

PISCATAQUA

(1852)

PISCATAQUA was obviously named for the river and region where she was built. Her first owners were largely Portsmouth businessmen, including the future mayor, Horton D. Walker. Others were G.W. Pendexter, Thomas D. Bailey, John Knowlton, Nathaniel K. Walker. The builders, Fernald & Petigrew, however, held on to the largest share, one-~~quarter~~ quarter.

Hundreds of local people visited PISCATAQUA before she cleared, Aug. 11, 1852, for the St. Lawrence River to load ~~for~~ with lumber for London. She was an impressive sight as she was taken down river by the ~~steamer~~ steamer, C.B. STEVENS. She was 145 feet long, 31 feet in beam, 21 feet in depth of hold, and rated at 550 tons. In her construction, F&P used area artisans such as Thomas Martin, joiner work; Charles Harat, rigging; Benjamin B. Swasey and Samuel Rowell, painters; and Samuel Dockham made the cabin furniture. 17.

Her first voyage began at Mattan, St. Lawrence River in September, and she docked in London on Oct. 30, with Thomas M. Weeks as master. Returning across the Atlantic, heading for New England, Orleans, via Newport, ~~Rxix~~, she went on West Mud, along with another vessel, but came off on the next high tide. At newport she had loaded on iron. And that was for some time her function, hauling cargoes between the U.S. and England.

However, in ~~May~~ ^{May} 1854, ~~her~~ ^{her} arrival at Madraw, India, was reported, being described as "a Boston ice ship." 18. She had sailed from Boston in October. The shipping note describing her Madras arrival went on to say: "The American bark PISCATAQUA, from Boston,

has arrived at Madras. She will have already attracted the notice of all whom business or pleasure have drawn to the beach, where she presents the curious ~~appearance~~ impression of a vessel on her beam ends and about to sink. She left Boston nearly five months ago and in good trim, and filled with ice for Madras-- By some strange chance it has nearly all melted away on one side of her hold, ~~shifting~~ shifting the center of gravity till she floats as she is now to be seen. The length of her voyage is to be accounted for by the difficulty in sailing with her present trim. The PISCATAQUA has brought some missionaries for Madras and Calcutta. This supply of ice brought by the ~~PISCATAQUA~~ PISCATAQUA is well timed. The stock at the icehouse had got so low that the greatest economy could not make it last at the present rate of demand, for more than 10 days or a fortnight."

The above item was first published in the Madras Examiner and reprinted in the Portsmouth Morning Chronicle a year later. In July, 1854, PISCATAQUA, then commanded by Capt. George B. Wendell, of Portsmouth, was sold while at Calcutta. Capt. Wendell came back a passenger in the ship LOTUS, arriving in Boston in August, 1854. From there she disappears from ~~the~~ records, unless it's possible that ~~h~~ she was the same PISCATAQUA that figured in the ALABAMA claims, which would ~~mean~~ mean she had sunk by either the FLORIDA or the ALABAMA. ~~Her name was then Portsmouth~~ then ~~xxxx~~ If she is the same PISCATAQUA, her owners dated the claim Jan. 30, 1864, which would be an approximate date of her loss. Payment on claim No. 2626, totaled \$5,195.^{19.}

SAMUEL BADGER

~~18~~
(1852)

If nothing else, SAMUEL BADGER is ^{the} testimonial to how quickly sturdy Piscataqua ships could perish at sea. SAMUEL BADGER followed a sound route to the St. Lawrence where she would load with lumber for London. Then, for a year or two, she worked the Liverpool-New Orleans route. SAMUEL BADGER wasn't all that big, less than ~~exactly~~ 1,000 tons. But she pounded the Cotton Route with great faithfulness, year after year.

But, ~~at last~~ ^{at last} her luck ran out. From a news item in the Portsmouth Morning Chronicle comes word of the disaster that overtaken SAMUEL BADGER, "of and for this port, from Trapani, sprung a leak, and foundered at sea." No date given, but it's ~~recorded~~ recorded that the crew was saved, and the first and second mates came home in ship JAMES GUTHRIE. Capt. Salter and the rest of SAMUEL BADGER's crew would get the ~~best~~ best ~~passage~~ passage they could from Fayal.

