 8 in at aft end
Steam " ribs 4 1/2 & 4 1/2 Mast 10 in between No 4 Moulding Brackets. Cant Plank is 2 1/2 in

Tiller Ribbed 11 to 9 in Mast 17 to 7 in, Brackets a Ribbed No 3 1/2 & 3 1/2.

Augt May 29 Commenced getting stuff into Bottom for backing with 11 men. Tremsals
men on deck, & 2 others on W. Put 3 Strake Mast Plank to put on.
Till May 1st to put Steam & 6 feet for East Mast

Water line 11 ft 8 1/2 in aft abt register. Tremsals 7 to 20 ft 7 1/2 to 21 ft

Blue Rail Clare made the Rail, of Pine 4 1/2 ft 1/2 in 4 1/2 in for greater strength be 1/2 in

Wednesday 31, Put all Ribs to back by 12 men 3 day = 36 day work. Tremsals all
put 6 men for Finishing Plank at noon to day. Put on 42 Strake in 29 1/4 day
with 14 men = 1 1/2 Strake per day; 6 Strake Mast Pine, 6 1/2 ft, up Strake but 2 Tremsals
in hole all below Tremsals in timber, mast Mast 1/2 narrower at 1 ft from ar top Mast 6 1/2 for Maststep
4 ft 3 in Put Mast 11 ft 11 1/2 ft F. End abt same as Mouldstep in direction of Steam.
Mast 4 1/2 ft, narrowed 1/2 in at 1 ft end. & 1 in at aft end, stable
Rigging 10 in
FE to give aft 8 to 4 1/2 in.

Monday Sept 12, Took down all Stays & with 2 men 5 Painters Rotted her
all round, in one day. Strake Election to dry. Laid No Moulded Ruffled
Cordage etc.

Tuesday Sept
part one, I
Moulds up & 3
Ship drew water
in Row.

Tremsals & Pro
17 1/2 ft by
Part. 10 in

Ship Livvie Mores
Plays, & Star
then Draft

Tuesday Oct
= 20 day

Gang Ma

No Carries 36

Tuesday Sept 13 Soundab Ship, Live More, alt 1-45 P.M., Water up 10 in
part one, 1 Water one side of ship at a time, 5 minutes to side, was 35 inch
Water up & splitting deck, Next 14 Water, Ship Counted 6 or 8 Water.
Ship drew when full 8-6 1/2 ft & 8-3 1/2 ft = 8-4 1/2 ft. Next Better Chains & Anchors
on Bow. May have 6 feet to act side, then 1 in to foot, Cut in 1/2 in.

{ Tripent & Prunck Ship, Napoleon 970 ton drew when full 7-10,
175 ft by 33 Mils 24 deep, Next Rake F. No 1 in; No 1 1/4; No 1 1/2 in to foot, Next 13 Sides
Part, 10 in longer than deep, when is alt eight

Ship Live More had 200 ton Built 400 tons Packing Stows & 350 tons
Guns, & Stores say 50 ton all = to about 1000 ton, drew 15-2, is alt
then draft of Water when full with better at N Orleans.

Thursday Oct 18th/49 the tower down river
= 20 " 19 " " " out to sea and in N Orleans Nov 9/49
= 20 ships.

Young Way Station End 8 1/2 ft & 7 ft 4 1/2 ft. Next - that 24 in Clams

Sto Caries 9826 Bales N Orleans Cotton, equal to Hs

58

2.

(See Page 84-85-86-87-88, 89)

1899 August 7 Mon
Met Lake 1-14
Tueson W Stinking
Thurs King, 6
abt aft Hatt-2
Bromsprit 27th it
N by Stays Ball
heeb 17x5th.
Round on Radish
Rush aban P
Cap Brekin

Cot 22/59
Sung 33-4 M
093 = 8186
Cot 27th C
Brayz head a f
Nov 1st C
out of new
smoke Marbles
C 10 Aug
Keeb run
at Keel att
Pamron Cl
Rooms 29

First Nov 2
H/Cut 26
Stantion
+ C Run 2
aft Fram 2
one 15f

1899
2 Pair Ab T S Bets
2 " F " " 14
1 " Whille " "
2 Bassett Br
4 Parker Wh
2 FC " "
1 Winille " "
1 Brubner " "
1 Teller " "
1 up W-H Cat
1 " " " "
2 " " " "
2 " " " "
2 L " " "
4 " " " "
3 Rab Chicks
1 " " "
1 " " "
2 Cut Hens
2 F Coult
2 Ab " "
1 Whillap " "
1 " " "
1 Rashed Post-3
1 Park Pen 2
" Moale 17

John Mark

[illegible]

I Hunt 1400 feet Beach Plants & wrest them all, & used all of the old moulds we could
I made 557 from Moulds for by, Abbot & Allen made 7 to 10; I made 20 from whale Abbot & Allen
made 38 from Moulds. (N. A. Morris & Son Oct 1859)

1878
Ship city of Rattle 736 tons sold in Winter of 1888-89. Built by Johnson & Co. for \$40,000 per ton all ready for sea.

¹⁸⁵⁹
B Small & Packard Merchant 32 days on West ship. Livvie Mares, 11 1/2 days on Steer & days on Steer frame tent.
layed to 57 1/2 days work, Hunt \$8.00 for the job equal to \$1.55 for days = 50 day work = \$1.60

Mr Gibbs worked the days making Raddles & Putting on Braces & Pints on S P & Raddles. On Windliff the day was 1 day ^{on} turning hub & men paid \$4.00, all = to 17 day of ab-^{le} for job = to \$ for day, the hub & windliff all complete,

B. Small. Timber out to Maran & Son's ship. John Carver of 1000 ton in fall 49 for \$700.00 but not made \$1.50 per day to himself, put in all tiller & masts. Buckshot & Muzzie built all stops & worked all blows, rails from Butte for & Arlauer Feb 24/60; Paid \$1.50 per day; Paint & gave keel & stem; Left the 25th of Feb.

John Wiggins says ship's launch. of Spruce an woodstr in Bette 12th in Ditch 9th 12.00, again; 13th at 9th 13.00, 14th at 14.00
15th at 15.00; 16th at 16.10; 17th at 17.20; 18th at 18.30; 2nd Mart 25th at 25.00 (26.00 per but) x 71 feet by water 100.00

It cost \$717.00 to timber out ship, Arriv Morez of 1050 tons including keel stem & steam from
 660.00 I calculated it would cost 164⁰⁰ or 44⁰⁰ days work 4.78 days work Mayr was 8.150 per day
 57.00 more than I calculated
 abt 1/2 days work to down

Small Marked 44% dry spitting on 47 Strakes, heel & rudder on bottom of Markers & 6 keels + 1
Sunk Early Shift to Prime Strakes edge, to 1 to last Stem Box, Cant to Plank 5 ft. 8/132000 or 24500
per strike on 2750 per day, on 1 1/2 Strake per day.

Refill Ship at F.Mont top Rindler to top Beam 22-10 }
 " " Rail 3-14 }
 Virts across at Rail Right cut side struts 31-4 { 26-9 1/2 }

Refill at M Mont 22-7 Virts across at Rail 36 feet
 by Rail --- 26-6 1/2

Refill at Mor Mont 21-14 } Virts across at Rail 30-2.
 " " Lf Rail 8-11 1/2 }
 " " " 25-1 }

Ship from where Subst 8-4 times to 8-5 Sept = 8-9 Preuss

I'm more than seven More, but 4 1/2 at man dead wire,
 that show to another or how much Subst.

Another Mayfest. 34-0-06 Graft } 35-0-28 }
 31-1-14 Knot } 31-2-00 }
 2-2-16 Tare } 3-2-28 }

F. Mart 73 feet by Rail 13 feet = 60 feet - 26 3/4 = 33-2 1/4 top Rail to top

M " 76 " " " 13 " = 63 " - 26 3/4 = 36-6 1/4 " " "

Mir " 71 " " " 11 " = 60 " - 25 " - 35 " " "

F Mont 73 - Rail 13 feet 31 in Dist } F & M Top Mast 45 = 8 feet - 18 ft. Mir

M " 76 " 13 " 31 " } Mir " " " 36-27 " 14 "

Mir " 71 " 11 " 24 " } Cross Jack 57 - 14 in Dist

F & M Jars 71 feet by 15 in Dist } L Top 52 - 12 "

Graft S Top " 63 " " 14 " } Lf " " 46 - 11 "

Knot Wf " " 57 " 13 " } Gallat " 34 - 8 "

Tare P.C.H. " " " " }

Buckle Port Head 17 1/2 in Dist, it is 10 feet from point -
 Plug to top of W. Room is 15 to ant. Tiller hole + 2 = 17 for 2y 1x
 Ant. Pin covers about 6 feet. A Pin runs down 10 in in hole
 has 4 brass, 3 1/2 in. holes. Hole through counter 20 in Dist, for head,
 Patent collar 5 in plug, 5 in up & down the aft. side 1/2 is abt. the F
 side 1/42 is abt. 26-

Top Gilbert, 46 " " " } Royal 26 - 6 "
 Royal 34 " 8 " } Baer's spirit 22 out Barb 28 + 24 = 52
 Gilliam 14 + 14 = 28 feet 4 feet 147 in dist ant. side caps = 32
 Spentier Room 42 - 10 in dist -
 " Graft 36 - 9 " "
 Mast Stencil 35, 63-5, 47-8, 34-24 = 180-47
 Rat 1 1/2 1 1/2 1 1/2 5 feet

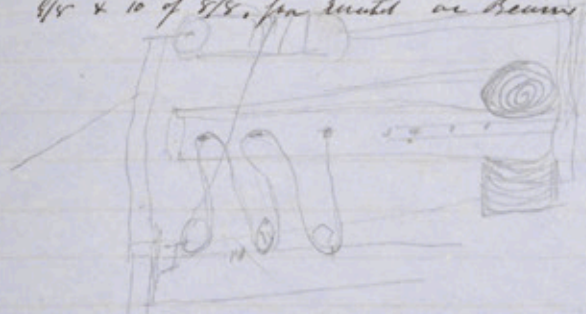
2 15 12 + 1
 2 16 15 + 1
 1 17 17 + 2
 2 17 12 + 1
 4 7 16 1/2
 2 7 1/2 11 + 1
 1 8 17
 1 11 10
 1 6
 1 16 1/2 17
 1 9 1/2 17
 2 7 1/2 17
 2 6 1/2 17
 2 11 11
 6 7 1/2 11
 3 14 15
 1 13 1/2 12
 1 10
 2 15
 2 9 1/2
 2 8
 1 11 1/2
 1 5
 1 9 1/2 18
 1 25
 1 28
 1 27
 1
 1
 10
 4 16 End
 1 30 "
 1 7 1/2 "
 2 28-9-2-248 "
 1 15
 1 15620 "
 2 12 1/2 "
 March 170
 if Long's
 all of the
 Stations
 " from
 "

The 8 172 1/4 feet Nail, 45 Meering Bricks, & 24 feet chaf. Trunk from 18 feet
 on 2d side at PS. has 12 1/2 in. Rire at 11 feet. Frame to be cut East - delicate in
 with the first of Apple Knot - @ 1/4 1/4 in. for low; tall White Oak, frame side 12 to 13
 Fls & Nail & 1/2 in. 10 & 11 in. Nail 16 1/2 in. from cut, & 4 ch 12 in 1/2 for 14 in. 1st East Knot
 10.4 Nov H 11 in; 2d PHat 9/6 - & 9; & 8-2 & 74 & 2/6 at PS & 6 of Nail Fls 22 feet by Nov 15 1/2
 1822 East 9 feet Top 20 & up to ^{small} Nail, 50 1/2 in. Stantion side not left the 10 in. Has no
 Sowing Timber, Room, 1 drafted 30 in. Stantion, set on every other frame; for
 Bill of Oak Promiscuous orders (Nail paper 3-4 abn PS) } 66 frames @ 30 in. = 1980

Stations, out as from, ① 4-6-8-9-12-N-P-R-T-R-R-Z-h-D & 2 hnt to Rail
 " " " " ① 2-4-6-8-10-12-14-16-18-20-22-24-26-28 & 29 4 30 hnt to Rail
 Norton from ~~the~~ Cent farmack from to aft side stem at under side P.S. 13-7+1=14-7
 " " " Aft " " Rail " S Port. 7th H aft 12+1 = $\frac{13}{27-7}$

68

Lines of N. F. H. S. 66-69. Skull 15 in. arm 14 in. (17 in. in better). Bullets with 5/8 in. 2 1/4 x 2 of 9/16 in. arm
 " 2 " " " 7 in. 68 " 18 " " arm 8 x 13, 1/4 x 2 1/2 in. long. Bullets with 9/8, 5 Bullets in arm 3 of 7/8 x 1/2 of 9/8
 " " Flaying " 9 to 12 in. " 23 in. Throat 4 in. arm just for end & 3/4 in. at L. end. Also 18 Bullets: 4 in. end of 7/8, 4 in. 1/2 of 9/8
 8/8 x 10 of 8/8, for pointed on Beavers & 5 High Back

[illegible]

Job Mörk. Ship, H. A. Baxter, in fall 1860 by H. O. Mores. To frame up the First A. Mast. Cane wire & Put on the
 7 PS Masts & set Mast Put in Mast Cape & do all carpenter work abaft up Clips & PS for \$225.00 " paid \$175.00
 for men & made a good job. Have done same job at Crafts & Grand all also
 Main Dr for \$150.00

Winchlass & Ruelster on same ship. for \$50.00 put brace on Ruelster & S. Port & by umollap, complete.

Sanding ship, Oberon/60, taken \$175 per day. 8 men ready - 20 by & 14 by 4 ft. 1/2 in. 27 ft. 6 in. = \$42.00, Aug 1860; Mores
 at time = 5 ft. 6 in. 1/2 in. 18 ft. 6 in. 1/2 in. 45 ft. 6 in. 1/2 in. 16 ft. 6 in. 1/2 in.
 " " Swiss Mores/59, taken 12 " 3 " = 36. \$175 \$63.00 Sept 1859. Mores one side to him & out at; split 18 ft. 6 in. 1/2 in. 16 ft. 6 in. 1/2 in.

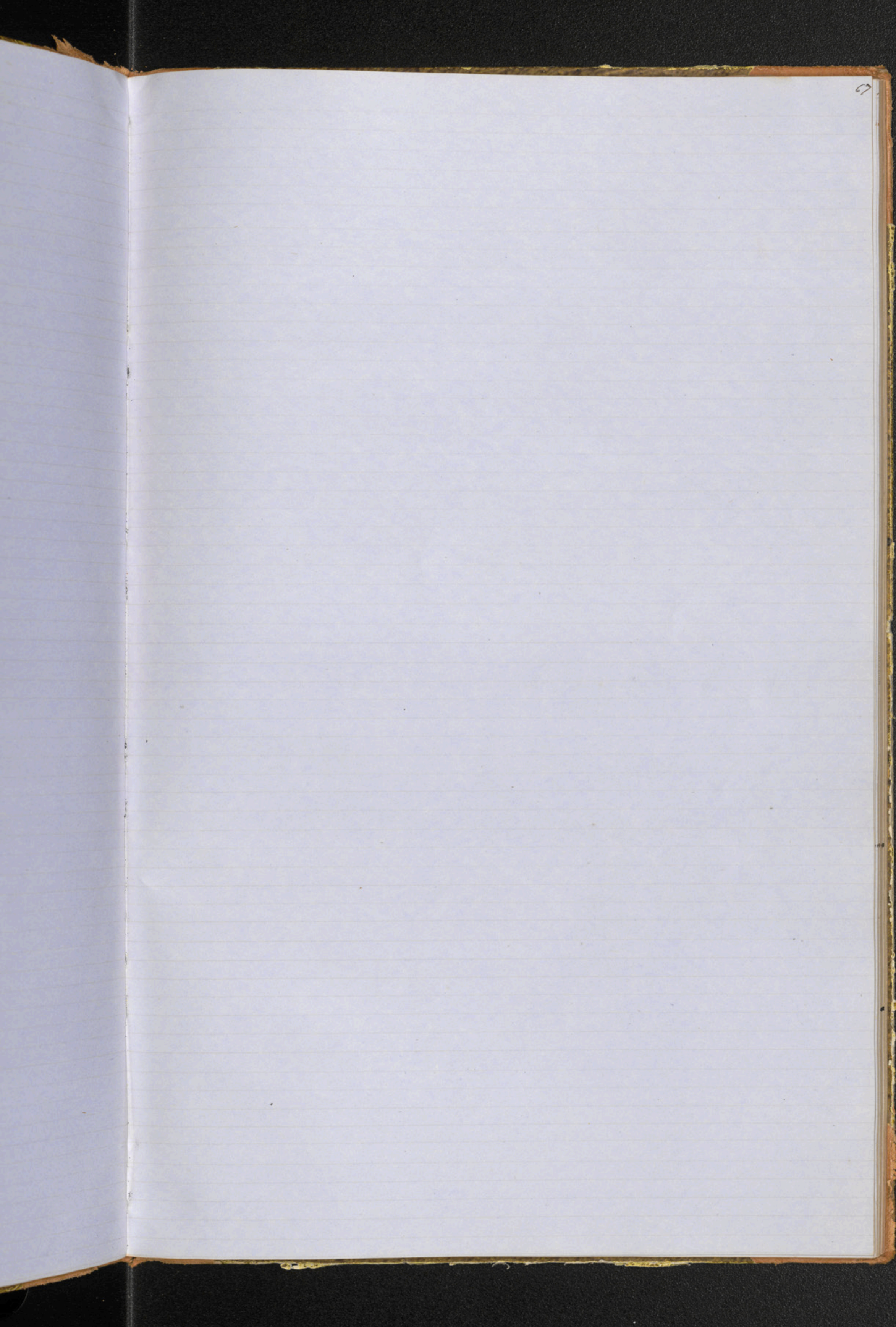
Ship H. de Embel Cost 792 days work to graft Masts Moulds & timber out. out of rough timber from the Masts
 500) 792 (1 1/2 days per ton, Highest Carpenter Mores \$1.83 to \$1.25 per day 1857; Mores let by the job; To chub & Hole 10 ft. 6 in.
 4 ft. 6 in. work = 210 day; let the squaring ship out side for \$50.00; = 160 ft per ton; let to East Mast \$50.00; Make Ruelster
 \$35.00, to make umollap 2500;

