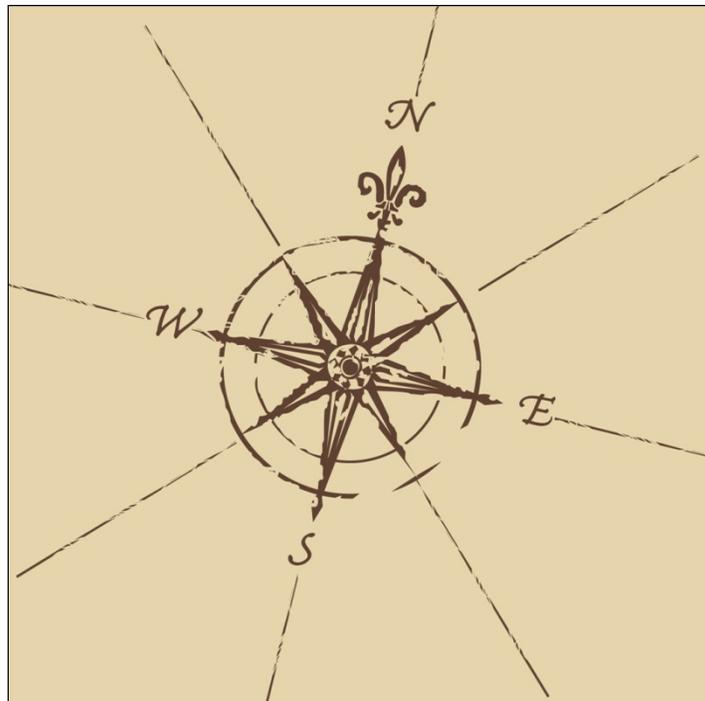


**The Seaman's Journals
of
Captain LEONARD SAMUEL GRANT₆
(1812 – 1880)**

**Pilot – U.S. Coast Survey
and
Pilot – U.S. Revenue Cutter Service**



Compiled by

**WILBURN METCALF POTTER₁₀
(1946 - ?)
{Great Great Grandson}**



Leonard Grant



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I. Biographical Sketch of Captain *LEONARD SAMUEL GRANT₆ (1812 – 1880):

Captain *LEONARD SAMUEL GRANT₆ (1812 – 1880) was born on July 6, 1812 in Prospect, Maine. He was the oldest child of *SAMUEL GRANT₅ (1789 – 1856) and *HANNAH HAYNES GRANT₅ (1783 – 1858) of Prospect, Maine. He was a descendant of PETER GRANT₀ (1631/34 – ca. 1712), “The Scottish Exile”, who was born in either the Strathspey Region or Glenmoriston Region of northern Scotland near Inverness. PETER GRANT₀ was a member of the CLAN GRANT which is believed to be one of the principal branches of the Highland Scottish “Siol Alpin Clan” of which CLAN MacGREGOR is chief.

Captain *LEONARD SAMUEL GRANT₆ was not related to President ULYSSES S. GRANT₆ (1822 – 1885). Unfortunately, genealogists have not traced President ULYSSES SIMPSON GRANT₇'s pedigree back to CLAN GRANT of the Scottish Highlands. They believe President GRANT₇ is descended from King DAVID I (1084 – 1153), King of Scots, who ruled southern Scotland. They also believe that the SIMPSONs have their roots in Ireland. Therefore, it appears that Captain *LEONARD SAMUEL GRANT₆ was not related to President ULYSSES S. GRANT₇ (1822 – 1885).

On March 6, 1845, Captain *LEONARD SAMUEL GRANT₆ married *ABIGAIL (ABBIE) M. EWELL GRANT₆ (1825 – 1903) in Prospect, Maine. They lived in Prospect, Belfast, Rockland, and Portland, Maine and finally in Boston, Massachusetts. They had two children: (1) *FLORAELLA (FLORA E.) GRANT (POTTER)₇ (1848 – 1928) and (2) CHARLIE L. GRANT₇ (1857 – 1871). He was a master mariner with both Pilot and Master of Steam Vessels licenses along the New England coast between Boston, Massachusetts and Eastport, Maine. He served in both the U. S. Coast Survey (1860 to 1862 and possibly longer) and U. S. Revenue Cutter Service (1873 to 1877) and was based in Maine.

Two of Captain *LEONARD SAMUEL GRANT₆'s seaman's journals survive and are included in toto in this document. His first journal records his service on the U.S. Coast Survey Schooner *Benjamin Peirce* from September 4, 1860 to December 29th, 1860 and again from August 7th, 1862 to November 17th, 1862 on surveying cruises in Penobscot Bay, Maine.

Apparently sometime after the Civil War, he left the U.S. Coast Survey, for in 1870 and 1871 he was the pilot on the paddle wheel, passenger steamer *New Brunswick* owned by the International Steamship Company (1870) and International line of Steamers Company (1871) for three cruises: (1) “The Coit Excursion of 1870”, (2) “The Coit Excursion of 1871”, and (3) “The Bay State Excursion of 1871” which were short sightseeing and pleasure cruises during July and August from Boston, Massachusetts to St. John, New Brunswick, New Dominion (Canada) and return. Souvenir booklets summarize these cruises. There are no known records of his career on other vessels during this period or before 1860.

His second seaman's journal records his service as pilot in the U.S. Revenue Cutter Service on three revenue cutters: (1) *Hugh McCulloch* (1873), (2) *Levi Woodbury* (1874), and (3) *Alexander J. Dallas* (1874 – 1877), all based out of Portland, Maine when he served on them.

Captain *LEONARD L. GRANT₆ (1812 – 1880) died from a stroke on November 19, 1880 at his home at 291 Shawmut Avenue, Boston, Massachusetts and was buried in Lot # 3360, Buckthorn Path, Forest Hills Cemetery, Jamaica Plain (Boston), Massachusetts.

*ABIGAIL (ABBIE) M. EWELL GRANT₆ (1825 – 1903) was born on August 16, 1825 in Prospect, Maine. She was the daughter of *JOSEPH EWELL₅ and *RUTH (?) EWELL₅ of Prospect, Maine. She died from complications, i.e. inflammation of the kidneys and enlargement of the heart, caused by cancer of the liver and intestines on May 2, 1903 at 67 Westland Avenue in Boston, Massachusetts and was buried next to her husband in Lot # 3360, Buckthorn Path, Forest Hills Cemetery, Jamaica Plain (Boston), Massachusetts.

II. Ancestry of Captain *LEONARD SAMUEL GRANT₆ (1812 – 1880):

Table 1: Ancestry of Captain *LEONARD SAMUEL GRANT₆ Born: July 6, 1812 in Prospect, Maine Died: November 19, 1880 in Boston, Massachusetts		
Gen.	Pedigree	Spouse
0	Peter Grant ₀ (1631/4 – ca. 1712) “The Scottish Exile” Born: near Inverness, Scotland Died: Berwick, Maine	Joanna Ingersoll Grant Grant ₀ (ca. 1644 – ca. 1710) Born: Salem, Massachusetts Died: Berwick, Maine
1	Captain James Grant ₁ I (1671/2 – 1735) Born: Berwick, Maine Died: Berwick, Maine	Mary Nason Grant ₁ (ca. 1675 - ?)
2	Captain James Grant ₂ II (1703 – 1765) Born: Berwick, Maine Died: Woolwich, Sagadahoc, ME.	Sarah Joy Grant ₂ (? - ?)
3	Ephraim Grant ₃ (1731 – ca. 1799) Born: Berwick, Maine Died: Frankfort (Prospect), Maine	Hannah (Nan) Canney Grant ₃ (? - ?)
4	Captain James Grant ₄ III (1752 – 1830) Born: Berwick, Maine (?) Died: Prospect, Maine	Joanna Carter Grant ₄ (1750 – 1827) Born: Berwick, Maine Died: Prospect, Maine
5	Samuel Grant ₅ (1789 – 1856) Born: Prospect, Maine Died: Prospect, Maine	Hannah Haynes Grant ₅ (1783 – 1858) Born: (?) Died: Prospect, Maine
6	Captain Leonard Samuel Grant₆ (1812 - 1880) Born: Prospect, Maine Died: Boston, Massachusetts	Abigail M. Ewell Grant ₆ (1825 – 1903) Born: Prospect, Maine Died: Boston, Massachusetts
7	Flora E. Grant Potter ₇ (1848 – 1928) Born: Prospect, Maine Died: Boston (Dorchester), MA.	Algernon Sidney Potter ₇ (1841 – 1893) Born: Brownfield, Maine Died: Boston, Massachusetts
8	Albert Lincoln Potter ₈ (1874 – 1930) Born: Boston, Massachusetts Died: Boston (Dorchester), MA.	Eleanor Theresa Dodge Potter ₈ (1876 – 1951) Born: East Boston, Massachusetts Died: Boston (Dorchester), MA.
9	Kenneth Dodge Potter ₉ (1906 – 1976) Born: Boston (Dorchester), MA. Died: Boston (Hyde Park), MA.	Vonceile Carolyn Metcalf Potter ₉ (1909 – 1976) Born: Hartford, Alabama Died: Boston (Hyde Park), MA.
10	Wilburn Metcalf Potter ₁₀ (1946 - ?) Born: Boston (Brookline), MA.	Elizabeth Anna Duncan Potter ₁₀ (1944 - ?) Born: Norfolk, Virginia

III. Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1:

1. 1860 Voyage of the U.S. Surveying Schooner BENJAMIN PEIRCE:

Captain *LEONARD GRANT₆ (1812 – 1880) of Belfast, Maine, kept a “Seaman’s Journal of a Voyage” begun on Tuesday, September 4th, 1860 from Belfast, Maine on a surveying cruise in Penobscot Bay in the U.S. Surveying Schooner *Benjamin Peirce* commanded by **GEORGE A. FAIRFIELD₆**, Assistant Coast Survey with *LEONARD GRANT₆ as Sailing Master.¹

[Note: The *Benjamin Peirce* was a U.S. Coast Survey schooner used in topographical work for the “Coast Survey” service which is now the “National Oceanic and Atmospheric Administration” (NOAA). I have not been able to locate an image of the U.S. Coast Survey schooner *Benjamin Peirce*. However, the NOAA History under “Coast & Geodetic Survey Ships” describes it as follows: “**BENJAMIN PEIRCE**: Schooner (a small, fore-and-aft rigged sailing ship, with either two or three masts; probably two), length 70 feet, beam 20 feet, draft 2.9 feet. In service 1855-1868 on Atlantic coast. Named for **BENJAMIN PEIRCE₆** (1809 – 1880), a Harvard mathematician and astronomer, and the foremost mathematician in the United States during the mid-Nineteenth Century, a friend and colleague of **ALEXANDER DALLAS BACHE₆** of the Coast Survey. **BENJAMIN PEIRCE₆** would later be appointed as the third Superintendent of the Coast Survey (1867 – 1874) following **BACHE₆**'s death in 1867.”



Figure 1: U.S. Revenue Cutter *Albert Gallatin* (1855)

[Note: The U.S. Coast Survey Schooner *Benjamin Peirce* probably looked something like the U.S. Revenue Cutter *Albert Gallatin* (1855) shown above.]

The U.S. Coast Survey service had begun the work of setting up and maintaining navigational aids for mariners, and performing other waterway management functions, that the U.S. Revenue

Cutter Service and its modern successor, today's U.S. Coast Guard, would successively have the responsibility for these functions.

In 1859 and 1860 meteors were being plentifully reported by mariners and farmers in rural areas. There were so many reports that the year beginning in 1859 and ending in 1860 was called "*The Year of Meteors.*" From September 4th, 1860 to November 12th, 1860 the U.S. Coast Survey schooner *Benjamin Peirce* sailed along the Maine coast from Belfast to Portland with one excursion across Penobscot Bay to Fox Island near North Haven, Maine. During this period its crew fitted, painted, and set up signals, put up flags, and/or used meteorological instruments to take and record observations at various locations along the coast. From November 13th, 1860 to November 22nd, 1860, the *Benjamin Peirce* sailed from Portland, Maine around Cape Cod to the Port of Jersey City, New Jersey with a cargo of lumber and other items. Its final destination was Mayport, Florida. However, Captain ***LEONARD S. GRANT**₆ left the ship at the Port of New Jersey and took commercial transportation back home to Belfast, Maine to be with his family for Thanksgiving.]

The known crewmen of the U.S. Coast Survey Schooner *Benjamin Peirce* and other mentioned U.S. Coast Survey personnel in 1860 were:

- Captain **GEORGE A. FAIRFIELD**₆, Assistant Coast Survey; born Maine; appointed from Maine (commander, September 4th, 1860 to October 23rd, 1860)
- Captain **CHARLES FERGUSON**₆, Sub-Asst. Coast Survey (commander, October 24th, 1860 to December 29th, 1860)
- Captain **GOULD**₆ (temporary commander, September 29th, 1860 to September 30th, 1860)
- Captain ***LEONARD SAMUEL GRANT**₆, Sailing Master and Pilot; lived in Belfast, Maine.
- Mr. **McLAIN TILTON**₆, (would join the Union Army at the beginning of the Civil War)
- Mr. **JEFFERSON D. BRADFORD**₆ (would join the Southern Army (C.S.A.) at the beginning of the Civil War)
- Mr. **SULLIVAN**₆
- Mr. **J. L. DOW**₆
- Mr. **McFARLING**₆
- Mr. **CARPENTER**₆ (?)
- Mr. **DAVID KNOWLTON**₆
- Mr. **WILLIAM EDWARDS**₆
- Captain **BUDD**₆ (Port of Jersey City, New Jersey)
- Colonel **LEE**₆ (Port of Jersey City, New Jersey)

>>>> Captain ***LEONARD S. GRANT**₆'s Seaman's Journal No. 1 entries from September 4th, 1860 to December 29th, 1860:

- Tuesday, September 4th, 1860: (Belfast, Maine) This day comes in very pleasant, wind southwest; first part of this day employed hanging centre board; at 2 PM (the *Benjamin Peirce*) sailed from Belfast, Maine and beat down the bay as far as Lincolnville; at 10 PM came to anchor in 8 fathoms water and very foggy. So ends these 24 hours.
- Wednesday, September 5th, 1860: (Lincolnville, Maine) This day comes in with pleasant weather, wind SW; at 2 AM got our anchor and worked down to Camden, Maine; came to anchor at 7 AM; at 8 AM sailed from Camden; beat down to Owlshead (Owls Head is a bold rocky headland just south of Rockland, Maine.) at ½ past 10 AM; anchored at 11 AM. **Mr. TILTON**₆ (**McLAIN TILTON**₆) went ashore back of Owlshead, put up two flags; **Mr. BRADFORD**₆ (**JEFFERSON D. BRADFORD**₆) put up one flag on Monroe's Island; at 3 PM sailed from Owlshead; at 4 PM **Mr. BRADFORD**₆ (**JEFFERSON D. BRADFORD**₆) went ashore on Sheep Island, put up a flag; at 6 PM anchored near Ash Island (Maine) for the night; at 8 PM set watch. So ends these 24 hours.

- Thursday, September 6th, 1860: (Ash Island, Maine) This day comes in very pleasant; still laying at Ash Island; at 8 AM **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** and **Mr. TILTON₆ (McLAIN TILTON₆)** with 4 men went ashore at Ash Island, put up flag; also went on to the main and put up flag there across the channel (Muscle Ridge Channel); put up flag on Muscle Ridge Island; from there to Shag Island put up flag; returned at ½ past 12 PM; at 2 PM got our anchor and commenced beating down to Lobster Cove; came to anchor at 4 PM. **Mr. SULLIVAN₆** and **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) with 4 men went on shore at False White Head (Spruce Head Island, Maine) put up signal; returned at 7 PM. So ends these 24 hours.
- Friday, September 7th, 1860: (Lobster Cove, near Spruce Head, Maine) This day comes in very pleasant and calm; still at anchor in Lobster Cove; at 8 AM **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** went ashore in gig; took four men to put up flags in the town of St. George (Maine); at 1 O'clock PM wind breezing from the south; **Mr. SULLIVAN₆**, **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**), and **Mr. TILTON₆ (McLAIN TILTON₆)** on board busily engaged; at 2 PM **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** returned on board; set four flags; at 3 PM went across the channel (Muscle Ridge Channel) to the eastward; at 6 PM returned, thick fog. So ends these 24 hours.
- Saturday, September 8th, 1860: (Lobster Cove, near Spruce Head Maine) This day comes in rainy and thick weather, wind NE fresh; at 7 AM got our anchor at Lobster Cove and went round to Sail Harbour (Seal Harbor near Rackliff Island, Maine); wind fresh from NE and stormy; at 10 AM **Mr. SULLIVAN₆** and **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** went ashore on Norton Island to put up signal; weather very disagreeable; at 4 PM returned on board; at 5 PM sent three men ashore at False White Head (Spruce Head Island, Maine) after instrument; at 8 PM wind NE and blowing heavy; **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** and **Mr. TILTON₆ (McLAIN TILTON₆)** complicating (computing?). So ends these 24 hours.
- Sunday, September 9th, 1860: (Seal Harbor near Rackliff Island, Maine) This day comes in weather unsettled, wind NE and rainy; at 11 AM got our anchor and commenced beating up the river; at 2 PM passed Owlshead (Owls Head is just south of Rockland, Maine.), stood up the bay; blowing heavy, hauled down foresail and double reefed it; on account of the storm and violent gale, had to keep away and go to Owlshead where we came to anchor in 6 fathoms water; blowing a gale from the NE. So ends these 24 hours. ***LEONARD GRANT₆**
- Monday, September 10th, 1860: (Owls Head Bay, Maine) This day comes in very pleasant. At 2 AM got our anchor and commenced working up to Rockland. At 6 AM anchored at Rockland (Maine). At 9 AM furled sails and put things in order for the day. Myself and three men took a team and went to Belfast (Maine). Returned at 7 PM. **Mr. TILTON₆ (McLAIN TILTON₆)**, **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)**, **Mr. SULLIVAN₆**, and **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) doing business ashore. Weather good etc. So ends these 24 hours.
- Tuesday, September 11th, 1860: (Rockland Harbor, Maine) This day comes in very fine with light wind from the south; crew employed in the forenoon in various jobs, set up fore rigging etc.; turned to at 1 PM and set up main rigging; at 3 PM went on shore, filled water, returned at 6 PM; hoisted in our water; cleared up decks for the night. **Mr. TILTON₆ (McLAIN TILTON₆)** and **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** writing, etc.; at 3 PM **Mr. SULLIVAN₆** and **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went on shore on business; at 7 PM set signal light and watch. So ends these 24 hours.
- Wednesday, September 12th, 1860: (Port of Rockland, Maine) This day comes in very unpleasant, wind from the eastward and rainy; at ½ past 11 AM wind ESE and stormy; at ½ past 11 AM **Mr. SULLIVAN₆**, **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**), **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)**, and **Mr. TILTON₆ (McLAIN TILTON₆)**

went on shore; **Mr. SULLIVAN**₆ went on board Steamer *Webster* for Portland, from there to Philadelphia by the way of Boston & New York; [Note: For a description of the Steamer *Daniel Webster*, see the note of November 23rd, 1860.] at 2 PM officers came on board; at 5 PM **Mr. TILTON**₆ (**McLAIN TILTON**₆), **Mr. BRADFORD**₆ (**JEFFERSON D. BRADFORD**₆), and myself went on shore, got 10 yds duck, came on board myself; blowing heavy from the NE and much sea; at 8 PM blowing heavy and the rain falling fast; officers ashore cannot get on board. So ends these 24 hours.

- Thursday, September 13th, 1860: (Port of Rockland, Maine) This day comes in with high winds from the north, weather unsettled, many passing clouds and cold; at 9 AM sent the boat ashore with four men to do errands etc.; at 10 AM wind blowing heavy from the north. **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) not on board; crew employed in various jobs, scraping spars etc.; at 5 PM sent the boat to the St. Sanford (Steamer Sanford) for instruments; at 8 PM very pleasant and moderate; set signal light and watch. So ends these 24 hours.

>>>[Note: In 1854 the new side-wheel steamboat *Menemon Sanford* of 1,000 tons, 237 feet long, with a vertical beam engine of 50 inches and 12 feet stroke, was built by John Englis in New York for the Sanford Line. After a short period of service between New York and Philadelphia, took her place on the Bangor line. She was considered state-of-the-art of the new type of steamboat.

The *Menemon Sanford* would have a hard luck history. After departing Boston on July 4th, 1856, in clear weather she ran ashore on Thatcher's Island off Cape Ann, Massachusetts early on the morning of July 5th, 1856. To release her, twenty feet of her stern had to be chopped away. The story goes that some of the boat's officers had celebrated the Fourth of July "not wisely, but too well."

In 1860, the Steamer *Menemon Sanford*, commanded by Captain **C. B. SANFORD**₆, plied between Boston, Massachusetts and Bangor Maine.

On July 31, 1862 the *Menemon Sanford* again ran ashore but this time in thick fog on the Dry Salvages ledge near Cape Ann, Massachusetts, not far from the scene of her first grounding in 1856.

During the Civil War, on December 10, 1862, while chartered by the U.S. Government to take troops to New Orleans, the *Menemon Sanford* ran ashore on Carysfort reef off the Florida capes in clear weather. The accident was attributed to the treachery of a southern sympathizing pilot. The ship was a total loss; however, fortunately the 800 Union soldiers on board were all saved.²]<<<

- Friday, September 14, 1860: (Port of Rockland, Maine) This day comes in very pleasant but cool; at 6 AM sailed from Rockland bound to Lobster Cove, St. George (Maine); at ½ past 8 AM anchored at Lobster Cove in 5 fathoms water; wind NW and clear; at 9 AM **Mr. BRADFORD**₆ (**JEFFERSON D. BRADFORD**₆) with three men went onto the Muscle Ridge Islands and put up flags; returned at ½ past 12 PM; at 3 PM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆), **Mr. BRADFORD**₆ (**JEFFERSON D. BRADFORD**₆), and **Mr. TILTON**₆ (**McLAIN TILTON**₆) went ashore on False White Head (Spruce Head Island, Maine) and took observations until 10 PM; crew doing duty on shore and on board painted bulworks etc.. So ends these 24 hours.
- Saturday, September 15, 1860: (Lobster Cove near Rackliff Island, Maine) This day comes in very pleasant, wind SW; at 5 AM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) and **Mr. BRADFORD**₆ (**JEFFERSON D. BRADFORD**₆) went on shore at False White Head (Spruce Head Island, Maine) for observing; returned at ½ past 8 AM; at 9 AM got our anchor and commenced beating down to Sail Harbour (Seal Harbor, Maine); anchored near Norton Island at ½ past 9 AM; at 10 AM **Mr. BRADFORD**₆ (**JEFFERSON D. BRADFORD**₆) went across towards Tenants Harbour to put up flags; returned at 1 PM; **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) and **Mr. TILTON**₆ (**McLAIN TILTON**₆) on board doing office

work; at 3 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**), **Mr. BRADFORD₆** (**JEFFERSON D. BRADFORD₆**) and **Mr. TILTON₆** (**McLAIN TILTON₆**) went ashore at Norton Island to take observations; took with them four men; returned at ½ past 6 PM; at 7 PM sailed round to Lobster Cove, wind SW.

- Sunday, September 16, 1860: (Lobster Cove near Rackliff Island, Maine) This day comes in pleasant with the wind southwest, strong breeze, some fog and passing clouds; at 7 AM began to moderate, hazy on the land, no chance for observing; middle part this day, fresh breeze from the SW and cloudy; latter part more moderate, the wind SW; still at anchor in Lobster Cove; foggy through the night. So ends these 24 hours.
- Monday, September 17, 1860: (Lobster Cove near Rackliff Island, Maine) This day comes in with the wind SW and foggy; at 6 AM began to moderate; at 7 AM thick fog, unfavourable for observing; middle part moderate, wind SW; latter part moderate, wind SW and foggy; some rain in the night. So ends these 24 hours.
- Tuesday, September 18, 1860: (Lobster Cove near Rackliff Island, Maine) This day comes in very pleasant and warm; calm at 6 AM; still at Lobster Cove; at 7 AM light breeze from the NW; sailed from Lobster Cove at ½ past 7 AM for High Island (Muscle Ridge Islands, Maine); arrived at 9 AM; anchored between High and Dicks (Dix) Island in 5 fathoms water; at ½ past 9 AM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**), **Mr. BRADFORD₆** (**JEFFERSON D. BRADFORD₆**) and **Mr. TILTON₆** (**McLAIN TILTON₆**) went on High Island for observing; returned at 11:45 AM; prevailing wind SW; at 4 PM officers went ashore to observe, wind SW moderate; at 5 PM returned; got underway and sailed for Rockland (Maine); arrived ½ past 8 PM, wind light SW. So ends these 24 hours.
- Wednesday, September 19, 1860: (Rockland Harbor, Maine) This day comes in very pleasant and calm; at 10 AM light breeze from the SW and hazy; no weather for observing; myself and crew employed filling and getting on board 7 casks water; painted heads of masts, topmast, etc.; at 4 PM wind SSW and very foggy in the bay; at 9 PM overcast with signs of a storm, wind SSW and dark in Rockland Harbour. So ends these 24 hours.
- Thursday, September 20, 1860: (Rockland Harbor, Maine) This day comes in moderate wind SE with fog and passing clouds; first and middle part this day crew employed in various ways, washing, scraping, etc.; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) unwell; latter part this day foggy with rain showers, wind southeast and moderate; at 8 PM foggy, wind SE and very dark; no observations taken this day; set watch and signal light. So ends these 24 hours.
- Friday, September 21, 1860: (Rockland Harbor, Maine) This day comes in very unpleasant with SW wind and rainy; middle part rainy and winds variable; at 3 PM wind changed to the NW and began to clear up; at 5 PM clear weather and cool, wind NW; no weather for observing; at 9 PM clear weather and moderate light wind from the westward; still at Rockland. So ends these 24 hours.
- Saturday, September 22, 1860: (Rockland Harbor, Maine) This day comes in very pleasant but cool, wind west; at 6 AM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) and **Mr. BRADFORD₆** (**JEFFERSON D. BRADFORD₆**) went on shore for observing at Post Hill; returned at 9 AM; at 2 PM went ashore for observing at Ingraham (Ingraham Hill); returned at 5 PM. [Inscription inside end cover: Rockland Sept. 22, 1860 at 5 PM ***L. GRANT**] Latter part this day fresh breeze from the SW and clear weather; at Rockland. So ends these 24 hours.
- Sunday, September 23, 1860: (Rockland Harbor, Maine) This day comes in very pleasant with passing clouds, wind NW very light; middle part very pleasant, wind SE light; Rockland (Maine); at 4 PM wind SSW and very moderate; latter part this day moderate and calm. So ends these 24 hours.

- Monday, September 24, 1860: (Rockland Harbor, Maine) This day comes in very pleasant and clear weather and calm; at ½ past 8 AM sailed from Rockland (Maine) for Matinic (Metinic Island, Maine); at 11 AM passed Owshead (Owls Head, Maine); at 1 PM passed Whitehead (Whitehead Island, Maine); at 3 PM came to anchor to the westward of Matinic (Metinic Island, Maine) in 12 fathoms water hard bottom; at 3:15 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) and **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** went on shore for observing; returned at ½ past 5 PM; got our anchor and went to Herring Gut; arrived ½ past 7 PM; came to anchor in 6 fathoms water for the night. So ends these 24 hours.
- Tuesday, September 25, 1860: (Herring Gut Harbor, Port Clyde, Maine) This day comes in moderate weather, wind south and thin passing clouds; first and middle part this day crew employed scraping spars; at noon wind increasing and signs of a storm; at 3 PM it commenced raining, the wind increasing to a moderate gale; at 4 PM blowing heavy with tremendous heavy thunder and lightning and rain, wind south; at 5 PM began to moderate and the rain stopped falling; set watch for the night; this day no observations. So ends these 24 hours.
- Wednesday, September 26, 1860: (Herring Gut Harbor, Port Clyde, Maine) This day begins with fair weather, fresh breeze from the WSW and cool; at Herring Gut Harbour (Maine); middle part fresh breeze from the westward and cool; crew employed this day painting boats, after house, etc.; latter part fresh gales from the WNW and clear weather; still at Herring Gut. So ends these 24 hours.
- Thursday, September 27, 1860: (Herring Gut Harbor, Port Clyde, Maine) This day comes in with fair weather, wind WNW, fresh breeze and cool; middle part more moderate; at ½ past 2 PM officers went on shore to go to Turkey Church for observing; at 4 PM wind from the southwest with passing clouds and weather more moderate; at ½ past 6 PM officers returned on board; latter part of this day very pleasant and moderate, wind WNW; still at Herring Gut. So ends these 24 hours.
- Friday, September 28, 1860: (Herring Gut Harbor, Port Clyde, Maine) This day comes in with fair weather, wind SSE, light breeze; middle part fresh breeze from the SW with passing clouds and cool; at 3 PM fresh breeze from the NW with heavy passing clouds; at ½ past 3 PM officers went to Turkey Church for observing, wind fresh NW; at 5 PM returned, no observations, brought on board instruments; wind blowing a gale from the NW. So ends these 24 hours.
- Saturday, September 29, 1860: (Herring Gut Harbor, Port Clyde, Maine) This day comes in very fair weather and high wind from the NW and very cool; bound to Rockland (Maine); hemmed in with vessels, could not get away; at 12:15 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) and **Mr. TILTON₆ (McLAIN TILTON₆)** went on shore to go to Rockland by land; took on board Capt. GOULD₆ to help work the schooner round to Rockland; at 6 PM wind north fresh; at 7 PM began to moderate; latter part this day moderate and very cool; at 8 PM set watch; at Herring Gut (Maine). So ends these 24 hours.
- Sunday, September 30, 1860: (Herring Gut Harbor, Port Clyde, Maine) This day comes in very pleasant and clear, wind NNW; at 6 AM commenced to get underway; at ½ past 6 AM sailed away and stood out the harbour, strong breeze from the NNW; at ½ past 9 AM arrived at Rockland (Maine); anchor in 4 fathoms water, wind NNW; at 10 AM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) and **Mr. TILTON₆ (McLAIN TILTON₆)** came on board; at 11 AM U.S.C.S. Schooner Hassler came into the harbour; latter part this day pleasant, wind light from the north; at 7 PM calm. So ends these 24 hours.

>>>[Note: Per the “Coast & Geodetic Survey Ships” list of the “NOAA History”, the U.S. Coast Survey Schooner *Hassler* had a length of 61 feet, beam of 18.8 feet and draft of 4.8 feet. She was named for **FERDINAND RUDOLPH HASSLER₅** (1770 – 1843) who was the first Superintendent of the U.S. Coast Survey from 1816 to 1843. She was in service on the Atlantic coast between 1851 and 1872.]<<<<<<



Figure 2: U.S. Coast Survey Schooner *HASSLER II*

[Note: The first U.S. Coast Survey Schooner *Ferdinand Rudolph Hassler* (1851) was strictly a sailing vessel and probably looked something like the U.S. Revenue Cutter *Albert Gallatin* (1855) shown in Figure 1. The photograph above is of a three-masted, schooner-rigged steamer (ca. 1875) and is probably the second vessel of this name.]

- Monday, October 1, 1860: (Rockland Harbor, Maine) This day comes in very pleasant and warm, clear horizon, and calm; middle part this day moderate breeze from the SW; latter part fresh breeze from the SW with heavy rain; at 8 PM set watch; Rockland. So ends these 24 hours.
- Tuesday, October 2, 1860: (Rockland Harbor, Maine) This day comes in very pleasant and moderate with light breeze from NW; hoisted our sails to dry; at 4 PM hauled down sails and furled them; at 5 PM officers went on shore, light breeze from the SW; latter and last part this day overcast and rainy, wind SW; this day opened bbl (barrel) house. So ends these 24 hours.
- Wednesday, October 3, 1860: (Rockland Harbor, Maine) This day comes in pleasant and cool, wind NNE; at ½ past 7 AM sailed from Rockland (Maine) for Fox Island (North Haven, Maine); arrived at ½ past 10 AM, came to anchor in 5 fathoms water; at 2 PM wind SW and chilly; at 3 PM officers went on shore for observing; crew employed fitting and painting signals, etc.; at ½ past 6 PM officers came on board; at 8 O'clock (PM) set watch and signal light for the night, wind SW and cloudy; at Fox Island 1/8(?) miles from North Haven (Maine). So ends these 24 hours.
- Thursday, October 4, 1860: (Fox Island near North Haven, Maine) This day comes in weather cool, wind ENE, cloudy with signs of a storm; no weather or chance for observing; middle part wind south with moderate rain; latter part wind south with moderate rain; no observation; October 4 at Fox Island. So ends these 24 hours.
- Friday, October 5, 1860: (Fox Island near North Haven, Maine) This day comes in weather unsettled, wind SSE and chilly; middle part wind south but moderate and damp; latter part same; no observations this day; at Fox Island. So ends these 24 hours.
- Saturday, October 6, 1860: (Fox Island near North Haven, Maine) This day comes in cold and clear, wind NNW; at 4 AM blowing heavy from the NNW; at 6 AM fresh gales from same (NNW); middle part cloudy with fresh gale from the north; latter part blowing heavy from the NNW; at 7 PM let go (lowered) our port anchor; at 8 PM set watch and signal light for the night; no observing this day; at Fox Island. So ends these 24 hours.

- Sunday, October 7, 1860: (Fox Island near North Haven, Maine) This day comes in with fair weather, wind NNW and blowing a gale; impossible to observe on account of high winds, etc.; middle part fresh gales from the north, weather cool; latter part more moderate; at 7 PM calm; at 8 PM light air NW; set watch and signal light for the night; at Fox Island. So ends these 24 hours.
- Monday, October 8, 1860: (Fox Island near North Haven, Maine) This day comes in very moderate, light breeze SSE and cloudy; at 7 AM set **Mr. TILTON₆ (McLAIN TILTON₆)** and **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** ashore for observing; at 9 AM sailed for Rockland; arrived at 11 AM; at 1 PM sailed for Fox Island; returned at 5 PM on account of light head winds and stormy; at 6 PM calm.
- Tuesday, October 9, 1860: (Rockland Harbor, Maine) This day comes in very pleasant and calm; at 9 AM light breeze from the westward; got our anchor and sailed for Fox Island (near North Haven, Maine); arrived at 11 AM and anchored in 4 fathoms of water; **Mr. BRADFORD₆ (JEFFERSON D. BRADFORD₆)** and **Mr. TILTON₆ (McLAIN TILTON₆)** came on board from station; at ½ past 2 PM officers went onshore for observing; returned at ½ past 6 PM; latter part this day moderate; at Fox Island (near North Haven, Maine). So ends these 24 hours.
- Wednesday, October 10, 1860: (Fox Island near North Haven, Maine) This day comes in very pleasant and mild, light wind from the WNW; at ½ past 6 AM officers went on shore for observing; at 11 AM wind changed to the SW fresh breeze; at 2 PM officers came on board; at 5 PM fresh breeze from the SW with passing clouds; latter part fresh breeze from the SW and clear weather; at Fox Island. So ends these 24 hours.
- Thursday, October 11, 1860: (Fox Island near North Haven, Maine) This day comes in with high winds from the SSW and hazy; middle part fresh gales SSW with passing clouds; crew employed in various jobs, filled three casks water, etc.; latter part fresh gales from the SSW and rainy; no observations this day; at Fox Island. So ends these 24 hours.
- Friday, October 12, 1860: (Fox Island near North Haven, Maine) This day comes in pleasant, wind north, cool and cloudy; at ½ past 6 AM officers went on shore for observing; at 10 AM officers came on board; at 3 PM officers went on shore for observing, weather very pleasant, wind very light north; officers returned on board at 6 PM; weather very pleasant, wind light and variable; at Fox Island. So ends these 24 hours.
- Saturday, October 13, 1860: (Fox Island near North Haven, Maine) This day comes in very pleasant; at 6 AM officers went on shore for observing; returned at 9 AM; at ½ past 9 AM put our boat ahead and towed out by North Haven (Maine); very calm; at noon light light breeze from the SW; stood over for Rockland (Maine); arrived at 3 PM; set officers ashore; furled sails etc.; (Seaman) **J. L. DOW₆** discharged and set ashore; latter part this day moderate. So ends these 24 hours.
- Sunday, October 14, 1860: (Rockland Harbor, Maine) This day comes in pleasant and cool, wind NE; all hands on board; middle part this day moderate, wind NE; latter part cloudy and cool, wind fresh from the NE; one man unable to do duty; at Rockland. So ends these 24 hours.
- Monday, October 15, 1860: (Rockland Harbor, Maine) This day comes in with fresh gale from the NE and heavy rain squalls; middle part fresh breeze from the NE and storming; at anchor in 2 ½ fathoms water and a heavy sea; at ½ past 2 PM wind changed to the NW; weather not settled, very cloudy; at 6 PM wind SW; 8 PM wind SW, cloudy and very dark; one man unable to do duty; at Rockland. So ends these 24 hours.
- Tuesday, October 16, 1860: (Rockland Harbor, Maine) This day comes very pleasant but cool, light winds from the SW; crew employed slushing masts (rubbing grease on the masts), etc., getting our wood on board and other jobs; one man unable to do duty; middle part this day fresh breeze from the SW; latter part more mild, light wind SW and cloudy; at Rockland. So ends

these 24 hours.

- Wednesday, October 17, 1860: (Rockland Harbor, Maine) This day comes in very pleasant, warm and calm; all hands employed in ships duty; one man unable to do duty; middle part very pleasant and calm; latter part same; at Rockland. So ends these 24 hours.
- Thursday, October 18, 1860: (Rockland Harbor, Maine) This day comes in pleasant, weather clear and cool, wind NE fresh breeze and hazy; middle part very pleasant and warm, calm; one man unable to do duty; latter part same; crew employed tarring rigging; at Rockland. So ends these 24 hours.
- Friday, October 19, 1860: (Rockland Harbor, Maine) This day comes in very pleasant, wind light from the SW; middle part calm; latter part very pleasant, light breeze SW; one man unable to do duty; crew employed in various jobs; at Rockland. So ends these 24 hours.
- Saturday, October 20, 1860: (Rockland Harbor, Maine) This day comes in weather fair, wind fresh from the NE; middle part moderate; at 4 PM boated ashore lumber for signals and 120 fathom hawser; at 5 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) left the schooner to go to Portland by land; at 6 PM made sail at Rockland and commenced beat out of harbour bound to Portland (Maine); at ½ past 9 PM passed Whitehead (Whitehead Island, Maine); at 12 O'clock (Midnight) Seguine (Seguin Island, Maine) bearing WBN (West by North) 15 miles; wind fresh east. So ends these 24 hours.
- Sunday, October 21, 1860: (At sea, 15 miles from Seguin Island, Maine) This day comes in cloudy and signs of a storm; at 4 AM made Cape Elizabeth light (Cape Elizabeth East Lighthouse, Maine) bearing WNW 12 miles; at 6 AM passed in by Portland light (Portland Head Light), wind ENE and blowing heavy; at 7 AM came to anchor in 4 fathoms water near the town (Portland, Maine), wind still fresh, weather cloudy, etc.; middle part wind NE, thick and rainy; latter part wind the same, dark misty, etc.; at Portland (Maine). So ends these 24 hours.
- Monday, October 22, 1860: (Portland Harbor, Maine) This day comes in weather unsettled, wind NE thick and damp; middle part thick and rainy, wind NE; packed instruments, etc.; at 5 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) returned on board; weather remains unsettled; (Seaman) **McFARLING₆** discharged and gone October 22nd; latter part wind NE and rainy; at Portland (Maine). So ends these 24 hours.
- Tuesday, October 23rd, 1860: (Portland Harbor, Maine) This day comes in wind NE, thick and stormy; laying at Portland; all hands discharged from **Mr. FAIRFIELD₆'s** (Captain **GEORGE A. FAIRFIELD₆'s**) party; at 3 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) left for home; weather very disagreeable.
- Wednesday, October 24th, 1860: (Portland Harbor, Maine) [Note: On October 24, 1860, Captain **FERGUSON₆** (Captain **CHARLES FERGUSON₆**) took command of the U.S. Surveying Schooner *Benjamin Peirce* at Portland, Maine with Captain ***LEONARD GRANT₆** as Sailing Master.] At Portland commanded by Captain **FERGUSON₆** (Captain **CHARLES FERGUSON₆**); this day comes in very pleasant and warm, wind SW light; at 10:00 AM rainy; at 1 PM very pleasant; middle part same; latter part clear and moderate; at 6 PM **CARPENTER₆** came on board. So ends these 24 hours.
- Thursday, October 25th, 1860: (Portland Harbor, Maine) This day comes in very pleasant and calm; middle part light air SW; latter part calm and clear; **DAVID KNOWLTON₆** came on board; at Portland. So ends these 24 hours.
- Friday, October 26, 1860: (Portland Harbor, Maine) This day comes in wind fresh southwest, cloudy and signs of storm; middle part fresh breeze and cloudy; crew employed in various jobs; two men came on board; at 3 PM fresh breeze with heavy squalls and wind, rain and hail; evening moderate and fair; at Portland; Friday, October 26, two men came on board. So ends these 24 hours.
- Saturday, October 27, 1860: (Portland Harbor, Maine) This day comes in wind NW very

pleasant; middle part fair; latter part same; at Portland. So ends these 24 hours.