The problems of SAMUEL BADGER were confirmed in a later Morning Chronicle shipping note: ^{Nov. 16, 1855} "From Trapani, foundered, Oct. 8. Left Trapani Sept. 7, passed Gibraltar Sept. 21." But after passing Gibraltar on Sept. 21, she ran into a gale on ~~Oct. 8~~ Oct. 8, at latitude 35½, longitude, 31½, and sprang a leak. When they sounded the hold, she had two feet of water and the leak was gaining on the pumps. A Danish brig, DOROTHEA, came along next day when there was seven feet of water, so the captain, James S. Salter, decided to abandon her. They boarded DOROTHEA,

and were landed at Fayal. The mates came home on the GUTHRIE, but Salter, who had his wife and son with him, along with the crew, returned on the bark AZOR, landing at New Bedford, Mass., around Christmas, 1855.

~~SAMUEL~~ SAMUEL BADGER's owners lost 1,100 tons of salt. A few months later, Capt. Salter and the owners, Richard Jenness and Albert S. Jones, both of Portsmouth, were targets of a legal action. That was dismissed when Jones and Jenness denied any responsibility. The next year, Capt. James S. Salter was back at sea as master of the giant CITY OF NEW YORK, rated at 1,811 tons. ^{20.}



ADELAIDE BELL

(1853)

ADELAIDE BELL was one of Samuel Badger's fine ships, launched July 20, 1853 from Badger's Island. Badger built her on order ~~from~~ from a ~~Portsmouth~~ syndicate, consisting of Edward F. Sise and John Chase, both of Portsmouth; Joshua W. Peirce of Greenland; ^{Isaac} ~~xx~~ Bell Jr. and J.D. Simes of New York. Perhaps a female relative of Isaac ~~Bell~~ Bell's was the inspiration for the name given her.

It was reported that "the new ship was towed across the river and up to the wharf in good style by the steamer GRACE DARLING." ^{21.} She ~~xi~~ cleared Portsmouth around Sept. 10, described as "new, 1090 and 35/95 tons." John Chase was master. Her maiden passage was to St. John N.B., and then went to London, returning to Boston in March, 1854. But within three days, March 28, she sailed for New Orleans to be loaded with cotton. She made two more Atlantic crossing in the next year, and then was loaded at Liverpool for a passage to Calcutta. After that voyage, she was back in the cotton trade, becoming one of the workhorses of the North Atlantic.

17.

EMILY FARNUM

(1854)

Probably no sailing ship ever built in Portsmouth is more familiar to local people, if only in minature, than EMILY FARNUM. And that is due, of course, to the fine model of her that has been on display in the Portsmouth ~~E~~ Savings Bank for many years.

George Raynes built EMILY FARNUM ~~FOR~~ for W. Jones & Son, who owned 5/8; Richard Jenness had a quarter interest and her master, William Parker, one eighth. FARNUM's tonnage was given as 1,119; her length, 194 feet; breadth, 35; depth, 23. She was launched on July 1, 1854, and the last Clipper built on the Piscataqua in that year. On ~~xxx~~ ^{was} launching, she was described as ~~a~~ "a fine freighting ship of about 1200 tons." ^{22.} Her first voyage put her into the guano trade, and she loaded in the Chincha Islands, sailing from them for the U.S. in February. For a while she was in the Indian trade, and that was her life until ~~she left for the U.S. in 1862.~~ Oct. 3, 1862.