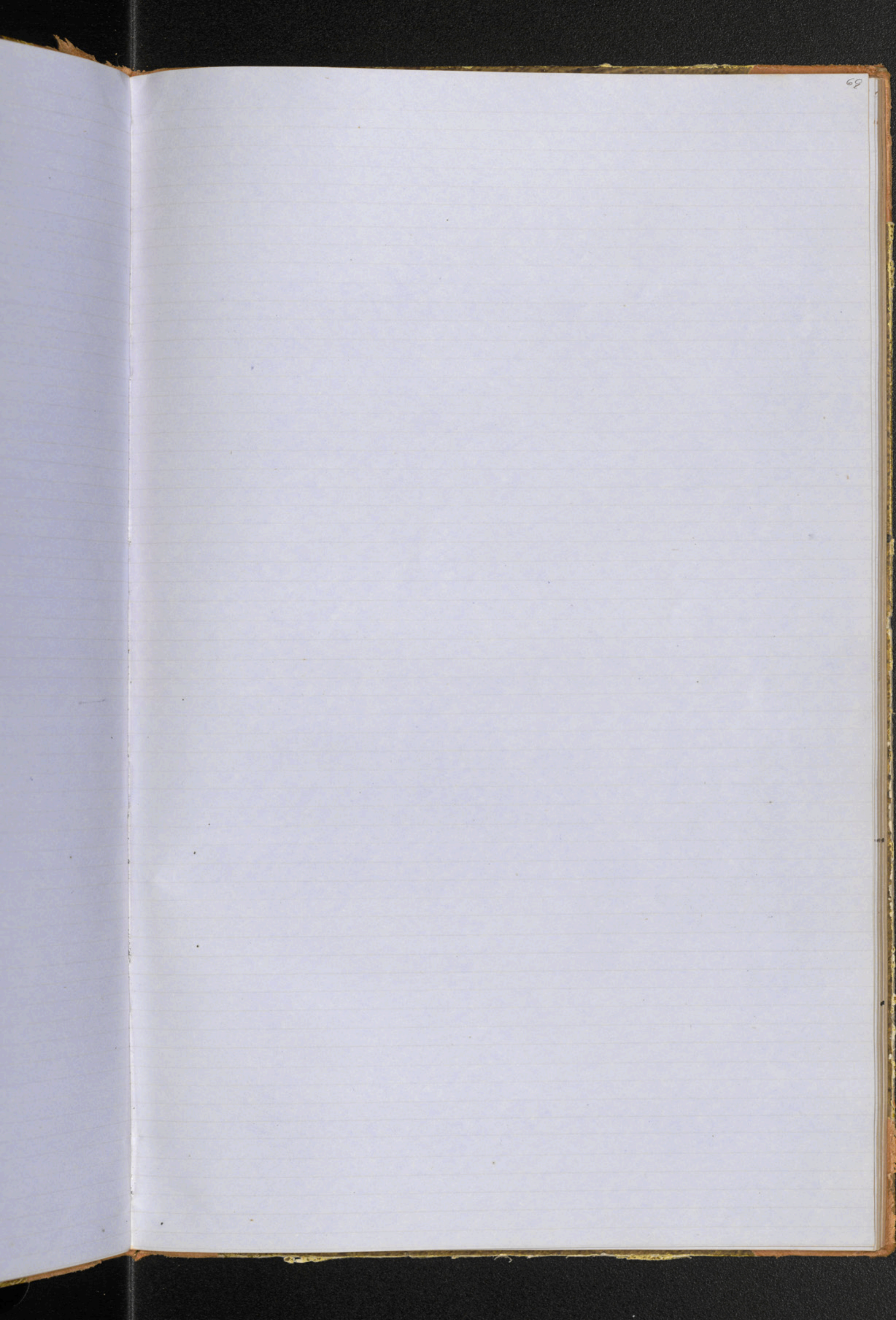
Unit 4 Put on Baller
\$225.00 - paid 9/15/1914
Kraft & Grand all other

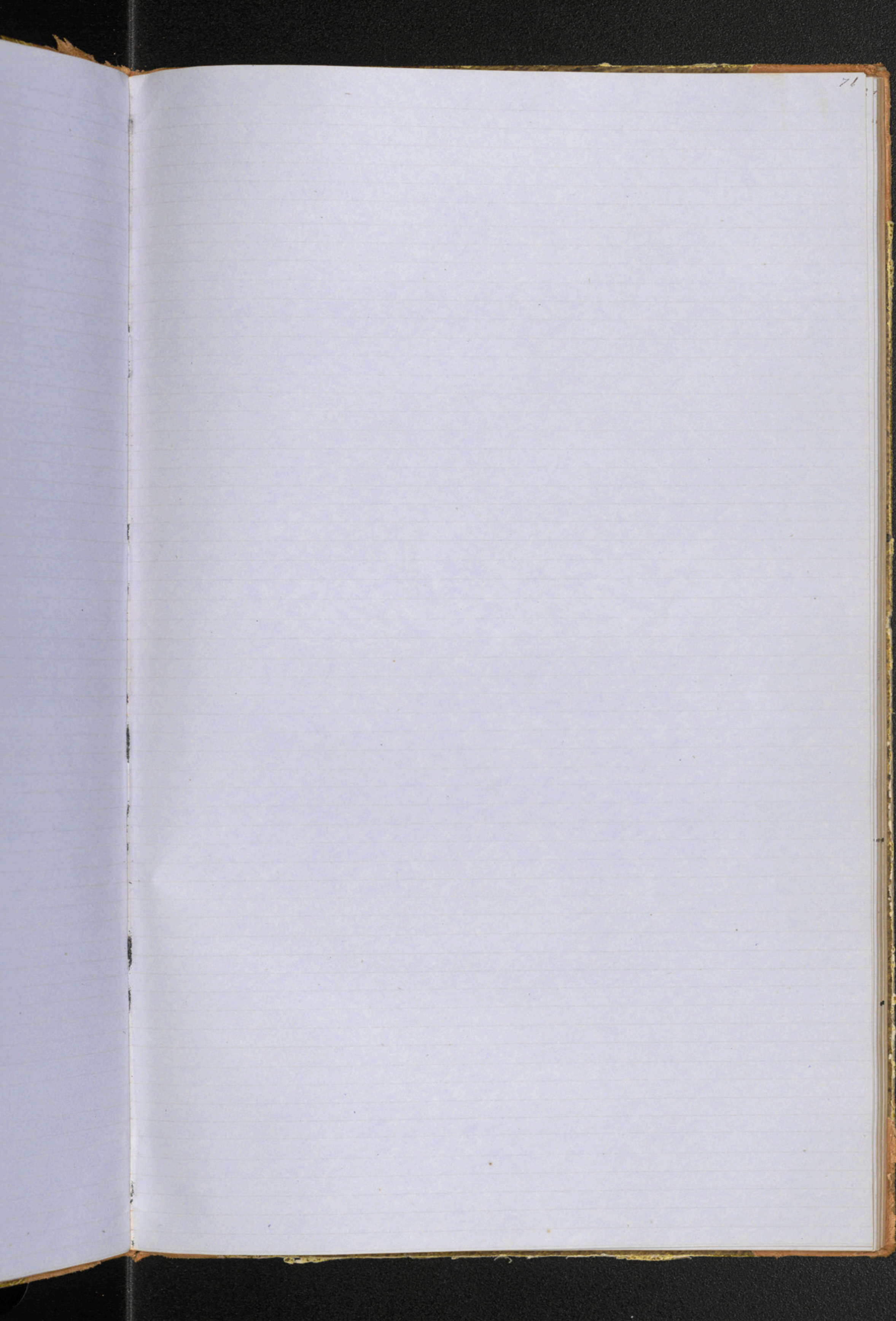
later!

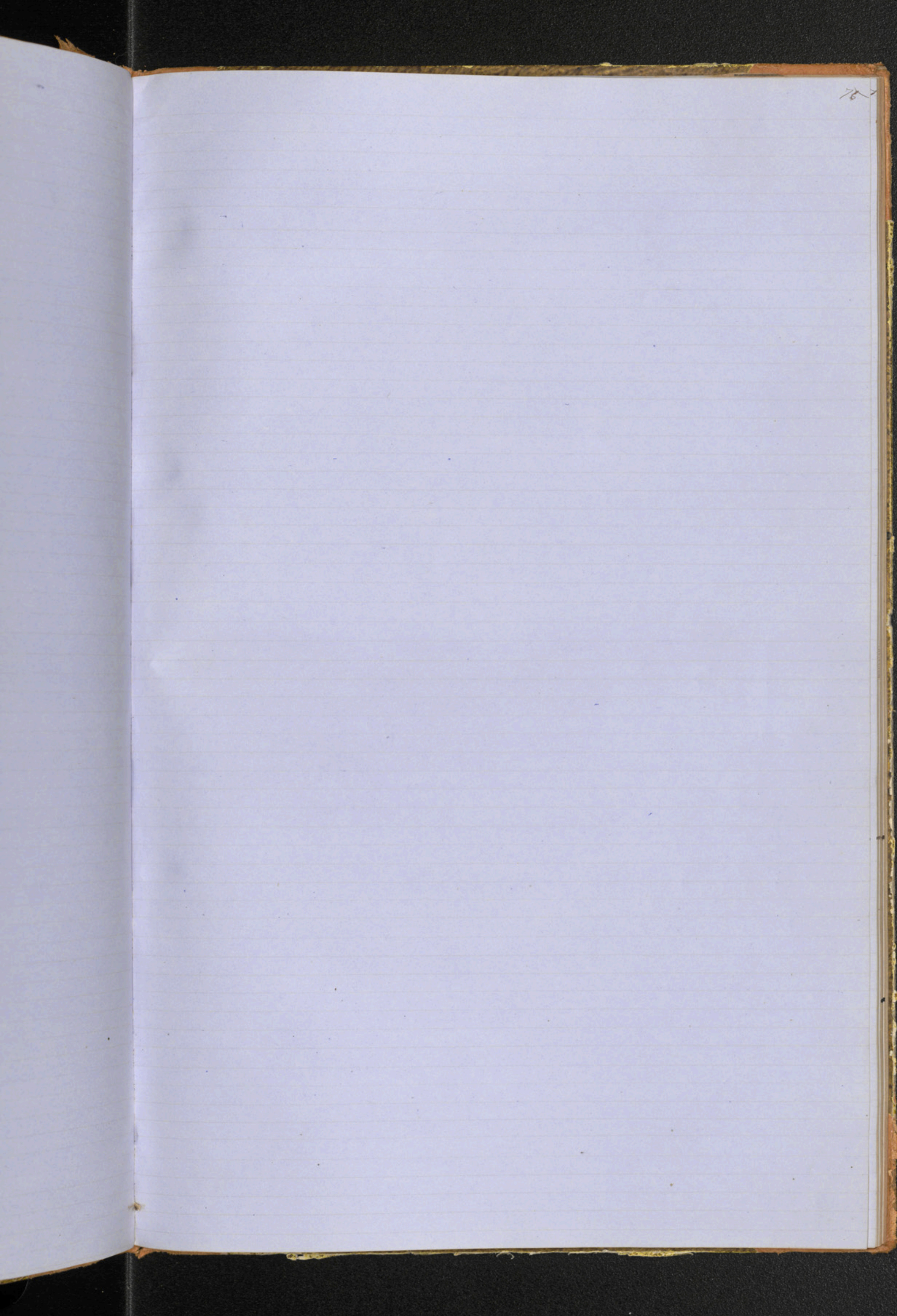
8/20/14, Aug 20; 11/20/14
and on 10/20/14
at 1/2 split 11/20/14 at 6/20/14

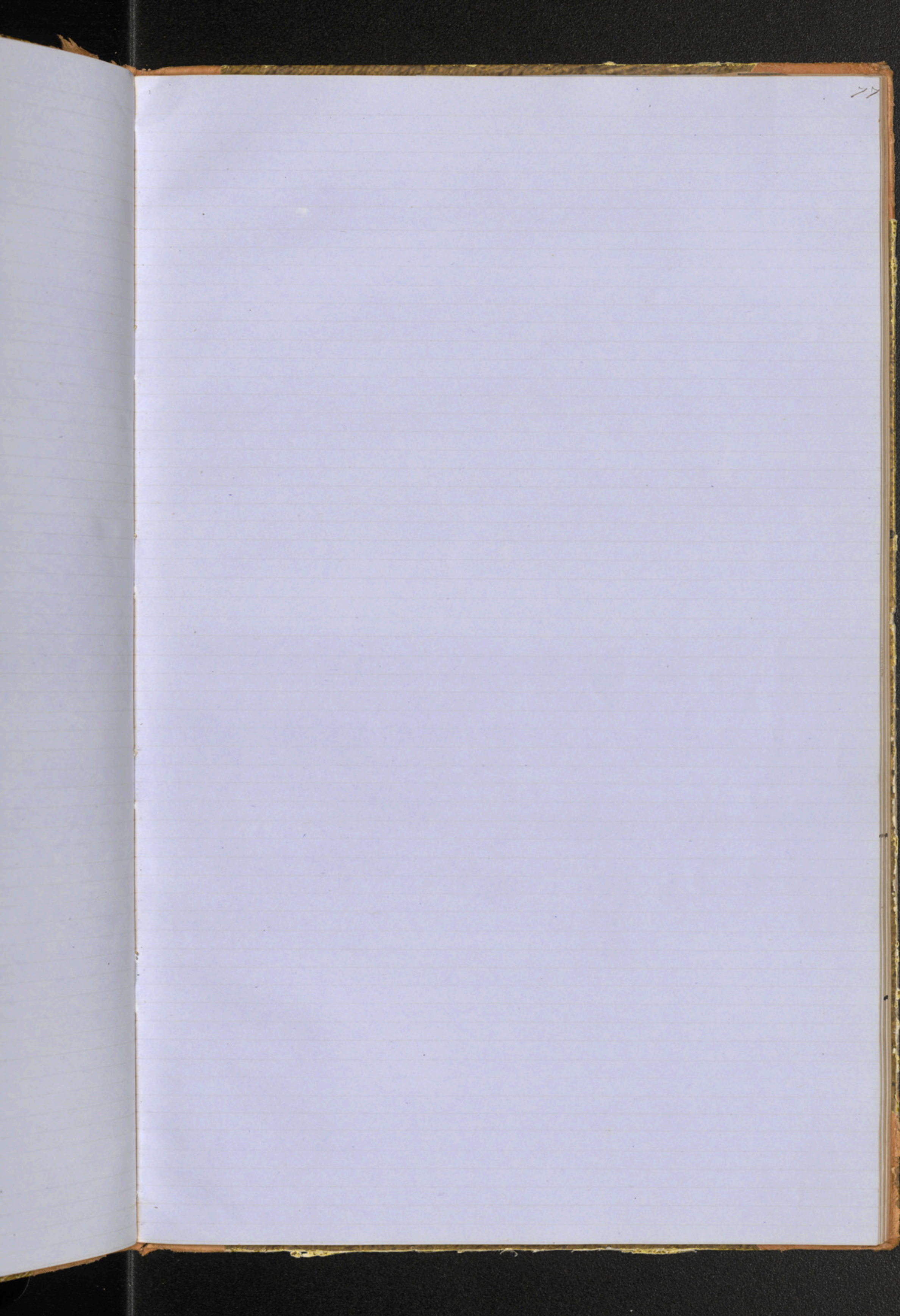
timber from the woods
To club 2 Hole 8/20/14
8/20/14; Make Another











Ships Built in City of Bath.