- Sunday, October 28, 1860: (Portland Harbor, Maine) This day comes in wind NE, cloudy; middle part same; latter part moderate; at Portland. So ends these 24 hours.
- Monday, October 29, 1860: (Portland Harbor, Maine) This day comes in moderate and cloudy, wind south light; middle part hazy; crew employed in various jobs, getting on board wood, etc.; latter part moderate, light breeze from the south; WILLIAM EDWARDS₆ came on board; at Portland. So ends these 24 hours.
- Tuesday, October 30, 1860: (Portland Harbor, Maine) This day comes in very pleasant and calm; at 7 AM got our anchor and went over to pier Cape Elizabeth to take on lumber; middle part this day very moderate; latter part moderate, light wind SE and foggy; did not receive any cargo; at Portland. So ends these 24 hours.
- Wednesday, October 31, 1860: (Pier at Cape Elizabeth near Portland, Maine) This day comes in calm and foggy; at 10 AM commenced taking on board lumber; sun came out, very warm; middle part light air east; at 4:30 PM finished taking in our lumber; at 10 PM hauled into the stream; thick fog and calm; at Portland. So ends these 24 hours.
- Thursday, November 1st, 1860: (Portland Harbor, Maine) This day comes in weather warm, calm and thick fog; crew employed clearing up decks and washing vessel, etc.; middle part moderate and fair; latter part same; crew employed taking in freight of different kinds; wind easterly and foggy; at Portland. So ends these 24 hours.
- Friday, November 2, 1860: (Portland Harbor, Maine) This day comes in wind east and foggy; crew employed in various jobs; middle part foggy, wind E (east); latter part thick and rainy, fresh breeze from the east; waiting for sails, charts, etc.; at Portland. So ends these 24 hours.
- Saturday, November 3, 1860: (Portland Harbor, Maine) This day comes in wind east and foggy; middle part thick and cloudy; latter part blowing heavy from the east; let go (lowered) our port anchor; rode with port and starboard anchors with 4 ½ fathoms chain with much sea; at Portland. So ends these 24 hours.
- Sunday, November 4, 1860: (Portland Harbor, Maine) This day comes in wind south and foggy; at 8 AM have up our port anchor; at 10 AM thick wind south 5 knot breeze; middle part moderate. So ends these 24 hours.
- Monday, November 5, 1860: (Portland Harbor, Maine) This day comes in very pleasant, wind south; all hands employed in various jobs; middle part this day same; latter part good breeze south and hazy; at 3 PM took on board new boat; at 4 PM **Mr. FERGUSON₆** (Captain **CHARLES FERGUSON₆**) went on shore with his trunk. So ends these 24 hours.
- Tuesday, November 6, 1860: (Portland Harbor, Maine) This day comes in very fine, calm and hazy; middle part hazy, wind SE; at 2 PM commenced raining; at 5 PM cleared up, strong breeze south; at 6 PM set officers ashore. So ends these 24 hours.
>>>[Note: **ABRAHAM LINCOLN₆** was elected President of the United States on Tuesday, November 6th, 1860, with only forty percent of the popular vote. However, in Massachusetts, he received about 63 percent of the ballots cast.]<<<
- Wednesday, November 7, 1860: (Portland Harbor, Maine) This day comes in very pleasant and calm; middle part moderate; at 2 PM wind NW and cloudy; at 6 PM weather clear, wind light NW; set signal light, took up boats, etc.; at Portland waiting sails. So ends these 24 hours.
- Thursday, November 8, 1860: (Portland Harbor, Maine) Morning fair and cool; at Portland waiting sails; took on board instruments, charts, etc.; cook came on board; latter part more moderate.
- Friday, November 9, 1860: (Portland Harbor, Maine) This day comes in very pleasant, wind north light; at 9 AM took on board chain and anchor; middle part pleasant; at 4 PM took on board new sails; latter part calm; at Portland. So ends these 24 hours.

- Saturday, November 10, 1860: (Portland Harbor, Maine) This day comes in fresh breeze ENE and thick weather; at 7 AM commenced rending sails; at 9 AM all ready; at 10 AM commenced raining very hard with fresh breeze ENE; latter part blowing a gale; at 8 PM set watch, signal light, etc. for the night; at Portland. So ends these 24 hours.
- Sunday, November 11, 1860: (Portland Harbor, Maine) This day comes in with fresh gale from the NE and heavy rain; at 10 AM still raining with fresh breeze NE; middle part wind NE, weather thick and rainy; latter part thick and rainy, wind NE; at 8 PM set watch, etc.; at Portland. So ends these 24 hours.
- Monday, November 12, 1860: (Portland Harbor, Maine) This day comes in wind NNE cloudy with some rain; at 10 AM got our anchor and beat down to the lower harbour (Portland Harbor, Maine); came to anchor; set Mr. FURGUSON₆ (Captain CHARLES FERGUSON₆) ashore; furled sails, etc.; wind north; latter part this day, wind north, thick and rainy. So ends these 24 hours of Harbour Log.
- Tuesday, November 13, 1860: (Portland Harbor, Maine) >>> Journal from Portland, Maine towards Mayport, Florida <<< This day comes in very pleasant, wind north; at ½ past 8 AM got our anchor and stood out the harbour (Portland Harbor, Maine); speed 4 knots; at ½ past 10 AM passed Cape Elizabeth (Maine); Cape Elizabeth bearing NW 2 miles from which to take my departure; middle part this day pleasant, wind NNE; speed 7 knots; course SSW; at 3 PM Boon Island (Maine) bears WNW 7 miles; at 4 PM thick with signs of a storm; at 8 ½ PM came to anchor in Cape Ann harbour (Massachusetts), 5 fathoms water with best bowes(?), 25 fathoms chain; set signal light and watch. So ends these 24 hours.
 >>>[Note: **Boon Island** was named by the men of the wrecked ship “*Increase*” who were said to have considered their salvation here a great “boon” from God.]<<<
- Wednesday, November 14, 1860: (Cape Ann Harbor, Massachusetts) This day comes in wind NW and clear weather; at 7 AM sailed from Cape Ann (Massachusetts) towards Cape Cod (Massachusetts), course SE ½ S; fresh breeze and very heavy sea; speed 6 knots; at 1 PM made Cape Cod bearing SBE (South by East) 12 miles; at 7 PM passed Pollock Rip Light Boat (i.e. Pollock Rip Shoals Light Ship No. 73, Mass., 3.5 miles east of Monomoy Beach, Cape Cod, Massachusetts); at midnight up with Cross Rip Light Boat (i.e. Cross Rip Light Boat was half way between Cape Cod and Nantucket Island); latitude 42.00, longitude 70.34. So ends these 24 hours.
- Thursday, November 15, 1860: (At sea in Nantucket Sound between Cape Cod and Nantucket Island, Massachusetts) This day comes in very pleasant, light wind west; at 7 AM came to anchor at Tarpaulin Cove, (Naushon Island, Elizabeth Islands, Massachusetts), Vineyard Sound (Massachusetts); at 8 AM sent the boat ashore for wood; calm; middle part light wind SW; filled 100 gallons water; at 6 PM set watch and signal light. So ends these 24.
- Friday, November 16, 1860: (Tarpaulin Cove, Naushon Island, Elizabeth Islands, Massachusetts) This day comes in cool and cloudy, wind NNW; at 6 ½ AM sailed from Tarpaulin Cove, course WSW; at 8:40 AM passed Sow & Pigs LB (Light Boat); shaped our course for Block Island WSW, speed 3 knots; middle part more moderate; turned reef out, mainsail, bent flying jib and set it; speed 7 knots; at 4 PM Monteck (Montauk Point, New York) bore (bearing) WBN (West by North) 10 miles; wind westerly; speed 6 knots; at 10 PM tacked ship and stood to the NW; wind very light from the west; latitude 41.12, longitude 71.23. So ends these 24 hours.

- Saturday, November 17, 1860: (At sea south of Block Island, Rhode Island) This day comes in very pleasant and light wind from the west; course SSW; speed 2 knots; at ½ past 12 AM tacked ship and stood to the SW; at 8 AM tacked ship; stood to the NW (16 miles); set gaff (gaff?) topsail; course NNW; at 10 AM tacked ship and stood to the southwest (6 miles); wind very light; speed 3 knots; noon this day light air west, cloudy with signs of a storm; speed 4 knots; latter part cloudy, light wind SE; course steered SW by W; speed 3 knots; latitude 40.37, longitude 72.11. So ends these 24 hours.
- Sunday, November 18, 1860: (At sea south of the Hamptons, Long Island, New York) This day comes in with wind SE, thick and rainy; course SW by W; speed 4 knots; at 10 AM tacked ship; light wind NW; speed 1 knot; noon very thick and rainy; speed 3 knots; one ship, one brig in company; at ½ past 12 PM tacked ship; stood westward; wind SW and very light; speed 3 knots; remainder this day thick, with wind SW and hazy; working to windward; latitude 40.16, longitude 73.00. So ends these 24 hours.

>>>[Note: Traveling on land was certainly much safer than traveling at sea in 1860. Although ships were built strong and moved fast, a captain had only his “sea sense” to tell him where he was in a fog or storm. There were no lighted signal buoys even in New York harbor. There were some lighthouses that could be seen fifteen miles offshore in good weather. And there were lightships anchored in bad spots where a lighthouse could not be built. But in a bad fog or storm nothing could be seen of their lights until it was too late. A new type of signal buoy was being tested. It had a horn on top that made a noise as the buoy danced in the waves and was called a “blower.”]<<<<

- Monday, November 19, 1860: (At sea south of Patchogue, Long Island, New York) This day comes in wind SW, fresh breeze and cloudy; at 2 AM made Navesink Light (**Navesink Light Station** also known as the “Twin Lights” or the “Highlands Light” looked like a fortress on the high hills of the Highlands, New Jersey, just south of the Sandy Hook lighthouse. The Navesink Twin Lighthouses were built to guide ships into New York harbor.) bearing NW by W 15 miles; at 8 AM bore up for Sandy Hook; passed the Hook ½ past 9 AM; came to anchor off Jersey City, ½ past 11 AM; blowing fresh SW; latter part this day fresh breeze SW; at 2 PM sent ashore and telegraphed Mr. FERGUSON₆ (Captain CHARLES FERGUSON₆); at 8 PM clear weather, wind the same; set watch and signal for the night; large fleet vessels. So ends these 24 hours.

>>>[Note: In 1848, the **British Cunard Company**, the first and largest steamship firm to offer efficient, reliable passenger liner service between the Old and New Worlds on a regular schedule, had chosen Jersey City, directly across the North River (Hudson River) from the southern tip of Manhattan Island, for its “packet” steamship piers. A “packet” sailed when the schedule promised and reached port as close to the advertised arrival date as possible. A regular line of passenger “packet” ships were familiarly called “liners.” Not every ship was called a “packet.” Ships that waited and sailed when the weather was fair and holds finally filled with cargo were called “regular traders.”]<<<<

- Tuesday, November 20, 1860: (The Port of Jersey City, New Jersey opposite Manhattan, New York) This day comes in clear weather, wind southwest, fresh breeze; at 11 AM sent boat ashore to mail letter, etc.; middle part fresh breeze from the west and cloudy; latter part same.
- Wednesday, November 21, 1860: (The Port of Jersey City, New Jersey) This day comes in fair and cool with passing clouds, wind west; at 6 AM went on shore; saw Capt. BUDD₆ and Col. LEE₆; made arrangements for leaving the Schooner *B. Peirce*.
- Thursday, November 22, 1860: (The Port of Jersey City, New Jersey) This day comes in pleasant and calm; at 10 AM light wind from the eastward; middle part this day wind SW; packed up my things and got them ashore at 5 PM; took the Steamer *Metropolis* for Fall River (Massachusetts).

>>>[Note: Traveling from New York to Boston in the 19th Century meant catching one of the large overnight Long Island Sound steamboats docked during the day at a pier in lower Manhattan. After steaming up the sound through the night, the steamer would reach a port in eastern Connecticut or on Narragansett Bay early, in some cases very early, the following morning. An equal number of steamers departed from the same ports in southern New England every evening heading in the opposite direction to New York.

Before 1900, there were no steamers carrying passengers from New York directly to Boston, as the voyage around Cape Cod in the open ocean adding several rather uncomfortable hours to the trip. The steamer pulled into its dock in New London, Stonington, Providence, or Fall River early in the morning (5:30 AM at Fall River), passengers boarded a train waiting right at the pier to speed them on to Boston, where they would arrive before 8:00 AM, in time for a full day of business. Many of the railroads of southern New England had originally been created to connect with one of the steamship lines to New York.

By far the most prestigious and most popular of the overnight steamboat routes was the famous Fall River Line which operated the sound's largest and most elegant steamers on the overnight route between New York and Fall River, Massachusetts, with a stop at Newport, Rhode Island, in each direction. The Fall River Line's larger and more staunchly constructed steamers such as the *Bay State* or *Empire State* were built to take the sometimes turbulent waters off Point Judith with comparative ease. In 1854, the Fall River Line added the longer and faster *Metropolis*. At 352 feet in length, *Metropolis* was almost thirty feet longer than and faster than *Bay State* or *Empire State*.]<<<

- Friday, November 23, 1860: (On board Steamer *Metropolis* in Long Island Sound bound from New York City to Fall River, Massachusetts) At 5 AM Friday arrived at Boston (Massachusetts). At 5 PM took the cars (train) for Portland (Maine); arrived (Portland, Maine) at 10 PM; went on board Steamer *Daniel Webster*.

>>>[Note: In the 19th Century, railroad travel was called: "going in the cars" or "taking the cars."]<<<

>>>[Note: In 1858, to meet the rapidly increasing travel to northeastern Maine, the "Eastern", and "Boston and Maine" Railroads had the fine new side-wheel Steamer *Daniel Webster* built by Samuel Sneedon at New York. She displaced 910 tons and was 240 feet long, 84 feet abeam and had a beam engine of 52 inches with 11 feet stroke. She plied between Portland, Penobscot river towns and Bangor, Maine, making three trips a week. The steamboat train to connect with her was run alternately by the "Eastern" and "Boston and Maine" roads. Captain **SAMUEL BLANCHARD**₆ was her commander. Captain **OTIS INGRAHAM**₆ was her chief mate. Captain **WILLIAM R. ROIX**₆ was her first pilot. Captains **OTIS INGRAHAM**₆ and **WILLIAM R. ROIX**₆ were afterwards well known on the Bangor route.

Until the advent of the Steamer *Katahdin* in 1868, the Steamer *Daniel Webster* was not exceeded by any steamers in Maine waters for strength, speed and passenger accommodations. The *Daniel Webster* had 42 staterooms and over 200 berths. A life-size portrait of **DANIEL WEBSTER**₆, presented by the Boston friends of the statesman, adorned the saloon.

The Steamer *Rockland*, a small side-wheeler of about 400 tons, connected with the *Daniel Webster* at Rockland, Maine. The *Rockland* (first of her name) was built in 1854 at Hoboken, New Jersey. Owned by **FRANCIS COBB**₆ and others of Rockland, Maine, she made her first trip on August 21, 1854 commanded by Captain **E. S. BLAISDELL**₆. She plied between Rockland and Machias, Maine with intermediate landings. During the Civil War, the *Rockland* commanded by Captain **OTIS INGRAHAM**₆ had many exciting adventures as a Union transport and dispatch-boat. She was finally sunk in Charleston Harbor, South Carolina.

Also, during the Civil War, the *Daniel Webster* was taken by the U.S. Government for a hospital ship. After the war, she was purchased by "Spear, Lang, and Delano" who operated her between the Kennebec river and Boston. Later she was sold for service on the St. Lawrence river and named "*Saguenay*." ³]<<<

- Saturday, November 24, 1860: (On board Steamer *Daniel Webster* in Portland, Maine) Left Portland (Maine) Saturday night; left Portland at 9 PM very rainy.
 - Sunday, November 25, 1860: (At sea on board Steamer *Daniel Webster* between Portland and Bangor, Maine) Went to Bangor, Maine.
 - Monday, November 26, 1860: (Bangor, Maine) Returned to Belfast (Maine) at ½ past 9 AM.
 - Tuesday, November 27, 1860: (Belfast, Maine) All this day staid (stayed) in the house; very stormy.
 - Wednesday, November 28, 1860: (Belfast, Maine) Weather clear and cool with signs of snow middle of the day.
 - Thursday, November 29, 1860: (Belfast, Maine) Very pleasant and mild for 29th November, Thanksgiving Day.
 >>>[Note: Captain ***LEONARD S. GRANT**₆ (1812 – 1880) probably celebrated Thanksgiving on Thursday, November 29, 1860 at his home in Belfast, Maine (address unknown), with his wife, ***ABIGAIL (ABBY) M. EWELL GRANT**₆ (1825 – 1903), his 12-year old daughter, ***FLORAELLA (FLORA E.) GRANT (POTTER)**₇ (1848 – 1928), and 3-year old son, **CHARLIE L. GRANT**₇ (1857 – 1871). They probably attended the Methodist Church in Belfast, Maine; for, ***LEONARD S. GRANT**₆ owned the following pocket-size, leatherbound hymnal: “*Methodist Hymns – Collection of Hymns for the use of the Methodist Episcopal Church – New York, March 18, 1836*” with the inscription: ***L. GRANT**, Belfast, Maine.]<<<<
 - Friday, November 30, 1860: (Belfast, Maine) First part this day moderate; latter part rainy with high winds.
 - Saturday, December 1, 1860: (Belfast, Maine) Saturday, 1st day December, first part rainy; at 10 AM cleared up, wind west, fresh breeze and cloudy; wrote **Mr. FERGUSON**₆ (Captain **CHARLES FERGUSON**₆).
 - Tuesday, December 4, 1860: (Belfast, Maine) Belfast, December 4th, 1860, sent **Capt. BUDD**₆ in cash eight dollars 5, 2, 1 Notes.
 - Wednesday, December 12, 1860: (Belfast, Maine) Paid for wood \$1.00; paid for Gospel B (Book) \$4.00.
 - Friday, December 14, 1860: (Belfast, Maine) Paid wood \$1.12; paid for saw \$0.50; hooks and eyes \$0.03; writing book \$0.10; steak \$0.27; postage \$0.06.
 - Saturday, December 15, 1860: (Belfast, Maine) Purchased of W. Woods one bbl. (barrel) flour \$8.25, trucking \$0.10.
 - Friday, December 28, 1860: (Belfast, Maine) Wood \$1.00.
 - Saturday, December 29, 1860: (Belfast, Maine) Wood \$1.00.
- >>>>> **FINIS: Captain *LEONARD S. GRANT**₆'s **Seaman's Journal No. 1 Entries from September 4, 1860 to December 29, 1860** <<<<<<

Captain ***LEONARD GRANT**₆ (1812 – 1880) of the U.S. Coast Survey Service made the following undated entry on the last page of his “Seaman’s Journal” for the ship, U. S. Surveying Schooner Benjamin Peirce, for the years 1860 to 1862: “**JEFFERSON D. BRADFORD**₇ joined the Southern Army, **McLAIN TILTEN**₇ joined the Union Army, good boys both, ***L. GRANT**₆ in the Coast Survey Service.”

2. 1862 Voyage of the U.S. Surveying Schooner BENJAMIN PEIRCE:

>>>>>[Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1 (continued): Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – August 7 to 31, 1862] In August, 1862 the Civil War was in its second summer. During the month of August, 1862, the U.S. Surveying Schooner *Benjamin Peirce* sailed from Rockland, Maine on a surveying cruise along the coast of Maine first to Seal Harbor (Spruce Head) in the south via Belfast to Center Harbor (Brooklin) in the north and back to Rockland. During this cruise, the crew made flags, flagstaffs, signals, and signal poles. They reconnoitered a number of locations along the Maine coast, hauled signal lumber ashore and erected signals at chosen points. >>>[Note: For a description of the U.S. Coast Survey Schooner *Benjamin Peirce*, see September 4th, 1860.]<<<<

The known crewmen of the U.S. Coast Survey Schooner *Benjamin Peirce* in 1862 were:

- Captain **GEORGE A. FAIRFIELD**₆, Assistant Coast Survey, born Maine, appointed from Maine.
 - Captain ***LEONARD SAMUEL GRANT**₆, Sailing Master, born July 6, 1812 in Prospect, Maine; died November 19, 1880 in Boston, Massachusetts.
 - Cabin Boy **JOSEPH LOVEJOY**₆, age 18; he would drown on this voyage; drowned September 15, 1862.
 - Mr. **SPENCER C. McCORKLE**₆, Assistant Coast Survey, born: Virginia; appointed from: Pennsylvania.
 - Mr. **J. G. OELICK**₆
 - Mr. **NICHOLS**₆
 - Seaman **METCALF**₆
- Thursday, August 7, 1862: (Rockland, Maine) August 7th; this day comes in fair weather; wind NW very light; at noon thermometer 72 (degrees Fahrenheit); afternoon hazy with fog.
 - Friday, August 8, 1862: (Rockland, Maine) This day comes in (fair) weather, changeable wind south and light; thermometer 70 (degrees Fahrenheit).
 - Saturday, August 9, 1862: (Rockland, Maine) This day comes in with thick fog and light wind part; at noon fair wind part; afternoon thick fog; at 6 PM had a heavy fall of rain shower with tremendous thunder and lightning; evening cleared up.
 - Sunday, August 10, 1862: (Rockland, Maine) This day comes in pleasant with fresh breeze from the NNW; at 8 AM let go port anchor; at noon still blowing heavy from the north NNW; evening moderate.
 - Monday, August 11, 1862: (Rockland, Maine) This day comes in pleasant and calm with some fog and hazy; at 10 AM light wind part; noon wind south with signs of a storm; thermometer 75 (degrees Fahrenheit); afternoon fair and hazy, wind south; crew employed in various ways, getting on burner lumber, blocking rigging, scraping topmasts, repairing boats, etc..
 - Tuesday, August 12, 1862: (Rockland, Maine) This day comes in with strong breeze from the south, atmosphere heavy, thick with clouds and fog; at 10 AM began to clear up; at 12 noon hills covered by fog; nothing to be seen eastward; thermometer 73 (degrees Fahrenheit); afternoon heavy with fog.
 - Wednesday, August 13, 1862: (Rockland, Maine) This day comes in very pleasant and calm; at 9 AM light breeze from the NW; at 10 AM sailed from Rockland (Maine) for Spruce Head; came to anchor ½ past 12 PM in Sail Harbour (Seal Harbor) 4 fathoms water, soft bottom; afternoon scraped foremast and other jobs; thermometer 73 (degrees Fahrenheit).
 - Thursday, August 14, 1862: (Seal Harbor, Spruce Head, Maine) This day comes in pleasant and calm; at 8 AM light breeze from the south; sailed from Sail Harbour (Seal Harbor) ½ past 8 AM; arrived at 11 AM at Rockland; thermometer 68 (degrees Fahrenheit); weather changeable, cloudy with haze; at 2 PM sailed from Rockland of Cape Rosier; at 6 PM arrived at Belfast

(Maine); anchored in 3 fathoms water; wind SSW and cloudy.

- Friday, August 15, 1862: (Belfast, Maine) This day comes in thick with fog and rainy; at 9 AM quite stormy; crew employed in various ways, making flags under deck(?) etc.; noon rainy with fog; latter part this day thick and rainy; winds SSW; thermometer 65 (degrees Fahrenheit); scraped mainmast; made signals etc..
- Saturday, August 16, 1862: (Belfast, Maine) This day comes in very fine; at 7 AM sailed from Belfast bound to Cape Rosier; wind NNW light; at 10 AM set **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**, Asst. Coast Survey) and **Mr. McCORKLE₆** (**SPENCER C. McCORKLE₆**) ashore; winds south; at 12 noon commenced to put up signal; thermometer 65 (degrees Fahrenheit); at 3 PM finished work and returned to vessel; shaped our course for Belfast; arrived at ½ past 7 PM; anchored, furled sails, set watch for the night. So ends this 24 hours. **L. G. (*LEONARD GRANT₆**, Sailing Master).
- Sunday, August 17, 1862: (Belfast, Maine) This day comes in very pleasant and calm; winds NW; middle part moderate, light wind south; latter part calm; thermometer 68 (degrees Fahrenheit); calm and very pleasant.
- Monday, August 18, 1862: (Belfast, Maine) This day comes in fair and cool; atmosphere thick with vapour and fog; hills covered; wind north very light; at 9 AM light winds from the south; thermometer 68 (degrees Fahrenheit); afternoon wind south with passing clouds; evening damp with signs of fog; crew employed through the day in various ways; setting up rigging, scraping spars, boating wood, etc..
- Tuesday, August 19, 1862: (Belfast, Maine) This day comes in very thick with fog; at 7 AM hoisted our sails; at 10 AM fog began to pass away; winds SSW light; at 12 noon made sail and commenced beating out from Belfast bound to Deer Isle (Maine); weather mild with passing clouds and fog on the hills; at ½ past 5 PM anchored on the north side of Little Deer Isle in 4 fathoms water, soft bottom; winds SSW light; at 8 O'clock set watch; weather good and clear. So ends these 24 hours.
- Wednesday, August 20, 1862: (Little Deer Isle, Maine) This day comes in very pleasant and warm, light wind SW; at 6 AM set lumber ashore for building signal; thermometer 67 (degrees Fahrenheit) at 8 AM; 8:30 AM all hands ashore erecting signal; at ½ past 11 AM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) returned having erected signal; at noon Thermometer 73 (degrees Fahrenheit); at 1 PM made sail and went across to Sedgewick (Maine); came to anchor in 4 fathoms water, soft bottom; at 2 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went ashore reconnoitering, took 2 men; 3 men setting up stays, blocking rigging, etc.; afternoon winds south; 6 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) returned onboard; discovered a chance for erecting signal. So ends these 24 hours.
- Thursday, August 21, 1862: (Sedgwick, Maine) This day comes in very pleasant, winds calm; at 7 AM landed lumber to erect signal on a hill in Sedgwick (Sedgwick, Maine); at 12 noon returned having put up signal; light wind SE; at 1 PM made sail and commenced beating down the reach (Eggemoggin Reach); at 3 PM came to anchor at Brookline (Center Harbor, Brooklin, Maine) in 14½ fathoms water; Brookline Church (Brooklin Church) bearing NBE; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) ashore reconnoitering; crew employed making signals; at 6 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) returned at 8 O'clock; set watch; wind SE moderate.
- Friday, August 22, 1862: (Center Harbor, Brooklin, Maine) This day comes in chilly and thick fog; wind southeast; at 12 noon fog lighted; land to be seen in some places; crew employed in various ways; wind SSE; afternoon foggy with signs of a storm; at 5 PM have our anchor up; set mainsail and jib; sailed into pleasant harbour (Center Harbor); anchored in 14 fathoms water, soft bottom; wind south; at 6 PM commenced raining and wind increased; at 8 PM moderate but

rainy by showers.

- Saturday, August 23, 1862: (Center Harbor, Brooklin, Maine) This day comes in mild, wind SW light with some fog and passing clouds; at pleasant Brookline (Brooklin, Maine); at 9 AM fog began to pass away; crew employed repairing oars, making signal poles, flagstuffs, etc.; at 12 noon very moderate and air warm; temperature 73 (degrees Fahrenheit); **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) reconnoitering returned at 1 PM; afternoon ashore on Torrys Island (Torrey Island, Maine); at 7 PM wind changed to the NW in a squall with rain; at 8 PM moderate, cloudy and dark; set watch. So ends these 24 hours.
- Sunday, August 24, 1862: (Center Harbor, Brooklin, Maine) This day comes in very pleasant, clear weather, cool; wind NW fresh breeze; still at Brooklin; middle part mild and moderate; at 3 PM wind west; latter part very moderate; evening calm.
- Monday, August 25, 1862: (Center Harbor, Brooklin, Maine) This day comes in very pleasant and calm; 7 AM light breeze SW; made sail and beat out of harbor; went up to Benjamin River; at 8 AM set **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) ashore reconnoitering; laid off and on with vessel; wind increasing SW; at ½ past 10 AM stood down for Torrys Island (Torrey Island); anchored in four fathoms water; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) took signal lumber ashore to erect signal; atmosphere hazy; thermometer 66 (degrees Fahrenheit); officer and men came on board at 2 PM having erected signal on Torrys Island (Torrey Island) so called; afternoon fresh breeze SW; 7 PM began to moderate; weather chilly, clear with haze to the westward. So ends these 24 hours.
- Tuesday, August 26, 1862: (Torrey Island, Maine) This day comes in pleasant; light air from the westward; 5 AM sailed for Naskeag Point (Maine); arrived at 9 AM; anchored in 3½ fathoms, sticky bottom in Hog Island Reach; **J. G. OELICK₇** and **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went ashore reconnoitering; 10 AM sent ashore lumber for signal; 11 AM wind NW; 12 noon barometer (thermometer?) stands at 73 (degrees Fahrenheit); at 1 PM all hands returned on board; 2 PM got our anchor and beat out from Hog Island; 3 PM entered the reach (Eggemoggin Reach); 5 PM passed Benjamin River; 6 PM becalmed; anchored in 9 fathoms water, soft bottom. So ends this 24 hours.
- Wednesday, August 27, 1862: (Eggemoggin Reach, NW of Benjamin River, Maine) This day comes in very pleasant and calm; at 7 AM got our anchor and stood up the reach (Eggemoggin Reach); at 8 AM anchor in Harris(?) Cove; at 10 AM got our anchor and proceeded up the reach (Eggemoggin Reach); light breeze SSE; beat down through the islands towards Eagle Island; at 5:30 PM arrived at Northwest Harbour, Deer Isle (Maine); anchored in 2 fathoms water; at 7 PM calm and mild. So ends these 24 hours.
- Thursday, August 28, 1862: (Northwest Harbor, Deer Isle, Maine) This day comes in with thick fog; wind SE light; no weather for work ashore; crew employed on board ship in various ways, scraping stanchions, making mats, etc.; middle part foggy and damp; wind SSE light; latter PM thick fog with showers of rain; no work done on shore on account of fog, rain, etc.; evening thick fog. So ends these 24 hours.
- Friday, August 29, 1862: (Northwest Harbor, Deer Isle, Maine) This day comes in very pleasant, light wind WSW; at 8 AM sailed from Deer Isle (Maine) bound to Rockland (Maine); 9 AM wind hauled to the NNW; laid our course WBS for Rockland (Maine); strong breeze 10 knots NNW; at 11:40 anchored in Rockland Harbour in 3 fathoms water; wind fresh NNW.
- Saturday, August 30, 1862: (Rockland Harbor, Maine) This day comes in pleasant with fresh breeze from the NW with passing clouds; weather cool; crew employed in various ways; temperature at noon 64 (degrees fahrenheit); afternoon fresh breeze from the WSW; crew employed in various ways; hull, trunk and quarterdeck painted; evening moderate. So ends these 24 hours.
- Sunday, August 31, 1862: (Rockland Harbor, Maine) This day comes in pleasant and cool, wind

west light; middle part the same; latter part the same. So ends these 24 hours. <<<

[End: Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1 (continued): Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – August 7 to 31, 1862]<<<<<<

>>>>>[Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1 (continued): Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – September 1 to 30, 1862]: During the month of September, 1862, the U.S. Surveying Schooner *Benjamin Peirce* went on a surveying cruise along the Maine coast from Rockland via North Haven and Cape Rosier to Naskeag Point to the north and back via Belfast to Rockland. During this cruise, the crew made signals and signal poles, reconnoitered locations for observations and signals, put up flags including a Black & White flag and a flag in a tree, used instruments to make meteorological observations ashore, and went ashore to signal stations for observing and/or making repairs.

- Monday, September 1, 1862: (Rockland Harbor, Maine) This day comes in with strong breeze from the SSW with passing clouds and fog; middle part fresh breeze; foggy with some rain; temperature 66 (degrees Fahrenheit); latter part strong breeze from the SSW with rain and fog; ½ past 7 PM let go second anchor; at 10 PM blowing heavy from SSW.
- Tuesday, September 2, 1862: (Rockland Harbor, Maine) This day comes in with fresh breeze and heavy rain; at 7 AM rain abated, wind moderated; came ashore and took off lumber; at 9 AM wind WSW, cloudy weather no settled; at 11 AM rainy, thick and cool; temperature at noon 63½ (degrees Fahrenheit); wind NNW; PM fresh breeze from the NW with passing clouds. So ends these 24 hours.
- Wednesday, September 3, 1862: (Rockland Harbor, Maine) This day comes in very cool; strong breeze from the NNE; clear weather; at 10 AM moderate; 11 AM sailed from Rockland (Maine) bound to North Fox (North Haven Island, Maine); wind light and changeable; temperature at noon 61 (degrees Fahrenheit); at 2 PM came to anchor at North Fox (North Haven Island, Maine) near Websters Head (Webster Head, North Haven Island) in 5 fathoms water, soft ground; afternoon wind SW. **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) ashore observing; 8 PM very moderate; set watch for the night. So ends these 24 hours.
- Thursday, September 4, 1862: (Webster Head, North Haven Island, Maine) This day comes in very pleasant and calm; at 9 AM wind very light from the south west; 12 O'clock noon clear weather; fresh breeze from the SW; atmosphere hazy; latter part this day fresh breeze SW, atmosphere thick; no weather for observing; crew employed through the day in various ways; at 8 PM set watch. So ends these 24 hours.
- Friday, September 5, 1862: (Webster Head, North Haven Island, Maine) This day comes in with fair weather; stronger fresh breeze from the SW; atmosphere hazy smoke and some fog; no observing; 12 noon weather fair, wind SW, atmosphere hazy; temperature 64 (degrees Fahrenheit); 2:30 PM began to moderate; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went to signal; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) returned at ½ past 6 PM; afternoon crew all ashore; weather moderate, wind light SW; evening calm. So ends these 24 hours.
- Saturday, September 6, 1862: (Webster Head, North Haven Island, Maine) This day comes in with fair weather; wind SW, strong breeze, and foggy; no weather for observing; 7 AM still at Websters Head; 8 AM bound to Spruce Head (Great Spruce Head Island, Maine); at ½ past 8 AM made sail and commenced beating over to Rockland; middle part this day calm; at 12 noon light air SE; arrived at Rockland (Maine) 2 PM; wind NE; at 7 PM wind from ESE; let go our port anchor; weather thick throughout the night; (Lieutenant) **NICKOLS₇** asleep in his watch.
- Sunday, September 7, 1862: (Rockland Harbor, Maine) This day comes in stormy, wind ENE and thick fog with rain; AM thick fog; at ½ past 2 PM sailed from Rockland; foggy with rain; 5:45 (PM) anchored at North Haven, Fox (Islands), near Websters Head in 4½ fathoms water; very thick with fog; at 8 PM set watch; wind south light with thick fog. So ends these 24 hours.

- Monday, September 8, 1862: (Near Webster Head, North Haven, Maine) This day comes in with thick fog, wind SW; at 5 AM sailed from North Fox (North Haven Island) for Spruce Island (Great Spruce Head Island, Maine); arrived at 6:15 AM; anchored in 3½ fathoms water, hard ground; 8 AM wind SW, rain and foggy; noon very foggy and strong breeze from the SW; afternoon foggy; evening moderate with passing vapour; crew employed making signal poles, repairing boats, etc.. So ends these 24 hours.
- Tuesday, September 9, 1862: (Great Spruce Head Island, Maine) This day comes in very pleasant, warm light wind westerly; at 5:30 AM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went to station for observing; returned ½ past 10 AM; wind light WNW; 12 O'clock noon pleasant with moderate breeze NW. Thermometer 71 (degrees Fahrenheit); afternoon **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) finished station, came onboard and started for Cape Rosier (Maine); at 8 PM becalmed in Eagle Island channel; at 11 PM arrived at Cape Rosier anchored in 10 fathoms water; calm; set watch.
 >>>[Eagle Island Lighthouse was erected on the northeast tip of Eagle Island, Maine, in 1838. It was a conical, 30 feet granite tower that marked the west side of Eagle Island Channel of East Penobscot Bay.]<<<
- Wednesday, September 10, 1862: (Cape Rosier, Maine) This day comes in very fine and calm; at 5:30 AM officer went on shore to signal for observing; weather good, clear and calm; returned at 9 AM; at 10 AM took with me four men; went to Bradburys Island (Bradbury Island, Maine); put up flag, black and white; from there to Pickering (Pickering Island, Maine); put up flag, black and white; returned to vessel at Cape Rosier at 2 PM; wind SW light; this afternoon **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) finished station; 6 PM sailed for Deer Isle; arrived ½ past 7 PM. So ends this 24 hours.
- Thursday, September 11, 1862: (Deer Isle, Maine) This day comes in pleasant and warm but thick fog on the land; no weather for observing; 12 O'clock noon very pleasant with light wind southwest; ½ past 2 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went to station for observing; afternoon pleasant with moderate wind SW; crew employed in various jobs; officer returned from work at 7 PM. So ends these 24 hours.
- Friday, September 12, 1862: (Deer Isle, Maine) This day comes in pleasant, atmosphere thick, light air, wind SE; at 8 AM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) ashore reconnoitering to the SW; ½ past 10 AM went to the eastward reconnoitering; at 11 AM fog coming in very rapid covering the hills, etc.; temperature 68 (degrees Fahrenheit); wind SW light; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) came on board at 4 PM; at 5 PM sailed from Deer Isle bound to Rockland; at 7 PM anchored at North Fox (North Haven Island, Maine) near Websters Head (Webster Head); thick fog and fresh breeze from the SW.
- Saturday, September 13, 1862: (Webster Head, North Haven Island, Maine) This day comes in unpleasant, calm, thick and with heavy rain; at 6 AM got our anchor and stood out into the bay; ½ past 6 AM the wind changed to the north; stood over for Rockland (Maine); arrived at 8 AM; wind fresh NE and cloudy; 12 O'clock noon, wind NE, weather unsettled and signs of storm; afternoon the wind NE; evening more same.
- Sunday, September 14, 1862: (Rockland Harbor, Maine) This day comes in weather unsettled, wind NE, cloudy and cool; middle part mild, wind light east; at ½ past 2 PM hailed in the dock to fill water, get wood, etc.; 4 PM wind SSE.
- Monday, September 15, 1862: (Rockland Dock, Maine) This day comes in with weather moderate and overcast, light wind from the south; crew employed filling water, 14 hundred gallons; noon weather more fair; sun came out; wind very light, west; temperature 66 (degrees Fahrenheit); took on board ¼ cord wood; at 3 PM hauled into the stream; thick fog in the bay; wind south light; at 6 PM weather thick and commenced raining; very moderate; at 8 O'clock set watch; at ½ past 8 PM **JOSEPH LOVEJOY₇** (18 year old cabin boy) drowned.