On that day she attained a distinction seldom accorded, she was captured and ~~is~~ released by the ~~Confederate~~ cruiser, ALABAMA. Not that the captain of the ~~Conf~~ Confederate raider, Raphael Semmes, was being charitable, far from it. EMILY FARNUM had sailed from New York on Sept. 21, Capt. Nathan Parker Simes, with an assorted cargo, bound for Liverpool. She fell in with ALABAMA, who ordered Capt. ~~R~~ Simes to heave to. Being unarmed, he had little choice. At the same time, ALABAMA made another sailing vessel, BRILLIANT, heave to. Having captured two ships, with all their people, and a large number of prisoners in irons from other prizes, Semmes had a problem. And EMILY FARNUM was the solution, and that because

among the FARNUM's papers was a bill of lading that had the certificate of the British consul in New York that the goods listed were the property of a British firm. After threats that the FARNUM's people would also be put in irons, Capt. Semmes finally asked Capt. Simes "how long it would take him to reach Liverpool, and if he were willing to take all ~~mx~~ his (Semmes') prisoners who were on board, and the crew of the BRILLIANT. . . , if he would let him proceed. . . ." ^{23.} Capt. Simes quickly agreed to the offer.

The prisoners were all transferred to EMILY FARNUM. In all ~~probability~~ ^{probability} that British consular certificate saved EMILY FARNUM, and she parted with ALABAMA while ~~being~~ ^{fire destroyed} BRILLIANT,

EMILY FARNUM went about her business for Portsmouth owners until 1872 when she was sold for \$30,000, and rerigged as a bark. ^{24.} In November, 1875, EMILY FARNUM cleared San Francisco, heading for Departure Bay, Washington Territory. ~~On the night of Nov 18~~ She ran into a gale on the 15th, "which lasted 24 hours. On the night of the 18th, the storm increased again to gale with heavy snow. At midnight land was reported right ahead, and an effort was made to stay the ship, but she would not stay. They then tried to wear her but it was too late. Destruction Island was dead ahead. At 12:30 she struck, and broke in two an hour later. Four men who took refuge on the rocks were swept into the sea. Two ~~others~~ tried for an island and were lost, and two others ~~was~~ swept off. The remaining 14 stayed on the after section; made a raft and managed to get safely to an island. The fire they built caught the ~~eyes~~ eyes of Indians on the mainland, who came to their aid in canoes. The entire party, including the Indians, were weatherbound on the island for three days, subsisting on four bags of flour and a few cabbage heads. . . . Eventually, they reached the mainland, and were taken to Astoria where they found passage back to

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Francisco
San~~francisco~~ ~~axshippingx~~ In a letter from Port Townsend,
Washington Terr., ~~wxxx~~ written in 1888, it was said: "Search
is being instituted near Destruction Island for the wreck of the
bark EMILY FARNUM, which was lost 15 years ago. The vessel was
laden with railroad iron for the Northern Pacific ~~Rxxx~~ Railroad." ^{25.}
To this was attached the comment that neither EMILY ~~R~~ FARNUM "or
her cargo of iron could be good for much after 15 years of submersion
in salt water."



GOVERNOR LANGDON

(1854)

Gov. John Langdon was long in his grave when a group of Portsmouth businessmen asked Frederick Fernald and William Petigrew to build them a large-sized freighting vessel. What F&P created did full honors to the man for whom GOVERNOR LANGDON ~~WAS~~ was named.

Listed at 1,095 tons, GOVERNOR LANGDON was launched Aug. 15, 1854. Her ^{owners} ~~owners~~ were Horton D. Walker, $\frac{3}{16}$; George W. Pendexter, Fernald and Petigrew, $\frac{1}{8}$ each; John Knowlton, $\frac{1}{8}$; Thomas D. Bailey, John Harratt, N.K. Walker, $\frac{1}{16}$ each; Barker & Adams, $\frac{1}{16}$; Thomas W. Weeks, master, $\frac{1}{8}$. A news account gives a little bit of the excitement and gaiety that attended launchings on the Piscataqua, frequent though they might be. Mrs. Elizabeth ~~Elwyn, John, and~~ Elwyn of Philadelphia, John Langdon's only child, ^{whom} and for he had a watch made in London 60 years before, presented the owners with a set of colors. ^{26.} Mrs. Elwyn was then in the city on a visit, and it's wondered if she was present at the party given by owners on Sept. 18 which scandalized part of the public. Mayor Horton D. Walker handed out many invitations for the levee and reception that was held on board. All the city's important people were on hand to be shocked when the hosts served wine to their guests. The Rockingham Messenger published a letter to the editor protesting the serving of wine in the presence of ladies.