Name Ship	Captain	Tonnage	When Bld	Year Bld	Where Bld	Builder	Mails from	Managing Owner	Measurements	New Ship
1. Achilles	Nordanholt	1 1/2 1312		1857	Bath Me	Trufant & Trumb	Bremen	H. Bulker	185 1/2 - 97 1/2 - 24	
2. Adam Lamont	Gilbey	1075		1855	"	E. J. Morre	Bath	Spanish House	141 - 36 1/2 - 23	
3. American Mission	Lincoln	1 1/2 999	Aug/58	1852	"	Mores	"	W. H. O. Mores		
4. Ann & Hooper	Simson	1 1/2 1146		1855	"	Trufant & Trumb	Baltimore	Hooper	178 - 37 - 23 1/2	
5. Albert Galerton	Storer	1 533	Feb 54	1852	"	John Smith	Bath	J. Smith		
6. Alice	John Crocker	1 1/2 627		1857	"	J. Pickett	"	M. L. Frost	150 1/2 - 30 - 20 1/2	
7. Andover	W. C. Bond	1 1/2 484	June 53	1849	"	"	N. York	W. Nelson		
8. Aquilla	Oliver	1 1/2 1119	"	1855	1854	"	W. H. O. Mores	Bath	Mores	135 - 28 1/2 - 20 - 8
9. Aramida Snow	Hammond	2 551	April 56	1854	"	Robinson & Leonard	"	"		
10. Argo	Pollard	1 1/2 1072		1856	"	J. M. Dinwiddie	"	B. C. Bailey	176 - 36 - 24	
11. Arlington	Houston	2 570	June 56	" 47	"	"	Halland	B. Knipper		
12. Armbrial	Brown	2 530	April 57	" 56	"	"	A. V. Minot	Bath	A. V. Minot	
13. Asyria	Delano	1 1/2 1360	July 58	1854	"	"	G. J. Patten	"	G. J. Patten	179 - 37 1/2 - 24 1/2
14. Augustus	"	1 1/2 736	"	1867	"	"	J. Pickett	"	W. C. Frost	153 - 32 - 4 - 22 - 8
15. Baltic	"	1 1/2 769	Apr. 55	1854	"	"	Houghton	"	Houghton & Sons	
16. Ben Adams	Chase	1 1/2 1170	Sept 56	1850	"	"	J. C. Hammond	N. York	Capitaine & Co.	
17. Bernard	Garney	1 1/2 672	Nov 54	1853	"	"	L. & Robinson	Bath	B. C. Bailey	
18. Bremenhaven	Hilkins	2 552	Aug 57	1837	"	"	Bremen	Kalkman		
19. Britannia	Patten	1 1/2 1194	Feb 54	1853	"	"	Patten	Bath	G. J. Patten	
20. Bullion	"	1 1/2 553	"	1858	"	"	L. & Hall	Boston	Ind. & Hall	134 - 3 - 30 - 1 - 21
21. Caliope	"	1 1/2 1163	"	1856	"	"	J. Howard	Bath	Howard	175 - 37 - 24
22. Caribina	Perry	1 1/2 1147	July 55	1854	"	"	R. Mores	"	R. M. & Sons	
23. Canova	Hutchings	2 580	"	1858	"	"	J. & E. Cox	"	Merrill & Robinson	143 - 29 - 21 - 8
24. Carravan	W. J. Sands	1 1/2 1362	Sept 57	1855	"	"	L. & Hall	N. York	H. & Nottingham	185 - 34 - 7 - 24
25. Carlisle	Simson	1180	"	1855	"	"	J. Simpson	Bath	G. J. Harding	186 - 10 - 36 - 11 - 23 - 10
26. Caroline Smith	Werner	2 832	Oct 58	1848	"	"	"	N. York	R. & Sons	
27. Champlain	Nyman	1 1/2 515	May 55	1852	"	"	G. J. & Patten	Bath	G. J. & P.	
28. Charles Crocker	Mum	2 960	Oct 55	1849	"	"	J. Pickett	N. Y.	Callwell	
29. Charles Dawson	Kelly	1 1/2 975	Oct 57	1856	Woburn	R. J. Hall & Thorne	Bath	C. Dawson	176 - 34 - 1 - 24	
30. Charles & Jane Oliver	"	1 1/2 489	May 57	1852	Bath	R. Mores	"	R. M. & Sons		
31. Charlotte	Simson	1 1/2 992	Nov 57	1856	"	"	J. Pickett	"	R. & Sons	169 - 35 - 8 - 24
32. Charlotte Minion Rogers	"	1 1/2 570	"	1857	Physick	C. Minot	"	C. Morrison	142 - 29 - 10 - 25 - 10	
33. Cy Reed Arms	"	2 471	July 57	1845	Bath	Houghton	"	W. & Sons		
34. Clara Ann	Patten	2 421	Feb 57	1850	"	"	L. Houghton	"	"	
35. C. P. Apple	Long	1 1/2 844	"	1856	"	"	A. Collier	Boston	Collier & Co.	165 1/2 - 38 - 2 - 21 - 6
36. Commodore	Bell	1 1/2 1057	"	1856	"	"	Bony & Richardson	Bath	R. & Co.	142 - 36 - 3 - 24
37. Confidence	Stearns	1 549	"	1857	"	"	W. Rogers & Sons	N. York	W. Rogers & Sons	140 1/2 - 34 - 23 1/2
38. Constellation	Wiggins	1 1/2 999	"	1856	"	"	Witcher	Bath	H. & Co.	177 - 34 - 4 - 24 - 2
39. Consul	Mosier	2 1035	Sept 58	1853	"	"	L. L. L. L.	Savannah	Mills & B.	
40. Continent	Gibbs	1 1/2 1033	May 57	1851	"	"	J. & Hammond	N. York	C. H. H. H.	
41. Cosawater	"	1 1/2 960	"	1856	"	"	A. & Curtis	Savannah	C. H. H. H.	
42. Cordelia	Bishop	1 1/2 666	July 57	1849	"	"	"	N. York	"	
43. Cynosure	Hamis	1 1/2 1257	Feb 57	1853	"	"	"	"	J. & H. H. H.	
44. Danube	Golden	1 1/2 998	Oct 57	1844	"	"	W. & Sons	Bath	Houghton & Sons	
45. Eastern Star	Thomas	1 1/2 1045	Oct 57	1858	"	"	Stinger & P.	"	J. & P. H. H.	180 - 38 - 24
46. Edgar P. Hinger Wood	"	1 1/2 1353	"	1857	"	"	J. Radle	N. Y.	C. H. H. H.	
47. Elphinstone	Orter	1 1/2 965	Dec 55	1855	"	"	L. & H. H.	Bath	L. & H. H.	125 - 34 - 4 - 24
48. Eliza Bondal	Linkham	2 1264	Apr 58	1855	"	"	W. H. H.	Charleston	J. Francis	92 1/2 - 37 1/2 - 25 1/2
49. Elizabeth	Bliss	2 668	July 57	1844	"	"	Howard	Boston	C. L. Richardson	
50. Ella	Hammond	1 1/2 994	"	1857	"	"	J. & Hammond	Bath	J. & H. H.	176 - 9 - 34 - 18 - 23
51. Eliza Queen	Alexander	1 1/2 988	May 58	1852	"	"	"	"	W. & H. H.	
52. Emerald Isle	Kornish	1 1/2 1736	"	1853	"	"	J. & Hammond	N. Y.	Capitane & Co.	
53. Emily & P. H. H.	Trissier	1 1/2 884	"	1854	"	"	W. Rogers	Charleston	J. & H. H.	174 - 32 - 7 - 22 - 6
54. Emily Augusta Parker	"	1 1/2 1150	"	1857	"	"	J. Howard	Bath	Howard	185 - 37 1/2 - 24 - 4
55. Emma Jane Gordon	"	1 1/2 1186	March 58	1854	"	"	"	N. Y.	C. L. Duncan & Co.	
56. Eliza A. Snow	A. Snow	2 456	May 57	1851	"	"	Eliza & Samuel	Bath	C. & Samuel	
57. Exchange	Patten	1 1/2 596	Apr 56	1855	"	"	H. & R. H. H.	"	J. H. H.	
58. Fenwick	Lincoln	1 1/2 767	May 56	1857	"	"	"	N. York	J. Warner & Co.	
59. Felicia	J. Bull	1 1/2 1243	July 57	1855	"	"	Arnold & Curtis	Bath	B. & C.	192 - 26 - 24

Name Ship	Master
1. Flying Jugg	J. H. H.
2. Forest King	J. H. H.
3. G. B. Ramon	J. P. H.
4. Gellert	J. H. H.
5. General Cast	J. H. H.
6. Georges	J. H. H.
7. Geo. F. Patten	J. H. H.
8. Georgia	J. H. H.
9. Gratto	J. H. H.
10. Hannet. Crocker	J. H. H.
11. Harriett	J. H. H.
12. Harro & Queen	J. H. H.
13. Helioport	J. H. H.
14. Herald	J. H. H.
15. Holy Head	J. H. H.
16. Houghton	J. H. H.
17. Humphry Parnington	J. H. H.
18. Hunter	J. H. H.
19. Humbly	J. H. H.
20. Independence	J. H. H.
21. Iowa	J. H. H.
22. J. H. H.	J. H. H.
23. J. P. H.	J. H. H.
24. J. P. H.	J. H. H.
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30. J. P. H.	J. H. H.
31. J. P. H.	J. H. H.
32. J. P. H.	J. H. H.
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97. J. P. H.	J. H. H.
98. J. P. H.	J. H. H.
99. J. P. H.	J. H. H.
100. J. P. H.	J. H. H.

Ships Built in City or Port of Batavia

Name	Ship	Master	Class	Engage	Wh. Coffin	Wh. Bulb	White Bulb	Builders	Wholesaler	Manager	Owner	Measure	
Phygy Jagg	J. M. Little	1/2	1127	Sept/56	1853	Bath	Trafport & Prumet	Boston	S. J. Needles & Co				
Forest King	Price	2	991	Jan/57	1847	"	S. Larrabee	N York	J. H. Brewer & Co				
G. B. P. Amar	R. P. Dumbly	1/2	997		1853	"	"	"	Vanderbilt & Diamond				
Yellow	Boyes	2	524	Feb/56	1846			Hambury	Salmon	150/29/23			
General Carting	Garman	1/2	681		1856	"	Carter & Arnold	Bath	Carter & Arnold	150/32 1/2/22			
Georges	Miller		1000		1855	"	Trafport & Prumet	"	"	140/36/23			
Geo. F. Patton	Melville	2	790	Sept/56	1848	"	J. F. & J. Patton	"	J. F. & J. Patton				
Georgia	McClown	2	1035	Apr/56	1855	"	T. & Prumet	Savannah	J. P. & J. Mills				
Gratto	Wendell	2	471	May/54	1852	"	"	Antine	Wager & Co				
Henrich	Cracken	2	499	Feb/53	1849	"	J. Rieckert	N York	Roberson & Fardick				
Henriette	P. B.	2	534	Nov/57	1850	"	John Perry	Boston	Page & Richardson				
Henrich	Queen	1/2	1015	Jan/54	1853	"	L. & H. Rieckert	Bath	W. & O. Morris				
Holbrook	Thermon	2	750	Sept/54	1850	"	E. & A. Seave	"	Clark & Seave	159/32 1/2/23			
Herald	Crowell	1/2	680	"	1855	"	T. & Prumet	N York	Thompson & Co	140/32/21			
Holy Head	Cole	1/2	1099	July/57	1854	"	D. Seave & A. Seave	Bath	Clark & Seave	182 1/2/36/23 1/2			
Houghton	Radwin	2	787	July/57	1849	"	Levi Houghton	"	Wright & Son				
Humphrey	Parrington	2	644	Dec/56	1847	"	"	"	F. B. Parrington				
Imoto	Rears	2	515	"	1851	"	"	New Bedford	J. Brown				
Imberty	Camels	1/2	980	May/54	1850	"	S. Larrabee	Bath	J. Thompson & Co				
Independence	Eustis	1/2	1275	Dec/54	1855	"	Richard Morris	Son Bath	R. M. & Son	196/37 1/2/24			
Iowa	Parker	2	479	Aug/57	1846	"	W. & O. Morris	N York	Manass & Co				
Jenkins		1	1318	Oct/56	1845	"	J. Rieckert	N York	North & Son	195/39/25 1/2			
J. F. Patton	Wendell	1/2	980		1854	"	J. F. & J. Patton	Bath	J. F. & J. Patton	185/34 1/2/24			
"	L. Baggett	Conway	1/2	1220	July/56	1851	"	J. Rieckert	N York	Baggett & Kimble			
Jane Parker		2	425	Dec/57	1848	"	R. Morris & Son	Bath	R. Morris & Son				
J. P. Wheeler	Robinson	2	875		1856	"	J. Rieckert	Bath	"	160/34 1/2/22			
J. S. Pardon	Perce	1/2	1398		1855	"	"	"	J. S. Pardon	196/39/28 1/2			
John Fraser	Herbert	1/2	762	Aug/57	1844	"	Trafport & Prumet	Chilmark	J. Francis & Co				
"	Henry	Cynant	2	549	Nov/54	1847	"	John Henry	Bath	J. Henry			
"	Patton	Patton	1/2	850		1856	"	J. F. & J. Patton	"	J. F. & J. Patton	174/34 1/2/24		
"	P. Howard	Anderson	2	545	May/57	1844	"	"	Prod B. J.	Z. O. Fisher			
Juliet	Comells	2	525	Aug/50	1848	"	"	"	A. G. L.	J. A. L. & Co			
Katarochin	Cliver	2	548	Aug/56	1847	"	R. Murr	Bath	Clark & Son	O. J. Thayer			
Kato Swanton	Reach	1/2	489	Nov/56	1851	"	J. Houghton	"	H. & Son				
Kines	Everett	1	929	Nov/56	1855	"	E. & A. Seave	"	Clark & Seave	159 1/2/33 1/2/23			
Lauron	Watts	1/2	597		1857	"	Larrabee & Larrabee	Waltham	Lauron Watts	140 1/2/30 1/2/20/6			
Lindo	Melchior	1/2	1014	Apr/54	1853	"	W. B. Parker	N York	Thurston & Son				
Lirhan	Carney	1/2	580	Nov/48	1859	"	W. B. Parker	Bath	W. B. Parker				
Livia Drew		2	525	Nov/56	1854	"	Parron & Morrison	Bath	Morrison				
"	Howard	Robinson	1/2	565	Aug/56	1851	"	Thomas Howard	"	T. Howard			
Lombard	Lombard	1/2	1013	March/55	1854	"	Stephen Larrabee	"	McLean & Clapp				
Lucknow	Garham	1/2	890	Sept/57	1852	"	"	Boston	A. Snow				
Maclonian	Bible	2	414	Apr/52	1845	"	C. & Seave	Bath	Clark & Seave				
Maypolia	Spurge	1/2	967	Apr/54	1851	"	"	"	Berry & Co				
Margaret Payson	Morrison	1	1189		1856	"	T. & Prumet	N York	W. Payson	1867/371/24-2			
Mansfield	Perry	1/2	999	Dec/57	1852	"	J. F. & J. Patton	Bath	J. F. & J. Patton				
Mathew Pictent	Morre	2	780		1856	"	J. Rieckert	"	J. Rieckert	157/35/22 1/2			
Mary	Morphy	2	747	Dec/56	1850	"	John Henry	"	John Henry & Co				
Mary & Whittier	Cate	1/2	495	Oct/54	1852	"	"	"	Capt.				
Mary Robinson	Marchy	1/2	1272	"	1854	"	T. & Prumet	N York	"				
Marreb	Perkins	2	744		1856	"	"	Bath	Perkins & Co				
Mathaphan	Forrell	1/2	800	May/57	1855	"	H. Springue	"	Northron & Co	153-31 1/2/23			
Mary Florence	Hayes	1/2	849	Jan/52	1851	"	W. Hayes & Son	Bath	B. B. Puncen & Co				
Marathon	Whitmore	2	462	"	1850	"	T. & Prumet	"	Trafport & Prumet				
Merryme	Scatto	1/2	460	Feb/56	1851	"	"	N York	North & Son				
Milton	Rockyer	2	700	Jan/54	1847	"	Levi Houghton	Bath	M. & Son				
Mongolia	Melcher	1/2	967	July/54	1851	"	"	Bath	Page & Richardson				
Monmouth	Taone	2	728		1841	"	J. F. & J. Patton	Bath	J. F. & J. Patton	Repaired Oct/59			
Monsoon	Willetts	1/2	773	Apr/56	1857	"	Trafport & Prumet	N York	Geo. Murray				