- Tuesday, September 16, 1862: (Rockland Harbor, Maine) This day comes in very pleasant, wind NE light; at 6 AM commenced sweeping for cabin boy; at 7 AM took him from the water; (Cabin Boy) **JOSEPH LOVEJOY**₇ drowned Sept. 15th, 1862, age 18 years; 12 O'clock noon thermometer 63 (degrees Fahrenheit); afternoon no labor down on board; weather pleasant; wind SSW very light; evening moderate and fair.
- Wednesday, September 17, 1862: (Rockland Harbor, Maine) This day comes in very pleasant and calm; still at Rockland (Maine); 12 noon temperature 67 (degrees Fahrenheit); afternoon pleasant, smokey (smoky) on the hills; light wind SSW.
- Thursday, September 18, 1862: (Rockland Harbor, Maine) This day comes in thick fog, wind SE; middle part moderate, breeze SSE, foggy and damp; 12 O'clock noon temperature 61 (degrees Fahrenheit), wind SSE light but increasing; at 3 PM sailed from Rockland (Maine) for Deer Isle (Maine); arrived at 6 PM; weather unsettled, wind south, passing clouds with some fog. So ends these 24 hours.
- Friday, September 19, 1862: (Deer Isle, Maine) This day comes in weather moderate, cloudy with fog and some rain; wind calm; at 2 PM weather fair, some passing clouds; ½ past 2 PM officer went to station for observing; wind NE light; latter part this day fair with moderate breeze NW; evening calm. So ends these 24 hours.
- Saturday, September 20, 1862: (Deer Isle, Maine) This day comes in very pleasant, wind very light north; at ½ past 5 AM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went on shore for observing; returned at ½ past 9 AM. At 10 AM left Deer Isle bound (north) to Little Deer Isle (Maine); wind very light ahead; at 5 PM arrived at Harris Cove, Deer Isle (Little Deer Isle); came to in 4 fathoms water, soft bottom; wind SW light; furled sails, cleared up decks for the night; wind SSE light. So ends these 24 hours.
- Sunday, September 21, 1862: (Harris Cove, Little Deer Isle, Maine) This day comes in with fog and very thick; at ½ past 9 AM fog began to pass away; ½ past 10 AM clear weather, few passing clouds, wind NNW light; middle part this day very fine; weather moderate, wind north; at Little Deer Isle (Maine). So ends these 24 hours.
- Monday, September 22, 1862: (Harris Cove, Little Deer Isle, Maine) This day comes in with fair weather, calm and cool; at ½ past 9 AM wind from SSE light; horizon not good for observations; middle part this day very pleasant and clear, wind SE light; crew employed in various jobs to the best advantage; PM wind south; **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) observing; put up flag in tree on H. P. Billings Mountain. So ends these 24 hours.
- Tuesday, September 23, 1862: (Harris Cove, Little Deer Isle, Maine) This day comes in overcast, thick fog and moderate; wind SW light; at 9 AM fog cleared up in part; 2 PM fog began to gather; 4 PM very foggy; this day no observing; crew employed in various jobs. So ends these 24 hours.
- Wednesday, September 24, 1862: (Harris Cove, Little Deer Isle, Maine) This day comes in with signs of storm, passing clouds, with fog, wind SSW light; middle part began to break away, not much fog; ½ past 2 PM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went to signal for observing; returned at 4 PM; ½ past 5 PM wind changed to the north; 7 PM commenced raining; let go our port anchor. So ends these 24 hours.
- Thursday, September 25, 1862: (Harris Cove, Little Deer Isle, Maine) This day comes in very fair, clear and cool, wind north light; **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) ashore at 6 AM; returned at 9 AM; sent all hands for instruments; at 10 AM sailed from Deer Isle (Little Deer Isle) across the reach (Eggemoggin Reach) to Sargents Cove, Sedgewick (possibly Billings Cove near Sargentville or Sedgwick, Maine); sent instruments to station; 12 noon very pleasant, wind north light; this day took on board ½ cord wood; ½ past 2 PM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went on shore for observing; returned ½ past 6 PM; evening very pleasant and calm. So ends these 24 hours.

- Friday, September 26, 1862: (Sargents Cove, Sargentville or Sedgwick, Maine) This day comes in very pleasant and calm; ½ past 5 AM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went on shore for observing; returned at 9 AM having finished station; at 10 AM wind SW, sailed (SE) for Naskeag Point (Maine); arrived at ½ past 11 AM; anchored in four fathoms water; at 2 PM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went to station for observing; weather very mild and warm, wind SW; returned at 6 PM. So ends these 24 hours.
- Saturday, September 27, 1862: (Naskeag Point, Maine) This day comes in weather good, heavy with fog on the hills; **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) ashore to station; returned at 8 AM; wind calm; at 9 AM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went to Hog Island (Maine), put up two flags; returned at 11 AM; 11:15 AM went to station for observing, wind SSW light; 12 noon temperature 65 (degrees Fahrenheit); at ½ past 12 PM sailed from Naskeag Point (Maine) for Little Torreys Island (Little Torrey Island, Maine); arrived at 1 O'clock 30 minutes; ½ past 2 PM **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went to station on Torreys Island for observing; came on board ½ past 5 PM; got our anchor and stood up the reach (Eggemoggin Reach, Maine); ½ past 10 PM came to anchor near Benjamin River (Maine); calm. So ends these 24 hours.
- Sunday, September 28, 1862: (near Benjamin River, Maine) This day comes in calm and thick fog; at 9 AM have up our anchor; proceeded up the reach (Eggemoggin Reach, Maine), thick fog, wind light; ½ past 10 AM anchored at Little Deer Isle (Maine); **Mr. FAIRFIELD**₆ (Captain **GEORGE A. FAIRFIELD**₆) went to signal for repairs etc., etc.; wind SE light with fog; 12 O'clock noon stood up through the reach (Eggemoggin Reach, Maine); 2 PM passed Cape Rosier (Maine); ½ past 4 PM arrived at Belfast (Maine); anchored in four fathoms water; evening thick fog and rainy, wind south; set watch and signal light. So ends these 24 hours.
- Monday, September 29, 1862: (Belfast Harbor, Maine) This day comes in calm and foggy; at 6 AM have up our anchor and drifted out the harbour Belfast (Maine); 9 O'clock in Belfast Bay (Maine) becalmed with fog etc. bound to Rockland (Maine); 12 O'clock noon very light wind southwest; 7 PM becalmed off Camden (Maine); ½ past 7 PM breeze from the north; ½ past 8 PM anchored in Rockland Harbour (Maine); fresh breeze north and cloudy. So ends these 24 hours.
- Tuesday, September 30, 1862: (Rockland Harbor, Maine) This day comes in clear and cool, wind NNE fresh; 12 O'clock noon wind ENE fresh; crew employed in various ways; afternoon and latter part this day cloudy with signs of storm; wind ENE moderate; evening wind SSE. So ends these 24 hours.

[End: Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1 (continued): Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – September 1 to 30, 1862]<<<<<

>>>[Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1 (continued): Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – October 1 to 31, 1862]: During October, 1862, the U.S. Surveying Schooner *Benjamin Peirce* went on a surveying cruise along the Maine coast departing from Rockland via Naskeag Point to Blue Hill Harbor to the north, and back via Cape Rosier to East Northpoint, to Rockland, and via Fox Island Thoroughfare (North Haven) up to Belfast. During this cruise they sawed wood to make signals, went ashore at various points to make observations with meteorological instruments, and painted signals.

- Wednesday, October 1, 1862: (Rockland Harbor, Maine) At Rockland (Maine) October 1st (1862); this day comes in cool and cloudy, weather unsettled, wind northeast; 12 O'clock noon, wind east with passing clouds; 4 PM wind SE by South moderate with passing clouds, etc..

- Thursday, October 2, 1862: (Rockland Harbor, Maine) This day comes in fair with some passing clouds, wind south moderate; 11 AM thick and cloudy with some rain, moderate; temperature at noon 56 (degrees Fahrenheit), wind south light; afternoon moderate and damp with some rain; evening thick with fog and rain. So ends these 24 hours.
- Friday, October 3, 1862: (Rockland Harbor, Maine) This day comes in with fair weather, wind WSW light with fog; 8 AM calm and foggy, no wind for sailing or weather for observing; 12 O'clock noon calm and foggy; temperature at noon 66 (degrees Fahrenheit); crew employed in various ways, scraped and oiled topmasts and lowermast, jibb (jib) beam, etc.; evening calm and hazy. So ends these 24 hours.
- Saturday, October 4, 1862: (Rockland Harbor, Maine) This day comes in thick fog and rainy, light air of wind southeast; no weather for work; wind SE very light; 12 O'clock noon light wind from the south and thick fog; afternoon and evening fresh breeze SSW; evening stormy.
- Sunday, October 5, 1862: (Rockland Harbor, Maine) This day comes in with strong breeze from the NW; squally with passing clouds and fair weather; middle part strong breeze from the westward; latter part more moderate and fair weather. So ends these 24 hours.
- Monday, October 6, 1862: (Rockland Harbor, Maine) This day comes in with fair weather, light baffling wind; 8 AM calm; at 9 AM light wind NNE with hazy sky and cloudy in the east; 11 AM wind east light; 12 O'clock noon temperature 60 (degrees Fahrenheit), wind SSW, atmosphere hazy; ½ past 12 PM sailed from Rockland (Maine) towards Edgemogin (Eggemoggin) Reach, wind SSW; ½ past 5 PM came to anchor between Harbour Island (Harbor Island) and Naskeag Point (Maine), 3 fathoms water, wind fresh SSW. So ends these 24 hours.
- Tuesday, October 7, 1862: (between Harbor Island and Naskeag Point, Maine) This day comes in with strong breeze west south west with rain squalls, fog, etc.; at 8 AM began to clear up; 9 AM got our anchor and stood up the bay (Blue Hill Bay) towards Bluehill (Blue Hill, Maine); arrived at 12 O'clock noon; came to anchor in 4 fathoms water; wind light SW, weather fair and pleasant; ½ past 2 PM have up our anchor and draft (drift?) out of the way of ledges(?) into three fathoms water; 5 PM towed into the harbour; came to anchor in 3 fathoms water, soft bottom, before the villiage (village) or city (Blue Hill, Maine). So ends these 24 hours.
- Wednesday, October 8, 1862: (Blue Hill Harbor, Maine) This day comes in very pleasant and calm, fog covering the hills; AM calm with warm sun and good weather; 12 O'clock noon light wind SW; 1 O'clock PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went to Blue Hill Mountain for observing, hazy; returned at 6 PM; evening very pleasant and calm. So ends these 24 hours.
- Thursday, October 9, 1862: (Blue Hill Harbor, Maine) This day comes in with pleasant weather, warm and calm, hills covered with fog; 10 O'clock AM light wind from the WSW; 2 PM wind changed to the NW, atmosphere hazy; crew employed in various ways making mats, painting, etc.; evening moderate, wind north light.
- Friday, October 10, 1862: (Blue Hill Harbor, Maine) This day comes in very mild, cloudy and calm; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went on shore at 6 AM to station for observing; 9 O'clock AM wind east light and chilly; 12 O'clock noon wind southeast very light, temperature 67 (degrees Fahrenheit); 4 PM wind ESE and overcast; 5 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) returned from station; evening rainy. So ends these 24 hours.
- Saturday, October 11, 1862: (Blue Hill Harbor, Maine) This day comes in chilly, cloudy with fog, light wind from the north; 10 AM wind changed to the northwest and rainy; 3 PM wind fresh NW, cloudy with showers of rain; took on board ¼ cord of wood; evening wind NNW moderate.

- Sunday, October 12, 1862: (Blue Hill Harbor, Maine) Sunday at Blue; This day comes in fair and cool, some fog on the hills, wind NNW light; middle part wind south light, weather cool with passing clouds and hazy; latter part overcast with light winds NE. So ends these 24 hours.
- Monday, October 13, 1862: (Blue Hill Harbor, Maine) This day comes in with unsettled weather, overcast and cloudy with fog, wind NE light; no weather for work; middle part overcast and chilly; crew employed in various jobs, sawing wood, etc.; 2 PM thick with fog and rain, wind east very light; evening latter part thick and rainy, wind NE. So ends these 24 hours.
- Tuesday, October 14, 1862: (Blue Hill Harbor, Maine) This day comes in weather unsettled, cloudy with fog, wind NNE light; temperature at 7 AM 50 (degrees Fahrenheit); middle part cloudy with fog, wind changeable light; afternoon cloudy with fog, wind NW light; evening calm and fair. So ends these 24 hours.
- Wednesday, October 15, 1862: (Blue Hill Harbor, Maine) This day comes in with fair weather, passing clouds and some fog, no weather for observing; cool, wind north light; crew employed painting vessel outside and drying sails; wind NE; ½ past 1 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went on shore to go to station; wind fresh north east; **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) returned at 6 PM; evening clear and cool; temperature 36 (degrees Fahrenheit). So ends these 24 hours.
- Thursday, October 16, 1862: (Blue Hill Harbor, Maine) This day comes in cool with passing clouds and fog, wind NE light; temperature at sunrise 32 (degrees Fahrenheit); crew employed in various jobs, painting, etc.; no weather for observing; 12 O'clock noon weather moderate, wind south east very light; 2 PM officer went on shore for observing, land hazy; returned at 6 PM, no weather for observing on account of smoke and vapour; wind SSW light; weather moderate, wind calm. So ends these 24 hours.
- Friday, October 17, 1862: (Blue Hill Harbor, Maine) This day comes in with fair weather, passing clouds with fog; temperature 7 AM 40 (degrees Fahrenheit), wind NNW light; middle part this day calm and hazy; latter part wind light and changeable; 9 PM clear. So ends these 24 hours.
- Saturday, October 18, 1862: (Blue Hill Harbor, Maine) This day comes in fair weather and moderate with some fog and vapour, wind westerly light; temperature at 6 AM 42 (degrees Fahrenheit); wind WNW light; middle part this day pleasant, wind NW very light; at 2 PM **Mr. FAIRFIELD₆** (Captain **GEORGE A. FAIRFIELD₆**) went on shore for observing at Blue (Blue Hill, Maine), also five men; ½ past 5 PM took down boat, gathered instruments together and bid adieu to Mount Blue, having got through with observing; wind SW light. So ends these 24 hours.
- Sunday, October 19, 1862: (Blue Hill Harbor, Maine) This day comes in with fair weather and calm; at 7 AM have up our anchor, put the boat ahead and towed down to the outer harbour; wind calm; 9 AM wind breezing from the southwest, commenced beating out of the harbour (Blue Hill Harbor, Maine) and down the bay (Blue Hill Bay, Maine); 2 PM wind fresh LWBS, passed Cape Rosier (Maine); 3 PM kept away for a harbour; at 4:30 minutes came to anchor at Little River, Northport (Maine) in four fathoms water, soft ground; wind fresh SSW; scud and clouds passing quick.
- Monday, October 20, 1862: (Little River, East Northport, Maine just south of Belfast, Maine) This day comes in pleasant and fair; ½ past 6 AM sailed from Little River Northport for Rockland (Maine); 8 AM fresh gale from the WNW; took in fore and main gaff topsails and flying jibb (jib); at ½ 9 AM arrived at Rockland (Maine); fair weather, fresh breeze and passing clouds; latter part moderate; evening moderate wind NE.
- Tuesday, October 21, 1862: (Rockland Harbor, Maine) This day comes in with wind south light and overcast; crew employed in various ways getting on board wood, sawing the same, etc.; middle part cloudy and chilly, wind south fresh; latter part cloudy with fog, strong breeze south;

night rainy. So ends these 24 hours.

- Wednesday, October 22, 1862: (Rockland Harbor, Maine) This day comes in very mild, cloudy with fog; temperature 7 AM 52 (degrees Fahrenheit); calm and thick 8 AM; took on board ¼ cord wood; 12 O'clock noon thick fog, light air, wind ESE light; temperature at noon 57 (degrees Fahrenheit); 4 PM wind changed to the south west with rain squalls and fresh breeze; evening wind fresh west and rainy; October 22nd took the boat for Portland (Maine).
- Thursday, October 23, 1862: (Rockland Harbor, Maine) This day comes in with fair weather and strong breeze from the WNW; 8 AM sailed from Rockland (Maine) for Fox Island (North Haven, Maine); arrived 9:45 AM, wind fresh WNW with passing clouds; middle part fair, cool with strong breeze WNW; latter part more moderate, wind same direction; AM painted signal at Fox Rocks (probably Goose Rocks, Fox Islands Thoroughfare, North Haven, Maine).
- Friday, October 24, 1862: (Fox Islands Thoroughfare, North Haven, Maine) This day comes in with fair weather and calm; at 9 AM light air from the WNW; ½ past 9 AM got our anchor and commenced beating through Fox Island Thoroughfare (Maine); 12 O'clock noon through the thoroughfare and shape our course for Belfast (Maine); wind fresh south; arrived ½ past 2 PM; anchored in 3 fathoms water, soft ground; latter part this day thick and rainy, strong breeze south; midnight heavy rain. So ends these 24 hours.
- Saturday, October 25, 1862: (Belfast Harbor, Maine) This day comes in with unsettled weather, cloudy with fog and rain, wind SW fresh; temperature at 7 AM 50 (degrees Fahrenheit); crew employed in various jobs, scraping, washing, and cleaning; ½ past 11 AM wind changed to the NNW fresh with passing clouds; temperature at noon 52 (degrees Fahrenheit); latter part this day cool and cloudy, wind NNW.
- Sunday, October 26, 1862: (Belfast Harbor, Maine) This day comes in cloudy and cool, wind NE light; temperature at 7 AM 34 (degrees Fahrenheit); middle part overcast and cool, wind NE light; latter part the same; evening very thick and dark with signs of rain, wind east light.
- Monday, October 27, 1862: (Belfast Harbor, Maine) This day comes in thick with rain falling in torrents, wind southeast strong; temperature at 8 AM 51 (degrees Fahrenheit); 9 AM rain falling fast; middle part rainy and thick fog; 4 PM wind changed to the NNW with rain; 11 PM began to clear up, wind NW strong breeze.
- Tuesday, October 28, 1862: (Belfast Harbor, Maine) This day comes in with fair weather, clear and cool, wind NNW good breeze; 8 AM no weather for observation; 12 noon temperature 45 (degrees Fahrenheit), weather fair, moderate breeze NNW; 3 PM took on board wood, ¼ cord wood; 4 PM wind NW light; latter part this day calm and pleasant. So ends these 24 hours.
- Wednesday, October 29, 1862: (Belfast Harbor, Maine) This day comes in very unpleasant, wind light east with some fog; ½ past 9 AM commenced raining, wind SE light, temperature at 7 AM 34 (degrees Fahrenheit); 9 AM no weather for observing, wind SE light; 12 noon thick and rainy, temperature 44 (degrees Fahrenheit); PM cloudy and chilly, wind southeast light; evening more moderate. So ends these 24 hours.
- Thursday, October 30, 1862: (Belfast Harbor, Maine) This day comes in fair with passing clouds, chilly with wind NW; ½ past 5 AM Mr. McCORKLE₆ (SPENCER C. McCORKLE₆) arrived from Portland (Maine); crew employed blocking riggin (rigging); 12 noon weather fair with passing clouds, wind NW light; temperature at noon 48 (degrees Fahrenheit); 4 PM weather fair, wind NW light; evening pleasant and calm. So ends these 24 hours.
- Friday, October 31, 1862: (Belfast Harbor, Maine) This day comes in very mild and pleasant with some vapor on the land, but calm; temperature at sunrise 44 (degrees Fahrenheit); 12 O'clock noon moderate with light air from the NNW, hazy with passing clouds; temperature at noon 60 (degrees Fahrenheit); latter part this day pleasant with light wind SE and smokey.

[End: Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1 (continued): Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – October 1 to 31, 1862]<<<

>>>[**Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1 (continued): Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – November 1 to 17, 1862**]: During November, 1862, the U.S. Surveying Schooner *Benjamin Peirce* went on a surveying cruise along the Maine coast departing from Belfast, stopping at Rockland and Boothbay Harbor, and finally arriving in Portland, Maine. During this cruise no observations were made. They took onboard wood, sawed and split it. They packed their meteorological and observation instruments. Upon their arrival in Portland, Maine, they sent their instruments ashore to go by express to Washington D.C.

- Saturday, November 1, 1862: (Belfast Harbor, Maine) This day comes in pleasant with light breeze from the north west; at 7 AM sailed from Belfast for Rockland (Maine); at 9 AM passed Lincolnville (Maine); 12 O'clock noon arrived at Rockland (Maine); weather pleasant, wind ENE; temperature 62 (degrees Fahrenheit).
- Sunday, November 2, 1862: (Rockland Harbor, Maine) This day comes in cloudy, wind and weather changeable.
- Monday, November 3, 1862: (Rockland Harbor, Maine) This day comes in with thick fog and strong breeze southwest; temperature at 7 AM 52 (degrees Fahrenheit); middle part this day fresh breeze from the SW with passing clouds; crew employed oiling spars etc.; 2 PM Man (Seaman) METCALF₆ discharged; latter part fair weather, moderate wind WNW. So ends these 24 hours.
- Tuesday, November 4, 1862: (Rockland Harbor, Maine) This day comes in with fair weather, clear and cool, wind NNW moderate; temperature at 7 AM 30 (degrees Fahrenheit) freezing; 12 O'clock noon clear and pleasant, wind NNW light; took on board ½ cord wood; crew employed sawing and splitting the same; temperature at noon 52 (degrees Fahrenheit); latter part moderate and evening calm.
- Wednesday, November 5, 1862: (Rockland Harbor, Maine) This day comes in cloudy with fog, strong breeze from the SSW; no chance for sailing; officer left for Portland (Maine); middle part this day fresh breeze from the SSW with fog and rain; temperature at noon 48 (degrees Fahrenheit); latter part thick and rainy, strong breeze SSW; evening more moderate, moon came out.
- Thursday, November 6, 1862: (Rockland Harbor, Maine) This day comes in thick and very stormy, wind southwest light; 5 AM heavy fall of rain; temperature at 7 AM 44 (degrees Fahrenheit); 10 AM very stormy, wind SW; noon temperature 46 (degrees Fahrenheit), weather stormy; 3 PM winds light from the NW with rain squalls; evening more moderate.
- Friday, November 7, 1862: (Rockland Harbor, Maine) This day comes in with fresh gale from the NE, thick and cold; with a heavy sea cannot get underway on account of strong wind and heavy sea; 8 AM crew employed lashing boats, etc.; temperature at 8 AM 26 (degrees Fahrenheit); ½ past 11 AM wind blowing a gale from the NE with hail and snow; vessel labouring hard with bad sea; temperature 12 noon 27 (degrees Fahrenheit); ½ past 2 PM slacked our chains, 40 fathoms on starboard anchor, 25 fathoms on port anchor; very thick and blowing heavy; 9 PM bent hawser and kedge together and let them go off starboard bow; midnight wind ENE, gale.
- Saturday, November 8, 1862: (Rockland Harbor, Maine) This day comes in overcast with snow and hail, wind continuing to blow a gale ENE; ½ past 1 AM two vessels went ashore; 4 AM blowing heavy, the sea breaking in on every quarter; 8 AM wind lulled very little, thick and rainy, wind ENE; 10 AM both anchor and kedge ahead; 12 O'clock noon, wind ENE, strong breeze and raining, weather very thick; temperature at noon 38 (degrees Fahrenheit); laying with both anchors and kedge ahead; at 2 PM wind abated; went on shore, purchased some meat etc.; returned ½ past 2 PM raining fast, wind light ENE; evening moderate wind ENE and thick fog. So ends these 24 hours.

- Sunday, November 9, 1862: (Rockland Harbor, Maine) This day comes in with fog and rain, wind ENE; at 8 AM wind increased; 10 AM blowing a gale from the east, vessel pitching and rolling heavy, both anchors and kedge ahead; 12 noon temperature 42 (degrees Fahrenheit); at 2 PM strong breeze ENE and stormy; 3 PM wind changed to the south blowing fresh, sea going down; 3 PM temperature 46 (degrees Fahrenheit); 4 PM very thick with fog and rain. So ends these 24 hours.
- Monday, November 10, 1862: (Rockland Harbor, Maine) This day comes in with fair weather and passing clouds, wind west, strong breeze; temperature at 8 AM 36 (degrees Fahrenheit); 7 AM have up port anchor and kedge; 12 O'clock noon wind fresh WBN, temperature 38 (degrees Fahrenheit); 1 PM went on shore for wood, meat, etc.; nothing gone to sea this day; afternoon very squally; evening more moderate. So ends these 24 hours.
- Tuesday, November 11, 1862: (Rockland Harbor, Maine) This day comes in with fair weather, very light wind west; at 7 AM cleared from Rockland (Maine) for Portland (Maine); ½ past 8 AM passed Owls Head (Maine); 10:40 AM past Whitehead (Whitehead Island, Maine); all sail set to the best advantage; wind WNW light; 11 AM becalmed; 12:00 wind SW light, temperature at noon 33 (degrees Fahrenheit); 2 PM fresh breeze SW; latter part this day wind SW fresh; 9 PM tacked ship near Pemaquid Point (Maine); ½ past 10 PM lowered our mainsail and nav ship to clear Bantrom (Bantum) Ledge and kept away for Townsend Harbour (Boothbay Harbor, Maine); arrived at 12 O'clock (midnight), blowing heavy southwest.
- Wednesday, November 12, 1862: (Townsend Harbour, Boothbay Harbor, Maine) This day comes in with strong breeze from the SSW with passing clouds and fog; temperature at 8 AM 48 (degrees Fahrenheit); at Townsend Boothbay (Boothbay Harbor, Maine) a large fleet of vessels; 12 O'clock noon temperature 53 (degrees Fahrenheit), weather unsettled, wind WSW fresh and cloudy; crew employed scrubbing and cleaning vessel; 60 sail vessels in port for a harbour; 4 PM thick and rainy, wind SW light, sent the boat ashore for oil; evening, cloudy and dark, light breeze from the SW, with light rain showers. So ends these 24 hours.
- Thursday, November 13, 1862: (Townsend Harbour, Boothbay Harbor, Maine) This day comes in thick and rainy; at 6 AM began to clear up; at 7 AM got underweigh and stood down the harbour, light air WNW; at 9 AM becalmed, had to lower away boat and tow off shore; 11 AM light air SE and at 12 noon lowered away boat and towed off shore; temperature 52 (degrees Fahrenheit); 2 PM passed the Cuckolds (The Cuckolds Island, Maine); 4 PM took a breeze from the north; 5 PM passed Seguine (Seguin Island, Maine); 9 PM Portland (Head) Light bearing WNW four miles and becalmed; 12:00 midnight becalmed.
- Friday, November 14, 1862: (Becalmed at sea 4 miles from Portland Head Light, Maine) This day comes in calm and pleasant; 2 AM light air west, stood in for Portland (Head) Light; ½ past 3 AM passed the Light (Portland Head Light, Maine), tack the wind ahead, beat up to town, came to anchor at 6 AM, light wind WSW; crew employed washing decks, cleaning guns, etc.; middle part this day wind SSW light; 3 PM strong breeze SSW; evening moderate.
- Saturday, November 15, 1862: (Portland Harbor, Maine) This day comes in clear and cool, wind northwest moderate; middle part this day wind north, clear and cool; 11 AM all hands employed in packing instruments and other goods, cleaning vessel and stowing away loose articles, gaff (gaff), topsails, haliards (halyards), etc.; latter part clear and cool, wind NNE; nothing observed worth noting. So ends these 24 hours.
- Sunday, November 16, 1862: (Portland Harbor, Maine) This day comes in with fair weather but cool with passing clouds, wind northeast light; middle part moderate; latter part wind ESE with signs of a storm; evening very dark and overcast, light wind from the NW. So ends these 24 hours.
- Monday, November 17, 1862: (Portland Harbor, Maine) This day comes in calm, thick and moderate; ½ past 8 AM commenced raining, light wind SW; sent instruments ashore to go by express to Washington (D.C.); 10 AM raining fast.

[FINIS: Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 1: Voyage of U.S. Surveying Schooner BENJAMIN PEIRCE – November 1 to 17, 1862. This was the last record of Captain *LEONARD S. GRANT₆'s service with the U.S. Coast Survey Service.]<<<

IV. 1870 and 1871 Coit and Bay State Excursions:

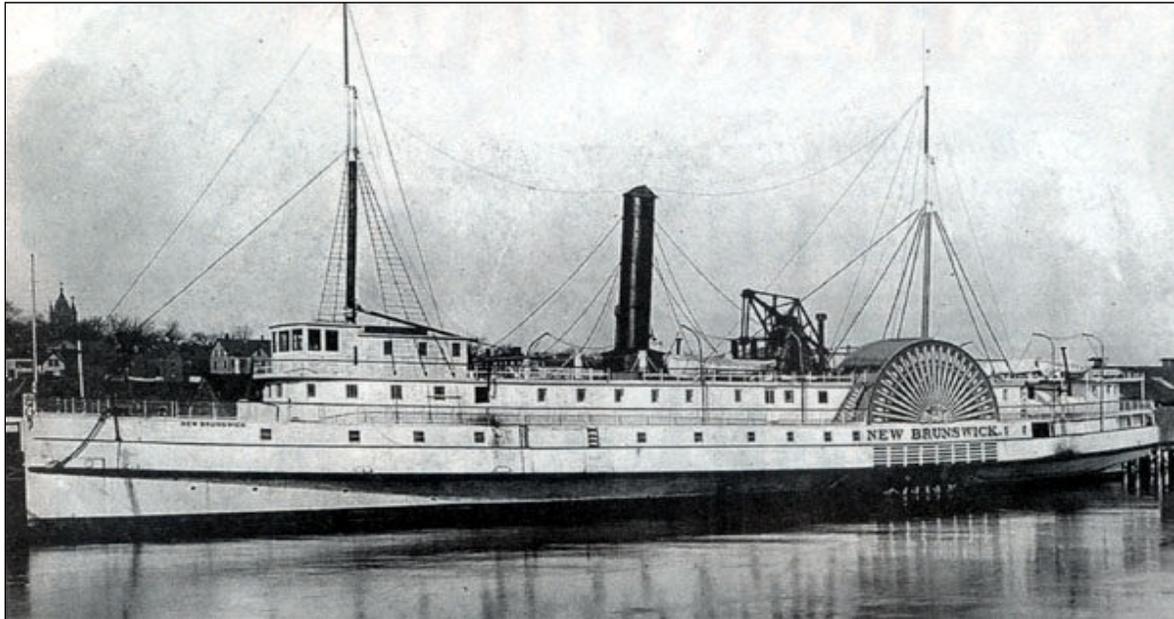


Figure 3: The Paddle Wheel Steamer *New Brunswick*

1. The Coit Excursion of 1870⁴:

Known as the “Coit Excursion of 1870”, 325 New Englanders mostly from eastern Massachusetts, took an eleven-day pleasure cruise on the grand old paddle wheel steamer, “*New Brunswick*,” of the International Steamship Company from July 26 to August 5, 1870 along the New England coast from Boston, Massachusetts to St. John, New Brunswick, New Dominion (Canada) and back again.

The International Steamship Company (Ansley & Tufts) was founded in 1859 and built the superior paddle wheel steamer “*New Brunswick*” in 1860 in New York. The “*New Brunswick*” had excellent accommodations for passengers, ample room for freight, and the qualities of strength and speed for its time. In 1861 she began regular trips between Boston, Portland, Eastport and St. John, New Brunswick for \$5.50 each way. However, by 1870 she was a favorite excursion steamer based in Boston where she would have a long career and eventually end her days.

SIMON H. PIKE₆ of Lubec, Maine was Captain of the “*New Brunswick*” and ***LEONARD S. GRANT₆** (***LEONARD SAMUEL GRANT₆**) (1812 – 1880) of Rockland, Maine was Pilot during the cruise. For entertainment, the Worcester Brass Band, with **T. C. RICHARDSON₆** as leader, sailed on the “*New Brunswick*.”

With flags flying and the band playing, the “*New Brunswick*” departed Commercial Wharf, Boston, Massachusetts on July 26, 1870 and stopped for a short half day visit at Gloucester where the party spent their time sightseeing, bathing, and learning how halibut

are caught, cured and prepared for distribution. The steamer sailed that night and arrived in Portland, Maine on July 27. They departed Portland, passed Owl's Head, Rockland, Camden, passed through Fox Island Thoroughfare, past Mount Desert Island and arrived in Bath, Maine on July 28. Early the next day, they continued northeast along the Maine coast passing Lubec, Maine – the residence of Captain **SIMON H. PIKE**₆ - to Eastport, Maine where they spent July 29 either shopping in town or fishing in the bay capped by a magnificent ball in the town at 10:00 PM.

On July 30, they sailed up the Bay of Fundy past Manawagonish Island (Mahogany Island) and Partridge Island near the entrance to Saint John Harbor, New Brunswick, Canada. They spent the day either sightseeing and shopping in Saint John or fishing for speckled trout and salmon at the falls of the Saint John River. The tides at Saint John, which rise and fall from 30 to 70 feet, are spectacular. The next day, about 250 of the party took a day round-trip to Fredericton, New Brunswick via Grand Bay, Long Reach, and the Saint John River on the river steamers, "*Rothsay*" and "*Rochford*" of Saint John. Now and then they even saw indian wig-wams dotted along the shore between Saint John and Fredericton.

On August 1, 1870, the steamer "*New Brunswick*" departed Saint John, New Brunswick for Eastport, Maine. It arrived in Eastport on August 2 where fishing parties scattered over the bay. The fishing parties caught over two hundred pounds of cod and haddock which they cooked for breakfast. It was customary for a trumpet's flourish to summon everyone to dine. The next day it sailed for Bar Harbor on Mount Desert Island where many of the party had photographs taken by a photographer who had set up a tent. After a few hours at Bar Harbor, the "*New Brunswick*" sailed again, next cruised up the Penobscot River to Bangor, Maine and then back to Belfast, Maine arriving on August 4, 1870. Staying there only two hours, there was nothing worthy of recording about Belfast, Maine. The steamer sailed on to Rockland, Maine where it stopped for the night.

In 1870, Rockland, Maine was the home of 58 year old ***LEONARD S. GRANT**₆ (1812 – 1880) who was married to ***ABIGAIL (ABBIE) M. EWELL GRANT**₆ (1815/25 – 1903). They had two children: (1) 21 year old ***FLORAELLA (FLORA E.) GRANT (POTTER)**₇ (1848 – 1928) and (2) 13 year old **CHARLIE L. GRANT**₇ (1857 – 1871).

Noted for its many lime-kilns, Rockland, Maine was known as the city of lime with a population of only 8,000 inhabitants in 1870. Its main industries were lime manufacture, fishing and farming. Lime dust covered the streets and had settled upon the houses in unlimited profusion. Clouds of fine dust rose with every passing breeze and everyone who strolled through Rockland inhaled the fine dust. There were no Clean Air Act or EPA in 1870. The area around Rockland was honey-combed with quarries and a continuous line of teams brought the rock from the quarries to about sixty lime-kilns operating at full blast. There was nothing attractive in the place – neither the scenery, public or private buildings. Great, huge black lime-kilns stare you in the face whichever way one turns his eyes. Rockland was ranked the lowest of all the cities visited by the "*New Brunswick*" during the "Coit Excursion of 1870."

On August 4, 1870 the paddle wheel steamer "*New Brunswick*" departed Rockland and arrived in Portland, Maine. On August 5 it arrived back at Commercial Wharf in Boston, Massachusetts. <<<

2. The Coit Excursion of 1871 ⁵ :

Known as the “Coit Excursion of 1871”, 300 New Englanders mostly from eastern Massachusetts, took a twelve-day pleasure cruise on the grand old paddle wheel steamer, “*New Brunswick*,” of the International Line of Steamers Company from July 25 to August 5, 1871 along the New England coast from Boston, Massachusetts to St. John, New Brunswick, New Dominion (Canada) and back again. The price of state rooms on the “*New Brunswick*” ranged from \$15.00 to \$56.00.

SIMON H. PIKE₆ of Lubec, Maine was Captain of the “*New Brunswick*” and ***LEONARD S. GRANT**₆ (***LEONARD SAMUEL GRANT**₆) (1812 – 1880) of Rockland, Maine was Pilot during the cruise. For entertainment, the Worcester Brass Band, with **T. C. RICHARDSON**₆ as leader, sailed on the “*New Brunswick*.” Twenty-nine year old ***A. S. POTTER**₇ (***ALGERNON SIDNEY POTTER**₇) of Boston, Massachusetts was listed as one of the passengers. It may have been on this excursion that ***ALGERNON SIDNEY POTTER**₇ (1841 – 1893) may have met his future father-in-law, ***LEONARD S. GRANT**₆, and was subsequently introduced to his future wife, ***FLORA E. GRANT (POTTER)**₇ (1848 – 1928). However, she was not listed as a passenger and at that time she lived in Rockland, Maine which was not mentioned as one of their port visits.

On the morning of July 25, 1871, the passengers boarded the steamer “*New Brunswick*” and had themselves photographed on deck by a professional photographer. At 10:00 AM the Worcester Brass Band serenaded everyone with rich, stirring music as the steamer sailed from the dock and down Boston Harbor. After an unusually rough sea voyage with the bow and stern on the tops of the waves and both paddle wheels out of the water at times, the “*New Brunswick*” arrived at 6:00 PM that evening in Portland, Maine, where they were all relieved and happily greeted by guns firing, steam whistles shrieking, and bells ringing. As they approached the wharf, the Portland Brass Band (Chandler’s Band) serenaded them and then they were feted with a merry dance at City Hall. However, at 11:00 PM sharp the “*New Brunswick*” departed Portland for Eastport, Maine.

At 10:00 AM on July 26th the “*New Brunswick*” was at sea off Mount Desert Island on its way to Eastport, Maine. An excellent table of soup, roast beef and boiled halibut was set when the trumpet was sounded for dinner (lunch). However, because of the rough sea and queasiness of most everyone on board, few partook of the fine fare. They reached Eastport, Maine at 6:00 PM on July 26th and everyone made a beeline for the Passamaquoddy House Hotel to get one night’s blissful repose after a rough voyage at sea. All were invited to a dance at Memorial Hall that evening. The next day sailing parties coasted about the harbor along the shores of Campobello Island and a score of boats went fishing in the bay using cod lines. **T. C. RICHARDSON**₆’s full band gave a grand out-door concert on Water Street to the delight of the local citizens.

Promptly at 12:00 midnight on July 28, the “*New Brunswick*” sailed from Eastport, Maine past Campobello Island, Grand Manan Island heading directly across the mouth of the Bay of Fundy heading for Annapolis Royal (named in honor of **QUEEN ANNE**) on the west coast of Nova Scotia. The steamer entered Digby Gut and reached Annapolis Royal about 7:00 PM on July 28. Nova Scotia was peaceful and serene – “the very Acadia of our imagination.”

Early on the morning of July 29, 1871, 250 passengers took the Windsor and Annapolis Railway from Annapolis Royal across the breadth of Nova Scotia to Halifax for a round trip fare of \$4.00 each. They rode past cherry orchards, potato fields, fields of wheat

and oats, hay fields being harvested, and dense forest much of the way. The train passed through Kentville and Wolfville, not far from the early settlement of Grand Pre, and then, Windsor, finally reaching Halifax, Nova Scotia at 1:00 PM. They spent the afternoon and evening sightseeing in Halifax, including a specially arranged tour of Fort George popularly called the Citadel, until 8:00 PM when they boarded the train for their return trip to Annapolis Royal.

At 6:00 AM on Saturday, July 29, 1871, the paddle-wheel steamer "*New Brunswick*" departed Annapolis Royal for St. John, New Brunswick and sailed slowly through heavy fog arriving there at midday where they received a warm reception. Many went to the new Victoria Hotel at the corner of Germain and Duke streets where they dined on salmon followed by strawberry pie in the grand dining hall finished with Corinthian columns and marble mosaic floors. The passengers then spent the afternoon window shopping with the exception of most purchasing gloves, a popular item in St. John. That evening, one of the best social gatherings of the cruise, with almost everyone attending, was held in the ship's cabin. On Sunday, July 30, the passengers attended multiple services on both the steamer and in the many churches ashore. On Monday, July 31, everyone went sight-seeing in St. John and that evening another large festive gathering was held in the steamer's cabin.

At midnight on Monday night, the steamer "*New Brunswick*" departed the beautiful city of St. John, New Brunswick, and began its homeward journey. It arrived in Eastport, Maine at 6:00 AM on Tuesday, August 1, 1871. Manned by twenty-six men, the U.S. Revenue Cutter "*Mosswood*" was stationed in Eastport Harbor where it kept constantly on the alert for smugglers who smuggled goods into the United States from the neighboring British isle of Campobello. Its commander was Captain **HODGDEN**₆.