GOVERNOR LANGDON had another adventure before getting into the river, never to return. One of her crew, having been paid

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his wages in advance, as was the custom, tried to jump off the ship as she pulled away from the wharf. He was caught and put back on board. When the GOVERNOR LANGDON was out on the river, he leaped overboard, but was rescued and returned to the ship. ^{27.}

Intended for the cotton trade, GOVERNOR LANGDON made a career of touching ports that had cotton to offer for the spindles of and Liverpool. Mobile, New Orleans were the usual ones. On a run from New Orleans to Liverpool in June, 1856, 2661 bales of cotton, 224 hogsheads of tobacco, 109 barrels of rosin and 5,600 staves. By ~~18~~ 1859, with William P. Stone as master, GOVERNOR LANGDON was in the packet trade between Liverpool and Philadelphia for the Regular Line. The Morning Chronicle reported Feb. 28, 1874, that GOVERNOR LANGDON had been sold at Liverpool on Feb. 13, for 7,500 pounds. She had only cost \$45,000 to build, so her Portsmouth owners had their full value ~~xxx~~ from her over the years. With the sale her name was probably changes, as was the usual custom, and she disappeared from local ken.

ANNIE SISE

(1856)

ANNIE SISE is credited to the firm of George Raynes & Son, but actually the old master had died more than a year before. So she was the creation was of George Jr., who built her for a syndicate of Portsmouth and New York owners. Many of ~~them~~ whom ~~they~~ were owners of Smauel Badger's ADELAIDE BELL.

Launched on Nov. 12, 1856, ANNIE SISE was rated at 1,050 tons, and probably named for the wife of one of her owners, Edward F. Sise. She was ~~x~~ described as being of white oak, heavy copper and iron fastened, being 180 feet on deck; 36 feet, 10-inch beam; 23 feet, six inches in depth. Of her a shipping item said~~x~~ she "will well compare with any of the renown ships which have been built here. The workmanship will bear a scrutinizing examination in those parts where strength and not beauty has usually been sought. Particular care has been taken for the most effective ventilation of the ship, and such arrangements are made for clearing the pumps as will enable any obstruction to be removed without disturbing the cargo. The cabin is finished in ~~finest style~~ elegant style -- the wheelhouse is well arranged for comfort, as well as the safety of the ship. . . . She will take freight at Mobile for some European port. Success attend her!"

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ANNIE SISE ran into trouble when she only ~~one~~ ^{one} days out on her maiden passage, and, ironically, it came while her master, Capt. Charles F. Sise, was trying to be a maritime ~~good~~ Good Samaritan. The ship was running under full sail when a schooner signaled to her. Capt. Sise brought his vessel in closer and spoke with her. She was the schooner RANKIN, and her captain had

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run out of supplies. While attempting to get closer, the schooner ran under ANNIE SISE's bow and lost most of her mast. No one was injured, but the RANKIN thought ANNIE SISE was sailing off without helping, so the captain hoisted a distress signal. Capt. Sise came round, but, by that time, the bark MARYLAND was standing by and gave aid. The schooner captain completely exonerated Capt. Sise of any blame.^{29.}

The damage to ANNIE SISE was so minor that she arrived at Mobile on Jan. 22, 1857, to begin her career as a freighter plying the Atlantic. She lasted 15 years, until Sept. 15, 1871. She was on a passage from Sydney, Australia, to San Francisco, with coal for the Pacific Central Railroad, when she went on a reef during a dense ~~gmx~~ fog. All the crew was saved and reached San Francisco the next morning, but ANNIE SISE and her cargo were a complete loss. The wreck was sold for \$500 but went to pieces before anything could be salvaged. John Walker was the only Portsmouth owner left in the syndicate.^{30.}

ROCKINGHAM (1833)

When George Raynes launched ROCKINGHAM in 1833, she had the honor of being the largest vessel yet built on the Piscataqua. Yet her tonnage was only 513, less than half the size of some of ships Raynes would put in the water.