Ships Built in Bath District

Name Ship	Captain	Class	Tonnage	When Launched	Built	Builders	Contract	Managing Owner	Measurements	Remarks &c
Mont Blanc	Coxsack	1/2	620		1856	R. Marre & Son	Bath	Richard More & Son	143/90 1/2/25 1/2	
Montmorency	Brown	1/2	1083	May/57	1856	W. M. Rogers	"	W. J. Rogers & Co	181 1/2/93 1/2/24 1/2	
Noble	Eastman	2	508	Feb/56	1850	"	"	McGowan & Clapp		
Norrahoe	Arr	1/2	1836		1857	W. M. Morris & Son	"	W. M. Morris & Son	186/34 1/2/24	Lost Dec/56
Northampton	Cotter	1/2	969	Sept/57	1852	Levi Haugfelter	"	H. & Sons		
Ocean Breeze	Monroe	2	862	Apr/56	1848	J. Rieckart	N York	C. B. Duncan		formerly called Ocean Breeze
" Steers	Strickland	1/2	804	Aug/56	1853	J. H. Farris	Bath	N. Minchell		
Old England	Telano	2	917	" 1856	1849	S. Larrabee	"	T. J. Robinson		
Oliver Moses	Atis	1	999		1856	F. C. Mores	"	C. Mores & Son		
Orion	Marmels	1/2	1138	May/57	1852	"	"	Richardson & Gray		
Pauline	Robinson	1/2	475	Feb/52	1852	C. W. H. Arnold	"	J. T. Patten		
Pleiades	Winglow	1/2	1172	Aug/55	1845	Lowell & Small	"	Frederick Clark	188 1/2/96 1/2/23 1/2	
Pachamant	Woodson	1/2	895	" 1857	1855	"	N York	H. Grinnell & Co		
Patomac	Reed	2	1198		1855	L. Haugfelter	Bath	H. & Sons	186/37/24 1/2	
Queen Victoria	Wachy	2 1/2	711	Sept/54	1853			P. L. Loring & Co		
Rappahannock	Clark	2	1133	Aug/58	1841	Clark & Sewall	N York	Sprague & Robinson		Sold in England Nov/59
Reuben	Burgess	2	548	July 58	1848	S. Larrabee	"	Robinson & Farwell		
Revenue	Robinson	1/2	1316		1854	W. M. Rogers	"	C. B. Duncan & Co		
Rhine	Jetterson	2	584	Aug/56	1849	"	Bath	McGowan & Clapp		
Richards Alford	Wallingford	2	830	July/58	1847	J. Rieckart	N York	W. T. Frost		
" Morse	Dinsmore	1/2	930	June/54	1857	J. B. Quinn	Bath	Morse & Son		
Rochester	Chubb	1/2	636		1856	Levi Haugfelter	"	H. & Sons	156/29 1/2/21 1/2	
Rochester	Lafkin	1/2	833	March/57	1848	Trufant & Trumb	"	Howard & Grant		
Rock Light	Wadley	1	1583	May/55	1854	"	"	Trufant & Trumb	212/40-28	30 tons at 40 ft
Rome	Lincoln	2	673	Sept/59	1847	W. M. & O. Mores	"	W. M. & O. Mores		at 40 ft
Russell Sprague	Patten	1	816	Sept/57	1850	"	"	Trufant & Trumb	164/32 1/2/22	at 40 ft
Sagadahoc	Foster	1/2	575	Dec/54	1852	"	"	Foster & Co		
St. Peter	Sanen	2	438	Aug/54	1850	"	N York	Thompson & H		
Samaritan	Small	1/2	1200	Apr/58	1854	Clark & Small	Bath	C. & Sewall		
Saratoga	Bailey	1/2	890		1857	"	"	"		
" Souren	Henderson		607		1847	"	"	J. H. Mottell		
Saratoga	Trask	1/2	1200		1849	Trufant & Trumb	N York	Slater & Co		
Sebastiack	Chase	2	549		1856	Trufant & Trumb	Bath	Trufant & Trumb	143/29 1/2/21	
Sebertford	Rogers		500	Oct/56	1855	Richard & Rieckart	"	Rieckart & Rieckart	138/28/19 1/2	
Shamrock	Joane	1/2	1125	Apr/55	1853	Haugfelter	"	Haugfelter & Son		
Sheffield	Anderson		589	Oct/56	1854	"	N York	R. M. Carttman		
South Carolina	Tratt	2	769	July/54	1841	J. Rieckart	Bath	W. M. & O. Mores		Lost in North 1859
North Carolina	Farham				18	J. Rieckart	"	W. M. & O. Mores		Sold in California 1859
Southern Eagle	Chim		725		1856	Larrabee & Mores	Boston	W. Stenhouse	164/30 1/2/22	
Sultan	Berry	1/2	1184	Apr/57	1859	Jos Berry	"	Rogers & Foster		
Sunshine	Ryder	1	1467	Oct/55	1856	Hall & Small	N York	Howe & Co	202/99 1/2/24	
Switzerland	Doherty	2	567	Nov/57	1844	"	Trufant	J. Baines		
Thalotta	Stinson	1/2	1058	Oct/55	1853	Thomas Howard	Bath	T. Howard		
T. J. Roger	Barnhelm	2	543	June/55	1847	W. M. Rogers	"	Merritt & Robinson & Co		
Tarrent	Capp	1/2	641	July/56	1844	J. Rieckart	"	McGowan & Clapp		
Trenton	Green	2 1/2	668	May/56	1840	"	"	J. F. Patten		
Tropic	Smith	1/2	500	Oct/56	1857	Trufant & Trumb	N York	Smith & Co		
Tubab Cain	Clark	1/2	528		1858	Cox & Co	Bath	Cox & Co		
Union	Skilling	1/2	998	Oct/57	1857	Hall & Small	"	Hall & Small	176 1/2/35/24	
United States	Somme	2 1/2	654		1839	"	Boston	J. M. May & Co		
Vermont	Maybury	2 1/2	437	Nov/51	1844	R. Marre	N York	Newell & Co		
Victoria Reed	Farber	2	621	Sept/56	1853	Samuel & Robinson	Bath	Farber & Reed		
Viking	Winthrop	1/2	1349	March/56	1853	Trufant & Trumb	N York	J. H. May		
Virginius	Ears		888		1858	J. Rieckart	"	J. Rieckart	160 1/2/34 1/2/22 1/2	
Wabash	Barnes	1/2	398	Dec/55	1849	"	Bath	Clapp & McGowan		
Walter East	Smith	1/2	1079	May/55	1854	S. Larrabee	"	Rieckart & Co	196/37/24 1/2	
Western Ocean	Hamilton	1/2	1153		1856	T. J. Drummond	Philadelphia	S. W. Mores	181/37/24	
W. J. Small	Morrison	2	672	Dec/56	1845	C. & Sewall	Bath	Clark & Sewall		
W. J. Morris	Parkson	1	1188	July/57	1856	P. J. Drummond	Philadelphia	J. Jones & Co	185/98 1/2/24	

Name Ship	Master
Archilles	
Adam Demont	
America	Ames
Ann B. Hooper	Simmons
Allent Galatin	Storer
Alie	Tratt
Andover	W. B. Brown
Aquila	Alston
Armede Snow	Home
Argo	Pollard
Arlington	Martin
Armenia	Brown
Aspyria	Tolson
Augusta	Heaney
Bathie	G. F.
Big John Chase	
Bernard	Carr
Bremerton	Wilt
Britania	Patterson
Bullion	Gladys
Calliope	Quacken
Combric	Perry
Conover	Hatch
Corvus	W. H. Small
Carlisle	W. H. Small
Caroline Smith	
Champlain	W. H. Small
Charles Crocker	
W. M. Rogers	Thom
W. Penn	McA
W. Tapscott	De
W. H. Mores	Jos
Winward	W. H. Small
Zenobia	Pet
Archibald Cooper	De
Alfred Limet	Am
Caroline	De
Fluane	Hun
Gen Call	De
Quadrant	De
Indian Queen	Con
Lion	Mo
Lucy & Hale	Hale
Nicholas Corwin	Mun
North West	Pink
Orion	Hun
Ocean Wave	Mor
Omega	R. Mores
Oregon	Sou
Princeton	Pag
Scio	Em
Silver Cloud	de
Tamara	Ar
Tinos	Ben
John Mores	
Combie	

Baths Shipper When Built &c.

Name Ship	Master	Class	Length	Beam	Depth	Displacement	Builder	Owner	Manager/Agent	Measurement
Archilles		1 1/2	1312	1859	21		T & Drummond	Bremen	P. Bullew	1857/32 1/2/24
Adam Demont			1075	1853	19		E. J. Morre	Bath	Spanish House	1841/36 1/2/27
Amelia Union	Lincoln	1 1/2	999	1852		July 58	W. B. O. Mores	"	W. B. O. Mores	
Ann B. Hooper	Simmons	1 1/2	1196	1855			T & Drummond	Baltimore	Hooper	188/37/23 1/2
Alfred Galatin	Stoner	1	533	1852	17	Feb 54	J. Smith & Co	Bath	J. Smith	
Alie	Tratto	1 1/2	627	1857	18		J. Ardent	"	M. L. Tratto	156 1/2/30/20 1/2
Anderson	W. C. Perry	1 1/2	484	1849	17	July 59		W. Nelson & Son		
Aquila	Alonzo	1 1/2	1119	1854	19	" 56	W. B. O. Mores	Bath	W. B. O. Mores	
Armede Snow	Hendon	2	551	1859	17	Apr 56	Robinson & Son	"	Robinson & Son	156/28 1/2/20 3/4
Argo	Pallard	1 1/2	1078	1858	20		J. M. Tinsman	"	B. B. Baloy	186/36/29
Attingham	Hartman	2	570	1847	17	June 56		Hall & Co	J. T. J. J. J.	
Amorab	Brown	2	530	1856	18	Apr 57	J. B. Manitt	Whipley	C. B. Minot	
Atypria	Volano	1 1/2	1363	1854	20	July 56	J. F. J. J. J.	Bath	J. F. J. J. J.	198/57 1/2/24 1/2
Augusta	Hearney	1 1/2	796	1857	18	Nov 54	J. Ardent	W. B. O. Mores	W. T. Frost	153/32 1/2/28 1/2
Bathie	G. F.	1 1/2	769	1859	18	Apr 55	W. B. O. Mores	Bath	W. B. O. Mores	
B. John O'ne		1 1/2	1170	1850	20	Apr 56	T & Drummond	N. York	T. J. J. J. J.	
Bernard	Carnay	1 1/2	678	1853	18	Nov 54	Samuel & Son	Bath	B. C. Baloy	
Bromhead	Wilkins	2	562	1857	17	Aug 57	T & Drummond	Bremen	Hall & Co	
Britania	Patton	1 1/2	1194	1853	21	Feb 54	J. F. J. J. J.	Bath	J. F. J. J. J.	
Bullion	Gladyman	1 1/2	553	1858	18		Hall & Co	Boston		134 1/2/30 1/2/21
Calliope	Quachwin	1 1/2	1163	1856	20		W. B. O. Mores	Bath	T. Howard	185/37/24
Combia	Perry	1 1/2	1187	1854	20	July 55	B. Morre & Son	Whipley	W. B. O. Mores	
Conora	Hatting	1 1/2	580	1856	18	Apr 56	J. F. J. J. J.	Bath	W. B. O. Mores	147 1/2/29 1/2/24 1/2
Caravan	W. J. Sands	1 1/2	1362	1855	20	Apr 56	Hall & Co	N. York	J. F. J. J. J.	145 1/2/29 1/2/24
Carlisle	Simon	1 1/2	1181	1853		Apr 56	J. F. J. J. J.	Bath	J. F. J. J. J.	186 1/2/36 1/2/24
Caroline Smith		2	832	1848	19	Oct 56	J. Ardent	N. York	W. B. O. Mores	
Champlain	W. J. Mar	1 1/2	515	1852	16	May 55	J. F. J. J. J.	Bath	J. F. J. J. J.	
Charles Crocker	Murray	2	960	1849	19	Oct 56	J. Ardent	N. York	W. B. O. Mores	

(See preceding Page)

W. B. Boyer	Thompson	2	980	1854		May 54	W. B. Boyer	Bath	W. B. Boyer	180/39 1/2/24
W. Penn	Nease	1 1/2	1073	1855			T & Drummond	Bath	J. Hooper	178/36 1/2/23 1/2
W. Tappan	Bell	1 1/2	1525	1852		Mar 57	"	"	T. J. J. J. J.	
W. B. Mores	James	1 1/2	862	1856			Mores & Potts	Bath	W. B. Mores & Son	
Windward	Whiting	1 1/2	818	1853		Oct 57	T & Drummond	N. York		
Zenobia	Peters	1 1/2	688	1849		Apr 55	W. B. O. Mores	Bath	T. Howard	

Baths

Adelaid's Cooper	Daily	2	395	1853		May 54	W. Cooper	Bath	W. B. O. Mores & Co	
Alfred Leint	Anderson	1 1/2	679	1856			Leint & Potts	Bath	W. B. O. Mores	144/36/21
Caroline	Delort	2	694	1858		" 55		Bath	Van Der Weide	145 1/2/32 1/2/24
Fluance	Kume	2	349	1840		Apr 59	J. F. J. J. J.	Bath		
Gen. Cobb	Ilshay	1 1/2	544	1854		Apr 54	"	"	Park & Co	
Quadrata	Quachwin	2	507	1852		July 55		Bath	Samuel & Son	
Indiein Queen	Conrad	2	411	1849		Apr 55	T & Drummond	"	W. B. O. Mores	
Irion	Moar	1 1/2	446	1855		Nov 57		Bath	J. F. J. J. J.	
Isaac & Hale	Hale	2	412	1851		Apr 55			Prime & Baker	
Nicholas Corwin	Munford	1 1/2	540	1855		Nov 57		Bath	Samuel & Son	
North West	Pinkham	2	321	1853		Apr 56		Gardner	Bract Street	
Calhoun	Hunter	2	600	1857		July 58	S. C. Morre		C. Samuel & Co	143 1/2/30/21 1/2
Ocean Wave	Morrison	2 1/2	272	1849		Feb 57		Cape Town	Dean & Johnson	109/24/11
Omega	B. Morre	1 1/2	549	1857			T & Drummond	N. York	B. Chamberlin	141/29 1/2/19
Oregon	Salt	2	401	1848		July 55	"	"	Thompson & Co	
Princeton	Paye		296	1842				Bath	Capt	
Seio	Ever	1 1/2	429	1855		" 57	Leint & Potts	N. York	J. O. Baker & Co	124 1/2/27/18 1/2
Silver Cloud	Lewis	1 1/2	460	1857		May 59		Bath	E. Boynton	
Tamara	Grey		543	1841		Mar 53	William & Potts	Bath	Capt	
Pinos	Bennet		528	1856		Dec 56	Leint & Potts	N. York	J. O. Baker & Co	137 1/2/28 1/2/17
John Kerr			360	1858				Bath		
Comit			469	1853				Whipley		

Bath Shirts & Barbers

Name	Brigs	Captain	Clips	Tonage	Wm Capt	Wm Buil	Builder	Main Count	Managing	Owner	Measurement
Brownish	Rogers	2	147	Oct 53	1851			N York	Rogers		
H B Sampson	Lewis	2	130	55	1851			Gloaceter	Capt & Comm		
Galveston	Dugliss	2	375		1856			N Bedford	" & "		
Geo Starkham	Giles	2	282	Sept 53	1854	Trufant 99		Butt	Trufant		
John William	Grashpud	2	140	July 53	1856			N York	Capt		
Marcia	Edgewood	2 1/2	157		1848	C H Small		Butt	Wilson & Co		
Mary & Tompson	Grant	2	199	154	1852			Seasport	W M Obitray		
Philip Larrake	Salut	2	286		1854	S Larrake		Butt	Capt & Comm		
Rolling Wave	Kalb	2	236	Dec 56	1854			N York	W. Elwell & Co		
Sheet Anchor	Chesley	2	275		1854	J Mieland		Butt	Small & Morre		
Wanderer	McCarty	2 1/2	194	July 57	1845			Worship	Cris & McCarty		
Zuleika	Gracer	2	242		1855			Boston	J P Townsend		
Stella			906		1858			Ridmouth			
Ship Maib of the Sea	O'Brien		661		1859	Thomas Linn		Boston	Jacob Stenwood		
Bargue					1859	Mauch & Olm		Butt	Jos T Pattern	110 - 27 1/2 - 14 3/4	Has 4 feet 2 in
Van Schoon											
Angelin	Scott		100		1857			Cambridge	Houghton		
Baltic	Peabody	3	98		1848						
Evelina	Calb		98		1833			Butt	Trufant		
Star	Huckins	3	117		1839			Subeck	Emy & Roughton		
Zuleika	Blair	2	240		1854			Boston	Capt & Comm		
Fountain			53	2 1/2 / 58	1858	Cornish & Pacht		St Helena	Humbell & Co	St	
Charles W Doyton			110		1858			Boston			
Moneca			78		1858			Georgetown			
Sarah			73		1858			"			
Pearl			21		1858			"			
Caral			30		1858			"			

Ships Built in year of 1860

Steph J Duncan	apt Villingsham	1860	Davenport & Mottley	Batter	C. Davenport
Transit		1860	Geo Potter & Son	Batter	Geo P & Son
"	9 Ave	1860	W B Mores & Son	Batter	W B Mores & Son
"		1860	E H & Small	"	E H & Small
	Cushing	1860	Truman & Co	"	Trant & Co
		1860	McLellan & Co	"	
		1860	W Haytson & Bar	"	W Haytson & Batter
		1860	P Morris & Co	"	P Morris & Co
	Ratto	1860	W Ruggen	"	W Ruggen
		1860	Leach & Ruckliss	"	Leach & Ruckliss

Smile by Ben Senior	"	Flg. Justice
Smile by Joe Larch	"	Mary
Smile by Wm. H. H.	"	Effort
" " D. Coombs	"	Algebraic Progress
" " E. Maltby	"	Algebra
" " J. R. Hunt	North	Gem
" " P. Mills	"	Patriot
" " Adams	"	Liars
" " K. H. King	$\frac{4}{27}$	Water North

1887-9	Amount of ships	1
July	4	
Feb'y	0	
March	2	
April	2	
May	1	
June	4	
July	1	
Augt	5	
Sept	7	
Oct	11	
Nov	4	
Dec		
No Built	43	

Ships	Names
"	Maid of the Sea
"	Night Hunt
"	Excellent City
"	Missouri
"	Niagara
"	Thomas Howland
"	Napolean
"	John Webb
"	Sirius Merer
"	City of Brother
"	Villafraanca
"	Eurapa
"	Concord
"	Nellie Eastwick
"	Calaman
"	Eastern Republic
"	Shastema
"	Autumn
"	Flynn Tustine
"	Mary
"	Effort
"	Algonquin
"	Alfreda
"	Gem
"	Petrick
"	Lion
"	Water Boat

	Shurels	Donay
3	2590.66	
4	1469.85	
7	838.92	
8	216.54	
9	91.93	
10	92.87	
11	22.19	
12	5216.54	