After enjoying a day of sight-seeing, with flags flying and the band playing, they left Eastport at 7:00 PM on August 1, 1871 bound for Bangor, Maine. As they proceeded southeasterly along the wild rock-bound Maine coast, a thickening "Down East" fog made the navigation difficult and treacherous. Pilot ***LEONARD S. GRANT**₆ was compelled to navigate through the perilous waters by dead reckoning using a compass alone. The thick fog and rocky coastline compelled them to stop and anchor off of Mount Desert Island until visibility improved. Detained several hours by dense fog near Bass Harbor (Mount Desert Island), they eventually reached the beautiful Penobscot Bay, sailed up the Penobscot River where they were charmed by the majestic river scenery and finally arrived at Bangor, Maine at 3:30 PM on Wednesday, August 2nd. That same day a large party took a small steamer further up river to see Oldtown, Maine. The remnants of the Penobscot tribe of Indians, five or six hundred in number, lived on islands in the Penobscot River at Oldtown where they sold indian souvenirs (baskets, miniature birch canoes, bows and arrows, etc.) to the tourists.

On Thursday, August 3, 1871, the steamer "*New Brunswick*" made its way back down the river and down Penobscot Bay and sailed south until it reached the Kennebec River. It navigated up the river passing by Bath, Maine and arrived in the beautiful and quiet city of Gardiner, Maine near Augusta. With the steamer's "String Band" providing the music, a merry dance was held that evening in Gardiner's Johnson's Hall.

At 12:00 noon on Friday, August 4, 1871, they sailed from Gardiner, Maine and arrived in Portland at 6:00 PM. Later that night they sailed again and arrived at Commercial Wharf in Boston at 8:00 AM on Saturday, August 5, 1871 where they spent four long hours in line clearing customs in the rain. Having possibly met his future bride on this voyage, the

ecstatic ***ALGERNON SIDNEY POTTER**₇ then made his way home to the nearby City Hotel on Atlantic Avenue (corner of India Street) in Boston. <<<

3. The Bay State Excursion of 1871⁶:

Since the “Coit Excursion of 1871” on the grand old paddle wheel steamer, “*New Brunswick*,” was filled to capacity, another trip with essentially the same itinerary was planned to accommodate an additional 250 New Englanders mostly from eastern Massachusetts as soon as the “*New Brunswick*” returned. However, this pleasure excursion would be only eight days from August 8 to August 16, 1871 along the scenic New England coast from Boston, Massachusetts to St. John, New Brunswick, New Dominion (Canada) and back again. The price of state rooms on the “*New Brunswick*” ranged from \$30.00 to \$55.00.

SIMON H. PIKE₆ of Lubec, Maine was Captain of the “*New Brunswick*” and ***LEONARD S. GRANT**₆ (***LEONARD SAMUEL GRANT**₆) (1812 – 1880) of Rockland, Maine was Pilot during the cruise. For entertainment, the Germania Band of Boston, with **ANTON HEINICKE**₆ as leader, sailed on the “*New Brunswick*.” One of the excursionists was **J. D. BISBEE**₇ of Portland, Maine who would become one of the best friends of ***ALGERNON SIDNEY POTTER**₇ and ***FLORA E. GRANT POTTER**₇.

The itinerary for this excursion included the following ports or side trips: Boston, Portland, Eastport, St. John, Fredericton, St. John, Eastport, Mount Desert Island (Bar Harbor), Castine, Bangor, Oldtown, Bangor, Belfast, Rockland, Portland, and back to Boston.

When the steamer “*New Brunswick*” halted on Tuesday, August 15, 1871 at Rockland, Maine for 1 ½ hours on its return trip, Captain ***LEONARD S. GRANT**₆ was joined by his family, except his 14 year old son, **CHARLIE L. GRANT**₇, to finish the trip to Boston. The “Record and Souvenir” of the excursion reported the following: “While at Rockland we were joined by the wife (***ABIGAIL (ABBIE) M. EWELL GRANT**₆) of our careful pilot, Captain **GRANT** (***LEONARD S. GRANT**₆), and his accomplished daughter (22 year old ***FLORAELLA (FLORA E.) GRANT (POTTER)**₇); the fine, clear voice and musical culture of the latter proving an agreeable addition to the pleasure of our vocal entertainment in the evening.” It also had the following inscription in front: “Miss ***Flora E. Grant** with compliments of the author.” The author was probably **C. B. TILLINGHAST**₆, Secretary of the Excursion. <<<

On December 8, 1871, 14 year old **CHARLIE L. GRANT**₇ (1857 – 1871), the only son of Captain ***LEONARD S. GRANT**₆ and ***ABIGAIL (ABBIE) M. EWELL GRANT**₆, sadly died of unknown causes in Rockland, Maine. Whether or not the severe air pollution in Rockland from the lime-kilns played a part in his early death is unknown.

V. Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 2⁷ :

1. U.S. Revenue Cutter HUGH McCULLOCH (1873):

1873: On the afternoon of Tuesday, January 7, 1873, a large and fashionable wedding took place in the parlors of the United States Hotel, Portland, Maine, the parties being **Miss *FLORA E. GRANT₇**, one of Portland's fairest daughters and the accomplished daughter (only daughter) of **Captain *LEONARD GRANT₆**, formerly of Rockland, Maine, and **Mr. *ALGERNON SIDNEY POTTER₇** (a Hingham boy) of Boston, Massachusetts, of the well known wholesale firm of *Messrs. Rhodes, Ripley & Company* of Boston. Among the friends present were some twenty-five ladies and gentlemen from Boston, and the officers of the U.S. Revenue Cutter (Steamer) McCulloch and several prominent citizens of Portland.

[**Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 2: U.S. Revenue Cutter HUGH McCULLOCH – May 27 to November 20, 1873**]:

In the 1870's it was the practice to name vessels of the U.S. Revenue Marine, being a part of the U.S. Treasury Department, after former Secretaries and Assistant Secretaries of the U.S. Treasury. The U.S. Revenue Cutter *HUGH McCULLOCH* was named for **HUGH McCULLOCH₆**, Secretary of the Treasury from 1865 to 1869. It was a 477 to 530 ton, *CHASE* Class (1865), wooden-hulled side-wheel steamer (L: 178 ft. overall X W: 27 ft. 11 in. X Depth of Hold: 10 ft. 8 in. with 8 ft. draft) rigged as a schooner (two masts and one center smokestack). The side wheels were driven by a walking-beam engine (48 in. diameter by 9 ft. stroke). It was built by Fardy in Baltimore, Maryland where it was commissioned on December 1, 1865. It had a complement of 7 officers and 33 enlisted men and was armed with 24-pounder and 30-pounder cannon. It was first stationed at New Orleans, Louisiana. She made a passage to Cuba in 1867 to convoy the *Harriet Lane* to the United States. She was stationed at Savannah, Georgia in 1869 and then transferred to Portland, Maine. She was decommissioned about May, 1875 and sold for \$8,400 on March 17, 1876 and converted to the merchant vessel *John H. Starin*.⁸

By 1873, the old top-sail schooner revenue cutters had been replaced with mostly schooner-rigged steamers, first side-wheel and then screw type. Training of cadets to become officers was comprehensive. They studied and learned all the evolutions in working a ship including the making and taking in of all sail, the important operations of tacking and wearing, and transmitting and giving commands. They learned how to navigate using the sextant and by dead-reckoning. A complete understanding of the compass, the chronometer, the steering gear, and the wheel were all fundamentals they had to master. They learned knotting, splicing, making mats, and the nomenclature of the different parts of the hull and spars, and the names and uses of ropes and sails. They learned how the rigging is reset and rattled down. They also learned all the techniques required in raising shears, stepping masts, reefing, furling, and shifting sails as well as sending up and down yards. They also got their hands dirty handling the marlinespike and using slush and tar pots. They also learned signaling and practiced gunnery including many types of broadside and pivot guns. Finally, they were well-trained at fire quarters and using the ship's boats.

In 1873, the U.S. Revenue Marine had five grades of the line: (1) Captain, (2) 1st Lieutenant, (3) 2nd Lieutenant, (4) 3rd Lieutenant, and (5) Cadet, and three grades of engineers: (1) Chief Engineer, (2) 1st Assistant Engineer, and (3) 2nd Assistant Engineer.

In 1873 (Appendix: June 27th, 1873), the officers serving on the U.S. Revenue Cutter *Hugh McCulloch* were:

- Captain: **TIMOTHY TREADWAY₆** (onboard September 20th, 1873 to November 20th, 1873)
- 1st Lieutenant: Mr. **THOMAS W. LAY₆** (Born: D.C.; appointed from D.C.; he will be promoted to Captain on May 17, 1880.)

- 2nd Lieutenant: Mr. **OTIS**₆
- 2nd lieutenant: **WILLIAM H. HAND**₆ (onboard July 16th, 1873 to November 20th, 1873; born New York; appointed from New York; will be promoted to 1st Lieutenant on August 9th, 1882.)
- 3rd Lieutenant: Mr. **ROGERS**₆ (probably **JAMES H. ROGERS**₆, born: Maine; appointed from Maine; he will be promoted to Captain on June 10, 1891)
- Lieutenant: **WILSON**₆
- Chief Engineer: Mr. **JAMES M. McDOUGAL**₆ (onboard July 16th to November 20th, 1873; born: New York; appointed from New York; promoted to Chief Engineer on May 26, 1871)
- 1st Assistant Engineer: Mr. **M. D. L. DINSMORE**₆ (Born: New York; appointed from Massachusetts; he will be promoted to Chief Engineer on August 26, 1874)
- 2nd Assistant Engineer: Mr. **MALCOLM G. MARSILLIOT**₆ (Born: Ohio; appointed from Wisconsin; he will be promoted to First Assistant Engineer on August 13, 1874)
- Engineer: **F. A. D. BRENNAN**₆
- Engineer: **JAMES QUINN**₆
- Pilot: **L. GRANT**₆ (***LEONARD S. GRANT**₆) (Sailing Master; born July 6, 1812, Prospect, Maine; died November 19, 1880 at 291 or 298 Shawmut Avenue, Boston, Massachusetts)
- Guest: Mr. **NEWBERT**₆

In 1873, the U.S. Revenue Cutter *Hugh McCulloch*'s home port was Portland, Maine. It was assigned to patrol the New England coast from Cape Ann Harbor (Gloucester, Massachusetts) to the south as far north as Eastport, Maine. The Revenue Cutter's primary mission was to cruise vigorously on its station to afford aid to vessels in distress, especially from December to April of each year during the dangerous and inclement season. The jurisdiction of the customs authority, i.e. the Revenue Cutter Service, was confined within a limit extending four leagues from the coast. In 1873, it went to the assistance of at least two schooners and one brig that went ashore along the Maine coast. It also swept Portland Harbor for one dead soldier. Its mission was to haul vessels off reefs and shoals, tow helpless and disabled craft to harbors of safety, keep channels clear of ice, remove obstructions from waterways, and give succor and aid to shipwrecked mariners. However, in 1873, its role was expanded to support the fledgling Life-Saving Service and carry government and military VIPs to their island destinations.

From July 7th to July 17th, 1873, the U.S. Revenue Cutter *Hugh McCulloch* sailed from Portland, Maine with **SUMNER INCREASE KIMBALL**₆, Head of the Revenue Marine Bureau, Captain **JOHN A. FAUNCE**₆, Life-Saving Service Inspector, and Captain **JAMES H. MERRYMAN**₆, Superintendent of Construction for the U.S. Revenue Marine, on a surveying and inspection cruise of the Maine coast as far north as Eastport, Maine. They inspected existing Life-Saving Stations and searched for the best locations to establish new stations. As a result of their survey, a number of new Life-Saving Stations were constructed along the Maine coast in 1873, 1874, and 1875, and improvements were made to existing stations.

On August 6th, 1873, the U.S. Revenue Cutter *Hugh McCulloch* ferried a group of U.S. Army generals and U.S. Navy admirals from Portland to Little Hog Island (Little Diamond Island), Maine, for reasons unknown.

On August 15th, 1873, the U.S. Revenue Cutter *Hugh McCulloch* had the great honor of transporting President **ULYSSES S. GRANT**₆, Speaker of the House **JAMES GILLESPIE BLAINE**₆ (1830 – 1893), their wives and other members of their party, from Rockland, Maine to North Haven, Maine. Although their intended destination is not known, from Rockland they were probably headed for Mount Desert Island. They were enjoying a summer vacation on the Maine

coast. But bad weather, i.e. heavy fog and rain, on August 15, 1873, forced them to turn back half way there in Deer Isle Thoroughfare and back track to a safe harbor at North Haven, Maine.

Captain ***LEONARD S. GRANT**₆ was the experienced pilot of the U.S.R.C. *McCulloch* and probably never before or after August 15th, 1873 had such responsibility. He must have been very much relieved that evening when they dropped anchor at North Haven, Maine and set the President and his party ashore. The business of revenue cutters brings them principally into the waters along the coast, thus subjecting them always to dangers of navigation far greater than are encountered in mid-ocean. There are 4,613 islands off the Maine coast. By years of such exceptional experience, Captain ***LEONARD S. GRANT**₆, pilot of the U.S. Revenue Cutter *Hugh McCulloch*, was well trained and skilled in coastwise cruising that paid off on this short cruise. Although the deteriorating weather kept Pilot ***LEONARD S. GRANT**₆ at his duty station for the entire cruise, no doubt he had the opportunity and pleasure of meeting the President and his family, and other important members of his party on this day trip. Although, they shared the same name, they were not related.

- May 27, 1873: (Portland, Maine) This a.m. went to High St. wharf for repairs.
>>>[Note: Captain ***LEONARD S. GRANT**₆ purchased his blank seaman's journals at *Bailey & Noyes* Booksellers, stationers, and blank book manufacturers on Exchange Street, Portland, Maine.]<<<<
- June 17, 1873: Tuesday (Portland, Maine) At 2:10 left dock High Street wharf; at 2:35 went to dock for coal C. H. (Custom House) wharf; took in 30 tons coal; at 6:40 left dock; at 6:48 came to anchor; laid up for repairs 22 days.
- June 20, 1873: Friday (Portland, Maine) At 3:07 left Portland, went down harbour to throw over coal; at 3:28 passed by the light (Portland Head Lighthouse); at 3:53 Green Isle, course E by S; at 4:27 Mark Isle Harpswell; passed up inside; at 4:45 came to in harbour; distance 26 (miles); time 2.38 (hours/minutes).
>>>[Note: Portland Head Light was erected in 1791 at Cape Elizabeth. It was Maine's first lighthouse and its most famous, located near the south side entrance to Portland Harbor. Over 200 Casco Bay islands can be seen from the hurricane deck.]<<<<
- June 25, 1873: Wednesday (Portland, Maine) At 2:40 left Portland; at 3:02 Portland light, course S ½ E; at 3:14 Trundy's Reef, course S ¾ E; at 3:20 BC (Broad Cove) Rock, course S ½ W; at 3:27 Cape Elizabeth, course SSW; at 4:21 Wood Isle, course SW by S; 5:07 Cape Porpoise, course SW by S; at 6:36 Nubble, course SW by S; at 6:57 York Ledge, course SW by S; at 7:24 Western Sisters, course SW ½ S, Kitts Rock, course WSW, Whales Back, course N by W; at 7:44 Peperells Cove (Kittery Point, Maine), course N by E; time: 5.04 (hours/minutes); distance: 50 (miles).
- June 26, 1873: Thursday (Pepperell's Cove, Kittery Point, Maine) At 8:51 left Peperell's Cove; at 8:59 Whales Back, course S ½ W; at 9:07 Odiornes Point, course S ½ W; at 10:00 Great Boars Head, course SSW; at 10:41 outer buoy NP (Newburyport) bar, course SSW; at 11:00 came to anchor abreast city (Newburyport); time 2.09 (hours/minutes); distance 20 (miles); temperature at 4 PM 86 degrees (Fahrenheit); temperature at 5 PM 87 degrees (Fahrenheit); **Mr. DINSMORE**₆ (1st Assistant Engineer **M.D.L. DINSMORE**₆) and **Mr. ROGERS**₆ (3rd Lieutenant **JAMES H. ROGERS**₆) went to Boston.
- June 27, 1873: Friday (Newburyport, Massachusetts) This day very fine; at 4 a.m. Chief Engineer (Chief Engineer **JAMES M. McDOUGAL**₆) went to Boston; this a.m. boat went for sand.
- June 28, 1873: Saturday (Newburyport, Massachusetts) At 10:53 left NP (Newburyport); at 11:07 Black Rocks, course E ½ S; at 11:20 outer buoy, course E by S; at 12:25 Isle Shoals inside, course NE ¼ E; York Ledge inside, course NE ¼ E; at 1:35 Nubble 1 mile distant, course NE ¼ E; at 3:00 Cape Porpoise, course NE by E; at 3:45 Wood Isle, course NE by E; at 4:41 Cape Elizabeth, course NE by E ½ E; at 4:49 B. C. (Broad Cove) Rock, course NE by N; at 4:55

Trundys Reef, course N ½ E; at 5:06 Portland Head, course N by W ½ W; at 5:20 S. (Spring) Point, course N ¾ W; at 5:24 breakwater (Portland), course WNW; at 5:30 anchorage (Portland Harbor); time 6.37 (hours/minutes); distance 65 (miles).

- June 29, 1873: Sunday (Portland Harbor, Maine) All day Portland Harbour.
- June 30, 1873: Monday (Portland Harbor, Maine) Portland, Harbour.
- July 1st, 1873: Tuesday (Portland Harbour, Maine) This day comes in thick and rainy, wind southerly; afternoon & evening rain.
>>>[Appendix: (per page 288 of Seaman's Journal No. 2) July 1st, 1873: (Pilot ***LEONARD S. GRANT**₆'s) pay increased to 100 dollars per month.]<<<
- July 2, 1873: Wednesday (Portland Harbour, Maine) A.M. fair and warm; boat away sweeping for dead soldier.
- July 3, 1873: Thursday (Portland Harbour, Maine) All this day at Portland.
- July 4, 1873: Friday - Independence Day – (Portland Harbour, Maine) A.M. warm and pleasant; boat racing, sailing, etc.; afternoon very heavy showers, thunder and lightning.
- July 5, 1873: Saturday (Portland Harbour, Maine) This day comes in pleasant.
- July 6, 1873: Sunday (Portland Harbour, Maine) This day at anchor Portland.
- July 7, 1873: Monday (Portland Harbour, Maine) At 3:54 left Portland; at 4:15 Portland Light; at 4:18 Ram Isle, course ESE; at 4:35 Green Isle, course E by S ½ E; at 4:56 HW (Halfway) Rock (Lighthouse), course E by S ½ S; at 5:48 Cape Small Point, course E by S ½ S; at 6:03 J Ledge, course E; at 6:09 Pond Isle R Buoy, course NE by E ¼ E; at 6:11 Pond Isle, course N; at 7:11 Bath (Maine); time 3.17 (hours/minutes); distance 35 (miles); **Mr. KIMBLE**₆ (**SUMNER INCREASE KIMBALL**₆), Captain **FAUNCE**₆ (Captain **JOHN A. FAUNCE**₆), Captain **MERRIMAN**₆ (Captain **JAMES H. MERRYMAN**₆) on board and two invited guests.

>>>[Appendix: (Page 288 of Seaman's Journal No. 2) Left Portland July 7th, 1873 for a cruise eastward; **Mr. KIMBLE**₆ (**SUMNER INCREASE KIMBALL**₆), Capt. **FAUNCE**₆ (Captain **JOHN A. FAUNCE**₆), Capt. **MERRIMAN**₆ (Captain **JAMES H. MERRYMAN**₆) and two gentleman on board.]<<<

>>>[Note: The **Mr. KIMBLE**₆ referred to above was probably **SUMNER INCREASE KIMBALL**₆, Head of the Revenue Marine Bureau. He was appointed Head in February, 1871 by the Secretary of the Treasury. He was a lawyer, former politician from Maine, and ten-year veteran of the Treasury Department. He became head of both life-saving stations and revenue cutters. Immediately after his appointment in 1871, he began the reorganization, reconstruction, and expansion of the U.S. Life-Saving Service (USLSS) and authorized a study of lifeboat and surfboat design. Under his leadership and supervision, during 1874, the lifesaving network expanded to the coast of Maine as well as to the Outer Banks of North Carolina. He was General Superintendent of the Life-Saving Service during its entire existence until the day it ended in 1915.

Captain **JOHN A. FAUNCE**₆ of Plymouth, Massachusetts had first gone to sea as a boy of twelve. He served in the merchant marine for twenty years and rose to command the ship *Isabella* home ported in Baltimore, Maryland. In 1836 he joined the U.S. Revenue Cutter Service as an acting 3rd Lieutenant. He served aboard the U.S. Revenue Cutter *Campbell* during the Seminole War. In 1841, he was promoted to 2nd Lieutenant. In 1857, he was given command of the U.S. Revenue Cutter *Harriet Lane* based at New York. While in command of the *Harriet Lane* he distinguished himself before and during the Civil War. From 1859 to the outbreak of the U.S. Civil War, he commanded the *Harriet Lane* in efforts to stop the slave trade. In April 1861, the *Harriet Lane* became famous by firing the first shot at sea in the Civil War. Captain **JOHN A. FAUNCE**₆ was an influential Revenue Service officer from the 1850s through the 1870s.

Two months after taking up his new duties in February, 1871, **SUMNER INCREASE KIMBALL**₆ ordered Captain **JOHN A. FAUNCE**₆, USRM, to inspect every lifesaving station

and report on its condition. The new head of the Revenue Marine Bureau (later called the Revenue Marine Division) accompanied Captain **JOHN A. FAUNCE**₆ on some of the visits. Captain **JOHN A. FAUNCE**₆'s August 9, 1871 report painted a dismal picture. His 1871 inspection of the early life-saving stations uncovered the serious inadequacies of this service and resulted in the subsequent overhaul and modernization of this service. His investigation found that the early life-saving stations had been located too far apart for neighboring crews to be of assistance during a disaster.

Captain **JOHN A. FAUNCE**₆ served in the U.S. Revenue Marine for over forty years and retired as a captain in 1881. In 1927 the U.S. Coast Guard Cutter *Faunce*, a 125-foot *Active*-class patrol boat based in Boston, Massachusetts, was named after him.

Captain **MERRIMAN**₆ was probably Captain **JAMES H. MERRYMAN**₆, U.S. Revenue Marine, superintendent of construction of the service, and later its chief inspector. He supervised the construction of new Life-Saving Station facilities, repairs to these facilities, and the purchase of supplies and equipment for new stations including newly invented life-saving appliances. He was also instrumental in the development of the U.S. Life-Saving Service's surf boats.

They were probably surveying the coast of Maine to select the best locations for new life-saving stations that would be built in 1873, 1874, and 1875.]<<<

- **July 8, 1873:** Tuesday (Bath, Maine) At 6:17 left Bath; at 7:33 Pond Isle; at 8:23 Fisherman's Isle; at 8:47 Pemaquid Point, course E ½ S; at 9:23 Egg Rock, course E ½ S; at 9:31 Black Rock, course E; at 9:44 Davis Straits, course E ¾ S; at 9:56 Hoppers Isle, course E by N ¼ N; at 11:46 thence to Rockland (Maine); time 5.30 (hours/minutes); distance 55 (miles).

>>>[The Pond Island Lighthouse was built in 1821 and rebuilt in 1855 on uninhabited Pond Island on the west side of the mouth of the Kennebec River, Maine. It had a 20 feet tall brick tower, keeper's quarters, and fog signal.]<<<

- **July 9, 1873:** Wednesday (Rockland, Maine) At 6:28 left Rockland; at 6:45 Owls Head turned round; at 6:47 stood back; at 7:05 came to anchor (Rockland, Maine); time 37 (hours); distance 5 (miles).

At 9:00 left Rockland; at 9:13 Shag Rock, course SE ¾ E; at 9:17 Monroe Isle, course SSE; at 9:21 Birch Point, course SW by S; at 9:26 SI (Sheep Island) Buoy, course SW by S ½ S; at 9:37 Ash Point, course S by W ½ W; 9:42 Otter Isle, course SW by S ¼ S; at 9:53 Spruce Head, course SW ½ S; at 10:08 Sail (Seal) Harbour; time 1.08 (hours/minutes); distance 10 (miles).

At 12:00 left Sail (Seal) Harbour; at 2:00 Saddle Back Light; at 2:48 Mark Isle; (via Deer Island Thoroughfare) at 3:30 Lazy Gut , 5:47 left Bass Harbour; at 5:53 (Bass Harbour Head) Light House; at 6:04 Can Buoy, course ESE; at 6:11 B & Red Buoys, course NE ¾ E; at 6:16 Cow Isle Ledge Buoy, course NNE; at 6:27 thence to anchorage NW (Southwest Harbour, Mount Desert Island, Maine); whole distance this day 69 (miles), time 6.27 (hours/minutes).

>>>[Notes: (1) Saddleback Ledge Lighthouse, Vinalhaven, Maine was built in 1839 atop a ledge at the entrance to Isle au Haut Bay and in the middle of the southerly entrance to East Penobscot Bay. It had a gray conical tower with white base and with an attached white dwelling. (2) Bass Harbor Head Lighthouse, Tremont, Maine was built in 1858 at the southern extremity of Mount Desert Island at the southeast entrance to Bass Harbor, Maine. It stands 56 feet above mean high water.]<<<

- **July 11, 1873:** Friday (Southwest Harbour, Mount Desert Island, Maine) At 10:40 left SW (Southwest) Harbour; at 12:40 arrived at Bar Harbour (Mount Desert Island, Maine); distance 15 (miles).

This a.m. thick fog; at 12:40 left Bar Harbour P.M.; at 1:24 stood out S by E ¼ E; at 1:36 Schoodic Point, course SE; at 2:24 Titmenan (Petit Manan Island Light), course E by S; at 3:13 Nash Isle, course NE by E ¾ E; at 3:27 Tibbets (Tibbett) Narrows, course E by N; at 3:58 Jones

Port (Jonesport, Maine) in 7 fathoms water; time 3.18 (hours/minutes); distance 32 (miles); at 6 P.M. thick fog.

>>>[Note: Petit Manan Lighthouse, Milbridge, Maine was erected in 1817 and rebuilt in 1855. It is located on the east side of Petit Manan Island and 2.5 miles SSE of Petit Manan Point, Steuben. The tower is 119 feet in height and the second tallest in the state.]<<<

- July 12, 1873: Saturday (Jonesport, Maine) This day comes in pleasant and clear, wind NW fresh; Capt. **FAUNCE**₆ (Captain **JOHN A. FAUNCE**₆), (Capt.) **MERRIMAN**₆ (Captain **JAMES H. MERRYMAN**₆), and **KIMBLE**₆ (**SUMNER INCREASE KIMBALL**₆) gone to Wass Isle (Great Wass Island, Maine); at 12:30 left Jonesport passed Libby Isle; at 2:15 Machias; distance 23.2 (miles).
- July 13, 1873: Sunday (Machias, Maine) At 9:15 left Machias; at 9:25 Round Isle; sent boat ashore at Cross Isle; at 11:45 Little River (Cutler, Maine); at 12:55 West Quoddy; at 1:05 came to in Quoddy Bay; at 2:20 left Quoddy Bay; at 2:55 came to anchor Johnson's Bay (Lubec, Maine); distance 34 (miles).
- July 14, 1873: Monday (Johnson's Bay, Lubec, Maine) Left Johnson Bay and went to Eastport; left Eastport for Calais; (St. Croix River) went as far as Ledge (The Ledge); came to anchor; set gentlemen ashore; left for Eastport; at 9:41 arrived at Eastport; distance sailed this day 40 (miles).
- July 15, 1873: Tuesday (Eastport, Maine) At 8:40 left Eastport; at 9:07 East Quoddy; at 9:27 Scotts Head, course S ½ W, Owens Head, course SSW; at 10:15 West Quoddy, course SW by S; at 12:00 Little River (Cutler, Maine), course SW; at 12:30 Shotts (Shot Islands), course SW by W; 12:42 Cross Isle, course SW by W; at 1:13 Libby Isle course SW by W; at 2:13 Moose a bec (Moose Peak Light), course SW by W; at 3:54 Titmenan (Petit Manan Light), course WSW; at 4:41 Schoodic Point, course W by S; at 4:50 Schoodic W. Point, course WNW; at 5:10 Middle Ledge E Side, course NW by N; at 5:29 Freeman's Isle, course NW by W; at 5:37 Bar Harbour, course NNW; distance 83 (Miles).

>>>[Note: Moose Peak Lighthouse, Jonesport, Maine was built in 1827 and rebuilt in 1856. It is located on the southeast tip of Mistake Island and marks the west side of the south entrance to Englishman Bay. It's tower is 72 feet above mean high water. Moose Peak and Seguin Island lighthouses have more fog than any other locations on the East Coast. At Moose Peak, fog rolls in often from the Bay of Fundy.]<<<

- July 16, 1873: Wednesday (Bar Harbour, Mount Desert Island, Maine) At 5:13 left Bar Harbour; at 6:24 R & B Buoy; at 6:30 Can Buoy, course SW by ¼ S; at 6:41 Bass Harbour Light, course W ¼ N; at 7:16 Jerks Narrows, course W by S ¼ S; at 7:37 Lazygut Buoy, course W ¾ S; at 8:19 Green Isle; at 8:45 Channel Rock, course W ½ S; (via Fox Islands Thorofare) at 9:14 Browns Head (Brown Head Light, Vinalhaven Island); at 9:21 Fidlers Ledge, course SW ½ W; at 10:19 White Head (Whitehead Light); at 10:47 Mosquete Isle (Mosquito Island), course SW; at 10:58 Old Cilly (Ledge), course SW; at 11:09 Georges Isle, course SW; at 11:20 Old Man, course SW; at 12:25 Pumpkin Rock, course SW by W ½ W; at 1:09 Seguine inside, course W by S ¼ S; at 1:27 Glovers Rock; at 2:17 H.W. Rock (Halfway Rock Light), course W by S; at 2:37 Green Isle; at 2:55 White Head, course W ½ S; at 3:03 Spring Point; at 3:06 Breakwater; at 3:12 Portland (Maine); time 10.09 (hours/minutes); distance 115 (miles); this a.m. Lt. HAND₇ (2nd Lieutenant WILLIAM H. HAND₆) came on board; Chief Engineer (Chief Engineer **JAMES M. McDOUGAL**₆) came on board; distance sailed on cruise east 501 (miles).

>>>[Note: Browns Head Lighthouse, West Penobscot Bay, Vinalhaven, Maine was built in 1832. The original 20 feet structure was replaced in 1857. The lighthouse marks the south side of the west approach to Fox Islands Thorofare.]<<<

- July 17, 1873: Thursday (Portland, Maine) At anchor in Portland Harbour.
- July 18, 1873: Friday (Portland, Maine) At Portland, wind easterly; **Mr. HAND**₇ (2nd Lieutenant **WILLIAM H. HAND**₆ born New York; he will be promoted to 1st Lieutenant on August 9, 1882) on duty for the first time; Chief Engineer (Chief Engineer **JAMES M. McDOUGAL**₆) away on leave; (2nd Lieutenant) **Mr. OTIS**₇ gone home; (Engineer) **JAMES QUINN**₇ examined boiler; yacht fleet arrived from the east; 4 p.m. wind east, weather chilly, sky overcast.
- July 19 to August 5, 1873: (Portland, Maine) There are no journal entries for this period.
- August 6, 1873: Wednesday (Portland, Maine) Went to Little Hog Isle (Little Diamond Island) with the Army & Navy, Admirals, Generals, etc.; sailed this day 20 miles.
- August 9, 1873: Saturday (Portland, Maine) At 10:20 left Portland; at 10:42 Portland Light, course S ½ E; at 11:06 Green Isle, course ESE; at 11:32 HW Rock (Halfway Rock Light), course ESE; at 12:58 Seguine (Seguin Island), course E by S ½ S; at 1:38 Bantum, course E by S; at 1:53 Pump Rock (Pumpkin Island), course E by S; at 3:00 Monhegan, course E ¾ S; at 3:05 Duck Rock; at 3:39 Georges Isle, course ENE; 4:07 Mosquete Isle (Mosquito Island), course ENE; at 4:45 White Head (Whitehead Island), course ENE; at 6:04 Rockland (Maine); time 6.44 (hours/minutes); distance 75 (miles).

(The following added later:) Big fire in Portland (Maine); three steamers burned and much loss of property ashore.

- August 10, 1873: Sunday (Rockland, Maine) At 9:05 left Rockland for Isle Haut (Isle Au Haut); when in the bay sighted a vessel ashore off Camden (Maine); at 9:35 kept away for Camden; at 10:35 came to anchor; officer of the day went to vessel; officer of the day reported the schooner on Camden Ledges and needing assistance; got our anchor and went to her assistance; at 1 PM made fast to schooner and pulled at her until 2 PM; could not start her; cast off and went into Camden Harbour; at 2:06 came to anchor; sailed this day 15 miles.
- August 11, 1873: Monday (Camden Harbour, Maine) At 1:50 AM Camden Light; Beauchamp (Point), course S by W; Jameson Point, course SSW; at 2:36 Rockland (Maine), course SW by W.

>>>[Note: Curtis Island Lighthouse, Camden, Maine was built in 1836 and would be rebuilt in 1896. It is located at the southeast end of Curtis Island (previously Negro Island) at the entrance to Camden Harbor. It is 25 feet in height and cylindrical in shape.]<<<

At 10:56 left Rockland (Maine); at 11:05 Jameson Point, course E; at 11:30 Beauchamp (Point), course NE; at 11:41 Negro Isle (Curtis Island, Camden, Maine), course NE by N ½ N; stopt (stopped?) ship; distance 8 (miles).

At 1:10 PM left Negro Isle (Curtis Island), Camden (Maine); at 1:49 Owls Head, course S ¾ W; at 1:58 S.I. (Sheep Island) Buoy, course SW by S ¼ S; at 2:08 Ash Point, course S by W ½ W; at 2:25 Spruce Head, course SW ½ S; at 2:32 White Head, course SW by S; at 3:03 Mosquete Isle (Mosquito Island), course SW; at 3:15 Old Cilly (Ledge), course SW; at 3:27 Georges Isle, course SW; at 3:38 Old Man, course SW; at 4:48 Pump Rock (Pumpkin Island), course SW by W ½ W; at 5:01 Bantum, course SW by W; at 5:38 Sequine one mile off, course WSW; at 6:46 HW (Halfway) Rock, course W by S ¼ S; at 7:07 Green Isle, course W by S ¼ S; at 7:24 Ram Isle, course W by S ¼ S; at 7:27 Portland Light, course W by S; at 7:37 Spring Point, course N ¾ W; at 7:40 Breakwater (Portland), course WNW; at 7:55 Portland anchorage, course SW by W; distance 77 miles; time 6.45 (hours/minutes).

- August 13, 1873: Wednesday (Portland, Maine) At 11:55 went along side coal dock; at 12:45 commenced coaling.
- August 14, 1873: Thursday (Portland, Maine) At 1:50 left Portland; at 3:04 Mark Isle; at 4:10 Small Point, course SE by E; at 4:32 Sequine (Sequin Island) inside, course E ¼ S; at 4:50 Sisters, course E ½ N; at 5:19 Cuckolds, course E ½ S; at 5:39 Fishermans Island; at 6:10 Penequid (Pemaquid) Point, course E by S; at 6:50 Egg Rock, course E ½ S; at 7:15 Davis Straits, course E by E ½ S; at 7:30 Hupper Isle, course E by N ¼ N; at 7:36 came to at H

(Herring) Gut (Port Clyde, Maine); distance 55 (miles); time 5.46 (hours/minutes); Engineer DINSMORE₇ (1st Assistant Engineer M.D.L. DINSMORE₆) away on leave.

- August 15, 1873: Friday (Herring Gut, Port Clyde, Maine) At 6:05 left Herring Gut; at 6:25 Mosquito Isle; at 7:07 White Head (Whitehead Island), course E by N ¼ N; at 7:20 Ash Point, course NE by E ½ E; at 8:20 Rockland W Sanferds(?); time 2.15 (hours/minutes); distance 18 (miles); thick fog, rainy, ENE wind.

At 1:05 P.M. left Rockland with the President (ULYSSES S. GRANT₆, 18th President of the United States from 1869 to 1877) and party on board; proceeded to the eastward; thick fog and rainy; passed through Fox Isle Thoroughfare, cross Eagle Isle Channel, and entered Deer Isle Thoroughfare; thick fog, could not see the land or buoys a ships length; for the safety of vessel and party turned around and stood to the westward; passed through Fox Isle Thoroughfare as far as North Haven; came to anchor and set party ashore, ladys on board; distance 45 (miles).

>>>[Note: President ULYSSES S. GRANT₆ (1822 – 1885), with Speaker of the House JAMES G. BLAINE₆, and a party, stayed in the Havens Inn (previously the historic Mullins House) near North Haven landing. North Haven was for a long time mainly a farming and fishing town. However, in the 1870's North Haven island, once called North Fox Island, began its transition to a resort island and by the late 1880's, the estates era of North Haven began. The Haven Inn was finally torn down in the 1950's.⁹

Two days before, on August 13th, 1873, President GRANT₆ had visited the Togus Soldiers Home near Augusta, Maine, to visit the men who had served with him during the Civil War.

The Honorable JAMES GILLESPIE BLAINE₆ (1830 – 1893) was a Republican Congressman from Maine's 3rd District (1863 – 1876) and also the 31st Speaker of the U.S. House of Representatives from 1869 to 1875. He was one of the founders of the Republican Party. He would later become a Senator from Maine and U.S. Secretary of State. Although he carried a lingering taint of the scandals of the President ULYSSES S. GRANT₆ years, he would get the nomination of his party and unsuccessfully run for President of the United States in 1884. He lost to Democratic President GROVER CLEVELAND₆.]<<<<

- August 16, 1873: Saturday (North Haven, Maine) At 8:00 A.M. left North Haven, passed across into Western Bay (West Penobscot Bay); at 11:00 A.M. turned Fort Point (Stockton Springs, Maine), sent boat ashore; at 11:30 left Fort Point; at 1:45 arrived at Bangor (Maine); distance 27 plus 28 for a total of 55 (miles); time 2.15 (hours/minutes).

>>>[Note: Fort Point Lighthouse, Fort Point State Park, Stockton Springs, Cape Jellison, Maine was built in 1836 and rebuilt 1857. It is located on the west side of Penobscot Bay and marks the mouth of the Penobscot River. It's tower is 31 feet in height with a granite foundation and brick tower construction. The original fog bell house still exists.]<<<<

- August 17, 1873: Sunday (Bangor, Maine) All this day at Bangor (Maine); weather very fine.
- August 18, 1873: Monday (Bangor, Maine) At 6:10 left Bangor; 6:40 Hampden; 7:20 Winterport; 7:45 Bucksport; 8:09 Sandy Point; 8:20 Fort Point; 8:50 Dices Head (Lighthouse); 10:06 Mark Isle; 10:36 Owls Head, course SW by S ¼ S; 11:18 White Head; 11:48 Mosquito Isle, course SW; 11:59 Old Cilly (Ledge), course SW; 12:10 Georges Isle, course SW; 12:21 Old Man, course SW; 1:30 Pump (Pumpkin Island) Rock, course SW by W ½ W; 1:42 Bantum, course SW by W; 2:15 Seguine; 2:33 Small Point; 3:22 HW (Halfway) Rock; 3:42 Green Isle; 3:58 White Head (Whitehead Passage); 4:15 anchorage (Portland, Maine); time 10.05 (hours/minutes); distance 120 (miles). [Mess bill for August \$26.67.]

>>>[Dice Head Lighthouse was built in 1829 on the north side of the entrance to Castine Harbor.]<<<<

- September 5, 1873: Friday (Portland, Maine) At 8 a.m. went to dock for coal; at 6:45 PM left Portland bound east; at 7:05 Portland Light, course S ½ E; at 7:53 outside HW (Halfway) Rock, course ESE; at 9:13 Seguine, course E by S ½ S; Cuckolds, course E by N ½ N; 10:24 came to anchor Booth Bay; time 3.39 (hours/minutes); distance 35 (miles).