Raynes built her to the specifications of her first owners, all Portsmouth businessmen: T.W. Penhallow, William Jones Jr., James Kennard, Stephen H. Simes. ~~Sixty years later, Kennard had dropped out of the partnership~~ Kennard was her first master, but he left her six years later.

ROCKINGHAM'S maiden voyage began Dec. 10, 1833, as she sailed for New Orleans. Unlike many other large sailing ~~vessels~~ vessels built on the Piscataqua River, ROCKINGHAM did, occasionally return to this port with cargoes. That was largely due to her local ownership. A nautical writer wrote that ROCKINGHAM "that a more splendid vessel has ~~xxx~~ rarely if ever, graced our waters."¹ She was spoken off the Dry Tortugas 19 days later, and arrived in New Orleans on Jan. 9, 1834, ready to be ~~xxx~~ begin her career as an Atlantic freighter. She often loaded with cotton for Liverpool, returning with salt for New York. ROCKINGHAM was back in the Piscataqua on Sunday, Sept. 27, 1834, from Liverpool with a cargo of salt for her owners. When she left Liverpool, another ~~Piscataqua-built~~ Piscataqua-built vessel, PACTOLUS (494 tons) was loading for Philadelphia. Back and forth, ROCKINGHAM sailed, usually loading cotton at Mobile, Ala., or Charleston, S.C. for the thriving mills in the Mersey River basin. In ~~1838~~ July, 1838, she ~~was~~ again returned to Portsmouth, bringing nearly 800 tons of salt for the local fishing trade. By this time, Capt. William L. Dwight was her master. For a year she was leased to Taylor & Merrill Line.²

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She had the reputation of being "one of the most burthensome,
as well as fast sailing in the country." ^{3.} A passage she made from
Cadiz to Portsmouth late in 1839 proved a rough one. She sailed
Nov. 21, and was forced into Provincetown, Mass., on Jan. 7, 1840,
46 days out. Her fore and main masts were sprung and she was short
of provisions and ~~water~~ water, but she limped into Portsmouth on
Jan. 14.

For the next few years she cruised the North Atlantic, a
faithful, dependable transporter of goods. She was no longer in
the ships' register in 1850.

ROCKINGHAM (1858)

A few years after the first ROCKINGHAM disappeared from the
shipping lists, a ~~second of the~~ name was launched by the Portsmouth
Shipbuilding Co., a yard headed by master carpenter Daniel Moulton.
Her ownership syndicate included Jones & Mendum, Wm. Jones & Son,
Mark Hunking Wentworth and D. Taylor of Boston.

In the early part of her career, she was sailing in the
Warren & Thayer Line of Boston-Liverpool packets, with George
Melcer as master. The second ROCKINGHAM belongs in the history
books because of the manner in which she reached her end.

ROCKINGHAM was the last vessel captured by the notorious
Confederate raider ALABAMA. Under the command of Capt. Ed ~~mund~~
Gerrish of Portsmouth, ROCKINGHAM was heading for the Chincha
Islands when taken by ALABAMA off the coast of Brazil. Capt.
Gerrish had taken his wife and child with him on that voyage,
and they, along with all the rest of the ~~people~~ people on board,
were taken to Cherbourg, France. ROCKINGHAM was, of course,
scuttled. ~~While in Cherbourg harbor, ALABAMA was~~