1859 Amount of Shipping Tonnage Built in No State for Apr 1859 in each month

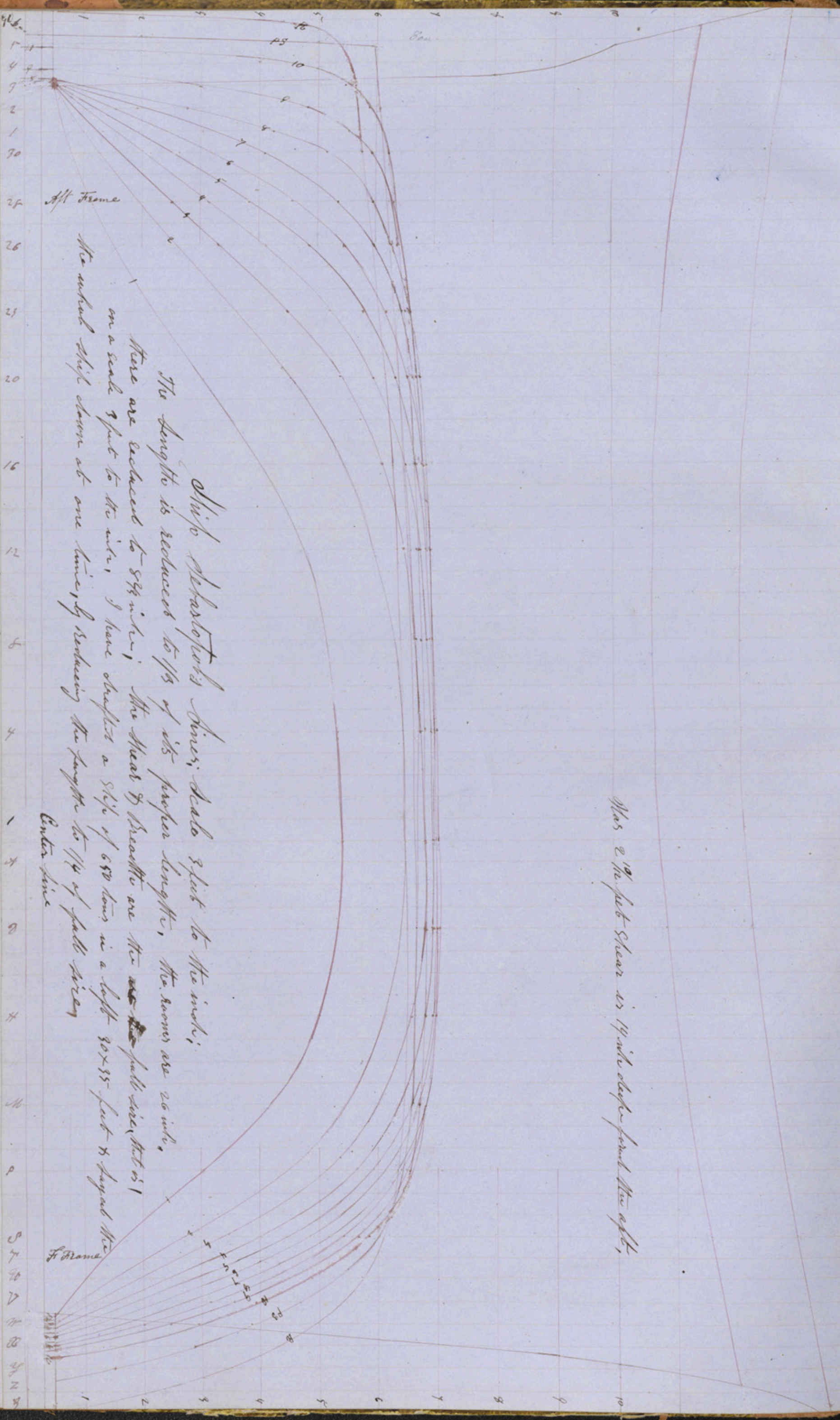
Month	Ships	Barks	Brigs	Schooners	Tonnage	Month	Ships	Barks	Brigs	Schooners	Tonnage
Jan	4	5	2	3	6,323	Jan	4	5	2	3	6,323
Feb	0	0	1	0	210	Feb	1	7	4	2	3,476
Mar	2	2	1	0	2,876	Mar	5	5	5	4	7,220
Apr	2	2	2	0	2,887	Apr	3	9	1	4	3,862
May	2	2	2	0	3,246	May	1	6	5	2	4,087
June	1	0	4	3	2,500	June	4	5	5	3	6,291
July	4	2	0	0	3,949	July	2	3	5	2	2,769
Aug	1	5	2	7	4,665	Aug	0	2	1	2	2,205
Sept	5	3	1	6	7,791	Sept	3	2	2	2	3,918
Oct	7	8	4	6	12,832	Oct	2	0	5	6	3,954
Nov	11	4	3	3	14,412	Nov	6	4	4	7	7,777
Dec	4	4	2	1	681	Dec	2	9	6	5	7,040
No Built	43	37	24	29	67,876	No Built	32	53	45	40	54,939

Ships	Name	Tonnage	Date	Built	Builder	Owner	Month
"	Miner of the Sea	661-13	1849	Balt	Balt		
"	Bigalant	652-13	1849	"	"	E. & S. S. S. S.	
"	Crescent City	999-06	1849	"	"		
"	Missouri	674-82	"	"	"		
"	Niagara	1074-14	"	"	"		
"	Thomas Howland	1098-17	"	Balt	T. Howland	Thos Howland	
"	Napoleon	935-9	"	Balt	J. H. Drane	J. H. Drane	3. Drane
"	John Webb	977-40	"	"	Swanwick & McLean	McLean	S. Drane
"	Livonia	1044-12	"	"	W. H. S. S. S.	W. H. S. S. S.	A. S. S.
"	City of Balt	736-52	"	"	J. R. S. S.	McLean & S. S.	Carling
"	Billie Frances	918-89	"	"	E. & S. S. S.	G. & S. S. S.	P. S. S.
"	Europa	949-1	"	"	"		
"	Concord	996-14	"	"	G. F. S. S.		G. F. S. S.
"	Nellie Sutherland	794-79	"	"	"		
"	Calaman	790-5	"	"	"		
"	Sutton Wright	836-62	"	"	"		
"	Shutman	849-89	"	"	"		
"	Autumn	115-79	"	"	"		
"	Flynn Tutton	49-45	"	"	"		
"	Mary	28-31	"	"	"		
"	Effort	20-35	"	"	"		
"	Algonquin	26-59	"	"	"		
"	Algonquin	24-65	"	"	"		
"	Gem	5-20	"	"	"		
"	Petrel	9-50	"	"	"		
"	Lion	8-59	"	"	"		
"	Water Boat	13-66	"	"	"		
"		15258,36 ton					

Foreign Money for Custom House	
Thaler of Prussia	69
Milreis of Portugal	1 12
Rix Dollar of Bremen	78 1/4
Thaler of " (of 7 notes)	71
Milreis of Madeira	1 00
" " Azores	83 1/4
Mark banco of Hamburg	35
Rouble of Russia	75
Rupiee of British India	44 1/2
Pound Sterling of Great Britain	4 84
Specie Dally of Sweden & Norway	1 06
" " " " " " " "	1 05
Florin of Germany	40
" " Austria & Hungary	48 1/2
Lira of Lombard Venetian Kingdom	16
" " Tuscany	16
" " Sardinia	18 1/2
Franc of France	18 1/2
Ducat of Naples	80
Cunee of Sicily	2 40
Pound of British Provinces	4 09

Ships in District Built for Apr 1859

Ships	Tonnage
3	2590.66
4	1469.95
7	838.92
10	210.54
11	91.93
18	92.87
22	23.19
19	5316 54 1/2 ton

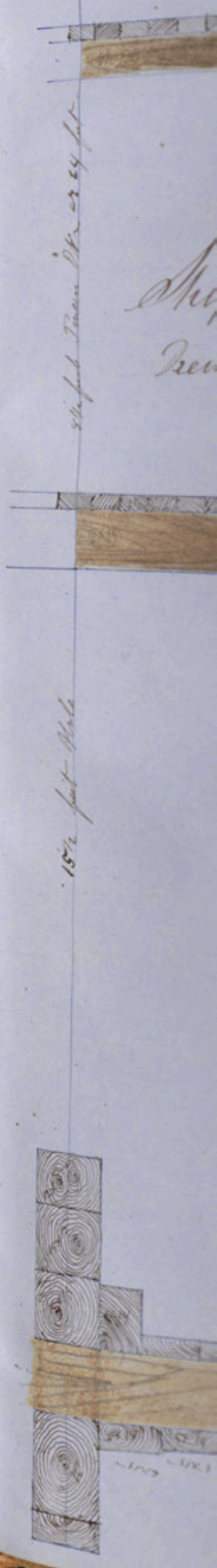


Aft Frame

Fore Frame

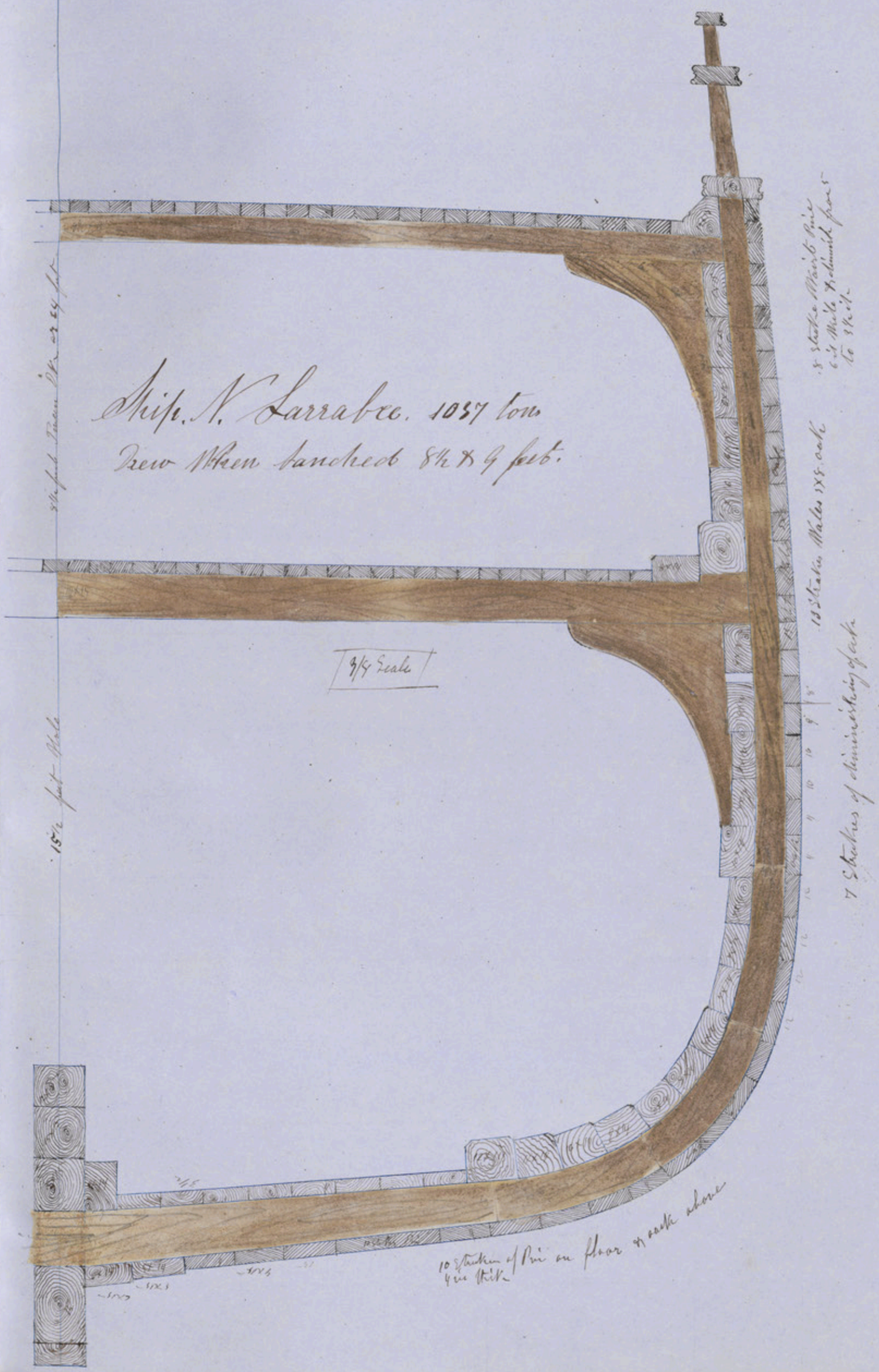
Ship's Shearwater's lines, scale 3/4 inch to the inch.
 The length is reduced to 1/3 of its proper length, the beams are 20 inch.
 There are reduced to 3/4 inch; the shear of breadth are the ~~same~~ full size, that is 1
 on a scale 3/4 inch to the inch, I have drafted a ship of 650 tons in a length 30x35 feet & shaped the
 the water ship down at one time by reducing the length to 1/3 of full size

Was 2 1/2 feet Shear is 1/4 inch depth from the aft,



Ship's Shearwater's lines, scale 3/4 inch to the inch.

Was 2 1/2 feet Shear is 1/4 inch depth from the aft,



Ship N. Larrabee. 1037 tons.
New when launched 8 1/2 x 9 feet.

9/4 Scale

Ship's Beam 24 ft

15 1/2 feet wide

8 Strakes of White Pine
6 1/2 Males of Redwood from 5
to 8 inch

18 Strakes of White Oak

7 Strakes of diminishing depth

10 Strakes of Pine on floor 4 inch above
4 inch thick

Ship's Port John Carver. Capt John Lowell Built in Winter 59/60 of abt ^{33-3/4} tons
 She is about 180 feet on the 4 feet on keel, ³¹⁻⁵ 32-3 feet Mast at 11 ft at ^{33-3/4} 33-8 feet at 4 feet below, 43-73 feet at
 6 ft 7 in on widest place. Star 12 in Rire floor at 8 ft feet on thick to faint or 7 degrees.
 Round of ribs or tumble frame 4-9 Moulding or 5 feet aft Plank is on at PS, or 3-2 1/2, Moulding or 3 1/2 feet aft Plank
 is on at Mast on 4 feet hub or measuring place

PShear & is 2-8 above 12 M line the 8th frame aft is the lowest place or 3 inch lower. Shear at rib M Tronon is 18 1/2
 above 8 frame or 10 1/2 above 8 frame. Shear aft 16 1/4 in.

Round of ribs at PS, aft 8 frame, the 8 frame 3/4 in. at aft rib M T 22 in on rib or 45 1/2 in.

Has 35 frame aft & 23 frame Forward or 10 in f from Room 90 ft.

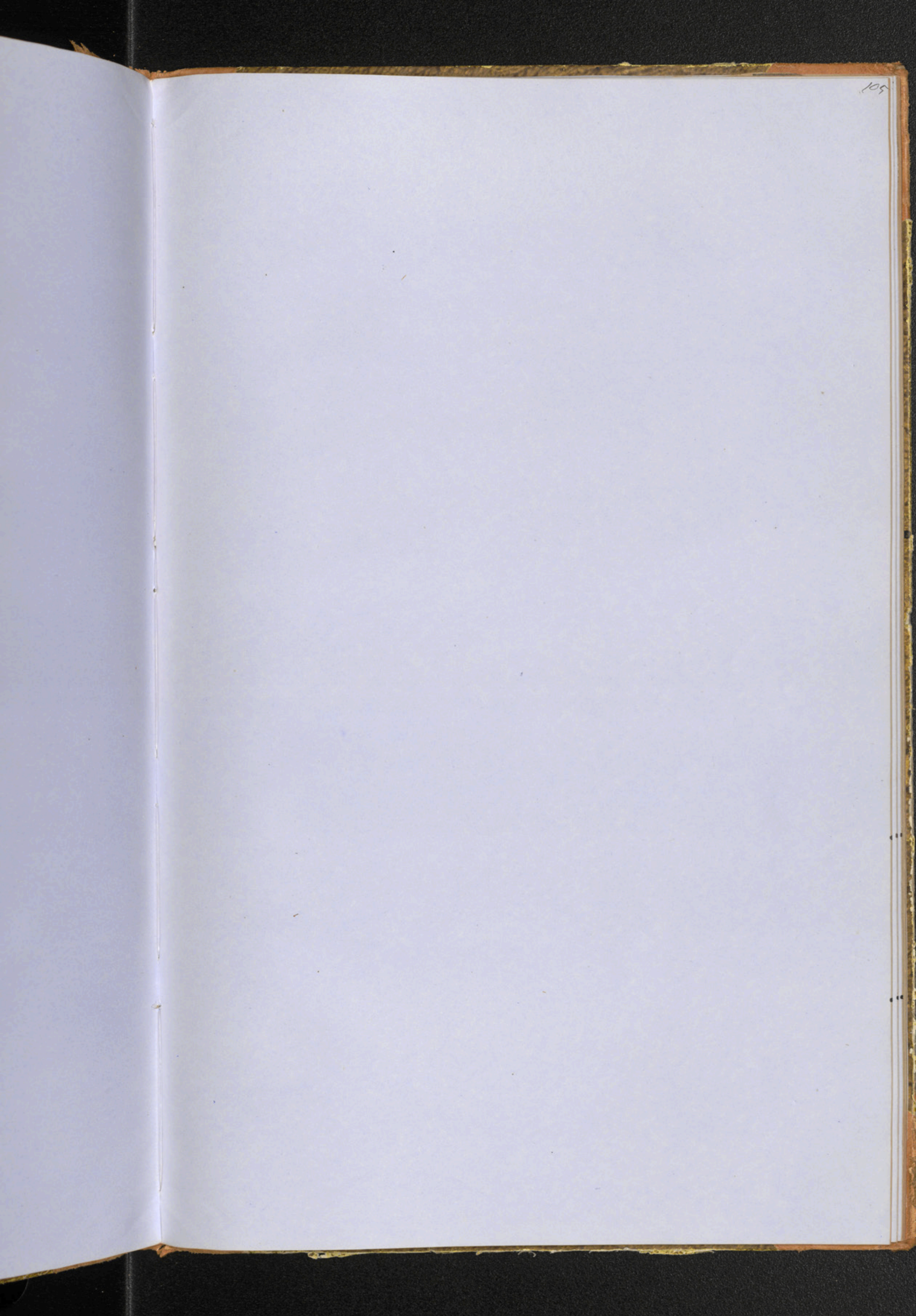
" 5 cuts Aft Rib 10 in & 8 frame are distant apart on rib line. abt 24 in. Aft Cant is 18 in from F Rib or Rire's Edge, Com the