- September 6, 1873: Saturday (Boothbay Harbor, Maine) At 5:52 left Booth Bay; at 6:16 Cuckolds, course S by W $\frac{1}{4}$ W; at 6:40 Sisters, course SW by W $\frac{1}{2}$ W; at 6:55 Seguine, course SW by W; at 7:16 Small Point; at 8:12 H.W. (Halfway) Rock; at 8:35 Green Isle; at 9:13 Portland, Maine; time 3.21 (hours/minutes); distance 35 (miles).
- September 7, 1873: Sunday (Portland, Maine) All this day in Portland Harbour.
- September 8, 1873: Monday (Portland, Maine) At 1:07 left Portland; at 1:28 Portland Light, course S $\frac{1}{2}$ E; at 1:39 Trundy R (Reef) Buoy, course S $\frac{3}{4}$ E; at 1:45 BCR (Broad Cove Rock) Buoy, course S $\frac{1}{4}$ W; at 1:51 Cape Elizabeth, course SSW; Watts Ledge, course SSW; at 2:45 Wood Isle, course SW by S; at 3:30 Cape Porpoise, course SW by S; at 5:00 Boon Isle and Nubble, course SW by S; at 5:30 York Ledge, course SW by S; at 6:00 Sisters, course SW $\frac{1}{2}$ S; at 6:07 Kitts Rock, course WSW; at 6:12 Whales Back, course N by W $\frac{1}{2}$ W; Portsmouth (New Hampshire) Light, course N by W; at 6:24 Peperells Cove, course N; time 5.17 (hours/minutes); distance 50 (miles).
- September 9, 1873: Tuesday (Pepperell Cove, Kittery Point, Maine) At 8:50 left Peperells Cove; at 9:03 Kitts Rocks B (Buoy); at 9:37 Duck Isle (Isles of Shoals), course SE $\frac{1}{2}$ S; at 9:56 outside Andersons Rock; at 11:35 Newbury Port outer buoy; at 12:00 Newbury Port (Newburyport, Massachusetts); time 3.10 (hours/minutes); distance 25 (miles); sailed to date 145 (miles).
- September 10, 1873: Wednesday (Newburyport, Massachusetts) At 2:45 left Newbury Port; at 3:09 outer buoy; Dry Salvages, course SE by S; at 5:45 Cape Ann Harbour (Gloucester, Massachusetts); time 3.00 (hours/minutes); distance 27 (miles); up to date 172 (miles).
- September 11, 1873: Thursday (Cape Ann Harbour, Gloucester, Massachusetts) At 6:44 left Gloucester; at 7:36 Thachers Isle, course ENE; at 7:48 Salvages, course NE; at 10:40 Boon Isle 7 miles outside, course NE; at 1:00 Wood Isle, course NE; Cape Elizabeth, course NE; at 3:47 Seguine, course ENE; at 3:57 Pond Isle; at 5:15 Bath (Maine); time 11.30 (hours/minutes); distance 102 (miles); up to date 274 (miles).
- September 12 to 15, 1873: (Bath, Maine) There are no journal entries for this period.
- September 16, 1873: Tuesday (Portland, Maine) At 11:10 left Portland; at 11:25 White Head; at 12:00 HW (Halfway) Rock, course ESE; at 12:53 Glovers Rock outside, course ESE; at 1:26 Sisters; at 1:48 Cuckolds outside, course E $\frac{1}{2}$ S; at 2:05 Ram Isle, course E by N $\frac{1}{4}$ N; at 2:17 Thrum Cap (Thrumcap Island), course ESE; at 3:02 Egg Rock; course E $\frac{1}{2}$ S; at 3:24 Davis Straits, course E by E $\frac{1}{2}$ S; at 3:35 Huppers Isle, course E by N $\frac{1}{4}$ N; at 3:49 Mosquito Island; at 4:20 White Head, course E by N $\frac{1}{4}$ N; at 4:30 Sail (Seal) Harbour (Spruce Head, Maine); time 5.20 (hours/minutes); distance 57 (miles); distance to date 331 (miles).
- September 17, 1873: Wednesday (Seal Harbour, Spruce Head, Maine) At 7:10 left Sail (Seal) Harbour; at 7:19 Spruce Head; at 7:31 Otter Isle, course E by N $\frac{3}{4}$ N; at 7:37 Ash Point, course NE $\frac{3}{4}$ E; at 7:47 S (Sheep) Isle Buoy, course NE $\frac{3}{4}$ N; at 7:57 Owls Head, course NE by E; at 8:17 Rockland (Maine), course W $\frac{1}{2}$ N; time 1.07 (hours/minutes); distance 10 (miles).
At 10:20 left Rockland (Maine); at 10:27 James (Jameson) Point, course E $\frac{1}{2}$ S; Mark Isle, course E by N; at 12:22 Pump Isle Lt (Pumpkin Island Light, Eggemoggin); at 12:29 R Buoy, course SE $\frac{1}{4}$ S; Sedgewick (Sedgwick, Maine), course SE by S; passed through reach (Eggemoggin Reach); Lazy Gut (Lazygut) Buoy; R & Black Buoy, course W by N; at 1:53 stopt (stopped) and sent boat to schooner; at 2:19 went ahead; Greens Landing (Green Island); at 2:47 Mark Isle, course SW by W $\frac{1}{2}$ W; at 2:50 Black Buoy, course W $\frac{3}{4}$ S; at 3:12 Channel Rock inside, course W $\frac{1}{2}$ S ebb tide; at 3:17 B Buoy, course W $\frac{3}{4}$ N; at 3:33 North Haven (Maine); time running 4.47 (hours/minutes); distance 52 (miles); distance to date 392 (miles).
- September 18, 1873: Thursday (North Haven, Maine) At 9:55 left North Haven; at 10:07 Browns Head (Light), course SW $\frac{3}{4}$ S; at 10:15 Fiddlers Ledge, course SW $\frac{1}{2}$ W; at 10:42 Owls Head, course W $\frac{1}{4}$ N flood tide; at 11:00 Rockland (Maine), course W $\frac{1}{2}$ N ebb tide; time 1.05 (hours/minutes); distance 10 (miles); distance to date 402 (miles).

- September 19, 1873: Friday (Rockland, Maine) All this day at Rockland; fresh breeze SSW and cloudy; at 6 PM commenced raining; at 8 PM fresh gale south with heavy rain squalls.
- September 20, 1873: Saturday (Rockland, Maine) >>>[Note: There are no entries logging the revenue cutter's trip from Rockland to Portland, Maine this day?]<<< This day Captain TREADWAY₆ (Captain **TIMOTHY TREADWAY₆**) came on board.
- September 21, 1873: Sunday (Portland, Maine) All this day at Portland.
- September 22, 1873: Monday (Portland, Maine) This day at Portland.
- September 23, 1873: Tuesday (Portland, Maine) All this day at Portland.
- September 24, 1873: Wednesday (Portland, Maine) All this day at Portland.
- September 25, 1873: Thursday (Portland, Maine) very pleasant.
- September 26, 1873: Friday (Portland, Maine) Repairing engine and boiler at Portland.
- September 27, 1873: Saturday (Portland, Maine) All this day at Portland; signed Day Rolls for money.
- September 28, 1873: Sunday (Portland, Maine) All this day at Portland; temperature 86 (degrees Fahrenheit) at 5 PM.
- September 29, 1873: Monday (Portland, Maine) Fresh SW wind at Portland.
- September 30, 1873: Tuesday (Portland, Maine) All this day at Portland.
- October 1 to 3, 1873: Wednesday to Friday (Portland, Maine) At Portland.
- October 4, 1873: Saturday (Portland, Maine) At 1:55 left Portland; passed out by Portland Light into Hussy (Hussey) Sound out by Mark Isle; at 3:58 up to Harpswell anchorage; time 2.03 (hours/minutes); distance 20 ½ (miles).
- October 5, 1873: Sunday (Harpswell Harbor, Maine) This day at Harpswell; rainy, thick fog, wind south; at 6:45 fog settled, weather clearing, etc.
- October 6, 1873: Monday (Harpswell Harbor, Maine) At 9:03 left Harpswell; at 9:30 Mark Isle; at 10:46 Portland anchorage; time 1.33 (hours/minutes); distance 15 (miles); weather very pleasant.
- October 7 to 13, 1873: Wednesday to Monday (Portland, Maine) The above days in Portland Harbour.
- October 8, 1873: Thursday (Portland, Maine) (***LEONARD S. GRANT₆**) paid off \$108.60.

Appendix:

Table 1: Mess Bills (U.S.R.C. <i>Hugh McCulloch</i>) – October 8th, 1873	
Mess Bill	\$
Lt. WILSON₆'s bill	\$46.18
Lt. HAND₆'s (WILLIAM H. HAND₆'s) bill	\$60.12
D. KEEN's bill (D.T. Keen & Son, 298 Main St., Rockland, Maine) – groceries.	\$11.79
COBB's bill (Cobb, Wight, & Co., 246 Main St., Rockland, Maine) – ship stores	\$3.12
KRIESE's bill	\$7.52
K. H. RICHARDS' bill	\$15.00
* GRANT₆'s (*LEONARD S. GRANT₆'s) bill	\$1.25
DYER's bill	\$5.91
WASH bill	\$2.00
ATWOOD's bill	\$0.60
BRENNAN₆'s (F.A.D. BRENNAN₆'s) bill	\$1.80
Total:	\$152.84

- October 14, 1873: Tuesday (Portland, Maine) At 5:20 left Portland; at 5:44 Portland Light; at 6:35 HW (Halfway) Rock, course ESE fog; at 7:33 Small Point, course E by S; at 8:26 Cuckolds inside; at 8:42 Thread of Life (Ledges), course E ½ N; at 8:54 Thrum Cap (Thrumcap Island), course ESE; at 9:06 Pen (Pemaquid) Point, course E ½ S; at 9:37 Egg Rock, course E ½ S; at 10:00 Davis Straits, course E ½ S; at 10:11 Hoopers (Huppers) Isle, course E by N ¼ N; at 10:25 Mosquito Isle; at 10:59 White Head, course E by N ¼ N; at 11:06 Spruce Head, course NE by E;

at 11:18 Otter Isle, course NE by E $\frac{3}{4}$ E; at 11:24 Ash Point, course NE by E; at 11:34 S. (Sheep) Isle Buoy, course NE by N $\frac{1}{4}$ N; at 11:41 Monroe Isle, course NE by E; at 11:44 Owls Head, course N; at 12:03 Rockland, course W by N; time to Rockland 6.43 (hours/minutes); distance 70 (miles).

At 2:30 PM left Rockland with **Mr. NEWBERT**₆; at 3:43 Sail (Seal) Harbour; time 1.13 (hours/minutes); distance 10 (miles); this month to date distance 100 (miles).

At 4:30 left Sail (Seal) Harbour; at 5:35 arrived at Rockland; time 1.05 (hours/minutes); distance 10 (miles); distance sailed 88 (miles); sailed this month to date 107 (miles).

- October 15, 1873: Wednesday (Rockland, Maine) At 9:00 left Rockland; at 10:02 White Head; at 10:36 Mosquito Isle, course SW; Brothers, course W by N $\frac{1}{2}$ N; Black Buoy, course W $\frac{1}{2}$ S; at 10:53 Hoopers (Hupper Island) Isle; at 11:06 Davis Straits, course SW $\frac{3}{4}$ W; at 11:27 Black Rock, course WSW; at 11:30 Egg Rock, course SW by W $\frac{1}{2}$ W; at 12:04 P Q (Pemaquid) Point, course SW by W $\frac{3}{4}$ W; Thrum Cap, course SW by W $\frac{1}{2}$ W; at 12:35 Fisherman's Isle, course W $\frac{3}{4}$ S; Burnt Isle, course NW $\frac{1}{2}$ N; at 1:00 Booth Bay; distance 38 (miles); time 4.00 (hours); distance to date 142 (miles).
- October 16, 1873: Thursday (Boothbay, Maine) All this day at Booth Bay, wind fresh SW.
- October 17, 1873: Friday (Boothbay, Maine) At 7:30 left Booth Bay; at 7:57 Cuckolds; at 8:21 Sisters; at 8:58 Small Point; at 10:06 HW (Halfway) Rock; at 10:37 Green Isle; at 10:54 White Head; at 11:17 came to anchor Portland (Maine); time 3.51 (hours/minutes); distance 35 (miles); distance sailed to date 177 miles.
- October 23, 1873: Thursday (Portland, Maine) At 2:06 left Portland; at 3:50 came to Harpswell; time 1.50, distance 15 (miles).
- October 24, 1873: Friday (Harpswell, Maine) At 7:22 left Harpswell; at 7:48 Mark Isle; at 8:44 Fillen (Fuller?) Rock, course SE $\frac{1}{2}$ E; at 9:00 Jack Ledge, course E; at 9:20 Sisters, course E $\frac{1}{2}$ N; at 9:43 Cuckolds, course E; at 10:00 Burnt Isle, course NE by N $\frac{1}{2}$ N; passed around S. (Squirrel) Isle; at 10:10 Ram Isle; at 10:24 Thrum Cap (Thrumcap Island), course ESE; at 10:37 P (Pemaquid) Point, course E $\frac{1}{2}$ S; thence to R. (Round) Pond; from Round Pond to Herring Gut; thence to White Head; thence to Rockland anchorage (arriving) at 5:30; time 10.08 (hours/minutes); distance 80 (miles); distance to date 272 (miles).
- October 25, 1873: Saturday (Rockland, Maine) At Rockland.
- October 26, 1873: Sunday (Rockland, Maine) At 10:24 left Rockland; at Monroe Isle stopt (stopped) to tow brig off shore; at 11:30 left Owls Head; at 12:26 White Head; at 1:21 Hoopers (Hupper) Isle; at 1:38 Davis Straits; at 2:05 Egg Rock; at 2:43 P (Pemaquid) Point, course WSW; at 2:59 Thrum Cap (Thrumcap Island), course SW by W; at 3:14 Thread Life (Thread of Life Ledges), course W by S; at 3:25 Burnt Isle, course NW; at 3:30 Mouse Isle, course N; at 3:35 (Boothbay Harbor) anchorage, course NNE; distance 40 (miles); time 4.25 (hours/minutes); distance to date 312 (miles).
- October 27, 1873: Monday (Boothbay Harbor, Maine) All this day at Booth Bay; strong breeze from the south, heavy rain squalls and thick fog at times; starboard and port anchors down.
- October 28, 1873: Tuesday (Boothbay Harbor, Maine) This day comes in very pleasant and calm; thin ice seen on hurricane deck, first for the season; at 12:00 left Booth Bay; at 12:33 Cuckolds; at 1:20 Mile L. (Ledge) Buoy, course SW; at 1:40 Fillen (Fuller?) Rock, course W; at 2:35 Mark Isle, course W by N; Gebeague (Great Chebeague Island), course WNW; at 3:52 Portland (Maine); distance 35 (miles); time 3.50 (hours/minutes); sailed to date this month 347 (miles).
- October 29 to November 3, 1873: Wednesday to Monday (Portland, Maine) at Portland.
- November 4, 1873: Thursday (Portland, Maine) At 10:05 left Portland; went out by Portland Light, threw over ashes (from coal boiler), returned back to anchorage at 11:30; time 1.25, distance 12 miles.

- November 10, 1873: Wednesday (Portland, Maine) Paid off with \$108.96 less mess bill of \$21.88; clear \$87.02.
- November 20, 1873: Saturday (Portland, Maine) At coal dock taking in coal; been absent 10 days.
- August to December, 1873: >>>[Appendix: On the *McCulloch* (1st Assistant Engineer) **DINSMORE**₆ caterer \$152.84.]<<<<>>> [Note: 1st Assistant Engineer **M.D.L. DINSMORE**₆ born New York; he will be promoted to be the Chief Engineer of the newly commissioned U.S.R.C. *Alexander J. Dallas* on August 26, 1874.]<<<<

Month	\$
August	\$26.67
September	\$19.60
October	\$19.21
November	\$19.60
December	\$19.63

[End of Captain ***LEONARD S. GRANT**₆'s Seaman's Journal No. 2 Entries, U.S. Revenue Cutter **HUGH McCULLOCH**, May 27 to November 20, 1873]<<<<<<

2. U.S. Revenue Cutter **LEVI WOODBURY** (1874):

[**The U.S. Life-Saving Service**] In 1873 the Secretary of the Treasury had designated a commission to study establishing life-saving stations. Although it wasn't until June 18, 1878 that the U.S. Congress passed a law to establish the U.S. Life-Saving Service (USLSS), in 1874 and 1875 a number of new life-saving stations were already being established all along the Maine, New Hampshire, and Massachusetts coasts. In 1874, 1875, and 1876, Captain ***LEONARD SAMUEL GRANT**₆ was pilot of the U.S. Revenue Cutters *Levi Woodbury* and *Alexander J. Dallas* that helped outfit and supply many of these new life-saving stations of the fledgling service.

The new life-saving stations were located at the most dangerous points on the coast of Maine, New Hampshire, and Massachusetts which abound with rugged headlands, islets, rocks, reefs, and intricate channels. Wrecks have occurred on practically all of the off lying islands and rocks between Boston and Machias Bay, most of them in thick weather, either fog or snow.

Surfmen were generally employed during the annual "active season" from August 1st to May 31st. An additional surfman called "the winter man" was typically added to the crew from December 1st to April 30th with some variation over the years. Most stations had a keeper, six regular surfman plus a winter man.<<<<<<

>>>>>[Captain ***LEONARD S. GRANT**₆'s Seaman's Journal No. 2: U.S. Revenue Cutter **LEVI WOODBURY** – February 1 to July 3, 1874]:

The U.S. Revenue Cutter *LEVI WOODBURY* was named for **LEVI WOODBURY**₆, Secretary of the Treasury from 1834 to 1841. She was a 370 ton, *Pawtuxet* Class (1863), wooden-hulled (oak, locust, and/or white oak with iron diagonal bracing), steam-powered, topsail schooner with two masts and one center smokestack between the masts. She was 138 ft. in overall length with a 26 feet 6 inch beam, and 11 feet draft. She was driven by two oscillating cylinders (36 inches diameter by 30 inch stroke) with a single 8 ft. screw. (However in 1868, she was lengthened to 147

ft. 6 in. overall and underwent major changes which included replacing her oscillating engines with a single 36 in. X 36 in. installation built by Reany Son and Archibold.)

She was built by J. W. Lynn & Sons in Philadelphia, Pennsylvania for \$92,000 where she was commissioned as the Revenue Marine Service *Mahoning* on July 18, 1864. She had a complement of 7 officers and 34 enlisted men and was armed with 7 guns (1 x 30 pounder Parrot rifles and 6 x 24 pounder howitzers) in her main battery. On June 5, 1873 her name was changed to the Revenue Marine Service *Levi Woodbury* and her main cruising area was the New England waters from Cape Ann, Massachusetts to Portland, Maine. She patrolled the American coastline from Massachusetts to Maine for the major portion of her active career. She was the longest lasting of the screw-propelled vessels built in the Civil War. She was decommissioned on July 19, 1915 at Portland, Maine. She had been in service for some fifty years. She sold for \$4,286 on August 10, 1915 to the Thomas Butler Company of Boston, Massachusetts.¹⁰

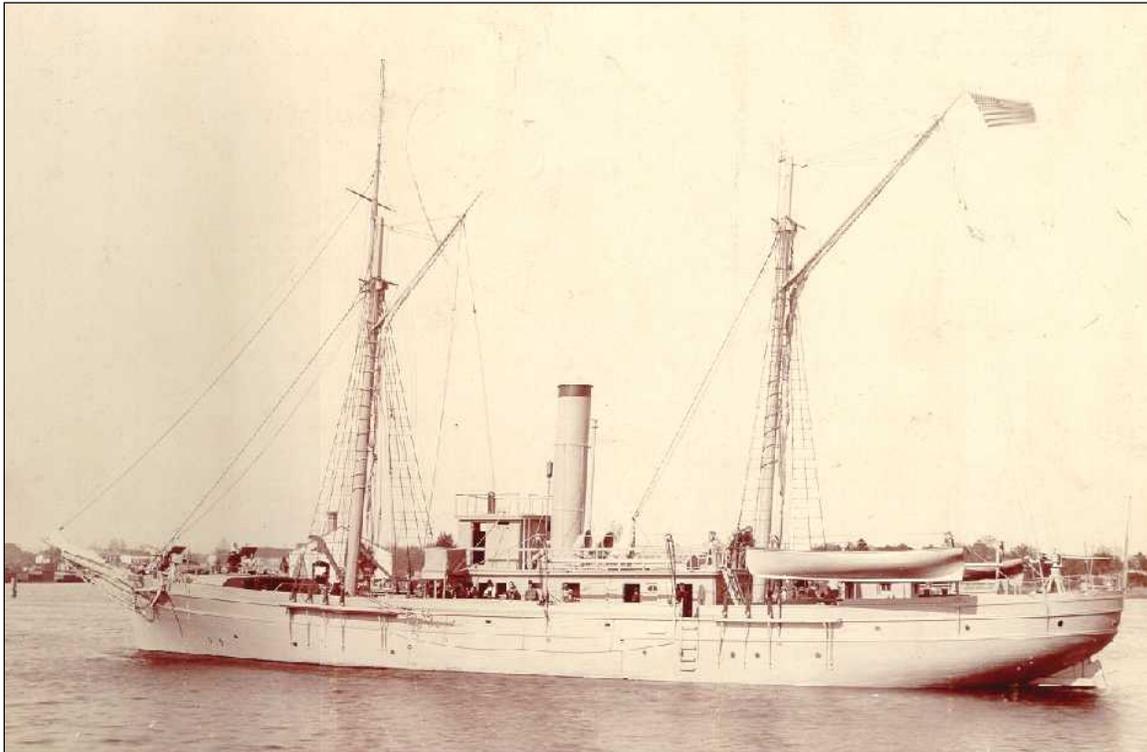


Figure 4: U.S. Revenue Cutter *Levi Woodbury*

During the first half of 1874, the following officers and seamen served on the U.S. Revenue Cutter *Levi Woodbury*:

- Captain: **DAVID EVANS**₆ (Born: Wales, England; appointed from New York; promoted to Captain on March 30, 1867)
- Captain: **FINGER**₆ (probably Captain **ALVAN A. FENGAR**₆, born Connecticut; appointed from Connecticut; promoted to Captain on July 11, 1864)
- 1st Lieutenant: **THOMAS S. SMYTHE**₆ (Born: Canada; appointed from New York; he will be promoted to Captain on March 11, 1890)
- 2nd Lieutenant: **ALFRED WESTON**₆
- 3rd Lieutenant: **M. G. WOODWARD**₆
- 3rd Lieutenant: **EDMOND C. CHAYTOR**₆ (Born: Maryland; appointed from South

Carolina; he will be promoted to First Lieutenant on May 16, 1891)

- Lieutenant: **WILSON**₆
- Lieutenant: **BATEMAN**₆ (Instructor of Marine Signals)
- Chief Engineer: **F. A. D. BRENNAN**₆
- 1st Assistant Engineer: **ALEXANDER L. CHURCHILL**₆ (Born: Massachusetts; appointed from Massachusetts; he will be promoted to Chief Engineer on March 2, 1885)
- 2nd Assistant Engineer: **JAMES OGDEN**₆ (Born: Pennsylvania; appointed from Pennsylvania)
- Pilot: ***L. GRANT**₆ (***LEONARD SAMUEL GRANT**₆) (Born: Prospect, Maine on July 6, 1812; died in Boston, Massachusetts on November 19, 1880)
- Paymaster: **MOTTEN**₆
- Quartermaster: **PRATT**₆
- Quartermaster: **YOUNG**₆
- Master at Arms: **GEORGE MORGAN**₆
- Boatswain: **A. PHILIP**₆
- Gunner: **E. CHESTER**₆
- Coal Passer: Seaman **MAGEE**₆

During the first half of 1874, the U.S. Revenue Cutter *Levi Woodbury*'s home port was Portland, Maine. During this period, the officers received training in marine signal service and practiced signaling. They learned international and general service signal codes, and learned how to receive and transmit messages by a system of flag movements. The U.S.R.C. *Levi Woodbury* was assigned to patrol the New England coast from Salem, Massachusetts to the south as far north as Eastport, Maine. Its primary mission was to cruise vigorously on its station to afford aid to vessels in distress.

During the first half of 1874, the *Levi Woodbury* went to the assistance of at least six vessels along the Maine coast including the schooners *Eugene* of Thomaston, the English schooner *Walter Scott*, and the cable steamer *Ambassador*. Its mission was to haul vessels off reefs and shoals, tow helpless and disabled craft to harbors of safety, keep channels clear of ice, remove obstructions from waterways, and give succor and aid to shipwrecked mariners. The officers also boarded and inspected vessels. However, in 1874, its role was expanded to support the fledgling Life-Saving Service and the transatlantic cable-laying ships.

During 1874, the Life-Saving Station network expanded to the coast of New Hampshire and Maine. A number of new Life-Saving Stations were constructed along the New England coast in 1873 and 1874, and became operational in 1874. In May, 1874, the *U.S.R.C. Levi Woodbury* delivered new surf boats to the Life-Saving Stations at Rye Beach (New Hampshire), Fletchers Neck (Maine), and Whitehead Island (Maine) and also picked up the key to the building at Fletchers Neck.

On June 8th, 1874, the U.S.R.C. *Levi Woodbury* rendezvoused with the cable ship *Faraday* at Portsmouth, New Hampshire. She was assigned to support the transatlantic cable-laying ships *Faraday*, *Ambassador*, and *Dacia* who were laying the "Direct" cable from Rye Beach, New Hampshire to Tor Bay, Nova Scotia to Ballinskelligs, Ireland. On June 10th, 1874, the *Faraday* departed Portsmouth, New Hampshire alone for Nova Scotia and apparently proceeded independently. On June 30th, 1874, the U.S.R.C. *Levi Woodbury* gave up waiting for her expected return at Portsmouth, New Hampshire and proceeded on her normal revenue cutter duties along the New England coast.

- February 1, 1874: Sunday (Castine, Maine) At 8:00 AM left Castine; arrived at Portland at 4:30 PM; distance 90 miles.
>>>[Appendix: The January, 1874 mess bill on the *Levi Woodbury* was \$18.25.]<<<

- February 4 and 5, 1874: Wednesday and Thursday (Portland, Maine) Coaling.
>>>[Appendix: Portland, Feb. 5th, 1874: paid off on *Levi Woodbury*; received for January \$108.90; mess bill for eight days \$4.71; clear \$104.19.]<<<
- February 6, 1874: Friday (Portland, Maine) At 7:15 AM left Portland icy; at 11:30 Boon Isle; uncoupled engine; light wind under sail; broke port(?) M (Main) T (Topsail) Yard; wore ship (turned stern to the wind); also took in M (Main) Topsail; at 8:10 PM Cape Elizabeth; at 11:53 PM Seguin (Seguin Island), course ENE. >>>[Portland Harbour frozen over on Friday.]<<<
- February 7, 1874: Saturday (at sea Bantum E by S under sail) At 1:00 AM Bantum, course E by S; Cuckolds; at 8:52 AM came to at Booth Bay; put in to Booth Bay for lumber to repair main topsail yard and threatening weather; signs of snow; wind NNE.
- February 8, 1874: Sunday (Boothbay, Maine) This day at Booth Bay, clear and cool, wind NW fresh; Captain on shore to church (and to (Customs) Collectors); east harbour frozen up; PM clear and cool, wind NW, temperature 28 (degrees Fahrenheit); Captain (DAVID EVANS₆) on shore sick; Mr. WESTON₆ (2nd Lieutenant ALFRED WESTON₆) went on shore to see Captain (DAVID EVANS₆); chicken pie for dinner; cranberries pie for tea; so ends these 24 hours.
- February 9, 1874: Monday (Boothbay, Maine) This day comes in pleasant, light air from the westward; Captain (DAVID EVANS₆) still on shore sick rheumatism; breakfast - sausage, toast, etc.
Captain (DAVID EVANS₆) came on board at Booth Bay after having a severe attack of the apoplexy but has recovered his usual good health; at 1:25 PM left Booth Bay; got underway and proceeded to sea; at 4:30 HW Rock (Halfway Rock Light) W; at 4:30 the weather looking bad, ordered the topsails single reefed and furled, ready for a hurricane, etc.; at 5:40 changed course to SSW; had sailed 40 miles up to time of throwing log; at 11:30 PM Boon Isle bearing WNW 8 miles; at 12 midnight had made 70 miles.
>>>[Note: Halfway Rock Lighthouse, Maine was built on a submerged ledge in 1871. It is a 76 ft. granite tower located midway between Portland Head Lighthouse and Seguin Island Lighthouse. It is the mid-point of the southern boundary of Casco Bay.]<<<
- February 10, 1874: Tuesday (at sea south of Boon Island, Maine) At 5:10 Thachers Isle (Cape Ann, Massachusetts); at 9:00 AM wore ship (turned stern to the wind) near Bakers Isle and stood to the eastward; at 11:30 wore ship and stood to the westward, set single reefed topsails; at 1:50 PM Bakers Isle, took in topsails, carried fore & aft sails up to the harbour (Salem, Massachusetts); anchored at 2:30 PM; inner harbour frozen over; Lieutenant WESTON₆ (2nd Lieutenant ALFRED WESTON₆) and WOODARD₆ (3rd Lieutenant M. G. WOODWARD₆) went to Boston. [Appendix: Arrived this day 2:30 PM at Salem (Massachusetts); much ice in the harbour; 1st Lieut. (1st Lieutenant THOMAS S. SMYTHE₆) and 1st Asst. Engineer (1st Assistant Engineer ALEXANDER L. CHURCHILL₆) went to Boston, also sailors four.]
- February 11, 1874: Wednesday (Salem, Massachusetts) This day comes in clear and cool, wind NW fresh, thermometer 12 degrees above (zero Fahrenheit); SMYTHE₆ (1st Lieutenant THOMAS S. SMYTHE₆), WESTON₆ (2nd Lieutenant ALFRED WESTON₆), WOODWARD₆ (3rd Lieutenant M. G. WOODARD₆), BRENNAN₆ (Chief Engineer F.A.D. BRENNAN₆) absent on leave; much ice in the harbour; at 12:00 left Salem; at 6:30 Boon Isle, course NE by N ½ N; under steam and single R (reefed) topsails; at 7:30 close reefed topsails.
- February 12, 1874: Thursday (at sea south of Cape Elizabeth, Maine) At 1:30 AM Cape Elizabeth, course NE by N ½ N; at 10:00 AM passed to the east of Bulkhead Shoal under close reefed topsails, working to windward under steam and sail; went as far west as Cape Porpoise (Kennebunkport, Maine); changed course for Cape Elizabeth; light air southerly; at 5:15 PM Portland Light, course N by W; at 6:00 PM came to anchor in the ice (Portland Harbor, Maine); at 6:15 sent boat ashore for mail; at 7:30 boat returned; much ice in the harbour; too lame to go

on shore.

>>>[The Goat Island Lighthouse was built in 1835 and rebuilt in 1859. The brick lighthouse rests on an exposed natural ledge foundation at the south end of the island. It marks the east side of the entrance to Cape Porpoise Harbor, Kennebunkport, Maine. It includes a boathouse, oil house, and keeper's quarters.]<<<

- February 13, 1874: Friday (Portland Harbor, Maine) At 7:55 left Portland; at 12:04 Seguine (Seguin Island) outside, course E by S; at 1:15 Bantum, course E; at 1:20 reported ship on fire; kept away before the sea, course N by E; passed through between Pumpkin Isle and Damariscove Island; at 4:35 came to anchor Hoopers (Hupper) Island; 8 PM blowing heavy from the south with rain showers, thermometer 40 (degrees Fahrenheit).
- February 14, 1874: Saturday (Herring Gut, Hupper Island, Port Clyde, Maine) This day comes in blowing heavy from the south and heavy rain showers; AM blowing heavy SSW; all hands employed cleaning ship; sent mail on shore at Herring Gut; had sausage for breakfast; (purchased clams \$0.75); boys cleaning paint in ward room; at 5:00 left Herring Gut; at 7:35 came to anchor Burnt Isle (near Boothbay Harbour); heavy sea outside, ship rolling heavy; kept away for Booth Bay; considered it not safe to stay put; good harbour (Boothbay Harbor) and pleasant place to go to church if you have a clean shirt and good clothes; so ends these 24 hours.
- February 15, 1874: Sunday (Boothbay Harbor, Maine) This day comes in pleasant, wind light SE, thermometer 42 above zero (degrees Fahrenheit); all hands mustered on deck; **Mr. CHAYTOR**₆ (3rd Lieutenant **EDMOND C. CHAYTOR**₆) went on shore to shave(?); afternoon pleasant;(purchased milk \$0.30); clam chowder for dinner; Captain and 1st Lieutenant gone to church; wind SE, clear and pleasant; evening **Captain (DAVID EVANS)**₆, **SMYTHE**₆ (1st Lieutenant **THOMAS S. SMYTHE**₆), **CHURCHILL**₆ (1st Assistant Engineer **ALEXANDER L. CHURCHILL**₆), **CHAYTOR**₆ (3rd Lieutenant **EDMOND C. CHAYTOR**₆) at church.
- February 16, 1874: Monday (Boothbay Harbor, Maine) >>>[There are no journal entries regarding the trip from Boothbay Harbor to Portland, Maine this day.]<<< At coal dock (in Portland) coaling.
- February 17, 1874: Tuesday (Portland, Maine) Coaling.
- February 18, 1874: Wednesday (Portland, Maine) At 11:05 left dock; at 11:41 Portland Light, course S ¾ E; at 12:05 Cape Elizabeth, course SSW; Wood Isle, course SW by S; at 12:30 uncoupled propeller; thence under sail, SW wind light; at 2:12 Wood Isle and Cape Porpoise; steered SW; light air NNE; at 5 PM light air, Square Yards(?), course steered SW; **Lieutenant BATEMAN**₆ on board teaching Signal Service.

>>>[The Wood Island Lighthouse was built in 1808 and rebuilt in 1858. It is located on the eastern tip of Wood Island, off Biddeford Pool, Maine, and is east of the Saco River mouth. Its conical white tower is made of granite blocks.]<<<

- February 19, 1874: Thursday (at sea south of Cape Elizabeth, Maine) This day comes in pleasant; from midnight until 8:00 am light baffling (baffling) wind; set log at 7:15 (am), add five miles; from 8:00 am until 12:00 noon, 3 hours light baffling (baffling) wind; 1 hour steady breeze SSW; under sail, no steam; (Lieutenant) **Mr. BATEMAN**₆ teaching Signal Duty; 11 a.m. wind breezeing from the SSW; afternoon strong breeze south; running under topsails, foresail, and fore & aft sails; at 4:35 Seguine (Seguin Island); at 7:00 Monhegan (Monhegan Island), course E; at 7:30 coupled propellor (and) took in foresail; at 8:00 slowed engine; at 8:30 took in topsails; thick snow storm, heavy sea and much sea; at 9:00 passed White Head (Whitehead Island), course NE by E; ran slow NE ½ E; thick vapour and snow; concluded to come to at Lobster Cove (South Thomaston, Maine); at 9:20 came to anchor 3 ½ fathoms water; distance ran since leaving Portland 130 miles.

- February 20, 1874: Friday (Lobster Cove, South Thomaston, Maine) This day comes in thick fog, light airs from the south; 8:00 a.m. still thick fog & calm; 10:30 light wind WSW; 10:45 first sound of fog trumpet on White Head (Whitehead Island) after being very thick 14 hours; at 10:00 a.m. thick fog, wind breezing, 5 fathoms water; at 2:49 (p.m.) left Lobster Cove; at 4:00 Tenants Harbour; at 4:25 left Tenants Harbour; at 6:10 Rockland (Maine); course NW by W north of buoy, course W by N ½ N south of buoy; steamed this day 25 miles.
- February 21, 1874: Saturday (Rockland Harbor, Maine) At 10:20 left Rockland; at 1:25 Castine (Maine); at 1:40 left Castine; at 5:00 came to anchor Sail Harbour (Seal Harbor, Maine); thick snow and rain the whole cruise; distance 65 miles; time 6.40 (hours/minutes); this day took LIEUT. BATEMAN₆ to Castine and put him on board the *Dobbin* to teach officers to signalize, a very pleasant ship mate (shipmate), clothes wet etc..
 >>>[Note: The U.S. Revenue Cutter *James C. Dobbin* was a 174 ton Cushing Class (1853) topsail schooner (two masts) with no power plant or screw. She was built by J.M. Hood in Somerset, Massachusetts and launched on July 13, 1853. It was 93 ft. 9 in. overall length, 22 ft. 6 in. beam, and 10 ft. depth of hold (9 ft. 9 in. draft). She had a complement of 13 men plus officers and was armed (1861) with one 32 pounder. It was named after **JAMES C. DOBBIN**, Secretary of the Navy in the President **FRANKLIN PIERCE** administration. She was sold in 1881.<<<
- February 22, 1874: Sunday (Seal Harbour, Maine) At 10:50 left Sail Harbour (Seal Harbor); at 10:58 set topsails; at 11:02 White Head (Whitehead Island); at 11:30 banked fires (in clear of all danger); at 12:40 set fore & aft; at 2:20 Monhegan, course WSW; shaped course outside PR (Pumpkin Rock), course WSW; signs of storm, wind NE light; soup and chickens for dinner (lunch); all hands hungary (hungry) & hearty but left the table with full bellies; at 4:50 Pumpkin R (Rock); at 5:00 hauled in for Booth Bay; at 5:30 connected propellor; at 5:35 closed up topsails; at 6:25 came to anchor (Boothbay Harbor); time 7.30 (hours/minutes); distance 40 miles; came in on account easterly storm.
- February 23, 1874: Monday (Boothbay Harbor, Maine) This day comes in thick & stormy, wind east moderate; 12:00 noon thick fog, light wind east; 2 PM thick as damnation and calm as a dying Christian; Captain (DAVID EVANS₆) gone on shore to see (Customs) Collector; thermometer 40 (degrees Fahrenheit); 4 PM thick fog & calm; can hear the fog horn on Seguin (Seguin Island) 11 miles (distant); 8 PM thick fog, light wind SW; officers studying signalizing (signalizing); Mr. OGDEN₆ (2nd Assistant Engineer JAMES OGDEN₆) making much noise; all hands getting ready for clams which were bought by Mr. OGDEN₆ (2nd Assistant Engineer JAMES OGDEN₆).
 >>>[Note: Seguin Island Lighthouse was built in 1795 and rebuilt in 1857. It is one of the oldest lighthouses on the East Coast. It is situated on the summit of rocky Seguin Island at 180 feet above mean high water. Located off the mouth of the Kennebec River, it is one of the highest beacons in the state. It's original first-order Fresnel lens is still in operation. Seguin Island has more fog than any other location with the possible exception of Moose Peak Lighthouse, Jonesport, Maine.]<<<
- February 24, 1874: Tuesday (Boothbay Harbor, Maine) At 7:15 left Booth Bay; at 9:56 HW (Halfway) Rock; at 10:45 tacked ship 2 miles from P Lt. (Portland Lighthouse) and stood to the eastward; at 11:35 stopt (stopped) engine Half W. (Halfway) Rock, undo sail; at 2:00 Seguin (Seguin Island); thence to White Head; at 9:10 came to anchor Seal Harbour (Spruce Head); distance 90 miles; time 13.55 (hours/minutes).
- February 25, 1874: Wednesday (Seal Harbour, Spruce Head, Maine) Left Seal Harbour; stood out by White Head; thence SE past Green Isle (to) Matinicus; thence up past Owls Head; thence to Rockland where we fell in with the *Cutter Dobbin* (U.S. Revenue Cutter *James C. Dobbin*), exchanged signals after coming to anchor in three fathoms water; at 6 PM wind east, light with

snow; at 6:15 came to at Rockland (Maine); time 5.30 (hours/minutes); distance 50 miles.

>>>[Note: For a description of the U.S. Revenue Cutter *James C. Dobbin*, see the note of February 21, 1874.]<<<

- February 26, 1874: Thursday (Rockland, Maine) At 7:15 left Rockland; at 5:55 arrived at Portland (Maine); went along dock for coal; time 10.40 (hours/minutes); distance 80 (miles); distance this month 1,200 (miles).
- February 27, 1874: Friday (Portland, Maine) At the coal wharf coaling, took in 21 tons coal; Mr. WESTON₆ (2nd Lieutenant ALFRED WESTON₆) went to Boston 3:10 train; boiler makers work on boiler; clam chowder for dinner (lunch); Lieut. CHAYTOR₆ (3rd Lieutenant EDMUND C. CHAYTOR₆) arrived early from the ball, also Lieut. WOODWARD₆ (3rd Lieutenant M.G. WOODWARD₆); so ends these 24 hours.
- February 28, 1874: Saturday (Portland, Maine) This day very fine at the coal dock.