Capt. Raphael Semmes of ALABAMA found himself trapped in Cherbourg Harbor. The USS Kearsarge, Capt. John A. Winslow, had been off that port bottling up the Confederate raider FLORIDA. But Winslow had word that ALABAMA had been seen in the Atlantic. The Portsmouth-built KEARSARGE steamed off on the wild goose chase, and while she was gone, FLORIDA escaped but ALABAMA steamed in with her prisoners, ~~SEMPER~~ and KEARSARGE returned to Cherbourg in time to keep her penned in. Both captains enjoyed social life ashore for a day or two and then Semmes challenged Winslow to take his ship out ~~in~~^{and} fight. Ironically, Capt. Winslow was dining with Capt. Gerrish of ROCKINGHAM when the challenge came. Capt. Gerrish immediately asked to join KEARSARGE in the battle but was refused because he wasn't in the U.S. Navy. So Gerrish had to content himself with seeing Winslow put an end ^{to} ~~to~~ ALABAMA from the vantage of the cliffs on the Cherbourg coast. ⁴⁵ Special trains were ~~run~~ run out from Paris for people to watch the duel. which took place June 19, 1864. It lasted only 65 minutes, with KEARSARGE clearly the superior in fire power and ship handling. Semmes escaped on board an English yacht, DEERHOUND, which was near the scene.

RO KINGHAM was, of course, one of the many ships that figured in the ALABAMA claims, ~~xxxxxx~~ for so many years.

(4)

PORTSMOUTH (1834)

The burgeoning transatlantic freight and passenger trade put heavy demands on Piscataqua River shipyards through the 1830s. PORTSMOUTH, 520 tons, was the product the Raynes Shipyard, built for Raynes & Neal. Attention was first called to PORTSMOUTH when The Portsmouth Journal on Feb. 8, 1834, reported "The new ship at Raynes & Neal's yard will be launched on Monday next ^(Feb. 10) about 1 o'clock." And a week later the Journal that the "Ship PORTSMOUTH was launched from Raynes & Neal's yard, North End, on Monday last. She is a fine vessel and was built in less than four months."

With great civic pride, the Journal went on to say "The Piscataqua River has sent out several within a year -- the workmanship of which need not fear comparison and competition. The RUTHELIA, now fitting for sea, and nearly ready.-- the PACTOLUS, an excellent ship on her first voyage; the PONTIFF -- the ROCKINGHAM, and last, but not least, the PORTSMOUTH.

Under Capt. William Neal, PORTSMOUTH cleared the Piscataqua early in March for New Orleans, and the cotton docks. Before leaving, Captain Neal had an open house on board for any who wanted to inspect his new command. She went into the cotton trade, and, in October, was sold to New York shipping interests. In December that year, she cleared Savannah for Liverpool with 1,900 bales of cotton, valued at \$110,000. And that was her life, back and forth across the Atlantic. In 1844, she was in I.B. Gager's New Line, New York to New Orleans, under the command of Capt. Charles G. Glover.

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PORTSMOUTH (1858)

George Raynes was dead when the second PORTSMOUTH was built in his yard. Joseph W. Neal, long closely associated with Raynes, was the master carpenter. PORTSMOUTH, rated at 994 tons, was owned locally by William Simes and T.J. Coburn.

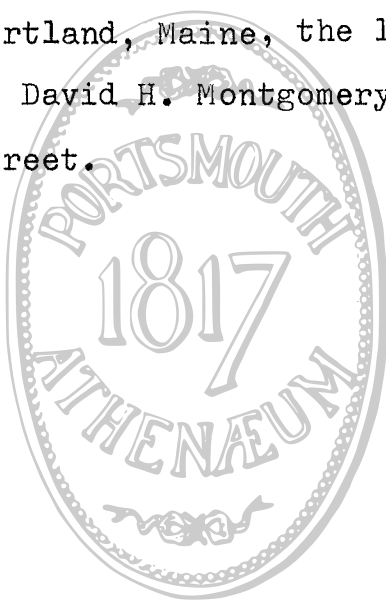
PORTSMOUTH wasn't rated as a Clipper, but she was "anything but a dull sailor." On ~~one~~ one occasion she made the passage from New York to Cadiz in ~~12~~ 16 days and made the return in 16, a speedy passage which shortened the wages of her crew by two days, they having been paid in full, in advance, for two months work.