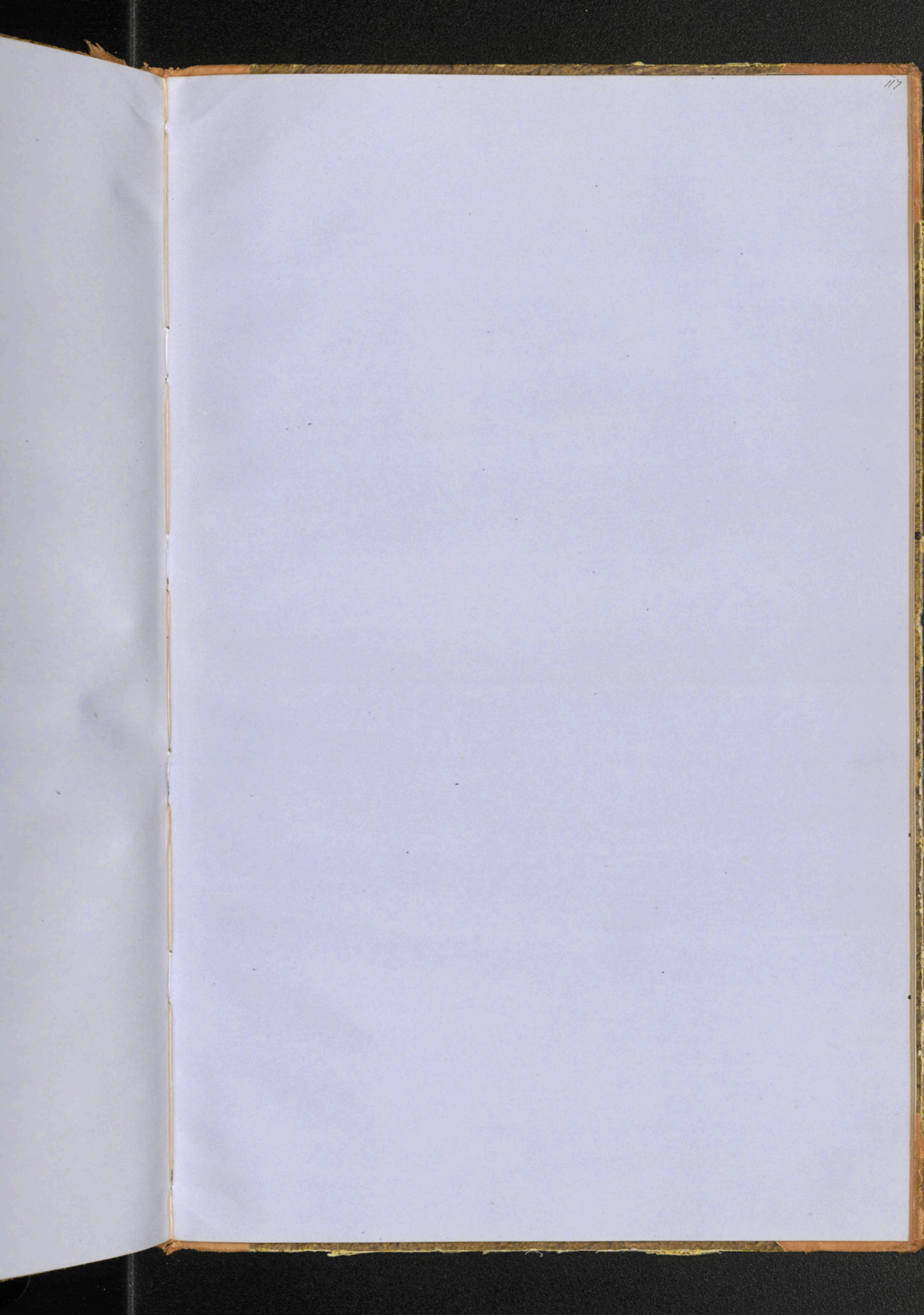
" 6 " Forward " 10 " " " " " " " " " 18-18-19-29-29 1/2

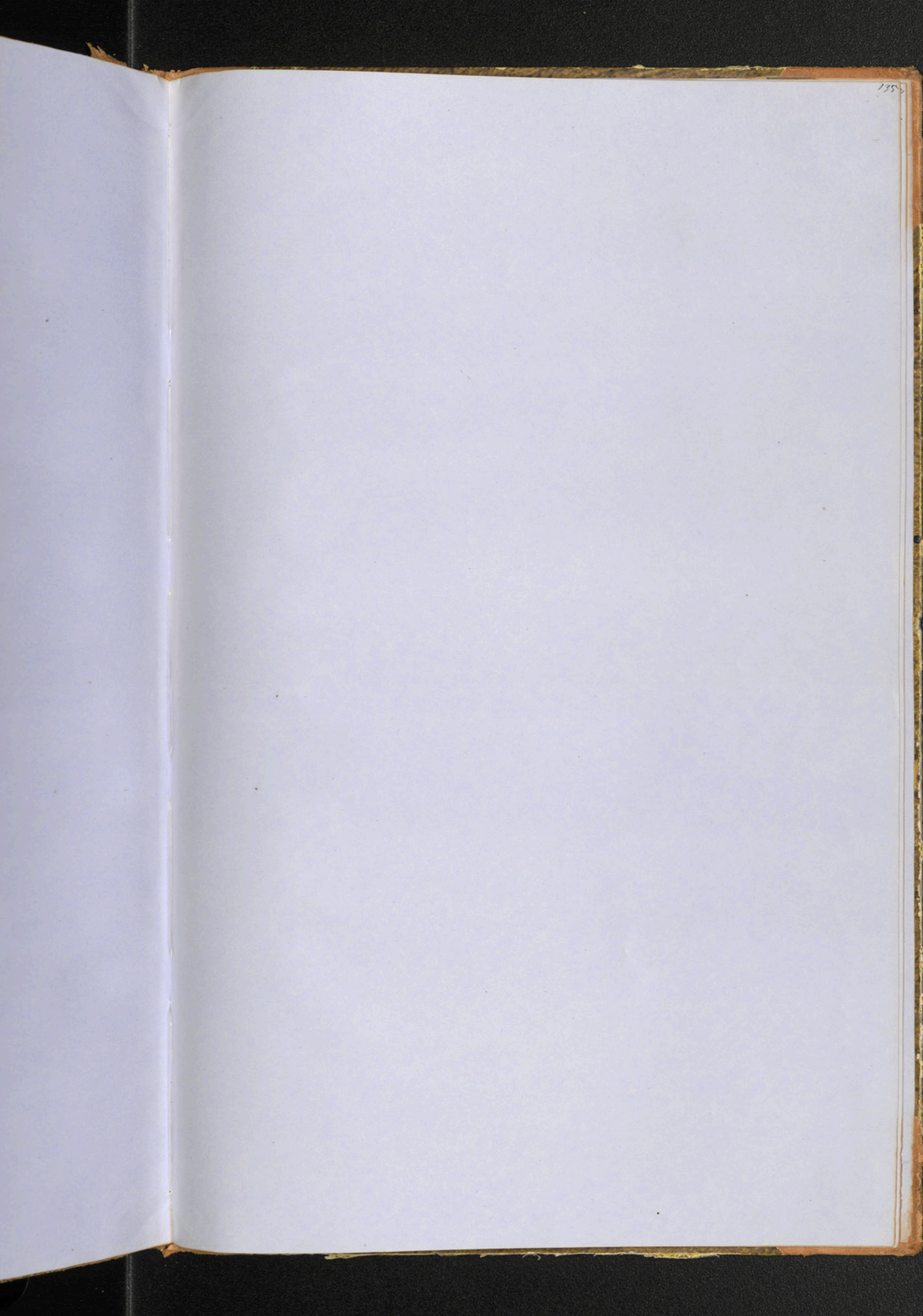
Forward Rire Sidel 8 in & 5 wing, 14 1/4 in or is 24 1/4 in forward Bulk M Tronon at keel or 10 in at out End M Tronon
 " " at keel is 20 1/4 in forward of 8 Part at keel F Rib SP

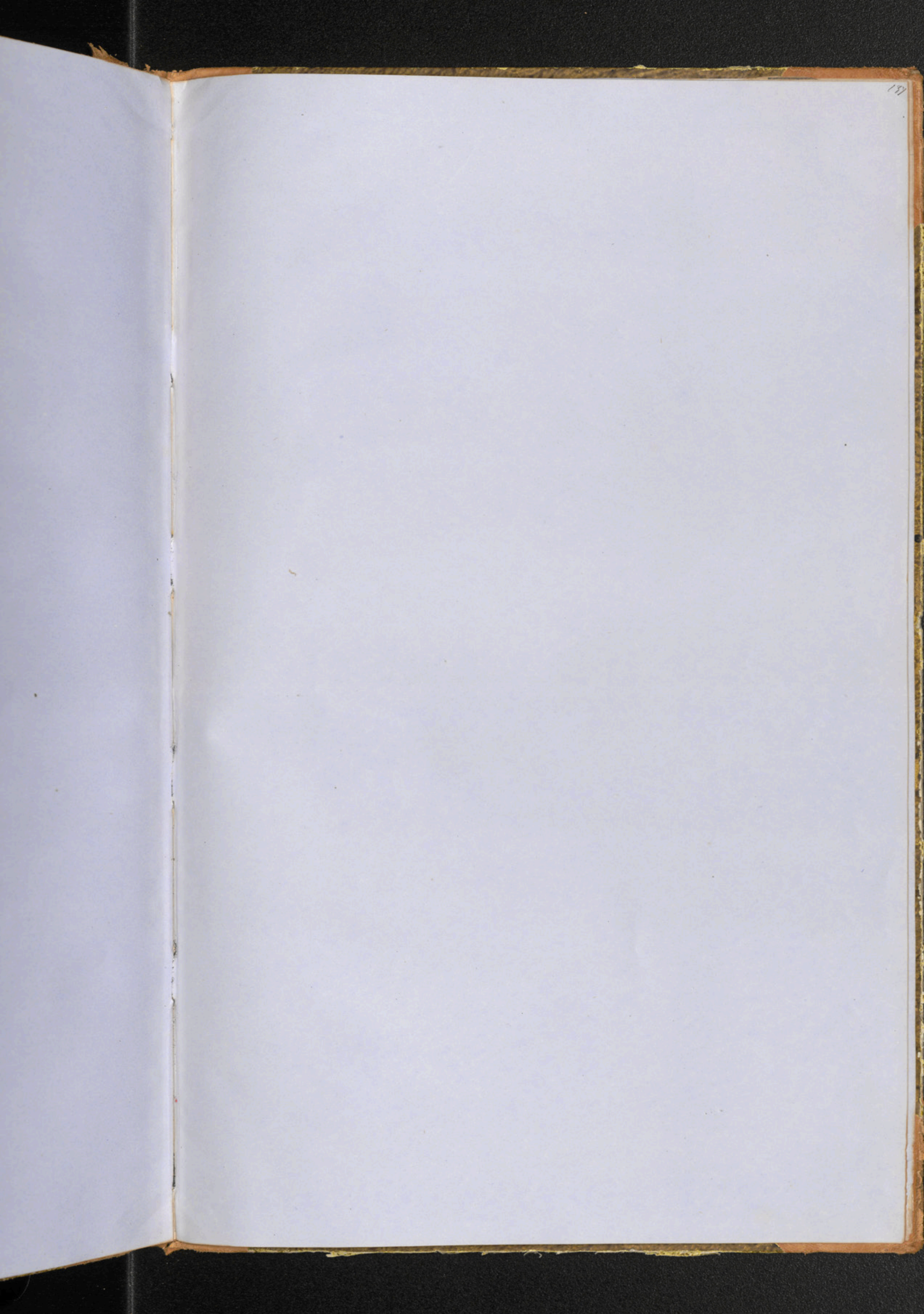
8 Part Rakes 4 in in 26 feet or 3/4 in f the foot, Bending 5 Part Crosser P Edge SP, 6 in below 11 M line term of Rib or 2 E each