Date	Item	\$
February 14	Herring Gut (Port Clyde, Maine) - clams	\$0.75
February ?	Booth Bay	\$0.30
February 22	Booth Bay – milk	\$0.30
February 25	Rockland – pr. (provision) bill	\$3.91
	Total:	\$5.26

[Appendix: Mr. OGDEN₆ (2nd Assistant Engineer JAMES OGDEN₆) credited \$5.00 by cash; February mess bill *Levi Woodbury* \$14.80.]

- March 1, 1874: Sunday (Portland, Maine) First day of Spring; laying at coal dock; officers going to church; Lieut. WESTON₆ (2nd Lieutenant ALFRED WESTON₆) arrived from Boston, also Engineer CHURCHILL₆ (1st Assistant Engineer ALEXANDER L. CHURCHILL₆).
- March 2nd, 1874: Monday (Portland, Maine) At 4:20 left Portland; at 5:18 C (Cape) Elizabeth, course SSW; at 5:30 Watts Ledge, course SW by S; changed course at 5 PM to ENE and set all sail, banked fires, uncoupled (engine); south wind light; had made up to 8 AM this day 80 (miles).

Date	Name	\$
March 2 nd	<u>*GRANT₆</u> (<u>*LEONARD SAMUEL GRANT₆</u>)	\$14.80
March 2 nd	<u>SMYTHE₆</u> (<u>THOMAS S. SMYTHE₆</u>)	\$14.80
March 2 nd	<u>WESTON₆</u> (<u>ALFRED WESTON₆</u>)	\$14.80
March 2 nd	<u>CHAYTOR₆</u> (<u>EDMOND C. CHAYTOR₆</u>)	\$14.80
March 2 nd	<u>WOODWARD₆</u> (<u>M.G. WOODWARD₆</u>)	\$14.80
March 2 nd	<u>BRENNAN₆</u> (<u>F.A.D. BRENNAN₆</u>)	\$14.80
March 2 nd	<u>CHURCHILL₆</u> (<u>ALEXANDER L. CHURCHILL₆</u>)	\$14.80
March 2 nd	<u>OGDEN₆</u> (<u>JAMES OGDEN₆</u>)	\$14.80
March 2 nd	Total:	\$118.40

- March 3rd, 1874: Tuesday (at sea Gulf of Maine heading NE) At 9:25 arrived Sail Harbour (Seal Harbor, Spruce Head, Maine); whole distance from Salvages to White Head, course NE by E, 145 (miles); all through the night of the 3rd until 7 AM on the 4th of March not a sound of fog whistle at White Head; not heard at Seal Harbour.

>>>[Appendix: Steam cutter (?) sails this day for N. Y. (New York). That is so.]<<<

>>>[Note: Whitehead Lighthouse, St. George, Maine was built in 1804 and rebuilt in 1852. It is located on the east side of Whitehead Island and marks the west side of the South

entrance to Muscle Ridge Channel. It is a gray tower attached to a red brick service building.]<<<

- March 4th, 1874: Wednesday (Seal Harbor, Spruce Head, Maine) This day comes in with strong breeze from the south with fog and rain; 8 AM blowing heavy; 10 AM rain falling in torrents, thick fog, etc.; this AM (Lieutenant) BATEMAN₆ teaching signaling; 9 PM weather begins to clear up fog and sea.
- March 5, 1874: Thursday (Seal Harbor, Spruce Head, Maine) At 6:55 left Seal Harbour; passed up through Muscle Ridge Channel; at 8:40 came to anchor Rockland; distance 12 miles; time 1.45 (hours/minutes); strong breeze from the north; at 11:20 left Rockland; at 8:00 (PM) Cape Elizabeth, kept away for Boon Isle, course SSW; at 9:55 Thachers Isle (Cape Ann, Massachusetts); at 10:00 coupled engine; at 10:35 East Point, course SW by W; stood into Cape Ann Harbour; at 11:05 boarded vessel and left for Salem (Massachusetts); at 11:52 (PM) Bakers Isle (Massachusetts).
- March 6, 1874: Friday (approach to Salem Harbor, Massachusetts) At 12:10 (AM) Bug Lt. (Lighthouse), course W by N; at 12:30 Salem Harbor, course SW; time 25 hours; distance 177 miles; gone to Boston; officers absent: Capt. EVANS₆ (Captain DAVID EVANS₆), Lieut. SMYTHE₆ (1st Lieutenant THOMAS S. SMYTHE₆), Lieut. WILSON₆, Lieut. WESTON₆ (2nd Lieutenant ALFRED WESTON₆), Engineer BRENNAN₆ (Chief Engineer F.A.D. BRENNAN₆), Engineer CHURCHILL₆ (1st Assistant Engineer ALEXANDER L. CHURCHILL₆); 2 PM calm; evening fair, wind light SE; midnight pleasant; so ends these 24 hours.

>>>[Appendix: U.S. Revenue Cutter *McCulloch* in Boston, Massachusetts, repairing boiler. How did you know that?]<<<

Table 3: Pilot *LEONARD S. GRANT ₆ 's Personal Purchases (in Boston, Mass.) – March 6, 1874	
Item	\$
Coat	\$13.50
Socks	\$1.25
Cholars (collars)	\$0.30
Total:	\$15.05

- March 7, 1874: Saturday (Salem, Massachusetts) This day comes in moderate, light wind SE; at 7:00 AM commenced snowing; at 8:00 AM wind and thick snow; at 9:00 AM wind east with snow, damp; at 12:30 Captain (Captain DAVID EVANS₆), WESTON₆ (2nd Lieutenant ALFRED WESTON₆) and CHURCHILL₆ (1st Assistant Engineer ALEXANDER L. CHURCHILL₆) returned from Boston; at 4:00 PM wind SE and stormy, good breeze; Salem a God forsaken place, amen; at 8:00 PM weather very disagreeable; wind ESE, fresh with snow, hail and rain; Lieut. SMYTHE₆ (1st Lieutenant THOMAS S. SMYTHE₆), Engineer BRENNAN₆ (Chief Engineer F.A.D. BRENNAN₆) absent; *LEONARD GRANT₆, Pilot, Levy Woodbury (U.S. Revenue Cutter Levi Woodbury).
- March 8, 1874: Sunday (Salem, Massachusetts) At 8:25 (AM) left Salem; at 8:45 (PM) Portland Harbour; time 12.20 (hours/minutes); distance 100 miles.
- March 9th, 1874: Monday (Portland, Maine) This day comes in moderate, wind changeable; 2 PM Lieut. SMYTHE₆ (1st Lieutenant THOMAS S. SMYTHE₆), Engineer BRENNAN₆ (Chief Engineer F.A.D. BRENNAN₆) arrived from Boston; Capt. (Captain DAVID EVANS₆) gone on shore for news; at 4:56 (PM) left Portland; at 6:00 (PM) arrived at Harpswell (South Harpswell, Maine); time 2.04 (hours/minutes); distance 16 miles; up to date 438 (miles); evening overcast and chilly.
- March 10th, 1874: Tuesday (South Harpswell, Maine) At 8:30 left Harpswell; at 11:40 Cuckolds, course E by N; at 12:15 stopt (stopped) for sand; snowy, lost one hour; at 5:00 (PM) came to at

B Bay (Boothbay, Maine); (purchased sugar for \$0.60.); running time 7.30 (hours/minutes); distance 50 miles; distance to date 488 (miles).

- March 11th, 1874: Wednesday (Boothbay Harbor, Maine) At 6:40 (AM) left Booth Bay; at 4 PM between Green Isle and Matinicus; at 7:40 (PM) arrived at Rockland (Maine); distance made March 11th 107 (miles); ran up to date 545 (miles).
- March 12, 1874: Thursday (Rockland, Maine) This day comes in hazy and cold, wind NW; 12 noon, clear and cold; afternoon hazy and cold; evening the same.
- March 13, 1874: Friday (Rockland, Maine) Very cold; at 6:40 left Rockland; thermometer 8 above zero; at 9:30 Georges Isle, course SW; at 9:50 Old Man inside, course W by S ½ S; thence by the wind, fore & aft sails SW and low steam; saw a steamer steering E; at 1:30 tacked ship, stood west; at 2:00 Pumpkin Rock; at 3:30 tacked ship and stood NNE; at 5:30 came to anchor B Bay (Boothbay Harbor, Maine); made this day 74 miles; this month to date 619 miles; officers time taken up in practicing (practicing) signaling, etc.; evening hazy & cool, light wind NW.
- March 14, 1874: Saturday (Boothbay Harbor, Maine) At 11:20 left Booth Bay; at 3:47 arrived at Portland (Maine); distance 45 miles; (total mileage to date) 664 miles.
- March 15, 1874: Sunday (Portland, Maine) Sunday at the dock.
- March 16, 1874: Monday (Portland, Maine) Coaling.
- March 17, 1874: Tuesday (Portland, Maine) Purchased fish for \$0.35. At 11:30 left Portland; at 12:44 Cape Elizabeth, steered south from Cape Elizabeth 1.33 (hours/minutes), south east 1.00 (hour), east 1.15 (hours/minutes); 12 midnight had made 75 miles.
- March 18, 1874: Wednesday (at sea Gulf of Maine) Comes in thick fog; at 10:16 Mile Ledge buoy; at 2:10 Monhegan; kept away for W H (Whitehead Island), course NE by E; thick fog, could not get the whistle; made bell boat and passed the Head (Whitehead Island, Maine) and went to Seal Harbour; came to at 6:00 (PM); time 18 hours; distance 108 (miles); distance up to date 844 (miles).
- March 19, 1874: Thursday (Seal Harbor, Spruce Head, Maine) Thick fog & calm; all this AM thick fog & calm; 2 PM thick fog & calm; thermometer 44 (degrees Fahrenheit); Seal Harbour a God forsaken hole; fog thick as damnation; 2:30 PM Capt. (Captain DAVID EVANS₆) left the ship for the shore; all this day thick fog.
- March 20, 1874: Friday (Seal Harbor, Spruce Head, Maine) At 5:35 left Seal Harbour; at 7:10 Rockland (Maine), course WNW; time 1.35 (hours/minutes); distance 12 miles; at 11:30 left Rockland; at 12:50 arrived at Seal Harbour; blowing heavy WNW; time 1.20 (hours/minutes); distance 13 (miles).
- March 21, 1874: Saturday (Seal Harbor, Spruce Head, Maine) At 6:10 left Seal Harbour; at 7:35 went to Owls Head, stopt (stopped) for boarding vessels; at 8:12 left Owls Head, stood to the SW; at 2:30 Booth Bay; whole time 8.20 (hours/minutes); distance 50 (miles); March 21 up to date 919 (miles); this day strong gale SW.

>>>[The Owls Head Lighthouse was constructed in 1826 on the peak of the Owls Head headland near Rockland, Maine. It marks the northeast entrance to Owls Head Bay and is on the south side of the entrance to Rockland Harbor, Maine. The white granite tower stands 20 feet above ground and 100 feet above mean high water.]<<<<

- March 22nd, 1874: Sunday (Boothbay Harbor, Maine) This day comes in moderate & calm; Capt. (Captain DAVID EVANS₆), CHURCHILL₆ (1st Assistant Engineer ALEXANDER L. CHURCHILL₆), CHAYTOR₆ (3rd Lieutenant EDMOND C. CHAYTOR₆) gone to church; this A.M. officers and Pilot (*LEONARD S. GRANT₆) arguing on religion and other topics of the day; roast beef and tapioca pudding for dinner; 2 PM cool with passing clouds, wind NW; Ward Room short of provisions etc.; want flour, coffee, milk, eggs, etc..

>>>[Note: Captain ***LEONARD S. GRANT**₆'s library included the following books:

(1) "*The New Testament of our Lord and Saviour Jesus Christ: translated out of the original Greek; and with the former translations diligently compared and revised.*" – New York: American Bible Society, instituted in the year MDCCCXVI (1864); with the introduction: "*To the Defenders of their Country! (with the American flag) – presented by the New York Bible Society 1864*" and with the inscription: "**LEONARD GRANT**, Guide & Book, 1874" and,

(2) "*Universalism Not Of God; an examination of the System of Universalism; its Doctrine, Arguments, and Fruits*" by Matthew Hale Smith, published by the American Tract Society instituted in the year 1825; the property of the American Seamen's Friend Society, N. Y., 80 Wall Street, Boston, 13 Cornhill. It was stamped: "*Ship's Library*".]<<<<

- March 23, 1874: Monday (Boothbay Harbor, Maine) This day comes in with snow squalls blowing heavy NW; 9 A.M. went on shore for provisions; spoke (with) sch (schooner) belonging to Harpswell with loss of main boom(?); also espied a vessel ashore inside Cuckold (The Cuckolds, Newagen, Maine); Capt. (Captain DAVID EVANS₆) came on board in the gig at 10:30; Capt. sch (schooner) came on board requesting the Capt. (Captain DAVID EVANS₆) to tow his vessel to Portland; 12 noon left Booth Bay Harbour and went to Cuckolds to assist Sch. Eugene of Thomaston ashore on the Cuckolds loaded with lime; on account of strong gale and shoal water could not get tow fast to her; broke starboard anchor and saved the pieces; returned back to Booth Bay 4:15 (PM); time 4.15 (hours/minutes); distance made 15 miles; 934 (miles total).
- March 24, 1874: Tuesday (Boothbay Harbor, Maine) This day comes in clear and cool; wind blowing heavy NW; thermometer at 4 AM 2 above zero, at 8 AM 5 above zero; 10 AM company on board; home outing, got tired of mending holes in the ass of their husbands breeches etc..

>>>[Note: There are no entries regarding the trip from Boothbay Harbor to Portland, Maine.]<<<<

- March 25, 1874: Wednesday (Portland, Maine) At Portland; took in coal.
- March 26, 1874: Thursday (Portland, Maine) At 3:20 left Portland; at 6:20 came to anchor Wood Isle (probably delivered coal to Fletchers Neck Life-Saving Station); distance 25 (miles); time 3.00 (hours).

>>>[Note: Fletchers Neck Life-Saving Station was previously Biddeford Pool Life-Saving Station.]<<<<

- March 27, 1874: Friday (Wood Isle, Biddeford Pool, Maine) At 5:45 left Wood Isle (Fletchers Neck Life-Saving Station); at 4:00 (PM) came to at Rockland (Maine); distance 90 (miles); time 10 (hours).
- March 28, 1874: Saturday (Rockland, Maine) At 5:55 left Rockland, thick snow; proceeded to the east; passed through Fox Isle Thoroughfare, crossed Eagle Isle Channel, through Deer Isle Thoroughfare, across Isle Au Haut Bay; came to anchor near York's Narrows (York Island); made fast to English Sch (Schooner) Walter Scott; took her across to Rockland; at 3:20 arrived at Rockland; time 9.25 (hours); distance 70 (miles); distance up to date 1,119 (miles).
- March 29, 1874: Sunday (Rockland, Maine) This day at Rockland, wind fresh NW; afternoon more moderate; evening pleasant; Capt. (Captain **DAVID EVANS**₆), **WESTON**₆ (2nd Lieutenant **ALFRED WESTON**₆), **CHURCHILL**₆ (1st Assistant Engineer **ALEXANDER L. CHURCHILL**₆) gone to church; so ends this day.
- March 30th, 1874: Monday (Rockland, Maine) At 5:35 left Rockland; at 8:30 Mosquito Isle, course SW by W, thick snow squalls; at 10:10 Egg Rock, course SW by W ½ W; at 10:30 set fore & aft sails; stood south until 11:00; at 12:30 stood in towards Booth Bay; at 1:15 came to anchor; time 7.45 (hours/minutes); distance 60 (miles); up to date 1,179 (miles).

- March 31, 1874: Tuesday (Boothbay Harbor, Maine) This day comes in clear and cool, wind NW; fleet leaveing (leaving) the harbour; ham & eggs for breakfast; roast beef for dinner (lunch); the last day of the month; last day of winter cruising; last day of catering; at 9:35 left Booth Bay; at 2:15 Portland; time 4.30 (hours/minutes); distance 35 (miles); up to date 1,215 (miles).

Date	Item	\$
March 9 th	Portland – paid for mess	\$0.30
March	Booth Bay – paid for sugar	\$0.60
March 17 th	Portland – fish	\$0.35
March 12 th	Keen’s bill (D.T. Keen & Son, 298 Main Street, Rockland, Maine) - groceries and provisions	\$8.70
March 20 th	Keen’s bill (groceries & provisions)	\$3.09
March	Sent to wash woman for Feb. & Jan.	\$2.00
March	Mr. Brennan₆ (F.A.D. Brennan₆) Credit by tea	\$1.80
March	Bill K.H. Richards	\$12.55

- April 1st, 1874: Wednesday (Portland, Maine) All this day at Portland; ship paid off.
- April 2nd, 1874: Thursday (Portland, Maine) All this day at Portland; **SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**), **WOODWARD₆** (3rd Lieutenant **M. G. WOODWARD₆**), **CHURCHILL₆** (1st Assistant Engineer **ALEXANDER L. CHURCHILL₆**), **OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**) absent.
- April 3, 1874: Friday (Portland, Maine) This day at Portland; waiting orders; cold, chilly SW winds.
- April 4th, 1874: Saturday (Portland, Maine) This day at Portland.
- April 5th, 1874: Sunday (Portland, Maine) This day at Portland.
- April 6th, 1874: Monday (Portland, Maine) This day at Portland; at 11:00 came to the dock.
- April 7th, 1874: Tuesday (Portland, Maine) At Portland; **Mr. BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**), **Mr. OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**), **Mr. WOODARD₆** (3rd Lieutenant **M. G. WOODWARD₆**) absent; at the dock.
- April 8th, 1874: Wednesday (Portland, Maine) **Lieut. SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**) & **CHAYTOR₆** (3rd Lieutenant **EDMOND C. CHAYTOR₆**), **CHURCHILL₆** (1st Assistant Engineer **ALEXANDER L. CHURCHILL₆**) on board; thick fog; at the dock.
- April 9th, 1874: Thursday (Portland, Maine) This day comes in thick with snow and fog, rain, etc.; **Mr. OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**) on board; dock.
- April 10th, 1874: Friday (Portland, Maine) All this AM thick snow storm; 2 PM began to clear up; steward gone home.
- April 11th to 17th, 1874: Saturday to Friday (Portland, Maine) At Portland (Maine).
- April 18th, 1874: Saturday (Portland, Maine) This day went to Bath (Maine) and returned. Rev. Stm. Cutter Alex. Dallas (U.S. Revenue Cutter Alexander J. Dallas) launched at Portland April 18th, 1874; built by Curtis and Co.
- April 19th, 1874: Sunday (Portland, Maine) At Portland.
- April 20th, 1874: Monday (Portland, Maine) At 10:20 left Portland; at 7:00 (PM) arrived at Salem (Massachusetts); distance 85 (miles); time 8.00 (hours); thick snow & rain whole passage; **Lieut. SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**) gone to Boston; **Mr. BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**), **Mr. CHURCHILL₆** (1st Assistant Engineer

ALEXANDER L. CHURCHILL₆ absent.

- April 21, 1874: Tuesday (Salem, Massachusetts) This day at salem; wind fresh NW; passing clouds, etc.; **Mr. WESTON₆** (2nd Lieutenant **ALFRED WESTON₆**), **Mr. WOODWARD₆** (3rd Lieutenant **M.G. WOODWARD₆**) returned from Boston 6 PM; large fleet in port; some sailed in AM; Salem a lonesome miserable hole not fit for the dogs to live in; nothing but witches and fools.
- April 22, 1874: Wednesday (Salem, Massachusetts) This day comes in clear and cool; 7 AM loosed sails for drying; wind from the WNW; 11:45 AM furled sails, wind blowy.
>>>[Appendix: Po Salem: **Mr. OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**) credited by cash \$0.25; **Lieut. WESTON₆** (2nd Lieutenant **ALFRED WESTON₆**) cash \$0.02.]<<<<
- April 23, 1874: Thursday (Salem, Massachusetts) This day comes in cloudy, wind light SE; 11 AM **Mr. SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**) returned from Boston; 12 noon wind E with light rain; 12:30 PM left Salem; at 2:15 (PM) came to at Gloucester; time 1.45 (hours/minutes); distance 12 miles; wind east, signs of storm.
- April 24, 1874: Friday (Gloucester, Massachusetts) At 2:15 left Gloucester; at 11:00 came to at Portland (Maine); time 8.45 (hours/minutes); distance 80 (miles).
- April 25, 1874: Saturday (Portland, Maine) Went to dock for coal.
- April 26, 1874: Sunday (Portland, Maine) Violent snow storm at the dock.
- April 27, 1874: Monday (Portland, Maine) At the coal dock.
- April 28, 1874: Tuesday (Portland, Maine) At the dock; **Mr. SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**), **Mr. BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**) returned on board.
- April 29, 1874: Wednesday (Portland, Maine) This day comes in stormy, rain, etc.; at the dock; **Mr. OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**) left for Washington.
- April 30, 1874: Thursday (Portland, Maine) At the dock.
>>>[Appendix: Mess bill for April, 1874: \$13.15]<<<<
- May 1st, 1874: Friday (Portland, Maine) Ship paid off on the first; received \$108.60; 2 PM went into the stream.

Table 5: Mess Bills (U.S.R.C. Levi Woodbury) for April 1874	
Name	\$
Crew paid off	
Mess bill for April	\$13.15 paid
Lieut. SMYTHE₆ (THOMAS S. SMYTHE₆)	\$13.15 paid
Lieut. WESTON₆ (ALFRED WESTON₆)	\$13.15 paid
Lieut. WOODWARD₆ (M.G. WOODWARD₆)	\$13.15 paid
Lieut. CHAYTOR₆ (EDMOND C. CHAYTOR₆)	\$13.15 paid
Chief Engineer BRENNAN₆ (F.A.D. BRENNAN₆)	\$13.15 paid
1st Asst. CHURCHILL₆ (ALEXANDER L. CHURCHILL₆)	\$13.15 paid
2nd Asst. OGDEN₆ (JAMES OGDEN₆)	\$13.15 paid
Pilot *GRANT₆ (*LEONARD SAMUEL GRANT₆)	\$13.15 paid
Sub-Total:	\$105.20
4 Rations	\$0.36
Total:	\$141.20

Average mess bill January through April, 1874 was \$14.33 (per month per officer).

Table 6: Bills Paid (U.S.R.C. <i>Levi Woodbury</i>) – May 1st, 1874	
Company	\$
Leighton & Hunt	\$53.47
Dyer & Co. bill	\$24.31
Kinose bill	\$49.14
Wilson's bill	\$7.20
Cobb's bill (Cobb, Wight, & Co., 246 Main St., Rockland, Maine) – ship stores	\$3.28
Wash bill	\$1.50
Steward & Master at Arm	\$1.19
Atwood's bill	\$1.11
Cost of living	\$141.20
4 Reserved Rations subtract	\$0.36
To be paid	\$105.20

>>>[Appendix: Due from **Mr. OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**) \$0.65; received \$9.50 of **Mr. BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**); received \$3.00 of **Mr. CHURCHILL₆** (1st Assistant Engineer **ALEXANDER L. CHURCHILL₆**); received \$0.65 from **OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**); month of May **CHURCHILL₆** (1st Assistant Engineer **ALEXANDER L. CHURCHILL₆**) caterer; mess bill \$14.02; only six to pay the bills.]<<<

Table 7: Mess Bills (U.S.R.C. <i>Levi Woodbury</i>) – 1874		
Month	Name	\$
January	Ogden₆ (JAMES OGDEN₆)	\$18.25
February		\$14.80
March		\$15.05
April		\$13.15
	Everage (Average)	\$14.33
	(Ship paid off on the first)	
	Received	\$108.60
	Mess Bill	\$13.15
	Clear	\$95.45
May	Mess bill for May	\$14.02
May	Received clear for May	\$94.88
June	Pd. to Mr. CHURCHILL₆ on June 10 th	\$14.02

- May 2nd, 1874: Saturday (Portland, Maine) At 4:20 left Portland; at 11:00 arrived N Port (Newburyport, Massachusetts); time 6.40 (hours/minutes); distance 65 (miles); at 11:15 **Mr. BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**), **Lieut. SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**) left for Boston.
- May 3rd, 1874: Sunday (Newburyport, Massachusetts) Very fine this A.M.; wind NW moderate; vessel grounded at low water; this day quiet in the ward room; **Mr. SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**), **CHAYTOR₆** (3rd Lieutenant **EDMOND C. CHAYTOR₆**), **BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**), absent, also **OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**); baked beans, fried fish, etc. for breakfast; one vessel towed down through bridge; one towed up through; church bells ringing on shore to remind us of God our

maker and our sins; this revenue life is awful, small pay, hard work, something to eat, few clothes; 5:30 PM tide running strong; ship took her anchor and swung round and grounded on the flats, soft bottom; A.M. Lieut. WESTON₆ (2nd Lieutenant ALFRED WESTON₆) and lady went on shore to church; afternoon WESTON₆ (2nd Lieutenant ALFRED WESTON₆) and lady, Mr. CHURCHILL₆ (1st Assistant Engineer ALEXANDER L. CHURCHILL₆) went on shore to look at the haunted school house; evening got steam, have up anchor and changed anchorage to deeper water; 10 PM anchored 3 ½ fathoms, anchor clear; beautiful evening; *L. GRANT₆ (*LEONARD S. GRANT₆) Pilot.

>>>[Note: **The Haunted Schoolhouse of Newburyport, Massachusetts:** The small schoolhouse on Charles Street in Newburyport, Massachusetts was the scene of strange phenomena between 1870 and 1875. It was a boys primary school and **Miss LUCY A. PERKINS₆** was the teacher at the time of the strange occurrences in the schoolhouse. Earlier in about 1860, a young boy was severely punished for some terrible misbehavior in the school, was severely beaten and locked in the basement of the building where he was left there the entire day while the students were ordered to ignore his cries and moans. When the school day ended he was helped home and died later that night.

The strangest of the phenomena was a mysterious eerie yellow glow which would appear almost every school day in the classroom even when the sky was overcast. It usually started near the hall door and spread silently over the classroom including the windows and blackboards. After about two minutes it faded away. Although the yellow radiance did no harm while it cast its light over the room, afterwards the students and the teacher, **Miss LUCY A. PERKINS₆** felt weak and ill.

Other strange phenomena also occurred in the school. The class was often made to suffer through 2-3 hours of knocks on the floor, walls, and ceiling. A loud knocking sound would begin on the floor while the boys were reciting their prayers. Then, it came from all around the classroom - from the back wall, from the ceiling, from the students' own desks, and near **Miss PERKINS₆**' desk. They often became so loud, the students could not work. There were knockings on the outer door, but no one would be there. One day **Miss PERKINS₆** opened the front door and felt a person brush by her. The children in the room also felt something enter the room and go by their faces.

Another phenomena was a breeze of cold air that often swept through the classroom, even when the doors and windows were tightly closed. The chill breeze rustled papers, swung the faded map on the wall and shook the hanging lamp. This too, made the teacher and children feel slightly ill.

Other weird phenomena were reported. Doors would open and close by themselves. Clothes hanging from hooks in the back of the room would fall off. The lid on the classroom stove would be lifted off, suspended in air and then lowered in place. The two bells kept by **Miss PERKINS₆** on her desk would ring by unseen hands.

A low-pitched laugh began to be heard occasionally, in the tiny attic, the small coal cellar and the vestibule. Then one day, loud rappings were heard emanating from the attic. **Miss PERKINS₆** armed herself with a stick and took one of the young boys up with her to investigate. The rapping was replaced by laughing as they climbed the stairs, but when they reached the top they found nothing. As they searched the attic, they began to hear the same laughter downstairs. Running back down they found no one and again heard laughter upstairs.

Then in 1872, the ghost finally took form. The children began to see an oddly dressed boy standing outside looking in at them. No matter how many times **Miss PERKINS₆** ran outside, she could never catch him. Then one day many of the students, and **Miss PERKINS₆**, saw a child's hand floating in the air, then an arm, and finally the upper shoulder of a boy their age became visible. No one ever touched them, but they could see these things floating in midair.

Finally in October, 1872, the boy had already made several appearances to the children. During a geography lesson, a student suddenly spotted something and pointed to the vestibule

where the boy stood with his arm upraised, with the same arm and hand that they had seen earlier floating in the air. **Miss PERKINS₆** was finally able to see him for herself. She described him as a boy of about thirteen with blue eyes and a sad mouth. His clothes were of an older style, were brown and faded. The boy stood silently, his arm up and his face and jaw bound in a white cloth as though he had an injured jaw or a toothache. Then, as they all watched, he slowly vanished.

From that time on, the schoolhouse was plagued no more.]<<<

- May 4th, 1874: Monday (Newburyport, Massachusetts) This day comes in pleasant and fair, wind light WNW; shall in all probability leave at noon; at 11:55 left Newburyport; at 1:35 Straws Point (Rye, New Hampshire); 2 PM 1st Lieut. (1st Lieutenant **THOMAS S. SMYTHE₆**) with boats crew left ship with surf boat in tow for life saving (saving) station; at 3:15 returned on board; >>>[Note: The Rye Beach Life-Saving Station (previously Locke's Point Life-Saving Station) was located at the north end of Rye Beach, New Hampshire. Built in 1874, it was an 1874-type station with the distinctive X-shaped braces at the ends of the building. It was rebuilt in 1890 as a Bibb # 2-type station.]<<< at 3:38 left Straws Point; at 7:20 came to anchor Wood Isle (Biddeford Pool, Maine); distance 65 (miles); time 5.22 (hours/minutes).
- May 5th, 1874: Tuesday (Wood Isle Winter Harbour, Biddeford Pool, Maine) At 7:00 AM Lieut. **SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**) left the ship, went ashore at The Pool for key of the building of life saving station; >>>[Note: Fletchers Neck Life-Saving Station (previously Biddeford Pool Life-Saving Station) was located at Biddeford Pool, Maine. Built in 1873-74, it was an 1874-type station with the distinctive X-shaped braces on the ends of the building. It was replaced in 1904 by a Duluth-type station.]<<< at 8:00 AM returned on board with key; at 9:00 AM commenced getting underway; weather fair, wind ENE; **BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**), **OGDEN₆** (2nd Assistant Engineer **JAMES OGDEN₆**), **WESTON₆** (2nd Lieutenant **ALFRED WESTON₆**), **CHAYTOR₆** (3rd Lieutenant **EDMUND C. CHAYTOR₆**) absent; 1st Lieut., 3rd Lieut., 1st Asst. Engineer, and Pilot on board; everything passing along first rate, bully; at 9:25 left Stage Isle, stood to the SW; at 9:45 slowed and stopt (stopped); at 9:55 boat left ship; at 10:32 returned haveing (having) landed boat; at 10:35 stood for Cape Elizabeth; at 12:28 Spring Point, course N ½ W; at 12:40 dock (Portland, Maine); distance 25 (miles); time 2.55 (hours/minutes).
- May 6th, 1874: Wednesday (Portland, Maine) All this day at dock, took in 13 tons coal; weather fine.
- May 7th, 1874: Thursday (Portland, Maine) This A.M. clear and cool; snow on the ground, fell at midnight; ship ready for sea; wind easterly; **Mr. BRENNAN₆** (Chief Engineer **F.A.D. BRENNAN₆**), **Mr. WESTON₆** (2nd Lieutenant **ALFRED WESTON₆**) came on board.
- May 8th, 1874: Friday (Portland, Maine) At 7:00 left Portland; at 1:50 stopt (stopped) at White H (Whitehead Island), landed surf boat and at 3:00 left; >>>[Note: The White Head Life-Saving Station was located on Whitehead Island off Spruce Head, Maine. Built in 1873-74, it was an 1874-type station with the distinctive X-shaped braces at the ends of the building.]<<< at 3:20 stood to the east for Mt. Desert, all sail set; passed Isle Au Haut; through North Channel into SW (Southwest) Harbour (Mt. Desert Island); at 8:50 came to anchor; running time 12.05 (hours/minutes); distance 120 (miles).
- May 9th, 1874: Saturday (Southwest Harbor, Mount Desert Island, Maine) This day comes in moderate, light air west; at 7:30 left SW Harbour; at 2:00 West Quoddy E by N; passed by Lubec; at 3:00 Eastport Dock; distance 80 (miles); time 7.30 (hours/minutes).
- May 10th, 1874: Sunday (Eastport, Maine) All this day at the steamboat wharf Eastport; weather fair; lonesome place, quiet, etc..
- May 11th, 1874: Monday (Eastport, Maine) At 6:37 left Eastport; at 9:50 Little River (Little River Lighthouse, Cutler, Maine), course SW ½ W; at 3:30 Bass H (Harbour) Lt. (Lighthouse), course W; at 4:35 Lazy Gut buoy, course W ¾ N; at 6:30 Browns Head (Lighthouse); at 7:30

Rockland (Maine); running time 12.20 (hours/minutes); distance 125 (miles).

>>>[Note: The Little River Lighthouse, Cutler, Maine was originally built in 1847 and would be rebuilt in 1876. It is located on the northeast side of Little River Island at the entrance to Cutler Harbor. Its tower was constructed of cast iron and brick on a granite-block foundation.]<<<<

- May 12, 1874: Tuesday (Rockland, Maine) At 6:30 left Rockland, Maine; at 9:53 down Georges River, Franklin Lt. (Lighthouse); at 10:15 set fore and aft sails; at 10:25 set topsails, stood of SSE; at 8:07 passed Portland Lt.; at 8:30 (PM) came to anchor Portland Harbour; distance 125 (miles); time 14.00 (hours).

>>>[Note: The Franklin Island Lighthouse was built in 1807 and rebuilt in 1855. It is located on the northwest side of Franklin Island and marks the east side of the entrance to Muscongus Bay. The nearest headlands are Friendship and Port Clyde, Maine.]<<<<

- May 13th, 1874: Wednesday (Portland, Maine) This A.M. went alongside dock for coal etc..
- May 14 to 17, 1874: Thursday to Sunday (Portland, Maine) At the dock.
- May 18th, 1874: Monday (Portland, Maine) At the dock; light E (east) and south wind; new ship towed to sea; new cutter (probably the new U.S. Revenue Cutter *Alexander J. Dallas*) been in dry dock and coppered.
- May 19th, 1874: Tuesday (Portland, Maine) All this day at the dock; fine weather.
- May 20th, 1874: Wednesday (Portland, Maine) This day coaled ship.
- May 21st, 1874: Thursday (Portland, Maine) This day comes in overcast and rainy, wind light easterly; at the coal dock.
- May 22 to 25, 1874: Friday to Monday (Portland, Maine) This day at the dock.
- May 26th, 1874: Tuesday (Portland, Maine) At the dock drying sails; **Lieut. SMYTHE₆** (1st Lieutenant **THOMAS S. SMYTHE₆**) left to attend the funeral of his father; his father on board as guest.
- May 27th, 1874: Wednesday (Portland, Maine) This day at the dock blacking R (blocking rigging?).
- May 28th, 1874: Thursday (Portland, Maine) This day at dock painting J (?).
- May 29 to 31, 1874: Friday to Sunday (Portland, Maine) All this day at the dock.
- June 1st, 1874: Monday (Portland, Maine) All this day at the coal dock; showery; **Capt. EVANS₆** (Captain **DAVID EVANS₆**) came on board; Lieut. WESTON₆ (2nd Lieutenant **ALFRED WESTON₆**) left ship on leave one month. >>>[Appendix: The average mess bill for the last five months on the U.S. Revenue Cutter *Levi Woodbury* was \$14.12 per ***LEONARD S. GRANT₆**. The mess bill for June (1874) was \$13.57.]<<<<
- June 2nd, 1874: Tuesday (Portland, Maine) Towed into stream by tug *Express*; left dock at 12:45 PM; at 1:00 PM came to anchor; afternoon painted forward house; at 9:15 PM left Portland; at 3:35 (AM, June 3rd) Boon Isle inside; at 5:30 (AM, June 3rd) at the dock Portsmouth (New Hampshire); time 8.15 (hours/minutes); distance 60 (miles).
- June 4th, 1874: Thursday (Portsmouth, New Hampshire) At 10:50 left Portsmouth; left with 150 guests on board; at 12:14 Isles Shoals Lt. (Lighthouse), course S by E; at 2:35 stood to the east of the Shoals; at 2:30 Isle Shoals; at 3:30 arrived at the dock (Portsmouth, New Hampshire); time 4.15 (hours/minutes); distance 40 (miles).
- June 5th, 1874: Friday (Portsmouth, New Hampshire) This day comes in calm and thick fog; at 11:28 left Portsmouth; at 12:35 Isle Shoals; steered out SE until 2:35; at 5:18 arrived at mooring (Portsmouth, New Hampshire); fog; time 5.50 (hours/minutes); distance 60 (miles).
- June 6th, 1874: Saturday (Portsmouth, New Hampshire) At 4:40 left Portsmouth lower harbour; at 5:40 Isle Shoals Lt. (Lighthouse); ran 28 miles SE; thence E 6 miles; NW by W 25 miles; thence NE 5 miles; at 5:20 (AM, June 7) made fast to buoy (Portsmouth); distance 75 (miles);

time gone 12.40 (hours/minutes); made 230 miles up to date from Portland.

- June 8th, 1874: Monday (Portsmouth, New Hampshire) At 9:20 left buoy; at 10:12 Isle Shoals, course S by E; at 10:30 fell in with *Faraday*; stood to the WNW; at 1:45 made fast to buoy close by the *Faraday*; time underway 4.25 (hours/minutes); distance 30 (miles); 260 (miles) up to date.

>>>[Note: Launched on February 17, 1874 at Lower Walker, near Newcastle-on-Tyne, England, the custom-built cable ship *Faraday* was designed and commissioned specifically for the laying of the trans-Atlantic cable from the USA to Ireland for the Direct United States Telegraph Company. A marvel for its time, it was a very large, 5,052 tons gross register, iron-hulled, double-bottomed, steamship and was 360 ft. long, 52 ft. beam and 39 ft. deep. It carried a crew of 150 persons. On its maiden cable-laying voyage, it laid the cable from Rye Beach, New Hampshire, USA to Tor Bay, Nova Scotia to Ballinskelligs, Ireland. In its long cable-laying history from 1874 to 1920, it laid a total of 50,000 nm of cable between many countries all over the world. It was sold for scrap in 1924.

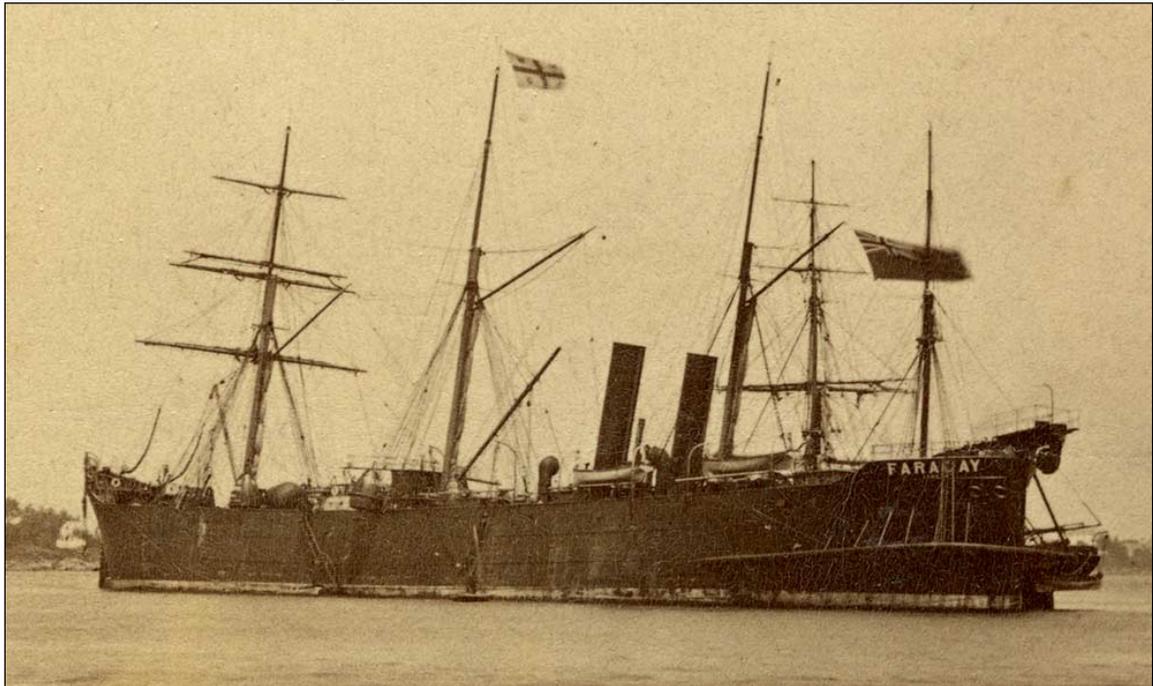


Figure 5: Cable Ship *Faraday* (1874) - Portsmouth, New Hampshire

In laying the “Direct” cable, the *Faraday* was assisted by the cable steamers *Ambassador* and *Dacia*.