To PORTSMOUTH went the ~~drxxx~~ dreadful fate of sailing off into the Atlantic never to be seen again. However, on one of her few returns to the place of building, May, 1862, PORTSMOUTH unloaded at Pier Wharf (Just south of Pier II Restuarant) 6,000 tons of salt, the largest such cargo ever brought to the port. Four years later she was listed as missing.

Capt. Robert Boardman of Portsmouth was making his first voyage in PORTSMOUTH, and she put into the ~~island~~ Navassa Island, which lies between ~~Jamaica~~ Jamaica and the western tip of Haiti, loaded with guano. That was in October, 1865, and she cleared for Queenstown, Ireland. In all probability she was knocked to pieces by a hurricane that swept in a few days after she left Navassa. Several other vessels in the vicinity reported suffering heavy seas and wild winds which caused extensive damage. She was officially recorded as missing in the January listing of Marine disasters. Hope was cherished for a long time that her crew might have been taken off by an outward-bound Clipper. Her first mate was Horton Carter of New Castle. Two of the sea-faring Yeatons, father and son, were lost, along with Charles A. Weeks. ⁶

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Capt. Boardman was the son of the local physician, Dr. John H. Boardman was described as "a very capable young officer." The Chronicle, on Feb. 6, 1866, sadly noted: "The losses in men and money were never so heavy as in the year 1865."

Eighteen years later, the Morning Chronicle reported that a painting of the PORTSMOUTH had been placed in the window of Montgomery's music and art store, attracting much attention. It depicted PORTSMOUTH, under Capt. Herman A. Tarlton, "when hauling to the wind off the Western Islands, when signaling to the bark ANGLO-SAXON, of Portland, Maine, the latter desiring to correct her longitude."⁷ David H. Montgomery's shop was in the Exchange Block, Pleasant Street.





COLUMBUS (1847)

COLUMBUS was the first Portsmouth-built vessel to weigh over 1,300 tons. ~~Gertude M. Picket~~ Gertude M. Picket, a lineal descendant of one of the builders, in her book, Portsmouth's Heyday in Ship-building, records:

On January 15,, 1847, and agreement was made between Fernald & Petigrew of Portsmouth, N.H., and the firm of D. and A. Kingsman of New York, merchants, to build a ship of the following dimensions -- 177 ft. long, 40 ft. beam; 15 ft. 3 inches depth of lower hold; 7 ft. 9 inches between decks. . . . The Kingslands, Daniel and Ambrose, left much ~~xx~~ of the detail to the good judgment of the builders. . . . They were already ~~xxxxxxxx~~ acquainted with Frederick Fernald, for the firm of Raynes & Fernald had built the ship EMPIRE for them in 1843-44."

COLUMBUS cleared the Piscataqua on Nov. 12, 1847, "of and for New York."^{8.} Her master was Robert McCerran, and he commanded her until the end of her career. Capt. McCerran took her into the Empire Line and she was a dependable traveler between New York and England and Ireland until 1852. Described as a "fine packet," COLUMBUS was ~~lost~~ lost on the ~~Irish~~ Irish Coast in January, 1852.

It's possible that some of the people on COLUMBUS survived. Certainly, a Capt. Robert McCerran, in command of the ship ~~Defiance~~ DEFIANCE, had problems with the Peruvian government while in the Chinch Islands in 1853.^{9.}

8.
GEORGE RAYNES (1850)

When he let his own name be given a vessel, it was certain that the master shipbuilder, George Raynes, was convinced she would be a good one. And while she lasted, GEORGE RAYNES, listed at 999 tons, did her job well.