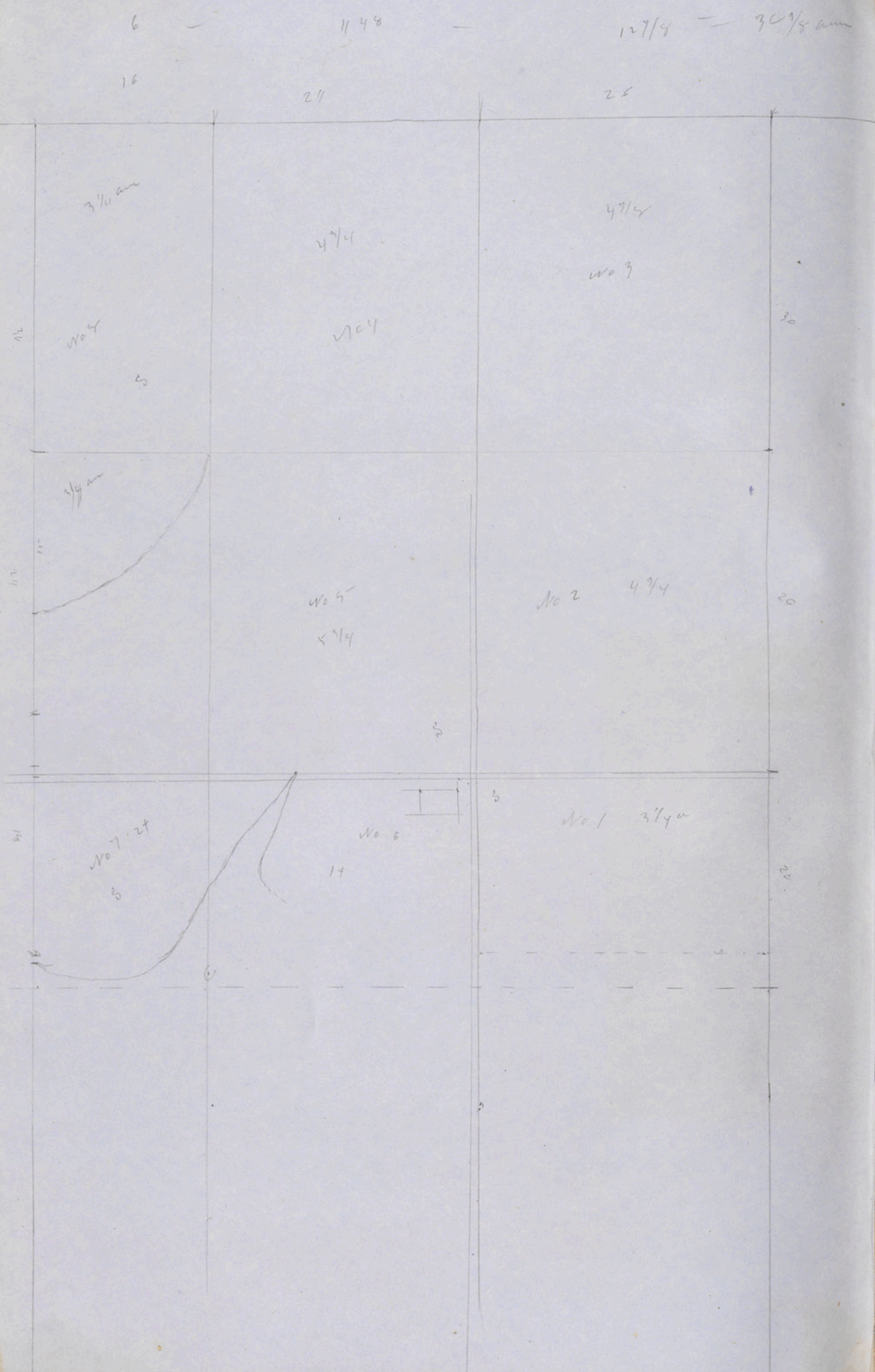
Stem Rakes 9 1/2 at PSher top Mtroughs are free straight part 3 feet. Stem joint of Rire at keel 11-14 in M line at 1-12 1/2
 at 2-12 3/8 at 3-12-10 3/4 at 4-13-3 1/4 at 5-13-5 1/4 at 6-14-2 at 7-14-7 at 8-15-1 1/2 at 9-15-5 1/4 at 10-16 at 11-16-7 at 12-17-3 1/2 at 13-18-1 at 14-19-1 at 15-20-3 1/2 at 16-21-1 at 17-22-1 at 18-23-1 at 19-24-1 at 20-25-1 at 21-26-1 at 22-27-1 at 23-28-1 at 24-29-1 at 25-30-1 at 26-31-1 at 27-32-1 at 28-33-1 at 29-34-1 at 30-35-1 at 31-36-1 at 32-37-1 at 33-38-1 at 34-39-1 at 35-40-1 at 36-41-1 at 37-42-1 at 38-43-1 at 39-44-1 at 40-45-1 at 41-46-1 at 42-47-1 at 43-48-1 at 44-49-1 at 45-50-1 at 46-51-1 at 47-52-1 at 48-53-1 at 49-54-1 at 50-55-1 at 51-56-1 at 52-57-1 at 53-58-1 at 54-59-1 at 55-60-1 at 56-61-1 at 57-62-1 at 58-63-1 at 59-64-1 at 60-65-1 at 61-66-1 at 62-67-1 at 63-68-1 at 64-69-1 at 65-70-1 at 66-71-1 at 67-72-1 at 68-73-1 at 69-74-1 at 70-75-1 at 71-76-1 at 72-77-1 at 73-78-1 at 74-79-1 at 75-80-1 at 76-81-1 at 77-82-1 at 78-83-1 at 79-84-1 at 80-85-1 at 81-86-1 at 82-87-1 at 83-88-1 at 84-89-1 at 85-90-1 at 86-91-1 at 87-92-1 at 88-93-1 at 89-94-1 at 90-95-1 at 91-96-1 at 92-97-1 at 93-98-1 at 94-99-1 at 95-100-1 at 96-101-1 at 97-102-1 at 98-103-1 at 99-104-1 at 100-105-1 at 101-106-1 at 102-107-1 at 103-108-1 at 104-109-1 at 105-110-1 at 106-111-1 at 107-112-1 at 108-113-1 at 109-114-1 at 110-115-1 at 111-116-1 at 112-117-1 at 113-118-1 at 114-119-1 at 115-120-1 at 116-121-1 at 117-122-1 at 118-123-1 at 119-124-1 at 120-125-1 at 121-126-1 at 122-127-1 at 123-128-1 at 124-129-1 at 125-130-1 at 126-131-1 at 127-132-1 at 128-133-1 at 129-134-1 at 130-135-1 at 131-136-1 at 132-137-1 at 133-138-1 at 134-139-1 at 135-140-1 at 136-141-1 at 137-142-1 at 138-143-1 at 139-144-1 at 140-145-1 at 141-146-1 at 142-147-1 at 143-148-1 at 144-149-1 at 145-150-1 at 146-151-1 at 147-152-1 at 148-153-1 at 149-154-1 at 150-155-1 at 151-156-1 at 152-157-1 at 153-158-1 at 154-159-1 at 155-160-1 at 156-161-1 at 157-162-1 at 158-163-1 at 159-164-1 at 160-165-1 at 161-166-1 at 162-167-1 at 163-168-1 at 164-169-1 at 165-170-1 at 166-171-1 at 167-172-1 at 168-173-1 at 169-174-1 at 170-175-1 at 171-176-1 at 172-177-1 at 173-178-1 at 174-179-1 at 175-180-1 at 176-181-1 at 177-182-1 at 178-183-1 at 179-184-1 at 180-185-1 at 181-186-1 at 182-187-1 at 183-188-1 at 184-189-1 at 185-190-1 at 186-191-1 at 187-192-1 at 188-193-1 at 189-194-1 at 190-195-1 at 191-196-1 at 192-197-1 at 193-198-1 at 194-199-1 at 195-200-1 at 196-201-1 at 197-202-1 at 198-203-1 at 199-204-1 at 200-205-1 at 201-206-1 at 202-207-1 at 203-208-1 at 204-209-1 at 205-210-1 at 206-211-1 at 207-212-1 at 208-213-1 at 209-214-1 at 210-215-1 at 211-216-1 at 212-217-1 at 213-218-1 at 214-219-1 at 215-220-1 at 216-221-1 at 217-222-1 at 218-223-1 at 219-224-1 at 220-225-1 at 221-226-1 at 222-227-1 at 223-228-1 at 224-229-1 at 225-230-1 at 226-231-1 at 227-232-1 at 228-233-1 at 229-234-1 at 230-235-1 at 231-236-1 at 232-237-1 at 233-238-1 at 234-239-1 at 235-240-1 at 236-241-1 at 237-242-1 at 238-243-1 at 239-244-1 at 240-245-1 at 241-246-1 at 242-247-1 at 243-248-1 at 244-249-1 at 245-250-1 at 246-251-1 at 247-252-1 at 248-253-1 at 249-254-1 at 250-255-1 at 251-256-1 at 252-257-1 at 253-258-1 at 254-259-1 at 255-260-1 at 256-261-1 at 257-262-1 at 258-263-1 at 259-264-1 at 260-265-1 at 261-266-1 at 262-267-1 at 263-268-1 at 264-269-1 at 265-270-1 at 266-271-1 at 267-272-1 at 268-273-1 at 269-274-1 at 270-275-1 at 271-276-1 at 272-277-1 at 273-278-1 at 274-279-1 at 275-280-1 at 276-281-1 at 277-282-1 at 278-283-1 at 279-284-1 at 280-285-1 at 281-286-1 at 282-287-1 at 283-288-1 at 284-289-1 at 285-290-1 at 286-291-1 at 287-292-1 at 288-293-1 at 289-294-1 at 290-295-1 at 291-296-1 at 292-297-1 at 293-298-1 at 294-299-1 at 295-300-1 at 296-301-1 at 297-302-1 at 298-303-1 at 299-304-1 at 300-305-1 at 301-306-1 at 302-307-1 at 303-308-1 at 304-309-1 at 305-310-1 at 306-311-1 at 307-312-1 at 308-313-1 at 309-314-1 at 310-315-1 at 311-316-1 at 312-317-1 at 313-318-1 at 314-319-1 at 315-320-1 at 316-321-1 at 317-322-1 at 318-323-1 at 319-324-1 at 320-325-1 at 321-326-1 at 322-327-1 at 323-328-1 at 324-329-1 at 325-330-1 at 326-331-1 at 327-332-1 at 328-333-1 at 329-334-1 at 330-335-1 at 331-336-1 at 332-337-1 at 333-338-1 at 334-339-1 at 335-340-1 at 336-341-1 at 337-342-1 at 338-343-1 at 339-344-1 at 340-345-1 at 341-346-1 at 342-347-1 at 343-348-1 at 344-349-1 at 345-350-1 at 346-351-1 at 347-352-1 at 348-353-1 at 349-354-1 at 350-355-1 at 351-356-1 at 352-357-1 at 353-358-1 at 354-359-1 at 355-360-1 at 356-361-1 at 357-362-1 at 358-363-1 at 359-364-1 at 360-365-1 at 361-366-1 at 362-367-1 at 363-368-1 at 364-369-1 at 365-370-1 at 366-371-1 at 367-372-1 at 368-373-1 at 369-374-1 at 370-375-1 at 371-376-1 at 372-377-1 at 373-378-1 at 374-379-1 at 375-380-1 at 376-381-1 at 377-382-1 at 378-383-1 at 379-384-1 at 380-385-1 at 381-386-1 at 382-387-1 at 383-388-1 at 384-389-1 at 385-390-1 at 386-391-1 at 387-392-1 at 388-393-1 at 389-394-1 at 390-395-1 at 391-396-1 at 392-397-1 at 393-398-1 at 394-399-1 at 395-400-1 at 396-401-1 at 397-402-1 at 398-403-1 at 399-404-1 at 400-405-1 at 401-406-1 at 402-407-1 at 403-408-1 at 404-409-1 at 405-410-1 at 406-411-1 at 407-412-1 at 408-413-1 at 409-414-1 at 410-415-1 at 411-416-1 at 412-417-1 at 413-418-1 at 414-419-1 at 415-420-1 at 416-421-1 at 417-422-1 at 418-423-1 at 419-424-1 at 420-425-1 at 421-426-1 at 422-427-1 at 423-428-1 at 424-429-1 at 425-430-1 at 426-431-1 at 427-432-1 at 428-433-1 at 429-434-1 at 430-435-1 at 431-436-1 at 432-437-1 at 433-438-1 at 434-439-1 at 435-440-1 at 436-441-1 at 437-442-1 at 438-443-1 at 439-444-1 at 440-445-1 at 441-446-1 at 442-447-1 at 443-448-1 at 444-449-1 at 445-450-1 at 446-451-1 at 447-452-1 at 448-453-1 at 449-454-1 at 450-455-1 at 451-456-1 at 452-457-1 at 453-458-1 at 454-459-1 at 455-460-1 at 456-461-1 at 457-462-1 at 458-463-1 at 459-464-1 at 460-465-1 at 461-466-1 at 462-467-1 at 463-468-1 at 464-469-1 at 465-470-1 at 466-471-1 at 467-472-1 at 468-473-1 at 469-474-1 at 470-475-1 at 471-476-1 at 472-477-1 at 473-478-1 at 474-479-1 at 475-480-1 at 476-481-1 at 477-482-1 at 478-483-1 at 479-484-1 at 480-485-1 at 481-486-1 at 482-487-1 at 483-488-1 at 484-489-1 at 485-490-1 at 486-491-1 at 487-492-1 at 488-493-1 at 489-494-1 at 490-495-1 at 491-496-1 at 492-497-1 at 493-498-1 at 494-499-1 at 495-500-1 at 496-501-1 at 497-502-1 at 498-503-1 at 499-504-1 at 500-505-1 at 501-506-1 at 502-507-1 at 503-508-1 at 504-509-1 at 505-510-1 at 506-511-1 at 507-512-1 at 508-513-1 at 509-514-1 at 510-515-1 at 511-516-1 at 512-517-1 at 513-518-1 at 514-519-1 at 515-520-1 at 516-521-1 at 517-522-1 at 518-523-1 at 519-524-1 at 520-525-1 at 521-526-1 at 522-527-1 at 523-528-1 at 524-529-1 at 525-530-1 at 526-531-1 at 527-532-1 at 528-533-1 at 529-534-1 at 530-535-1 at 531-536-1 at 532-537-1 at 533-538-1 at 534-539-1 at 535-540-1 at 536-541-1 at 537-542-1 at 538-543-1 at 539-544-1 at 540-545-1 at 541-546-1 at 542-547-1 at 543-548-1 at 544-549-1 at 545-550-1 at 546-551-1 at 547-552-1 at 548-553-1 at 549-554-1 at 550-555-1 at 551-556-1 at 552-557-1 at 553-558-1 at 554-559-1 at 555-560-1 at 556-561-1 at 557-562-1 at 558-563-1 at 559-564-1 at 560-565-1 at 561-566-1 at 562-567-1 at 563-568-1 at 564-569-1 at 565-570-1 at 566-571-1 at 567-572-1 at 568-573-1 at 569-574-1 at 570-575-1 at 571-576-1 at 572-577-1 at 573-578-1 at 574-579-1 at 575-580-1 at 576-581-1 at 577-582-1 at 578-583-1 at 579-584-1 at 580-585-1 at 581-586-1 at 582-587-1 at 583-588-1 at 584-589-1 at 585-590-1 at 586-591-1 at 587-592-1 at 588-593-1 at 589-594-1 at 590-595-1 at 591-596-1 at 592-597-1 at 593-598-1 at 594-599-1 at 595-600-1 at 596-601-1 at 597-602-1 at 598-603-1 at 599-604-1 at 600-605-1 at 601-606-1 at 602-607-1 at 603-608-1 at 604-609-1 at 605-610-1 at 606-611-1 at 607-612-1 at 608-613-1 at 609-614-1 at 610-615-1 at 611-616-1 at 612-617-1 at 613-618-1 at 614-619-1 at 615-620-1 at 616-621-1 at 617-622-1 at 618-623-1 at 619-624-1 at 620-625-1 at 621-626-1 at 622-627-1 at 623-628-1 at 624-629-1 at 625-630-1 at 626-631-1 at 627-632-1 at 628-633-1 at 629-634-1 at 630-635-1 at 631-636-1 at 632-637-1 at 633-638-1 at 634-639-1 at 635-640-1 at 636-641-1 at 637-642-1 at 638-643-1 at 639-644-1 at 640-645-1 at 641-646-1 at 642-647-1 at 643-648-1 at 644-649-1 at 645-650-1 at 646-651-1 at 647-652-1 at 648-653-1 at 649-654-1 at 650-655-1 at 651-656-1 at 652-657-1 at 653-658-1 at 654-659-1 at 655-660-1 at 656-661-1 at 657-662-1 at 658-663-1 at 659-664-1 at 660-665-1 at 661-666-1 at 662-667-1 at 663-668-1 at 664-669-1 at 665-670-1 at 666-671-1 at 667-672-1 at 668-673-1 at 669-674-1 at 670-675-1 at 671-676-1 at 672-677-1 at 673-678-1 at 674-679-1 at 675-680-1 at 676-681-1 at 677-682-1 at 678-683-1 at 679-684-1 at 680-685-1 at 681-686-1 at 682-687-1 at 683-688-1 at 684-689-1 at 685-690-1 at 686-691-1 at 687-692-1 at 688-693-1 at 689-694-1 at 690-695-1 at 691-696-1 at 692-697-1 at 693-698-1 at 694-699-1 at 695-700-1 at 696-701-1 at 697-702-1 at 698-703-1 at 699-704-1 at 700-705-1 at 701-706-1 at 702-707-1 at 703-708-1 at 704-709-1 at 705-710-1 at 706-711-1 at 707-712-1 at 708-713-1 at 709-714-1 at 710-715-1 at 711-716-1 at 712-717-1 at 713-718-1 at 714-719-1 at 715-720-1 at 716-721-1 at 717-722-1 at 718-723-1 at 719-724-1 at 720-725-1 at 721-726-1 at 722-727-1 at 723-728-1 at 724-729-1 at 725-730-1 at 726-731-1 at 727-732-1 at 728-733-1 at 729-734-1 at 730-735-1 at 731-736-1 at 732-737-1 at 733-738-1 at 734-739-1 at 735-740-1 at 736-741-1 at 737-742-1 at 738-743-1 at 739-744-1 at 740-745-1 at 741-746-1 at 742-747-1 at 743-748-1 at 744-749-1 at 745-750-1 at 746-751-1 at 747-752-1 at 748-753-1 at 749-754-1 at 750-755-1 at 751-756-1 at 752-757-1 at 753-758-1 at 754-759-1 at 755-760-1 at 756-761-1 at 757-762-1 at 758-763-1 at 759-764-1 at 760-765-1 at 761-766-1 at 762-767-1 at 763-768-1 at 764-769-1 at 765-770-1 at 766-771-1 at 767-772-1 at 768-773-1 at 769-774-1 at 770-775-1 at 771-776-1 at 772-777-1 at 773-778-1 at 774-779-1 at 775-780-1 at 776-781-1 at 777-782-1 at 778-783-1 at 779-784-1 at 780-785-1 at 781-786-1 at 782-787-1 at 783-788-1 at 784-789-1 at 785-790-1 at 786-791-1 at 787-792-1 at 788-793-1 at 789-794-1 at 790-795-1 at 791-796-1 at 792-797-1 at 793-798-1 at 794-799-1 at 795-800-1 at 796-801-1 at 797-802-1 at 798-803-1 at 799-804-1 at 800-805-1 at 801-806-1 at 802-807-1 at 803-808-1 at 804-809-1 at 805-810-1 at 806-811-1 at 807-812-1 at 808-813-1 at 809-814-1 at 810-815-1 at 811-816-1 at 812-817-1 at 813-818-1 at 814-819-1 at 815-820-1 at 816-821-1 at 817-822-1 at 818-823-1 at 819-824-1 at 820-825-1 at 821-826-1 at 822-827-1 at 823-828-1 at 824-829-1 at 825-830-1 at 826-831-1 at 827-832-1 at 828-833-1 at 829-834-1 at 830-835-1 at 831-836-1 at 832-837-1 at 833-838-1 at 834-839-1 at 835-840-1 at 836-841-1 at 837-842-1 at 838-843-1 at 839-844-1 at 840-845-1 at 841-846-1 at 842-847-1 at 843-848-1 at 844-849-1 at 845-850-1 at 846-851-1 at 847-852-1 at 848-853-1 at 849-854-1 at 850-855-1 at 851-856-1 at 852-857-1 at 853-858-1 at 854-859-1 at 855-860-1 at 856-861-1 at 857-862-1 at 858-863-1 at 859-864-1 at 860-865-1 at 861-866-1 at 862-867-1 at 863-868-1 at 864-869-1 at 865-870-1 at 866-871-1 at 867-872-1 at 868-873-1 at 869-874-1 at 870-875-1 at 871-876-1 at 872-877-1 at 873-878-1 at 874-879-1 at 875-880-1 at 876-881-1 at 877-882-1 at 878-883-1 at 879-884-1 at 880-885-1 at 881-886-1 at 882-887-1 at 883-888-1 at 884-889-1 at 885-890-1 at 886-891-1 at 887-892-1 at 888-893-1 at 889-894-1 at 890-895-1 at 891-896-1 at 892-897-1 at 893-898-1 at 894-899-1 at 895-900-1 at 896-901-1 at 897-902-1 at 898-903-1 at 899-904-1 at 900-905-1 at 901-906-1 at 902-907-1 at 903-908-1 at 904-909-1 at 905-910-1 at 906-911-1 at 907-912-1 at 908-913-1 at 909-914-1 at 910-915-1 at 911-916-1 at 912-917-1 at 913-918-1 at 914-919-1 at 915-920-1 at 916-921-1 at 917-922-1 at 918-923-1 at 919-924-1 at 920-925-1 at 921-926-1 at 922-927-1 at 923-928-1 at 924-929-1 at 925-930-1 at 926-931-1 at 927-932-1 at 928-933-1 at 929-934-1 at 930-935-1 at 931-936-1 at 932-937-1 at 933-938-1 at 934-939-1 at 935-940-1 at 936-941-1 at 937-942-1 at 938-943-1 at 939-944-1 at 940-945-1 at 941-946-1 at 942-947-1 at 943-948-1 at 944-949-1 at 945-950-1 at 946-951-1 at 947-952-1 at 948-953-1 at 949-954-1 at 950-955-1 at 951-956-1 at 952-957-1 at 953-958-1 at 954-959-1 at 955-960-1 at 956-961-1 at 957-962-1 at 958-963-1 at 959-964-1 at 960-965-1 at 961-966-1 at 962-967-1 at 963-968-1 at 964-969-1 at 965-970-1 at 966-971-1 at 967-972-1 at 968-973-1 at 969-974-1 at 970-975-1 at 971-976-1 at 972-977-1 at 973-978-1 at 974-979-1 at 975-980-1 at 976-981-1 at 977-982-1 at 978-983-1 at 979-984-1 at 980-985-1 at 981-986-1 at 982-987-1 at 983-988-1 at 984-989-1 at 985-990-1 at 986-991-1 at 987-992-1 at 988-993-1 at 989-994-1 at 990-995-1 at 991-996-1 at 992-997-1 at 993-998-1 at 994-999-1 at 995-1000-1 at 996-1001-1 at 997-1002-1 at 998-1003-1 at 999-1004-1 at 1000-1005-1 at 1001-1006-1 at 1002-1007-1 at 1003-1008-1 at 1004-1009-1 at 1005-1010-1 at 1006-1011-1 at 1007-1012-1 at 1008-1013-1 at 1009-1014-1 at 1010-1015-1 at 1011-1016-1 at 1012-1017-1 at 1013-1018-1 at 1014-1019-1 at 1015-1020-1 at 1016-1021-1 at 1017-1022-1 at 1018-1023-1 at 1019-1024-1 at 1020-1025-1 at 1021-1026-1 at 1022-1027-1 at 1023-1028-1 at 1024-1029-1 at 1025-1030-1 at 1026-1031-1 at 1027-1032-1 at 1028-1033-1 at 1029-1034-1 at 1030-1035-1 at 1031-1036-1 at 1032-1037-1 at 1033-1038-1 at 1034-1039-1 at 1035-1040-1 at 1036-1041-1 at 1037-1042-1 at 1038-1043-1 at 1039-1044-1 at 1040-1045-1 at 1041-1046-1 at 1042-1047-1 at 1043-1048-1 at 1044-1049-1 at











35. $\text{Ruth} = 5.77 \text{ ft}$

21. $\text{Ruth} = 3.95 \text{ ft}$

16. $\text{Ruth} = 2.09 \text{ ft}$

30 7/8 mm

16 A = 269

24 A = 496 ft

10 89

26 = 429

181

35 A = 577 ft

24 A = 396 ft

16 A = 269 ft

30 A = 495 ft

28 A = 474 ft

20 A = 380 ft

These figures demonstrate that the shipping interest in the United States, during the past three or four years, has been experiencing a regular progressive decline. Thus, comparing 1858 with the four years immediately preceding, we find a decrease in 1858 of 30,680 tons; in 1859, 204,645 tons; in 1860, 126,912 tons; and in 1861, 46,757 tons.