The first attempts to lay the Atlantic telegraphic cable in 1857 and 1858, organized by **CYRUS FIELD**, were unsuccessful. It wasn’t until July 28th, 1866, that the first Atlantic telegraphic cable was successfully laid the 2,300 miles from Ireland to Newfoundland by the modified great iron Steamship *Great Eastern*, the largest ship in the world at that time. From 1865 to 1874, the *Great Eastern* submerged five trans-atlantic lines and had to repair four of them in mid-ocean. In 1874, the *Great Eastern* was superseded by the *Faraday* which was custom-built by the Telegraph Construction Company to be a cable-laying steamship.]<<<

- June 9th, 1874: Tuesday (Portsmouth, New Hampshire) This day comes in very pleasant; crowds visiting the *Faraday* Stm (Steamer) fast to the buoy lower harbour.

- June 10th, 1874: Wednesday (Portsmouth, New Hampshire) This day comes in overcast etc.; at 8 AM clear up; at 9:45 set awnings fore and aft; at 10:20 gig left ship for the city; at 10:30 *Faraday* all ready to let go buoy; wind breezing from the south; 12 noon Stmr. *Faraday* left for Halifax (Nova Scotia); 1 PM Mr. MOTTEN₆ paid off ship; sent home 100 dollars by Mr. MOTTEN₆, >>>[Appendix: Paid \$14.02 mess bill to Mr. CHURCHILL₆ (1st Assistant Engineer ALEXANDER L. CHURCHILL₆), caterer on the U.S.R.C. *Levi Woodbury* for May, 1874.]<<<<
- June 11th, 1874: Thursday (Portsmouth, New Hampshire) This day comes in pleasant and cool, wind light east; at 8:00 AM Capt (Captain DAVID EVANS₆) left ship for the city; returned at 10:00; at 10:35 left Portsmouth L H (Lower Harbor); at 2:30 Thachers Isle; at 3:35 came to anchor Gloucester (Massachusetts); at 4 PM commenced raining; time 5 hours; distance 35 miles.
- June 12, 1874: Friday (Gloucester, Massachusetts) At 7:20 (AM) left Gloucester; at 8:50 arrived at Salem (Massachusetts); time 1.30 (hours/minutes); distance 10 miles; thick fog whole distance 35 miles; distance to date 305 (miles).
- June 13, 1874: Saturday (Salem, Massachusetts) This day comes in clear, wind NW light breeze; fleet all left port; officers on board: WOODWARD₆ (3rd Lieutenant M.G. WOODWARD₆), CHAYTER₆ (3rd Lieutenant EDMOND C. CHAYTOR₆), CHURCHILL₆ (1st Assistant Engineer ALEXANDER L. CHURCHILL₆); at 11:10 got underway; at 11:20 left Salem; at 1:05 came to at Gloucester (Massachusetts); time 1.45 (hours/minutes); distance 12 miles; under sail no steam to speak of; distance sailed (to date) 317 (miles).
- June 14, 1874: Sunday (Gloucester, Massachusetts) This day comes in very pleasant, wind light WNW; at 8:45 one gentleman came on board, also the Capt. (Captain DAVID EVANS₆); at 11:45 left Gloucester; at 3:25 moored at buoy (Portsmouth, New Hampshire); time 3.35 (hours/minutes); distance 35 miles; distance to date 352 (miles).
- June 15th, 1874: Monday (Portsmouth, New Hampshire) This day comes in pleasant, light winds WNW; 8:00 AM Capt. (Captain DAVID EVANS₆) left ship for town; 2 days water, 11 tons coal on board; at 12:00 (noon) left Portsmouth buoy; at 4:19 Cape Elizabeth NE; at 5:10 Portland Harbor NW by W; time 5.10 (hours/minutes); distance 50 miles; whole distance to date 402 (miles).
- June 16, 1874: Tuesday (Portland, Maine) >>>[Note: There is no journal entry for this day. It is believed the U.S.R.C. *Levi Woodbury* sailed from Portland, Maine to Portsmouth, New Hampshire, this day.]<<<<
- June 17, 1874: Wednesday (Portsmouth, New Hampshire) This day comes in thick with heavy rain; 1 PM began to clear up, wind SSW; rainy and thick through the day.
- June 18th, 1874: Thursday (Portsmouth Lower Harbor, New Hampshire) This day comes in fair wind WNW; at 8:00 AM Stmr. *Ambassador* off Portsmouth Lt.; at 8:00 AM Cable Steamer *Ambassador* arrived; at 8:15 made fast at mooring buoy; loosed all sail at 8:00 AM; at 8:25 gig left ship with a party of gentlemen; at 9:30 furled sails; at 9:45 steam ordered, had to pay and match(?) bet; at 10:15 left Portsmouth Lower Harbour; at 11:00 towards White Isle, course SE by E ½ E, stood to the NE; thence NNW for Whales Back; thence for Boon Isle ENE; at 2:10 at Isle Shoals; at 3:10 mooring buoy (Portsmouth Lower Harbor); time 4.55 (hours/minutes); distance 40 miles; whole distance run 497 (miles).
>>>[Note: The Cable Steamer *Ambassador* assisted the Cable Steamer *Faraday* in laying the "Direct" cable from Rye Beach, New Hampshire to Tor Bay, Nova Scotia to Ballinskelligs, Ireland.]<<<<
- June 19th, 1874: Friday (Portsmouth Lower Harbor, New Hampshire) This day comes in overcast and chilly, wind light NE; no signs of the *Faraday*; at 10:30 AM commenced raining, wind ESE

moderate.

- June 20th, 1874: Saturday (Portsmouth, Lower Harbor, New Hampshire) This day comes in overcast, foggy, wind NE, thermometer 48 (degrees Fahrenheit); all through the day rainy and thick.
- June 21, 1874: Sunday (Portsmouth, Lower Harbor, New Hampshire) This day comes in thick and rainy, wind NE; at 1 PM began to clear up, sun shown out; at the buoy.
- June 22, 1874: Monday (Portsmouth Lower Harbor, New Hampshire) This day comes in very fine, calm and warm; this place is a god forsaken lonesome hole any how; waiting for the damned telegraph Cable Steamer *Faraday*; on her arrival the *Levi Woodbury*, in all probability, will be stranger with suckers and bum(?) men, a small mean, stingy, God forsaken race of beings; a few gentlemen that will cozey (cozy) themselves drinking champagne but not a champion for old *GRANT₆ (*LEONARD S. GRANT₆) to wet his whistle with or cheer his drooping spirits; never mind, every dog must have his day, whoop to doodle do.



Fig. 6: Stereovision View of the Cable Ship *Faraday* (1874) – Portsmouth, New Hampshire

At 6:30 AM just came down from the main top; been aloft with a marine glass looking for the damn Cable Steamer; nothing to be seen but a few small sail in the distance and some dories with lobster coming in, poor devils; too lazy to work the off scouring (?) of the State of N.H. (New Hampshire).

At 8:00 A.M. loosed all sail for drying; at 9:00 A.M. some fog, **Mr. WOODWARD₆** (3rd Lieutenant **M.G. WOODWARD₆**), Officer of the Deck; at 11:00 A.M. two carriages appeared on the beach loaded with male and female natives or hounds ready to devour anything that fall in their hands, gazing upon us poor creatures, longing for a lunch from the *Levi Woodbury* consisting of hard tack etc.; at 12 noon fair with damn fog passing through the air; Oh, for the long looked for *Faraday*, the great steamer; at 1 P.M. some ten or twelve suckers made their appearance on the beach and went on board the *Ambassador* to drink what liquor and devour what food they can seize upon crying we are glad to find you etc..

At 5:30 P.M. a number of bum men returned to the *Ambassador* to suck the last drop of hearts blood from the Capt. in the way of lunch and drinks to last them to their homes and families; at 6:00 PM **Captain FINGER₆** (probably Captain **ALVAN A. FENGAR₆**, born Connecticut; appointed from Connecticut; promoted to Captain on July 11, 1864) returned from

a fishing tour with a good fare consisting of cod, pollock, perch, flounder, etc. which were very nice to look upon; fine weather, light south wind; no Faraday in sight; so ends this epistle. ***L. GRANT**₆ (***LEONARD S. GRANT**₆), composer.

- June 23, 1874: Tuesday (Portsmouth Lower Harbor, New Hampshire) Here we are in this place of banishment doing blockade duty and watching for the North of Ireland Cable Ark Faraday; weather fine, wind light and variable; we can hear the bum men and suckers howling on the beach in the low lands and on the hills praying they may be invited to dine on board some vessel.
- June 24th, 1874: Wednesday (Portsmouth Lower Harbor, New Hampshire) This day comes in clear and cool, wind NW fresh; Faraday not arrived; 9:00 A.M. **Lieut. CHAYTOR**₆ (3rd Lieutenant **EDMUND C. CHAYTOR**₆) with gig's crew started for the city; at 1:15 **Lieut. CHAYTOR**₆ (3rd Lieutenant **EDMUND C. CHAYTOR**₆) returned from the city with the mail, also bringing with him hungry bears, wolves, bum men and suckers to gobble up what remain of the Capt. (Captain **ALVAN A. FENGAR**₆) sea stores which will necessitate him to go fishing for more cod, perch, pollock, and flounders; wind blowing heavy NW.
- June 25th, 1874: Thursday (Portsmouth Lower Harbor, New Hampshire) This day comes fair and pleasant; wind light westerly; that old Stmr. Faraday, the pride of N.H. (New Hampshire) and an eye sore to the officers of the Levi Woodbury; 12:00 noon pleasant weather, wind fresh WNW; 9:00 to 10:00 AM court marshall in the cabin; Cabin Steward sentenced to confinement and kept upon bread and water.
- June 26th, 1874: Friday (Portsmouth Lower Harbor, New Hampshire) This day comes in very fine, calm and clear; afternoon light winds south and overcast; Faraday not arrived yet.
- June 27th, 1874: Saturday (Portsmouth Lower Harbor, New Hampshire) This day comes in very fine, clear, wind light NW; 7:00 A.M. **Lieut. CHAYTOR**₆ (3rd Lieutenant **EDMUND C. CHAYTOR**₆) snoreing (snoring) all through the day, pleasant.
- June 28th, 1874: Sunday (Portsmouth Lower Harbor, New Hampshire) This day comes very fine, wind light SW; 8:00 AM **WOODWARD**₆ (3rd Lieutenant **M.G. WOODWARD**₆) boarding vessels; nothing to be seen of the Faraday; 12 noon thermometer in shade 77 (degrees Fahrenheit).
- June 29th, 1874: Monday (Portsmouth Lower Harbor, New Hampshire) This day comes in pleasant and warm, light air from the eastward; (Seaman **MAGEE**₆, coal passer, left ship; 5:00 AM thermometer 66 (degrees Fahrenheit); Faraday not arrived; 8:00 AM wind freshen from the east; 12:00 noon overcast, wind east; 12:00 Faraday not in sight; latter part this day wind changeable with rain squalls, thunder and lightening; evening rain showers, wind easterly.
- June 30th, 1874: Tuesday (Portsmouth Lower Harbor, New Hampshire) This day comes in calm and thick fog; at 5:00 (AM) Stmr. Ambassador reported having parted her moorings and gone ashore at 4:30; at 5:30 **Lieut. CHAYTOR**₆ (3rd Lieutenant **EDMUND C. CHAYTOR**₆) came on board; at 8:00 AM **Lieut. SMYTHE**₆ (1st Lieutenant **THOMAS S. SMYTHE**₆) ordered steam; at 8:20 cast off from buoy, thick fog; at 8:30 made stmr. (steamer) close aboard, found the ship afloat; at 8:45 back to buoy; at 8:50 moored to buoy; at 9:00 **Lieut. SMYTHE**₆ (1st Lieutenant **THOMAS S. SMYTHE**₆), myself (***LEONARD S. GRANT**₆), with boats crew went to Ambassador, found her all right and returned on board at 9:35; thick fog and calm; 12 noon thermometer 80 (degrees Fahrenheit); 4 PM thermometer 78 (degrees Fahrenheit).
- July 1st, 1874: Wednesday (Portsmouth Lower Harbor, New Hampshire) This day comes in very pleasant, light airs from the westward; no news from the Faraday; **Lieut. CHAYTOR**₆ (3rd Lieutenant **EDMUND C. CHAYTOR**₆) left last eve for Portland (Maine) to order rations to this place; 12 noon weather fair, wind light NW; at 1:53 (PM) left Portsmouth Lower Harbor; at 6:15 Cape Elizabeth NE by E; at 7:00 PM Portland (Maine); distance 50 (miles); time 5.05 (hours/minutes); miles made on the Faraday excursion 497 (miles). >>>[Appendix: Mess bill for July (1874): \$14.35.]<<<<

- July 2nd, 1874: Thursday (Portland, Maine) This day takeing (taking) in stores etc. preparatory to going to Boston; 5 PM went into the stream. >>>[Note: Per a card found in Captain *LEONARD S. GRANT₆'s journal, one favorite store where provisions were purchased in Portland was *Merrill Place*, Stall No. 3, Milk Street Market, Portland, Maine, two blocks from Custom House Wharf. The store advertised itself as a dealer in beef, pork, lard, hams, corned beef, tripe, lamb, sausages, tongues, vegetables, etc..]<<<<
- July 3rd, 1874: Friday (Portland, Maine) This day comes in thick fog and rainy; 4 AM left Portland; at 4:55 Cape Elizabeth SSW; at 9:35 Isle Shoals SSW; at 12:17 (PM) Eastern Point SW; at 2:25 Long Isle Head SW ½ W; at 2:41 Castle Isle W ¾ N; at 2:52 Boston (Massachusetts) NW ½ W; time 10.57 (hours/minutes); distance 100 (miles); (distance to date) 599 (miles).
[End: Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 2: U.S. Revenue Cutter LEVI WOODBURY – February 1 to July 3, 1874]<<<<<<

3. U.S. Revenue Cutter ALEXANDER J. DALLAS (1874):

>>>>>[Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 2: U.S. Revenue Cutter ALEXANDER J. DALLAS – August 1 to December 31, 1874.]:

The U.S. Revenue Cutter *Alexander J. Dallas* was built by the W. Fessenden Company in Portland, Maine. The 179 ton *Dexter*-class steam-powered schooner (two masts with a center smokestack) was commissioned on July 28, 1874. She was 140 ft. overall length, 21 ft. 5 in. beam, and 10 ft. 7 in. draft and was powered by a 34 in. diameter X 36 in. stroke steam engine. She had a complement of 7 officers and 33 enlisted men and was armed with 2 guns. She was named for **ALEXANDER J. DALLAS₅** who was Secretary of the Treasury from 1814 to 1816. She was based in Portland, Maine and operated in New England waters for the revenue service. She was decommissioned on November 30, 1907 and sold on July 2, 1908 for \$2,100.¹¹

In the latter half of 1874, the officers and men serving on the U.S. Revenue Cutter *Alexander J. Dallas* were:

- Collector of Customs (Portland, Maine): **WATKIN₆** (?)
- Captain: **CHASE₆** (onboard August 1st to October 14th, 1874) and (onboard November 27th to December 31st, 1874)
- Captain: **ABBY₆** (**CHARLES A. ABBEY₆**, born: New York; appointed from New York; promoted to Captain on April 26, 1872) (onboard October 15th or November 10th to November 26th, 1874)
- 1st Lieutenant: **THOMAS W. LAY₆** (Born D.C.; appointed from D.C.; he will be promoted to Captain on May 17, 1880.)
- 2nd Lieutenant: **WILLIAM H. HAND₆** (Born New York; appointed from New York; he will be promoted to 1st Lieutenant on August 9, 1882.)
- 3rd Lieutenant: **WALTER S. HOWLAND₆** (Born Massachusetts; appointed from Massachusetts; he will be promoted to 2nd Lieutenant on February 19, 1880.)
- Lieutenant: **CROZIT₆**
- Chief Engineer: **M.D.L. DINSMORE₆** (Born: New Hampshire; appointed from Massachusetts; he was promoted to Chief Engineer on August 26, 1874.)
- Pilot: ***LEONARD SAMUEL GRANT₆** (Sailing Master; born on July 6, 1812 in Prospect, Maine; died on November 19, 1880 at 291 or 298 Shawmut Avenue, Boston, Massachusetts)
- Pilot: **EATON₆** (on board November 10th, 1874)
- Seaman: **HOPKINS₆**

From August 1st, 1874 to September 1st, 1874, the newly commissioned U.S. Revenue Cutter *Alexander J. Dallas* went on a shakedown cruise (including a trial of steam) from Portland, Maine to Boston, Massachusetts and then around Cape Cod to Holmes Hole (Vineyard Haven), Martha's Vineyard, Massachusetts, and back to Boston where she underwent engine repairs (requiring eight engineers) at the Charlestown Navy Yard. After all repairs were made, she returned to her home port of Portland, Maine where she began her career conducting normal revenue cutter duties.

From September 1st, 1874 to December 31st, 1874, the U.S. Revenue Cutter *Alexander J. Dallas* patrolled the New England coast from Boston, Massachusetts to the south as far north as Eastport, Maine. Her primary mission was to cruise vigorously on her station to afford aid to vessels in distress. During this period, she went to the assistance of at least two schooners in trouble along the Maine coast. Her mission was to haul vessels off reefs and shoals, tow helpless and disabled craft to harbors of safety, keep channels clear of ice, remove obstructions from waterways, and give succor and aid to shipwrecked mariners. She even rescued a cat from the cold water but it did not survive. The officers also boarded and inspected vessels including one bark. Her role was expanded to support the fledgling Life-Saving Service. She supplied coal and goods to a number of Life-Saving Stations including Plum Island (Massachusetts), Rye Beach (New Hampshire), Wood Isle (Maine), Whitehead Isle (Maine) and Cross Isle (Maine).

- August 1st, 1874: Saturday (Portland, Maine) Reported on board *A J Dallas* (U.S.R.C. *Alexander J. Dallas*).
- August 12th, 1874: Wednesday (Portland, Maine) At 12:30 AM left Portland for Boston; at 1:25 Cape Elizabeth; at 10:00 (AM) Eastern Point, course SW; at 12:30 (PM) Castle Isle, course W $\frac{3}{4}$ S; at 12:55 came to off Navy Yard Charlestown; distance 112 (miles); time 12.25 (hours/minutes).
- August 13th, 1874: Thursday (Boston Harbor, Massachusetts) This day at dock, weather clear; afternoon showery; evening violent rain squalls, sharp lightening, heavy thunder.
- August 14th, 1874: Friday (Charlestown Navy Yard, Boston, Massachusetts) This day at dock; wind NE; cloudy with rain; evening rainy. >>>[Appendix: Charlestown (Navy Yard, Massachusetts): paid out \$0.30 for milk.]<<<
- August 15th, 1874: Saturday (Charlestown Navy Yard, Boston, Massachusetts) This day at the dock at Charlestown (Boston, Massachusetts); AM overcast; PM sun shone out; 6 PM **Lieut. HOWLAND₆** (3rd Lieutenant **WALTER S. HOWLAND₆**) left for home.
- August 16th, 1874: Sunday (Charlestown Navy Yard, Boston, Massachusetts) At the dock; very fine day; took a look at the Monitors etc..
- August 17th, 1874: Monday (Charlestown Navy Yard, Boston, Massachusetts) This day at dock at (Charlestown) Navy Yard.
- August 18th, 1874: Tuesday (Charlestown Navy yard, Boston, Massachusetts) This day very fine; hauled ship across dock; getting ready for trial of steam.
- August 19th, 1874: Wednesday (Charlestown Navy Yard, Boston, Massachusetts) At the dock at Charlestown.
- August 20th, 1874: Thursday (Charlestown Navy Yard, Boston, Massachusetts) Left Charlestown (Navy Yard) in the stmr. (steamer) and went around (Cape Cod) to Holmes Hole (Vineyard Haven, Martha's Vineyard, Massachusetts).
- August 21st, 1874: Friday (Holmes Hole (Vineyard Haven), Martha's Vineyard, Massachusetts) Friday morn started for Boston by boat to Woods Hole (Cape Cod, Massachusetts); took cars (train) for Boston arriving at noon; at 8 PM commenced raining; boat to be run all night. >>>[Note: In 1874, Captain ***LEONARD SAMUEL GRANT₆** (1812 – 1880) lived in Portland, Maine (address unknown) with his wife, ***ABIGAIL (ABBY) M. EWELL GRANT₆** (1825 – 1903). In 1874, one record shows them staying at 521 Shawmut Avenue in Boston, Massachusetts. His daughter, ***FLORA E. GRANT POTTER₇** (1848 – 1928) lived at 87 West

Brookline Street, Boston, with her husband, ***ALGERNON SIDNEY POTTER**₇ (1841 – 1893), and their five month old son, ***ALBERT LINCOLN POTTER**₇ (1874 – 1930).]<<<

- August 22nd, 1874: Saturday (Charlestown Navy Yard, Boston, Massachusetts) All this day at the dock (Charlestown Navy Yard) repairing engine; A.M. rainy; P.M. fair.
- August 23rd, 1874: Sunday (Charlestown Navy yard, Boston, Massachusetts) All this day running engine; 8 engineers on board.
- August 24 to September 3, 1874: (No journal entries.)
- September 4th, 1874: Friday (Portland, Maine) At 3:55 left Portland; at 5:11 Mark Isle inside; at 5:35 up Harpswell came to; fine weather, wind SSE; time 1.40 (hours/minutes), distance 15 (miles).
- September 5th, 1874: Saturday (Harpswell, Maine) At 7:25 left Harpswell; at 7:49 Mark Isle; stood south until 8:20; at 11:00 stood SE; at 12:30 stood for Monhegan; at 1:15 stopt (stopped) for fishing; caught three dam (damn) hake; at 2:00 Duck Rocks; at 3:35 White Head, course E by N $\frac{3}{4}$ N; at 3:42 Spruce Head, course NE by E $\frac{1}{4}$ E; at 3:55 Otter Isle, course E by N $\frac{1}{4}$ N; at 4:02 Ash Point, course NE by E $\frac{1}{4}$ E; at 4:13 S. (Sheep) Isle Buoy, course NE $\frac{1}{2}$ N; at 4:20 Monrose Isle, course NE by E $\frac{1}{2}$ E; at 4:45 Rockland, course W $\frac{3}{4}$ N; running time 8.30 (hours/minutes); distance 85 (miles); steamed up to date: 100 (miles).
- September 6th, 1874: Sunday (Rockland, Maine) This day at Rockland, wind SW, passing clouds, with fog at times.
- September 7th, 1874: Monday (Rockland, Maine) At 9:00 left Rockland; at 9:21 Owls Head, course SE by E; at 9:24 Monrose Isle, course S by W $\frac{1}{2}$ W; at 9:29 Birch Point, course SW by S $\frac{1}{2}$ S; at 9:36 Otter S. Isle Buoy, course SW by S $\frac{1}{2}$ S; at 9:47 Ash Point, course S by W $\frac{1}{4}$ W; at 9:54 Otter Isle, course SW by S $\frac{1}{2}$ S; at 10:07 Spruce Head, course SW by S; at 10:15 came to anchor Sail (Seal) Harbour; at 11:00 A.M. went to dock for stone ballast; at 5 P.M. left dock and went to anchorage; time 1.15 (hours/minutes); distance 12 miles.
- September 8th, 1874: Tuesday (Seal Harbor, Maine) At 7:52 left Seal Harbour; at 8:02 White Head; at 8:40 Mosquito Isle, course SW $\frac{1}{2}$ S; at 8:55 Marshals Point, course W $\frac{3}{4}$ N; at 8:58 Bradfords Isle; at 9:12 Davis Straits, course SW; at 9:58 Black Rock, course SW by W $\frac{1}{2}$ W; at 10:08 Egg Rock, course SW $\frac{3}{4}$ W; stood out SE boarding; at 1:15 stopt (stopped) and sent boat at Squirrel Isle for sand; at 2:22 left Squirrel Isle; at 2:26 Burnt Isle, course NNW; at 2:40 came to at B Bay (Boothbay Harbor); sailed this day: 35 (miles); to date: 147 (miles).
- September 9th, 1874: Wednesday (Boothbay Harbor, Maine) At 8:55 left Booth Bay; at 9:02 Burnt Isle; at 9:10 Squirrel Isle; at 9:22 Cuckolds; Clean Thoms Rock, course SW by S $\frac{1}{2}$ S; steered out S by W until 10:30; at 12:14 went ahead Seguine; at 12:30 Pond Isle; at 12:34 Seguine inside; at 12:58 Small point, course SW $\frac{1}{4}$ W; at 2:10 H.W. (Halfway) Rock, course SW by W $\frac{1}{2}$ W; at 3:10 Portland Lt., course WSW; at 3:26 Spring Point, course N $\frac{1}{2}$ W; at 3:31 breakwater (Portland); at 3:36 anchorage (Portland, Maine); distance 52 (miles); to date: 199 (miles); time 6.36 (hours/minutes); stopt (stopped) near a fishing smack and got some very fine mackerel.
- September 10 & 11, 1874: Thursday & Friday (Portland Harbor, Maine) All this day at Portland (Maine).
- September 12, 1874: Saturday (Portland Harbor, Maine) At 1:45 left Portland; at 1:50 Sprig (Spring) Point, course SE $\frac{1}{4}$ S; at 2:13 Trundys Point, course S by E; at 2:19 B. C. R. (Broad Cove Rock); at 2:26 C. (Cape) Elizabeth, course SSW; at 2:36 Watts Ledge, course SW by S $\frac{1}{2}$ S; at 3:20 Wood Isle, course SW by S $\frac{1}{2}$ S; at 4:06 Cape Porpoise, course SW by S $\frac{1}{2}$ S; at 5:32 Nubble, course SW by S $\frac{1}{2}$ S; at 5:55 York Ledge, course SW by S $\frac{1}{4}$ S; at 6:20 Sisters, course SW by S $\frac{1}{2}$ S; at 6:27 Kitts R. (Rock), course SW by W; at 6:30 Whales B. (Back), course NNW; at 6:35 Portsmouth Lt., course N by E; time 5.55 (hours/minutes); distance 50 (miles); to date 249 (miles).
- September 13, 1874: Sunday (Portsmouth Lower Harbour, New Hampshire) Remained in port

this day, very pleasant A.M., light frost in the low land.

- September 14, 1874: Monday (Portsmouth Lower Harbour, New Hampshire) At 9:16 left Portsmouth Lower Harbour; at 9:35 Sisters; Boon Isle between York Ledge and Mugs Rock; at 10:40 Boon Isle, course E by S; stopt (stopped) and fished 4.15 (hours/minutes); at 2:55 left Boon Isle bearing SSE 1 mile; at 4:15 Cape Porpoise, course NE by E; at 5:00 Wood Isle, course NE by E; at 5:54 Cape Elizabeth, course NE by E, outside Taylors Reef; at 6:03 Broad Cove Rock, course NE by N; at 6:09 Trundys Reef, course N by E ½ E; at 6:21 Portland Lt., course N by W; at 6:35 Spring Point, course N ¾ W; at 6:39 breakwater (Portland), course NW by W ½ W; at 6:45 came to anchor (Portland Harbor, Maine); distance 60 (miles); to date: 309 (miles); running time 5.10 (hours/minutes).
- September 15 & 16, 1874: Tuesday & Wednesday (Portland Harbor, Maine) At Portland, weather fine.
- September 17, 1874: Thursday (Portland Harbor, Maine) This day at Portland, wind easterly, fog light, rain etc..
- September 18, 1874: Friday (Portland Harbor, Maine) This day at Portland; weather stormy, rain and fog, wind easterly.
- September 19, 1874: Saturday (Portland Harbor, Maine) At Portland; wind easterly, sky overcast, light rain and fog; A.M. gig and cutter out boarding vessels by **Lieut. HAND₆** (2nd Lieutenant **WILLIAM H. HAND₆**) and **HOWLAND₆** (3rd Lieutenant **WALTER S. HOWLAND₆**); at 12:25 left Portland, stood down towards Mark Isle; at 1:42 Mark Isle; stood out until 2:15, course SE ½ E; wore ship and stood back towards M. (Mark) Isle on account of water getting into boiler makeing (making) boiler foam and fart; so she stopt (stopped) to vomit and shit; returned to Harpswell 3:00 PM; distance 25 (miles); time 2.33 (hours/minutes).
>>>[Note: To wear ship is to turn a square-rigger before the wind, stern presented to the wind, as in jibing a fore-and-after.]<<<
- September 20th, 1874: Sunday (Harpswell Sound, Maine) At Harpswell AM thick fog, wind easterly; Harpswell Sound, thick fog, wind easterly; middle of the day **Captain CHASE₆** and **Mr. LAY₆** (1st Lieutenant **THOMAS W. LAY₆**) went clamming; eat for dinner five bushels clams boiled; afternoon heavy rain squalls; evening moon and stars show out dimly; wind light, east southeast.
- September 21, 1874: Monday (Harpswell Sound, Maine) At 6:55 left Harpswell, stood to the eastward as far as Small Point; stopt (stopped) for fishing two hours; went ahead for Bath arrived at 1 P.M.; time 6 hours; distance 35 miles; distance 369 (miles) to date.
- September 22, 1874: Tuesday (Bath, Maine) At 7:22 left Bath; 8:50 Pond Isle; stood out to Mile Ledge Buoy; at 9:15 stopt (stopped) for fishing; caught a number of fine cod, hake, etc.; at 12:05 left Mile Ledge Buoy; stood for Portland Lt., course WSW; at 1:00 kept away for Harpswell; at 1:35 Mark Isle; up the sound, course NE ¾ E; at 2:00 came to at Harpswell; **Captain (Captain CHASE₆)**, **Mr. LAY₆** (1st Lieutenant **THOMAS W. LAY₆**) with gig and dingy with crews went for clams; time from Bath 6.38 (hours/minutes); distance 35 (miles); to date 404 (miles).
- September 23, 1874: Wednesday (Harpswell Sound, Maine) At 8:45 left Harpswell; at 9:10 Mark Isle; stood out to Half W (Way) Rock; at 1:30 left Half W Rock; at 1:55 Green Isle, course W by S ½ S; at 2:16 White Head, course W by S ¼ S; House Isle; at 2:30 Spring Point, course NW by N; at 2:35 came to anchor (Portland Harbor, Maine); distance 30 (miles); time 3.20 (hours/minutes); to date 434 (miles).
- September 24, 1874: Thursday (Portland Harbor, Maine) This day commences thick fog; A.M. went down harbour threw over ashes; returned and went along side C. H. Wharf (Custom House Wharf).
- September 25, 1874: Friday (Portland, Maine) All this day at Custom House Wharf; got ready for filling water; thick fog.

- September 26, 1874: Saturday (Portland, Maine) At Custom House Wharf, foggy.
- September 27, 1874: Sunday (Portland, Maine) At the dock foggy with light rain, wind easterly.
- September 28, 1874: Monday (Portland, Maine) All this day at the dock; wind easterly; boat race; (modoc, molloc, mollusc ??) pudding for dinner.
- September 29, 1874: Tuesday (Portland, Maine) All this day at the dock, cloudy with changeable winds; latter part wind NE with rain; evening stormy; Boston boat not going.
- September 30, 1874: Wednesday (Portland, Maine) All this day at the dock; took in stores; wind fresh to the westward.
- October 1st, 1874: Thursday (Portland, Maine) At the dock; ship paid off.
- October 2nd, 1874: Friday (Portland, Maine) This day at the dock; A.M. cloudy; P.M. heavy rain showers; thick wind SSW.
- October 3rd, 1874: Saturday (Portland, Maine) This day at the dock; A.M. very fine; P.M. chilly, wind light easterly; three tin plates bought for corn bread. >>>[Appendix: Paid \$0.40 for bean pot from Dyers.]
- October 4th, 1874: Sunday (Portland, Maine) All this day at the dock.
- October 5th, 1874: Monday (Portland, Maine) At 11:25 left Portland with (Customs) Collector WATKIN₆(?) and friends for a short sail; arrived back at 2:00; distance 25 (miles); to date: 459 (miles).
>>>[Note: The U.S. Revenue Marine was a part of the U.S. Treasury Department. The Secretary of the Treasury was responsible for stationing vessels and officers as well as designating the Collector of Customs under whose supervision each vessel is placed. Apparently, in 1874, the U.S. Revenue Cutter *Alexander J. Dallas* was placed under the supervision of Collector WATKIN₆(?) of the U.S. Customs Service based in Portland, Maine.]<<<
- October 6, 1874: Tuesday (Portland, Maine) At 10:32 left Portland; went to Wood Isle to land goods for life station; >>>[Note: Fletchers Neck Life-Saving Station (previously Biddeford Pool Life-Saving Station) was located at Biddeford Pool, Maine. Built in 1873-74, it was an 1874-type station with the distinctive X-shaped braces on the ends of the building. It was replaced in 1904 by a Duluth-type station.]<<< at 4:40 returned to Portland; (distance) 40 (miles); to date: 539 (miles).
- October 7th, 1874: Wednesday (Portland, Maine) At 10:50 left Portland; at 11:10 Portland Lt.; stood off to Aldens Rock; thence to H. W. R. (Half Way Rock); at 4:20 returned to Portland.
- October 8th, 1874: Thursday (Portland, Maine) This day comes in thick fog and calm; at 10:00 fog cleared away; wind light easterly; at Portland.
- October 9th, 1874: Friday (Portland, Maine) At 10:55 left Portland; at 11:13 White Head; at 11:35 Green Isle, course SE by E $\frac{3}{4}$ E; at 12:07 H.W. (Half Way) Rock, course ESE; at 1:35 Mile L. (Ledge) Buoy, course ESE; stopt (stopped) ship; at 4:00 left Mile L. (Ledge) Buoy; at 4:25 Fullers Rock, course W by S $\frac{1}{2}$ S; at 5:18 Mark Isle, course W $\frac{1}{2}$ S; up Harpswell S. (Sound), course NE by E; at 5:30 Stovers Point; at 5:40 came to anchor (Harpswell Harbor); distance 41 (miles); Chief Engineer (M.D.L. DINSMORE₆) absent on leave; miles (to date): 615 (miles).
- October 10th, 1874: Saturday (Harpswell Harbor, Maine) At 7:17 left Harpswell; at 7:45 Mark Isle, course SSW; at 8:55 Fullers Rock, course SE $\frac{1}{2}$ E; at 9:20 Seguine (Seguin Island), course SE by E; stopt (stopped) engine; at 10:50 left Mile L. (Ledge) Buoy; at 11:20 Glovers Rock, course SW by W $\frac{1}{2}$ W; at 12:12 H.W. (Halfway) Rock, course WSW; at 12:35 Green Isle, course WSW; at 1:00 Portland Lt., course W by S $\frac{1}{2}$ S; at 1:12 Spring Point, course N $\frac{3}{4}$ W; at 1:16 Breakwater (Portland), course W by N $\frac{1}{2}$ N; at 1:20 up (Portland) harbour, course SW by W; at 1:25 dock, lines ashore; distance 40 (miles); to date: 655 (miles); afternoon thick and rainy, wind SSE.
- October 11, 1874: Sunday (Portland, Maine) This day at Custom H. (House) Wharf; weather fair, wind WSW; chicken, cranberry sauce, lamb, tomatoes, squash, potatoes, tapioca pudding,

apple sauce, for dinner.

- October 12, 1874: Monday (Portland, Maine) This day took in coal.
- October 13th, 1874: Tuesday (Portland, Maine) At Custom House Wharf; put chains on rudder, etc.; clear and cool, wind north.
- October 14th, 1874: Wednesday (Portland, Maine) At the dock coaling; **Capt. CHASE**₆ detached.
- October 15th, 1874: Thursday (Portland, Maine) At Custom House wharf; P.M. painted quarter deck; first heavy frost this season.
- October 16th, 1874: Friday (Portland, Maine) At Portland; very fine weather; went into stream; light southerly wind.
- October 17th & 18th, 1874: Saturday & Sunday (Portland Harbor, Maine) At Portland.
- October 19th, 1874: Monday (Portland Harbor, Maine) At 10:30 left Portland; at 10:47 White Head; at 11:04 Green Isle inside, course SE by E $\frac{3}{4}$ E; at 11:27 inside Half W. (Way) Rock, course ESE; at 12:20 Glovers Rock inside, course E by S $\frac{1}{2}$ S; at 12:35 Jack Ledge, course E $\frac{1}{4}$ S; at 12:40 Seguine inside, course E $\frac{1}{4}$ S; at 12:53 Sisters, course E $\frac{1}{2}$ N; at 1:15 Cuckolds, course E $\frac{1}{2}$ S; at 1:35 Ram Isle, course E by N $\frac{1}{2}$ N; at 1:46 Thrum Cap, course ESE; at 1:57 Penquid (Pemaquid), course E $\frac{1}{2}$ S; at 2:30 Egg Rock, course E by S; at 2:38 Black Rocks, course E $\frac{1}{2}$ S; at 2:51 Davis Straits, course E by S; at 3:00 Hoopers (Hupper) Isle, course E by N; at 3:09 Brothers, course SE by E $\frac{1}{2}$ E; at 3:15 close Mosquito Isle, course SE; at 3:47 White Head, course E by N; Spruce Head, course NE by E; Otter Isle, course E by N $\frac{1}{2}$ N; Ash Point; at 4:24 S. I. B. (Sheep Isle Buoy), course NE by N; at 4:32 Monroe Isle, course NE by E $\frac{1}{4}$ E; at 4:35 Owls Head, course NW by W; at 4:55 Rockland, course W by N; time 6.25 (Hours/minutes); distance 70 (miles).
- October 20th, 1874: Tuesday (Rockland, Maine) At 9:10 left Rockland; at 9:27 Owls Head, course SE $\frac{3}{4}$ E; at 9:38 S. I. (Sheep Isle) Buoy, course SW by S $\frac{1}{2}$ S; at 9:48 Ash Point, course S by W $\frac{1}{4}$ W; at 9:55 Otter Isle, course SW by S $\frac{1}{4}$ S; at 10:10 Spruce Head, course SW $\frac{3}{4}$ S; at 10:15 Seal Harbor, course NW by W; came to and boarded vessels; at 11:20 left Seal harbor; stood out by White Head; at 11:27 White Head; at 11:50 Two Bush (Island); up the East Bay (Penobscot Bay); at 1:08 Monument; at 1:20 North Haven; came to 3 $\frac{1}{2}$ fathoms; time 3.05 (hours/mimutes); distance 30 miles.