Few people realize that one of the choicest cargoes shipping out of Boston in the 1850s was ice. Yes, plain, crystal-clear pond ice from New Hampshire and Maine. What her first voyages were isn't clear, but in October, 1852, she cleared Boston for San Francisco with 900 tons of ice, "being the largest cargo ever shipped around Cape Horn ~~or~~ or the Cape of Good Hope." ^{10.} Additionally, she was carrying 52 passengers, among them Albert Fernald, a mast maker, and his wife, who are listed in the 1857 City Directory, so they must have returned from their voyage. She arrived in San Francisco on Feb. 18, 1853, leaving Boston, Oct. 12.

On her way back, GEORGE RAYNES stopped at the Chincha Islands to load guano for the United States. Back in the U.S., she cleared again in March for Callao, Peru, arriving there in September. In 1855, she was 68 days from Chincha to New York. Actually, like so many of her kind, her career was largely hauling guano to eastern ports in the U.S. Pierce W. Penhallow was her skipper through much of this. Finally, a vague newspaper item, reported she had been wrecked, no date given, burnt, and sold for \$2,000.

A half model of this hard-working vessel is in the Portsmouth Athenaeum.

LEVI WOODBURY (1851)

LEVI WOODBURY, 998 tons, was named in honor of New Hampshire's leading politician of the pre-Civil War era. Only 62, Levi Woodbury died in September, 1851, two months after the launch of the vessel bearing his name. Her builders were the ~~firm~~ formidable team of Fernald & Petigrew, who had their yard on Badger's Island. LEVI WOODBURY followed the more famous TYPHOON out of the F&P yard.

Her ^{owners} ~~builders~~ were the March brothers, Peter and Daniel, James N. Tarlton, with F&P holding a three-eighths' interest. The specifications in the sales agreement called for a vessel "173 feet long on the keel, and 186 feet over all; 38½ feet extreme breadth . . . ^{10.} ~~AN~~ and to have three entire decks." Joseph Grace, one of Portsmouth's famed shipmasters, was her first commander. Capt. Grace's long career began shortly after the War of 1812, and lasted until the Civil War. In the course of that time, he survived shipwreck on the Piscataqua-built MILO, being stranded for several months on Sable Island with his crew. In 1824, he was captured and tortured by pirates in the Caribbean, and, two years before the launch of LEVI WOODBURY, Capt. Grace took the Piscataqua barque MARTHA around the Horn, the first such venture in carrying Forty-Niners to the California gold fields. ¹¹ After Grace, she was commanded by Capt. ~~Correspondence~~ Joseph J. Nickerson. What happened to LEVI WOODBURY isn't known. Earnings reports on LEVI WOODBURY were filed with F&P until 1861. ^{12.} Like some other vessels, she may have changed to foreign ownership to prevent being bottled up in New Orleans when the Civil War broke out.

Correspondence between the builders and S.W. Gleason & Sons, carvers of Boston, indicate that Levi Woodbury took a lively

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interest in the LEVI WOODBURY, and had veto power over the stern carving which they did in his ~~own~~^{13.} honor. Levi Woodbury held posts in all three branches of the U.S. government, plus New Hampshire's governorship. He served as U.S. senator, Secretary of the Navy, Secretary of the Treasury, and was a Supreme Court justice in the last years of his life.



11. 

JOSEPHINE

(1852)

Not much is known about JOSEPHINE. Built by Samuel Hanscomb¹, Jr., in Eliot, builder of the more famous NIGHTINGALE, she was launched in 1852, and rated at 948 tons. ~~Early in her career~~ Hanscomb built JOSEPHINE for Gen. Joseph Andrews, a merchant in Salem, Mass.

Early in her career, she was sailing in the Empire Line, under Capt. Charles Lindholm.^{14.} Like so many others, with the continuing boom in the California trade, JOSEPHINE was diverted to that business. In those days, JOSEPHINE, as did many other New England freighters, carried her cargoes to San Francisco, with William G. Wendell, a commission merchant, as cosignee.^{15.} Wendell had gone out to the West Coast with the Gold Rush, and was still there in 1898.^{16.}

In June, 1859, JOSEPHINE, then under the command of William Jameson, burned in St. Louis Harbor, Mauritius, while on a passage in the Indian Ocean.^{17.}