SHIP BUILDING IN THE UNITED STATES.

The following official statement shows the number of vessels built, with their aggregate tonnage, in the last eleven years:

Year.	Ships and Barques.	Brigs.	Schooners.	Sloops and Canal Boats.	Steamers.	Total Tonnage Tons and 93ths.
1851.	151	108	689	392	108	913,092.02
1852.	251	174	701	517	173	1,018,073.61
1853.	188	148	633	340	208	828,073.61
1854.	247	147	617	308	193	722,917.49
1855.	211	65	622	308	203	598,307.04
1856.	225	79	681	297	229	551,403.41
1857.	209	65	681	304	271	485,272.49
1858.	234	112	601	280	281	585,610.01
1859.	281	126	605	400	333	681,400.01
1860.	300	103	604	479	391	409,300.01
1861.	251	88	604	308	393	378,904.70

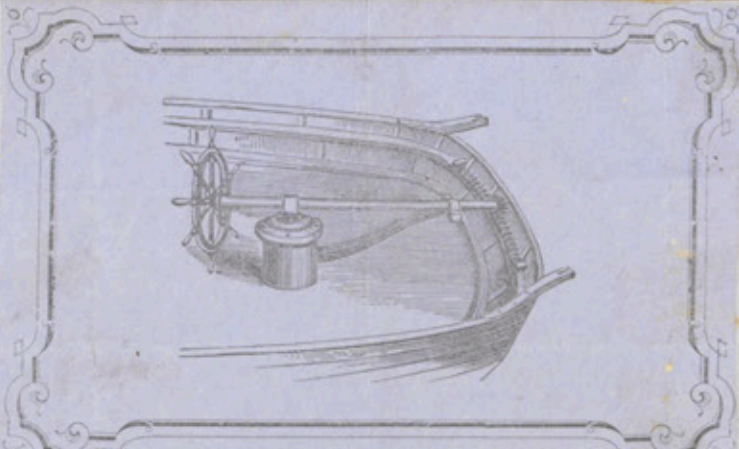
FREIGHTS.

HAVANA, April 24. Chartered on the 16th, barque John Wesley, at Matanzas, 3200 boxes for New York or Boston, at \$1 box, or \$2250 for the voyage; barque Brothers (Br), 3000 boxes, Falmouth, and orders, at \$2 1/2 per box; barque Anselma, 200 boxes, for New York, \$3250; 10th—brig Castilian, 5200 gals Molasses, to load here for Portland, \$3 1/2 per gal; 11th—brig John Wesley, 3000 boxes, Falmouth and orders, at \$2 1/2 per box; 12th—brig A C Robbins (Br), 1200 boxes, Baltimore, Philadelphia, New York or Boston, at \$1 1/2 per box and 8 1/4 per gal Sugar; barque Samor, 500 hds Sugar, Sagua and New York, at \$3 1/2 per hhd; ship Walworth, 2400 boxes, taken for Boston at \$3000 a ship; Susan Canon, 900 boxes, for Baltimore, at \$1 box and 6 1/4 per hhd. Business coastwise has been the most active and the paying rates for better than European for the small sized vessels.

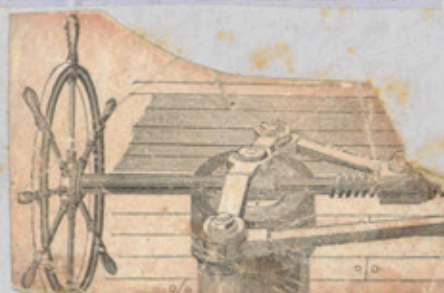
King of the Ship Builders.

Our townsman, JOHNSON RIDEOUT, Esq., unless we greatly misjudge, has built more vessels in number, as well as more tonnage, than any other man in Maine, perhaps in New England. By reference to the Custom House records, it appears that Mr. Rideout built his first vessel in 1823—a brig of some 250 tons—and from that time to the present he has built from one to four vessels a year, until now he has upon the stocks his 65th vessel. These vessels have varied in size from 100 to 1400 tons. Below we give a list of the name and denomination of the several vessels built by him, with the year when each was built, showing a total to the present time of 44 ships, 3 barques, 10 brigs, 1 schooner and 7 steamers, making a grand total of 65 vessels, with an aggregate tonnage of 45,530 tons and 18-95! At \$50 per ton, ready for sea—not a high average—these vessels would amount to \$2,276,500! What other man in Maine has built for himself such a monument! And we may also state that Mr. R. has superintended the building of all these vessels in person! Here follow the details:

Name.	Tonnage.	Year built.
Brig Liverpool Packet,	254 70	1823
Lafayette,	185	1824
Globe,	227	1825
Ship Arabella,	404	
Leonidas,	322 81	1826
Avis,	298 87	1827
Brig Merengo,	303 23	1828
Ship Helvetia,	333 34	1829
Tremont,	368 16	1830
Robert Isaac,	434 50	1831
Princess,	476 59	1832
Bristol,	445 27	
Perdonnet,	477 61	1833
Brig Black Hawk,	196 62	
Ship Lyons,	437 28	1834
Powhattan,	520 64	1835
Amelia,	461 40	1836
Liverpool,	632 25	1837
Queen Victoria,	711 81	1838
Norway,	461 67	1839
Amazon,	569 88	
Brig Rideout,	136 08	
Ship North Carolina,	669	1840
South Carolina,	767 81	1841
Bark Georgia,	363 25	1842
Ship Devonshire,	745 08	1843
St'r Tigress,	199 13	1844
Marmora,	380 76	
Nequasset,	99 27	1845
Alert,	265 78	
Ship B. C. Bailey,	470 92	
Bark Scone,	292 79	1846
Brig Rio,	226 43	
Schr Peru,	129 59	
Ship Rideout,	428 22	
Richard Aslop,	835 85	1847
Harriet Augusta,	647 73	
Sea Queen,	862 19	1848
St'r Sea Gull,	266 42	
Bark Mary Florence,	459 50	
Ship Charles Crocker,	960 47	1849
Hannah Crocker,	499 19	
St'r H. L. Clay,	(250)	
Seguin,	96 26	1850
Ship Tagus,	354 40	
Saxon,	733 88	
Junius,	561 77	1851
Kennebec,	925 75	
Brig Brownville,	147 45	
Ship James L. Bogart,	1220 17	
Dirigo,	608 12	1852
Ariel,	1329 64	
Mermaid,	1221 85	1853
Cynosure,	1257 72	
Edgar P. Stringer,	1353	1854
Brig Sheet Anchor,	276 26	
Morning Light,	269 19	
Ship Ironsides,	1318 76	1855
J. S. Parsons,	1397 68	
J. P. Wheeler,	855 41	1856
Charlotte,	998 22	
Martha Rideout,	788 37	
Alice,	627 01	1857
Augustus,	736 76	
A ship now building,	635 887 66	



J. D. CROWELL'S



[Herald Correspondence.] The Secretary of the Navy this morning authorized the exhibition of models for the new sloop-of-war. There are thirteen in all. Mr. Curtis of Boston has two; Mr. Cramp of Philadelphia, one; Mr. Vaughn of Lynn, one; Mr. Steers of New York, one; Mr. Westervelt of New York, one; Mr. Webb two; Rosevelt & Joyce one; Donald McKay of Boston, one; Mr. Townsend one; Page & Allen of Portsmouth, one. The models differ very much in form, size, and proportion, varying from 1600 to 2000 tons. Those from New York and Boston are the largest. Some of the models are very highly finished, especially those from Boston.

[Correspondence of the Boston Journal.]
Steamship Adriatic.
 NEW YORK, Nov. 5, 1856.
 To the Editor of the Boston Journal:
 By special permit we were allowed a day or two since to visit this most magnificent specimen of naval architecture—which will perpetuate the name of the lamented George Steers. It is the largest ship that ever floated—being 5800 tons measurement, 254 feet over all, 80 feet across the paddle boxes, 22 feet draft. It cost \$850,000, and will be commanded by Captain James West.
 Her exquisite model and perfect symmetry conceal her vast proportions. A landsman may have some idea of her great length by remembering that she is more than twenty-one rods long. We believe nothing has ever been built which will surpass this ship in the way of strength, thoroughness or speed. The famous Persia will have to look to her laurels. The Adriatic will settle the question of naval supremacy between us and the world. Her cabins and state rooms are fitted up in the most expensive and magnificent style. The staid glass, painted panels, rich mouldings, and costly fixtures and furniture, with her silver plate and elegant china, and mosaic floors, render her a palace. Every state room is fitted with gas and water fixtures, so that one might deem himself almost in some palace on Fifth Avenue. Her complement of crew is 180. She will accommodate 350 first class passengers, and will sail in a day or two.

THE STEAM FRIGATE NIAGARA. The London Times devotes a column to a detailed description of the U. S. steam frigate Niagara. The vessel is pronounced the noblest specimen of architecture that has ever crossed the Atlantic. Editor adds:
 "Not till the visitor has walked forward himself somewhere near the bowsprit, and seen the vessel in its full length, and seen the world has not yet seen the equal of it, and which the English navy can show nothing to compare with."
 LAUNCHED. Barque Mary & Susan was launched 25th inst. in N Bedford, from the yard of Messrs S Andrews & Co. She is a fine half clipper vessel of 110 tons, destined for the wharf fishery, and is owned by Messrs Thomas Knowles & Co. of N Bedford. Her length on deck is 115 feet, breadth 16 feet, and 16 feet 8 inches depth of hold.

LAUNCHED. A fine white oak ship of 1000 tons was launched on Monday at Quincy from the yard of Mr. George Thomas. She is 175 feet in length, breadth 29 feet, depth 23 feet 4 inches. She has a full poop to the mainmast. She is owned by Mr. Isaac Taylor of this city and the builder.
 FREIGHTS. Havana Feb. 5 1856. Dealers are very firm. Freights to Cowa, Cork, Falmouth, etc. £2 10s a £2 10s; Hamburg and Bremen £2 10s a £3; Mediterranean £2 15s a £3; United States \$1 per box; \$8 50 a \$4 50 per hhd. sugar; and \$2 50 a \$3 per hhd for molasses.
 Exchanges have gone down to 11 1/2 a 12 1/2 to London, and to Spain to 2 per cent. premium; New York, Boston and Philadelphia par; to New Orleans 2 a 3 per cent. premium, short sight.
 The total stock of sugar, new and old, at Havana, was 86,000 boxes; and about 10,000 boxes, 6,000 hds. Murevado at Matanzas.

THE GREAT RACE OF CLIPPER SHIPS. The number of American built clippers engaged in the transportation of troops to India, has naturally caused a great interest to be taken in their several passages, as also in the passages of the various British clippers, and seven steamers. This season of the year, it is well known to nautical men, is the most unfavorable for the navigation of the Bay of Bengal. Some of the clippers were obliged, when nearing Calcutta, to let all anchors out at night, to barely keep what headway they could make in the day time, and some of them lost as much as eleven days by this very cause, before they could get a pilot. Many of the vessels were within a hundred miles of each other during the entire passage, but did not know it until they compared logs at Calcutta. The race between the clippers "James Baines" and the "Champion of the Seas" is described by those who saw them when nearing land to have been a magnificent sight.

By the arrival of the Europa we have the gratifying intelligence of the arrival out of the celebrated American clipper-built ship Lightning, in eighty-seven days, thus sustaining her previous reputation for speed. We annex a comparative table of the passages of the various vessels:
 Passage of the "Lightning"..... 87 days
 " " "James Baines"..... 103 "
 " " "Champion of the Seas"..... 101 "
 " " "other sailing vessels"..... 120 "
 Average passage of full power screws..... 83 "
 " " "auxiliary"..... 94 "
 By the above table it will be seen that the Lightning has not only beaten handsomely all the other American and British built clippers, but she has also beaten all the average passages of the auxiliary screw steamers, and has come within three days of the passages of the full powered screw steamers. This is another splendid triumph of American naval architecture.

The ship John Henry, 542 tons register, Capt. MERRITT, cleared from our Custom House yesterday, having on board the largest cargo of cotton ever cleared from this port in a ship of her tonnage—having on board equal to 1,112,689 pounds, being 262,630 pounds more than she had in from New Orleans. She was stowed by a white stevedore.—Charleston paper, 21st ult.

At Falmouth 4th ult. Alvaro, Burton, Cuba; 5th, Brewster, Clark, Akyah.
 At at Cowa 2d, Screamer, Snow, Callas May 28, (and sid 5th for Hamburg); Henrietta, Hasever, do May 13, (and sid for Hamburg); 2d, Chesapeake, November, do May 28, 1856.
 At at Bristol 6th, Dalphos, Gill, Norway.
 Bristol—Sid from the Pill 6th, Kate Sweetland, Spaulding, N York.
 Sid from Plymouth 5th, N Huckleby, Strout, Cardiff.
 At at Dublin 3d, E Foster, Foster, St John, N.H.
 At at Greenock 1st, Thos Kilian, Crowley, St John, N.B.
 Sid 1st, John Fyfe, Hunter, N York.
 At at Hull 5th, John Patten, Patten, Cronstadt.
 At at Queenstown 2d, J J Hathorn, Backford, Cardenas.
 Sid 2d, Fells, Kamey, (from Matanzas) for Liverpool; John Griffin, Park, (from Cardenas) for do.
 Sid from Cronstadt 16th ult, Hartford, McKay, London.
 24th, Harvest Queen, Hancock, do.
 At at Elsinore 2d inst, Genesee, Nichols, Cronstadt for Plymouth, Eng.
 At at Antwerp 4th inst, Chas Cooper, Coffin, N York.
 At at Havre 4th inst, Ohio, Lachina, Mobile, Sid 4th, Germania, Wood, N York.
 At at Bordeaux 4th inst, Westminster, Warnock, New Orleans.
 At at Cadix 2d ult, Brunette, Lunekin, N York; 29th, Cashanger, Gardner, Sunderland, Eng. Sid 2d, Rosalia, Cook, N York; 2d, Navy, Briggs, Boston; 29th, Mitchell, Portland.
 At at Gibraltar 24th ult, Rambler, Packard, Palermo for Boston; 2nd, Hiawatha, Hall, Marselles for N York; 19th, At at Valencia 27th, Fanny Fern, Dresser, Callio Maros 28; 29th, Parthenia, Jilgton, do April 1st, Redwood 28, do April 24, 1856.
 Sid from Alicante 27th ult, D Baylies, do, N York.
 At at Genoa 24th ult, Marshfield, Torrey, N Orleans.
 At at Palermo 27th ult, Benbow, Farce, Glasgow.
 At at Bacchart 24th ult, E P Sweet, Jewett, Trieste.
 At at Venice 29th ult, John Wesley, McCune, Richmond, Va. Sid 31st, Sebastopol, Raynes, and Sportsman, Thompson, Leghorn.
 At at Bordeaux 31st ult, Gen Berry, Davis, N Orleans.
 At at Marselles 28th, Wabash, Purington, Liverpool.
 At at Genoa 28th, Marshfield, Torrey, N Orleans.
 Sid at Venice 27th, Sebastopol, Raynes, Leghorn.