>>>[Two Bush Island Lighthouse was first put into operation in 1817. The lighthouse is located on the south tip of Two Bush Island (Muscle Ridge Islands) off the entrance to West Penobscot Bay and marks the entrance to Muscle Ridge Channel to the west and Two Bush Channel to the east.]<<<<

- October 21, 1874: Wednesday (North Haven, Maine) At 7:15 left North Haven; at 7:30 B. Head (Brown Head Light), course SW $\frac{3}{4}$ S; at 7:39 Monument, course SW; at 8:20 Ash Point, course SW $\frac{1}{2}$ W; at 8:40 Spruce Head, course SW by S; at 8:48 White Head, course SW by S $\frac{1}{2}$ S; at 9:22 Mosquito Isle, course SW; Brothers, course W by N; Marshals Point Buoy, course W by S; up over H. (Herring) Gut Bar; down Georges River; Franklin Lt., course SW; West Egg Rock, course SW $\frac{1}{2}$ S; thence to R. Pond (Round Pond) 11:25; at 1:20 left Round Pond; at 1:28 Black Buoy, course S $\frac{1}{2}$ W; at 1:37 B. (Browns) Head, course S by W $\frac{1}{2}$ W; at 1:52 N. (New) Harbour, course SSW; at 2:06 P. (Pemaquid) Point Lt., course SSW; at 2:11 South Point, course SW by S; at 2:25 up Johns River, course N $\frac{1}{2}$ E; at 2:30 Pem (Pemaquid) Harbour, board bark; at 2:50 left (Pemaquid Harbour); at 3:13 Trumb Cap (Thrumcap Island), course S by W; at 3:30 Fish Isle, course W by S $\frac{1}{2}$ S; at 3:35 Squirrel Isle, course NW $\frac{1}{2}$ W; at 3:43 Burnt Isle, course NW by W; at 3:47 Tumbler Isle, course N; at 3:55 anchorage inner harbour (Boothbay Harbor, Maine); running time 6.45 (hours/minutes); distance 70 miles.

>>>[Pemaquid Point Lighthouse was erected on the southern extremity of Pemaquid Neck in 1827 and rebuilt in 1835. It is located at the west entrance to Muscongus Bay, Bristol, and the east entrance to Johns Bay. It is one of Maine's prettiest lighthouses.]<<<<

- October 22, 1874: Thursday (Boothbay Harbor, Maine) At 8:55 left Booth Bay; at 9:22 Cuckolds, course S by W; at 9:51 Thum Rock; at 10:15 Mile L. (Ledge) Buoy, stopt (stopped); at 11:50 left Mile Ledge Buoy; steered SW until 1:55; steered NW $\frac{1}{4}$ N (to) P. (Portland) Lt. at 2:55; at 3:10 Spring Point, course N $\frac{3}{4}$ W; at 3:13 (Portland) Breakwater, course WNW; at 3:20 came to anchor (Portland Harbour); running time 4.50 (hours/minutes); distance 50 m (miles).
- October 23rd, 1874: Friday (Portland Harbor, Maine) At 9:05 left Portland; passed around Great Cebeague (Chebeague) Isle; at 10:40 Mark Isle; at 10:45 Jaquis (Jaquish Island); at 11:37 Fullers Rock inside, course SE $\frac{1}{2}$ E; at 11:56 Jack K. Ledge, course E $\frac{1}{2}$ S; at 12:05 Pond Isle; stood up Kennebec River; at 1:55 Bath; time 4.50 (hours/minutes); distance 40 (miles).
- October 24, 1874: Saturday (Bath, Maine) At 9:35 left Bath; at 11:35 Pond isle; at 11:37 Fullers Rock inside; at 12:11 Lourbo (Lombo?) Ledge, course WSW; at 12:45 H.W. (Half Way) Rock, course W by S $\frac{3}{4}$ S; at 1:10 Green Isle, course W by S $\frac{1}{4}$ S; at 1:31 White Head, course W by S $\frac{1}{4}$ S; at 1:38 House Isle; at 1:42 Spring Point; at 1:46 (Portland) Breakwater; at 1:50 (Portland) Harbour; at 2:00 Dock (Portland, Maine); could not get to dock on account of low tide and damned fishermen in our way and berth; time 4.25 (hours/minutes); distance 35 m (miles).
- October 25, 1874: Sunday (Portland, Maine) At the dock takeing (taking) water.
- October 26th, 1874: Monday (Portland, Maine) At the dock, filled boiler, etc.; very pleasant and warm.
- October 27th, 1874: Tuesday (Portland, Maine) At 10:50 left Portland; at 11:13 Portland Lt., course S $\frac{3}{4}$ E; T. (Trundy) Reef, course S by E; B.C.R. (Broad Cove Rock), course S; at 11:42 Cape Eliz (Elizabeth), course S by W $\frac{1}{2}$ W; at 12:43 Wood Isle, course SSW; at 1:35 Cape Porpoise, course SW by S; at 3:09 Nubble, course SW by S $\frac{1}{4}$ S; East Sister, course SW by S $\frac{1}{2}$ S; at 4:02 West Sister Buoy, course SW by S $\frac{1}{2}$ S; at 4:09 Kitts Rocks, course SW by W $\frac{1}{2}$ W; at 4:13 Whales Back, course NNW; at 4:20 Portsmouth Lt., course N; at 4:25 (Portsmouth Lower Harbour) Harbour, course NNE; time 5.35 (hours/minutes); distance 50 (miles).
- October 28, 1874: Wednesday (Portsmouth Lower harbor, New Hampshire) At 7:00 left Portsmouth Lower Harbour; at 7:10 Whales Back; at 7:13 Kitts Rocks, course SSE; West Sister; at 8:25 Boon Isle, course E $\frac{1}{2}$ S; Boon Isle SSE 3 miles; at 10:00 stood ENE for Portland; at 11:10 Cape Porpoise, course ENE; at 12:04 Wood Isle, course ENE; at 1:04 Cape Elizabeth, course ENE; at 1:14 B.C.R. (Broad Cove Rock), course NE; at 1:20 Trundys Reef; at 1:32 Portland Lt.; at 1:41 Spring Point; at 1:45 (Portland) Breakwater; at 1:50 (Portland) Harbour; at 1:55 came to at (Portland Harbour); time 5.50 (hours/minutes); distance 55 (miles); very fine weather.
- October 29th, 1874: Thursday (Portland Harbour, Maine) At 10:00 left Portland; at 10:11 S. (Spring) Point, course SE $\frac{1}{4}$ S; at 10:30 White Head; at 10:50 Green Isle, course SE by E $\frac{3}{4}$ E; at 11:17 Half W (Way) Rock, course SE by E $\frac{3}{4}$ E; stopt (stopped) ship; at 12:12 left H. W. R. (Half Way Rock) for Harpswell; at 12:34 Mark Isle, course NE $\frac{1}{2}$ E; at 1:10 Harpswell; saw the sch (schooner) launched; at 2:18 left Harpswell; at 2:47 Mark Isle, course SSW; at 2:50 Jaquish, course SE; at 3:42 Small Point, course SE $\frac{1}{2}$ E; at 3:57 Jack Ledge, course E $\frac{3}{4}$ S; at 4:00 Sequine, course E $\frac{1}{2}$ S; at 4:17 Sisters, course E; at 4:43 Cuckolds inside, course E $\frac{1}{2}$ S; at 5:00 Burnt Isle; at 5:10 came to anchor (Boothbay Harbor); wind south with thick passing clouds; running time 5.07 (hours/minutes); distance 46 (miles).
- October 30th, 1874: Friday (Boothbay Harbor, Maine) (No journal entries this day. Sailed from Boothbay Harbor to Portland, Maine.)
- October 31st, 1874: Saturday (Portland, Maine) This day at Custom House Wharf.
- November 1st, 1874: Sunday (Portland, Maine) This day at Custom House Wharf; a pleasant day; ice seen on the dock, thin.
- November 2nd, 1874: Monday (Portland, Maine) All this day at the dock; much ice on the dock;

scraped mast and gaffs (gaffs), etc..

- November 3rd, 1874: Tuesday (Portland, Maine) At 9:40 left Portland; at 10:04 Portland Lt.; at 10:32 Cape Elizabeth; at 2:05 Boon Isle SSW; stopt (stopped) and sent boat ashore; at 2:37 left Boon Isle for Portsmouth; at 3:15 York Ledge, course SW; at 3:27 Murrays Rock, course SW; at 3:53 Kitts Rock, course SW by W $\frac{1}{2}$ W; at 3:55 Whales Back, course NNW; at 4:00 Portsmouth Lt., course N $\frac{1}{2}$ E; at 4:10 came to on the western shore; running time 6 (hours); distance 55 miles.
- November 4th, 1874: Wednesday (Portsmouth Harbour, New Hampshire) At 7:00 left Portsmouth; at 7:15 Kitts Rock; at 7:25 Spar Buoy, course ESE; at 8:20 Boon Isle, course E $\frac{1}{2}$ S; between York Ledge and Murrays Rock; stood out by Boon Ledge, shaped course for Wood Isle; at 9:40 Wood Isle, course NNE; at 11:13 Wood Isle close in; at 12:08 Cape Eliz (Elizabeth), course ENE; at 12:17 B.C.R. (Broad Cove Rock), course NE; at 12:36 Portland Lt., course N by W; at 12:49 Spring Point, course N $\frac{3}{4}$ W; at 12:53 B. W. B. (Breakwater Buoy, Portland), course WNW; at 1:00 anchorage (Portland Harbour), course SW by W; distance 55 (miles); time 6 hours.
- November 5th, 1874: Thursday (Portland Harbor, Maine) At anchor in the harbour (Portland Harbor).
- November 6th, 1874: Friday (Portland Harbor, Maine) At 9:00 went to dock for coal; very fine day; money (payroll) not come.
- November 7th & 8th, 1874: Saturday & Sunday (Portland, Maine) All this day at the dock.
- November 9th, 1874: Monday (Portland, Maine) At 9:40 left Portland; at 10:01 White Head; at 10:24 Green Isle, course SE by E $\frac{3}{4}$ E; at 10:50 H.W. (Halfway) Rock, course ESE; at 11:50 Fullers Rock outside, course ESE; at 12:11 Seguine outside, course ESE; at 12:29 Thoms Rock, course E by N; at 12:56 Cuckolds, course E by N; at 1:13 Fisherman Isle, course E by N; at 1:30 Thrum Cap, course ESE; at 1:45 Pemaquid Point, course E by S; at 2:20 Egg Rock, course E by S; at 2:30 B. Rock, course E $\frac{1}{2}$ S; at 2:47 Davis Straits, course E $\frac{3}{4}$ S; at 3:00 Hoopers Isle, course E $\frac{3}{4}$ N; at 3:16 Mosquito Isle; at 3:54 White Head, course E $\frac{3}{4}$ N; at 4:02 Spruce H. (Head), course NE by E $\frac{1}{2}$ E; at 4:16 Otter Isle, course E by N $\frac{3}{4}$ N; Ash Point, course NE by E $\frac{1}{2}$ E; at 4:35 S. I. (Sheep Isle) Buoy, course NE by N; Monrose Isle, course NE by E $\frac{1}{4}$ E; Owls Head; at 4:50 Shag Rock, course N; at 5:05 Rockland, course W by N; at 6 P.M. commenced raining; time 7.25 (hours/minutes); distance 70 (miles).
- November 10th, 1874: Tuesday (Rockland, Maine) At 8:30 left Rockland; at 9:16 Beacon, course SE $\frac{3}{4}$ E; at 9:25 Browns Head, course E; at 9:38 North Haven, course SE (Fox Islands Thorofare); at 9:58 Channel R. (Rock), course SE; at 10:25 Mark Isle, course SE by E $\frac{1}{2}$ E; at 10:35 Greens Landing, course E $\frac{1}{2}$ S; (Deer Island Thorofare); Lazy Gut; at 11:32 Yorks Narrows, course SE by E $\frac{1}{2}$ E; at 12:03 Bass H. (Harbor) Head, course E by S $\frac{1}{2}$ S; at 12:14 Long P.L. (Point Ledge) Buoy, course SE by E $\frac{1}{2}$ E; at 12:21 R & B Buoy, course NE $\frac{1}{2}$ E; at 12:28 R. Buoy, course NNE; at 12:35 came to (Southwest Harbor), course NNW; time 4.05 (hours/minutes); distance 45 (miles); at 2:50 left S. W. (Southwest) Harbour and stood across to Long Isle Harbour; at 3:55 came to anchor; at 5:30 left Long Isle, stood for S.W. Harbour, Mt. Desert (Island); at 6:40 came to (Southwest Harbor); **Capt. ABBY₆** (Captain **CHARLES A. ABBEY₆**, born: New York; appointed from New York) and Pilot EATON₆ on board; so ends this day; running time 2.15 (hours/minutes); distance 25 m (miles); sailed this day 70 (miles).
- November 11, 1874: Wednesday (Southwest Harbor, Mount Desert Island, Maine) At 6:10 left S. W. Harbour; at 6:35 Long P. (Point) Buoy, course SSW; at 6:48 Bass H. (Head), course W $\frac{3}{4}$ S; at 7:26 Yorks (Jerks?) Narrows, course SW by W $\frac{3}{4}$ W; at 7:42 Goose Rock, course WSW; Lazy Gut (Island), course W by S $\frac{3}{4}$ S; at 8:42 Mark Isle (Light); at 9:11 Channel Rock, course W by S $\frac{1}{2}$ S; at 9:35 North Haven; at 9:47 Browns Head, course SW by S; Monument, course SW; at 10:35 Owls Head, course W $\frac{3}{4}$ S; at 10:38 Shag Rock; at 10:54 Rockland, course W by

N; did not anchor but sent boat ashore; at 11:12 left Rockland; at 11:27 Shag Rock, course SE $\frac{3}{4}$ E; at 11:30 Owls Head, course SSE; at 11:32 Monroe Isle, course S by W; at 11:37 Birch Point, course SW by S $\frac{1}{2}$ S; at 11:42 S. (Sheep) Isle Buoy, course SW by S $\frac{1}{2}$ S; at 11:52 Ash Point, S by W $\frac{1}{4}$ W; at 12:13 Spruce Head, course SW by S; at 12:22 White Head, course SW by S $\frac{3}{4}$ S; at 1:00 Mosquito Isle, course SW by S; passed up over Herring Gut Bar to Georges River down to Franklin Light; at 2:07 Franklin Lt., course SW; W. Egg Rock; at 2:35 New Harbour Ledge, course SW; blowing heavy; at 2:56 Pemaquid Point, course SW by W; at 3:12 Thum Cap, course SW by W; at 3:30 Fish'n (Fisherman) Isle, course W by S $\frac{1}{2}$ S; Squirrel Isle, course W; at 3:50 Booth Bay anchor; running time 9.40 (hours/minutes); distance 87 m (miles); at 7:30 P.M. let go starboard anchor the first time since going into commission.

>>>[The Mark Island Lighthouse (Deer Isle Thorofare Lighthouse) was established in 1857. Keepers quarters were added later. It is located on the west tip of Mark Island on the south side of the west entrance to Deer Island Thorofare, East Penobscot Bay. The light is situated 52 feet above low mean tide.]<<<

- November 12, 1874: Thursday (Boothbay Harbor, Maine) This day comes in clear and cool, wind NW, thermometer 30 (degrees Fahrenheit); ice made on deck; at 8:45 left Booth Bay; at 9:12 Cuckolds; at 9:40 Sisters, course SW by W; at 9:53 Seguine, course SW by W; at 10:14 Small Point; at 10:25 Bald Head; at 11:10 Mark Isle, course West; B. (Bates Island?) Buoy, course W by N $\frac{1}{2}$ N; at 11:45 L. Gebeague (Little Chebeague) Bar; at 12:00 Cow Isle, course WSW; at 12:03 Buoy, course SW by W; at 12:25 came to at Portland, course SW by S; time 3:40 (hours/minutes); distance 35 miles.
- November 13, 1874: Friday (Portland, Maine) At Portland, ship paid off.
- November 14, 1874: Saturday (Portland, Maine) At Portland, clear and cool.
- November 15th, 1874: Sunday (Portland, Maine) At 11:20 left Portland; at 11:42 White Head; at 12:27 H.W. (Halfway) Rock, course ESE; at 1:22 Fullers Rock; at 1:45 Seguine inside; at 2:18 Cuckolds; at 2:25 Squirrel Isle; at 2:30 stopt (stopped) and sent boat ashore for sand; at 3:00 boat returned; stood in for Booth B. (Bay); at 3:20 came to anchor (Boothbay Harbor); running time 3.30 (hours/minutes); distance 35 m (miles); wind NNW this day.
- November 16 & 17, 1874: Monday & Tuesday (Boothbay Harbor, Maine) No journal entries.
- November 18, 1874: Wednesday (Boothbay Harbor, Maine) At 8:30 left Boothbay Harbor; at 8:55 Fish'n (Fisherman) Isle; at 9:08 Thumb Cap, course ESE; at 10:17 Old Man inside, course ESE; at 10:17 course SE by E $\frac{1}{2}$ E to go outside; at 11:12 to Matinic (Metinic Island) Green Isle, course SE by E $\frac{1}{2}$ E; at 11:50 between Great and Little G. (Green) Isle; thence by Two Bush and White Head 12:37; at 12:45 Spruce H. (Head), course NE by E $\frac{1}{4}$ E; at 12:57 Otter Isle, course E by N $\frac{1}{2}$ N; at 1:05 Ash Point, course ENE; at 1:15 S. I. (Sheep Isle) Buoy, course NE $\frac{3}{4}$ N; at 1:23 Monroe Isle, course NE by E $\frac{1}{2}$ E; at 1:26 Owls Head, course NNE; at 1:28 Shag Rock, course NW; at 1:42 Rockland, course W by N; running time 5.12 (hours/minutes); distance 50 m (miles); at 4:30 P.M. commenced raining; wind SSW, cloudy, with signs of storm; U.S. Rev. Cutter *Dobbin* in company.

>>>[Note: For the description of the U.S. Revenue Cutter *James C. Dobbin* see the note of February 21, 1874.]<<<

- November 19th, 1874: Thursday (Rockland, Maine) At 9:00 left Portland; at 9:42 Cape Elizabeth; at 10:37 Wood Isle, course SW by S; at 11:24 Cape Porpoise, course SW by S $\frac{1}{4}$ S; at 12:50 Nubble (Cape Neddick) SW by S $\frac{1}{4}$ S; slowed down and took in all sail, course SSW; ran 8 miles per hour, course SSW; at 1:50 Whales Back, course SSW; at 2:50 Great Boars Head, close SSW; at 3:40 Newbury Port Bar B. (Beacon), course S by W; $1\frac{1}{2}$ hour flood, passed the bar, 12 fathoms water; at 4:00 came to off the town (Newburyport, Massachusetts); running time 7 hr; distance 65 m (miles); first appearance *Stmr Dallas* in the waters Merrimac River.
- November 20th, 1874: Friday (Newburyport Harbor, Massachusetts) At 9:23 left Newbury Port; at 9:45 Bar Buoy; at 11:10 Whales Back; at 12:00 Nubble; at 12:00 Boon Isle inside; at 1:20

Cape Porpoise; at 2:02 Wood Isle; at 2:56 Cape Elizabeth; at 3:05 B. C. R. (Broad Cove Rock) outside Taylors Reef, course NE ½ N; at 3:11 T. R. B. (Trundy Reef Buoy), course N by E ½ E; at 3:22 Portland Lt., course N by W ¼ W; at 3:35 Spring Point; at 3:39 Breakwater (Portland); at 3:42 Portland Harbour; at 3:45 dock aground; distance 65 (miles); time 6.10 (hours/minutes); 4 P.M. thick snow storm, first of the season worth mentioning.

- November 21, 1874: Saturday (Portland, Maine) No journal entires.
- November 22, 1874: Sunday (Portland, Maine) All this day at the dock.
- November 23, 1874: Monday (Portland, Maine) This day comes in thick snow storm, wind fresh NE; at the dock; noon commenced raining.
- November 24, 1874: Tuesday (Portland, Maine) This day comes in fair, wind westerly fresh, not cold.
- November 25, 1874: Wednesday (Portland, Maine) Dallas (U.S. Revenue Cutter Alexander J. Dallas) left (Portland) for Prouts Point (Prouts Neck, Maine) to get sch (schooner) wrecked on beach.
- November 26th, 1874: Thursday/Thanksgiving (Portland, Maine) Self and wife (*ABIGAIL (ABBIE) M. EWELL GRANT₆) in Boston.
 >>>[Note: In 1874 *LEONARD SAMUEL GRANT₆ (1812 – 1880) and his wife, *ABIGAIL (ABBIE) M. EWELL GRANT₆ (1815 – 1903), lived in Portland, Maine (address unknown). One record shows them staying at 521 Shawmut Avenue in Boston, Massachusetts in 1874. They decided to spend Thanksgiving with their daughter, *FLORA E. GRANT POTTER₇ (1848 – 1928), and son-in-law, *ALGERNON SIDNEY POTTER₇ (1841 – 1893) and their new 8-month old grandson, *ALBERT LINCOLN POTTER₈ (Born: March 11, 1874), who lived at 87 West Brookline Street in Boston, Massachusetts. Sometime between July 1, 1874 and July 1, 1875, the POTTERS purchased a house at and moved to 301 Shawmut Avenue, Boston, Massachusetts.]<<<<
- November 27th, 1874: Friday (Boston, Massachusetts) All this day in Boston; left for home (Portland, Maine, address unknown) 5 P.M.; Capt. CHASE₆ took charge.
- November 28th, 1874: Saturday (Portland, Maine) At home (Portland, Maine, address unknown) and on board; very pleasant.
- November 29th, 1874: Sunday (Portland, Maine) This day at coal wharf.
- November 30th, 1874: Monday (Portland, Maine) At the dock.
- December 1st, 1874: Tuesday (Portland, Maine) At the dock; cloudy and cool; at 8 A.M. temperature 12 degrees above zero; coldest of the season; first day of winter 12 above zero.
- December 2nd, 1874: Wednesday (Portland, Maine) At 9:00 hauled out dock, moored at head Customs H. (House) Wharf; took in coal for life saving station.
- December 3rd, 1874: Thursday (Portland, Maine) At 10:00 A.M. left Portland; at 10:26 Portland Head, course S ¾ E; at 10:52 Green Isle outside, course SE by E ½ E; at 11:18 H.W.R. (Halfway Rock) outside, course SE by E ½ E; at 12:42 Seguine outside, course ESE; at 12:45 Mile L. B. (Ledge Buoy) outside, course ESE; at 1:00 Thoms Rock, course E ½ N; at 1:30 Cuckolds, course ENE; at 1:40 Squirrel, course NNE; at 1:49 Burnt Isle, NE by N; at 1:54 Tumbler Isle, course NNE; at 2:00 came to anchor (Boothbay Harbor, Maine), course NE; rough passage, heavy sea; time 4 (hours); distance 36 (miles).
- December 4th, 1874: Friday (Boothbay Harbor, Maine) At 6:45 left Booth B. (Bay); at 7:22 Thrum Cap; at 7:37 P. (Pemaquid) Point, course E ½ S; at 8:14 Egg Rock, course E by S; at 9:08 Mosquito Isle; at 9:50 White Head, course E by N ¼ N; anchored (Whitehead Island) and landed coal for L. S. (Life-Saving) Station; >>>[Note: White Head Life-Saving Station was located on Whitehead Island off Spruce Head. Built in 1873 or 1874, it was an 1874-type station which had distinctive X-shaped braces on each end of the building.]<<<< at 10:50 left for Rockland; at 12:20 arrived at Rockland; time 4.45 (hours/minutes); distance 45 (miles); sailed to date December 5th (December 4th ?), noon: 135 (miles).

Paid for Mess	\$
Milk:	\$0.25
Milk:	\$0.25
Milk:	\$0.25
Paid post office order & stamp:	\$0.20
Wash bill for November and part of December:	\$1.25

- December 5th, 1874: Saturday (Rockland, Maine) At 6:45 left Rockland; Monument, course SE by E; at 8:30 Channel Rock; at 9:15 Mark Isle, course SE by E ½ E; Lazygut B. (Buoy); at 10:32 Yorks Narrows, course SE by E ¾ E; at 11:12 Bass Harbour B. (Buoy), course E by S ½ S; at 11:20 Long Point Buoy, course SE by E ½ E; at 11:50 Bakers Isle, course SE by E ½ E; passed around the isle, stopt (stopped) and took on board Capt. and owner of sch (schooner) ashore on Cranberry Isle; steamed ahead and at 12:45 came to anchor in Cranberry Isle Harbour; time 6 (hours); distance 55 (miles); at 3:30 left Cranberry Isle H. (Harbour) to go to sch (schooner) on shore; rough weather; at 5:00 returned and came to anchor Cranberry I. (Isle); time 1.30 (hours/minutes); distance 6 (miles); sailed to date: 141 (miles).

>>>[Note: The Cranberry Islands Life-Saving Station wouldn't be built until 1878 on Little Cranberry Island off Mount Desert Island. It was an expanded 1876-type station and was positioned to watch over the waters around Mount Desert Island and Bar Harbor, Maine.]<<<

- December 6th, 1874: Sunday (Cranberry Isle Harbour, Maine) At 7:35 left for wreck; at 8:00 came to near sch (schooner); sent officer and boats crew; at 8:30 made fast hawser; at 8:45 pulled at sch (schooner); at 9:15 parted hawser; under run hawser and bent together; at 9:35 parted hawser 2nd time; at 10:00 last pull parted hawser; could not start sch (schooner); at 10:30 last pull; at 11:13 left Little Cranberry Isle; at 1:13 Titmenan (Petit Manan Island), course E by S; at 2:13 Nash Isle, course E by N ½ N; at 3:00 Jonesport; time 3.47 (hours/minutes); distance 35 (miles); distance to date 179 (miles); 8 P.M. commenced raining; rain through the night.

>>>[The Nash Island Lighthouse was erected in 1838 and rebuilt in 1874. It is located on the west side of Nash Island, Maine which is on the east side of the mouth of Pleasant Bay, Addison. It is a square, white tower and is 51 feet above mean high water.]<<<

- December 7th, 1874: Monday (Jonesport, Maine) This day comes in overcast, thick and rainy, wind SSW light; at 9:38 left Jonesport; at 10:10 Mark Isle; Spruce Isle, course E by S ½ S; at 11:05 Libby Isle, course ESE; at 11:25 Cross Isle, course ESE; at 12:21 Cutler, course E; at 2:25 West Quoddy, course E ½ N; at 2:35 course NW, came to in Quoddy Bay, 3 ½ fathoms water; time 5.02 (hours/minutes); distance 45 (miles); up to date 224 (miles).
- December 8th, 1874: Tuesday (West Quoddy Bay, Maine) This day comes in overcast, wind NNE fresh; at 8:15 cat reported overboard; lowered boat and picked her up; took her on board and in a short time she died; held an inquest over her remains; verdict rendered by coroner: accidental drowning and chilled by being in the cold water; at 9:00 left Quoddy; at 9:55 came to anchor in Back Bay so called in the vicinity of Eastport, 7 fathoms water, 30 fathoms chain; distance 8 (miles); thick snow storm; all through the day violent snow storm, fresh breeze NNE; midnight cleared up.
- December 9th, 1874: Wednesday (Back Bay near Eastport, Maine) This day comes in overcast; weather looking heavy; wind light westerly; at 7:45 Back Bay; at 8:00 Eastport City; at 8:45 East Quoddy; at 10:00 West Quoddy; at 11:42 Little River (Cutler), course SW ½ S; inside Old Man's arse (Old Man Island) and at 12:15 anchored close to life station; landed coal and left; at 1:00 Shotts Islands (Double Head Shot Islands); at 1:15 Cross Isle, course SW ½ W; at 1:32 Libby Isle, course SW ½ W; at 2:32 Head Harbour Lt., course SW; at 2:45 Head Harbour (Island) anchor; running time 6.15 (hours/minutes); distance 60 (miles); up to date 292 (miles); 8

P.M. let go starboard anchor and veered away; 30 fathoms on starboard, 40 fathoms on port; wind blowing heavy by squalls.

- December 10th, 1874: Thursday (Moose Peak Light, Head Harbor Island, Maine) At 8:35 left Moose Peak Light House; at 10:55 Titmenan (Petit Manan Island), course SW by W ½ W; at 11:55 Schoodic Hills, course WSW; at 1:00 Sutton Isle, course WSW; at 1:20 Cranberry Isle Lt. (Bear Island Lighthouse); at 1:20 B. & R. B. (Buoy), course S by W; at 1:27 L. P. B. (Long Point Buoy) Cam, course SSW; at 1:40 B. H. (Bass Harbor) Head, course W by S; York (Jerk) Narrows; (Deer Island Thorofare) at 3:35 Mark Isle (Lighthouse); at 4:05 Channel Rock, course W by S ½ S; (Fox Islands Thorofare) at 4:42 Brown's Head (Lighthouse), course SW by S; at 4:52 Fidler Ledge Beacon; at 5:22 Owls Head, course W by S; at 5:40 Rockland, W by N; time 9.10 (hours/minutes); distance 75 (miles); to date 367 (miles).

>>>[Notes: (1) Moose Peak Lighthouse, Jonesport, Maine was built in 1827 and rebuilt in 1856. It is located on the southeast tip of Mistake Island and marks the west side of the south entrance to Englishman Bay. It's tower is 72 feet above mean high water. Moose Peak and Seguin Island lighthouses have more fog than any other locations on the East Coast. At Moose Peak, fog rolls in often from the Bay of Fundy.

(2) Bear Island Lighthouse, Cranberry Isles, was built in 1839 and rebuilt in 1889. It is located at the east side of the entrance to Northeast Harbor, Mount Desert Island, Maine. Its white cylindrical tower is 100 feet above mean high water.]<<<<

- December 11, 1874: Friday (Rockland, Maine) At 6:45 left Rockland; at 7:00 Owls Head; at 7:13 S. (Sheep) Isle B. (Buoy), course SW by S ½ S; at 7:26 Ash Point, course S by W ¼ W; Spruce Head, course SW by S ¼ S; at 7:59 White Head, course SSW; at 8:38 Mosquito Isle, course SW ½ S; at 8:53 Old Seilly (Old Cilly Ledge), course SW ½ S; at 9:08 Georges Isle, course SW ½ S; at 9:23 Old Man, course SW ½ S; at 10:10 Pemaquid point, course WSW; at 10:34 Thum Cap (Thrumcap Island); at 10:45 Fish Isle (Fisherman Island), course W by S; at 10:50 Squirrel Isle, course W by N ½ N; at 11:00 came to at B. Bay (Boothbay Harbour); time 4.15 (hours/minutes); distance 40 (miles); steamed and sailed 407 (miles).
- December 12, 1874: Saturday (Boothbay Harbor, Maine) At 6:50 left B. Bay (Boothbay); at 7:00 B. (Burnt) Isle; at 7:18 Cuckolds, course S ¾ W; at 7:47 Sisters, course SW by W; at 8:00 Seguine, course SW; at 8:25 Small Point; at 9:25 H. W. Rock (Half Way Rock); at 9:50 Green Isle; at 10:09 White Head; at 10:50 Portland Dock; time 3.40 (hours/minutes); distance 35 (miles); distance to date 442 (miles); at 1 PM left Portland for Stockton, Me. to attend the burial of my sister; >>>[Note: She may have been buried in Mount Prospect Cemetery, Stockton Springs, Maine.]<<<< vessel at the dock.

>>>[Note: ***LEONARD S. GRANT**₆ (1812 – 1880) had two brothers and four sisters:

1. **ALANSON ALONZO GRANT**₆ (1811/1813 – 1884) – buried Bangor, Me.
2. **JUSTIN L. GRANT**₆ (1815 – 1904) – buried Prospect, Me.
3. **HANNAH GRANT COUILLARD**₆ (1817 – possibly 1874)???
4. **MATILDA GRANT**₆ (1821 – 1908)??? – possibly buried Prospect, Me.
5. **EMILY C. GRANT LAMPHER**₆ (1825 – 1876) – buried Prospect, Me.
6. **CLARA (CLARISSA) GRANT BERRY**₆ (1827 – 1859) – buried Prospect, Me.

It was probably **HANNAH GRANT COUILLARD**₆ whose funeral was held in Stockton, Maine in December, 1874.]<<<<

- December 13th, 1874: Sunday (Stockton, Maine) At Stockton.
- December 14th, 1874: Monday (Stockton, Maine) At Stockton.
- December 15th, 1874: Tuesday (Stockton, Maine) Left Stockton; came to Rockland.
- December 16th, 1874: Wednesday (Rockland, Maine) Left Rockland; arrived in Portland 3 PM.
- December 17th, 1874: Thursday (Portland, Maine) At 9:00 left Portland; at 9:25 Portland Lt.; at 9:53 Cape Elizabeth; at 11:00 Wood Isle; stopt (stopped) to land coal; >>>[Note: The Fletchers Neck Life-Saving Station, previously Biddeford Pool Life-Saving Station, was located on Wood

Isle, Maine.]<<< at 12:30 left Wood Isle; at 1:25 Cape Porpoise, course SW by S ½ S; at 3:05 Nubble, SW by S ¼ S; at 3:58 Sisters, SW by S ½ S; Kitts Rock, course SW by W ½ W; at 4:08 Whales back, course NNW; at 4:13 Portsmouth Lt., course N by E; at 4:18 course N by E, anchorage (Portsmouth, New Hampshire); running time 5.42 (hours/minutes); distance 50 (miles); December 492 (miles); add 40 miles for November 532 (miles).

- December 18th, 1874: Friday (Portsmouth, New Hampshire) This day comes in clear and cool; wind fresh NW; 12:30 (A.M.) Midnight let go starboard anchor; at 9:10 left Portsmouth Lt.; at 9:15 Whales Back, course S; at 9:25 Odiornes Point, course S by W; Straws Point, course S by W; could not make landing (Rye Beach Life-Saving Station), turned round and stood back; at 10:40 came to anchor (Portsmouth, New Hampshire); time 1.30 (hours/minutes); distance 15 m (miles); to date 507 (miles); wind heavy NW.
- December 19, 1874: Saturday (Portsmouth, New Hampshire) At 7:00 left Portsmouth; at 8:00 Rye Beach; landed coal; >>>[Note: The Rye Beach Life-Saving Station (previously Locke's Point Life-Saving Station) was located at the north end of Rye Beach, New Hampshire. Built in 1874, it was an 1874-type station with the distinctive X-shaped braces on the ends of the building. It was rebuilt in 1890 as a Bibb # 2-type station.]<<< at 8:47 left for Plum Isle; at 10:05 landed goods; >>>[Note: The Plum Island Life-Saving Station (previously Knobbs Beach Life-Saving Station) was located about two miles from the south end of Plum Island, Massachusetts. Built between 1873 and 1877, it was an 1874-type station with the distinctive X-shaped braces at the ends of the building. It was rebuilt in 1890-91 as a Bibb # 2-type station.]<<< at 10:45 left (Plum Isle, MA.); at 10:55 N.P.B. (Newburyport) Buoy; at 12:00 Isle Shoals inside, course NE by E; at 12:44 York Ledge outside, course NE by E; at 1:05 Boon Isle inside, course NE by E; at 2:28 Cape Porpoise, course NE by E; at 3:11 Wood Isle, course NE by E; at 4:05 Cape Elizabeth, course ENE; at 4:14 B. C. R. (Broad Cove Rock) close to Cape, course NE; at 4:20 T. (Trundy's) Reef, course N by E ½ E; at 4:31 P. (Portland) Lt., course N by W ¼ W; at 4:43 Spring Point, course N ¾ W; at 4:46 B. water (Breakwater), course WNW; at 4:50 Harbour (Portland); at 4:55 dock; distance 85 (miles); time from N. P. B. (Newburyport Buoy) 6.00 (hours); to date 592 (miles).
- December 20, 1874: Sunday (Portland, Maine) At the dock.
- December 21, 1874: Monday (Portland, Maine) At dock; caulkers caulking decks.
- December 22, 1874: Tuesday (Portland, Maine) At the dock; caulkers at work.
- December 23, 1874: Wednesday (Portland, Maine) Pleasant day, caulkers at work; snow gone; water running in Str. (Steamer). [Appendix: **Mrs. MADDEN** Dr to \$0.25 cash; **Lieut. CROZIT**₆ \$0.50 cash.]
- December 24th, 1874: Thursday, Christmas Eve (Portland, Maine) At the dock.
- December 25th, 1874: Friday, Christmas Day (Portland, Maine) Very pleasant day for Christmas; clear and pleasant.
- December 26th, 1874: Saturday (Portland, Maine) At 10:00 left Portland for Wood Isle; at 11:30 returned back (Portland, Maine); came to anchor on account of HOPKINS₆ being injured by machinery; distance 6 (miles); machinery reported out of time.
- December 27th, 1874: Sunday (Portland, Maine) At the dock.
- December 28th, 1874: Monday (Portland, Maine) At 10:20 left Portland; at 11:40 down inside Mark Isle; at 12:45 Fullers Rock, course SE ½ E; at 1:10 Seguine outside and inside M. L. (Mile Ledge) Buoy, course ESE; at 1:53 Cuckolds, course E by N; at 2:01 Squirrel Isle, course NE by N ½ N; Burnt Isle, course NE ½ N; at 2:20 came to (Boothbay Harbor); time 4 h (hours); distance 36 m (miles); to date 634 (miles); thick fog and rainy; heavy sea; Chief Engineer (M.D.L. DINSMORE₆) gone.
- December 29th, 1874: Tuesday (Boothbay Harbor, Maine) This day comes in calm and overcast; temperature 52 (degrees) above zero on deck; at 8:45 left Booth Bay; at 9:05 Fish (Fisherman) Isle; at 9:17 Thrum Cap; P.Q. (Pemaquid) Point; at 10:25 Old Man, course SE by E ¾ E; at

10:39 Georges Isle, course E ½ N; at 10:52 Old Cilly (Ledge), course E by N; at 11:05 Mosquito Isle, course E by N ¼ N; at 11:35 near White Head, stopt (stopped) and set goods ashore; >>>[Note: White Head Life-Saving Station was located on Whitehead Island off Spruce Head. Built in 1873 or 1874, it was an 1874-type station which had distinctive X-shaped braces on each end of the building.]<<< at 11:50 went ahead; at 11:57 Sail (Seal) Harbour; at 1:00 left Seal Harbour; at 1:24 Ash Point, course E by N ¾ N; at 1:36 S. I. (Sheep Isle) Buoy, course NE by N; at 1:49 Monroe Isle, course NE by E ½ E; at 1:52 Owls Head, course N; at 2:10 Rockland, course W ¾ N; running time 4.25 (hours/minutes); distance 40 (miles); up to date 674 (miles).

- December 30th, 1874: Wednesday (Rockland, Maine) At 7:00 left Rockland; thermometer at 7 A.M. 2 (degrees) above zero; at 7:30 Owls H. (Head); at 8:25 White H. (Head); at 9:10 Mosquito Isle; at 9:49 Davis Straits; Egg Rock; at 11:00 P. (Pemaquid) Point, course SW by W ½ W; at 11:15 Thum Cap (Thrumcap Island); at 11:32 Fish (Fisherman) Isle; at 11:55 Cuckolds; at 12:25 Sisters; at 1:00 Jack Ledge; at 1:05 tacked ship and stood back for B. Bay (Boothbay) on account of gale; at 1:12 Jack Ledge; Sisters, course E ½ N; Cuckolds, course E ½ S; at 2:25 came to B. Bay (Boothbay Harbor); time 7.25 (hours/minutes); distance 60 (miles); steamed to date 734 (miles).
- December 31, 1874: Thursday (Boothbay Harbor, Maine) This day comes clear and cool, wind NW fresh; vapor very thick; both anchors down; temperature at 6 A.M. 5 (degrees) below (zero), at 7 A.M. 1 degree below zero; at 9:30 have up starboard anchor; at 11:20 left B. Bay (Boothbay); at 11:46 Cuckolds, course S by W; at 12:12 Sisters, course SW by W; at 12:50 Small Point; at 1:55 Mark Isle, course W; at 2:25 Harpswell, course NE by E; time 2.55 (hours/minutes); distance 25 (miles); to date 759 (miles); all this day fresh gales from the NW; last day of the month, also last day of the year.

Table 2: Mess Bills (U.S.R.C. Dallas) – 1874		
Month	Name	\$
August	*Grant (*Leonard S. Grant)	\$20.45
September		\$17.93
September	Expenses for the month of Sept. *Grant (*Leonard S. Grant)	\$168.41
	Due from Mr. Lay (Thomas W. Lay) , jugs and firkins (?)	\$6.05
October 3 rd	Bean pot from Dyers	\$0.40
October	Mess bill for October - *Grant (*Leonard S. Grant)	\$17.68
	Whole Expense	\$147.48
	Rations	\$41.50
November	Whole amount for Nov.	\$151.00
November	Mess bill for Nov. *Grant (*Leonard S. Grant)	\$17.67
December	Whole amount for December	\$179.72
December	Mess bill December - *Grant (*Leonard S. Grant)	\$17.81

[End: Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 2: U.S. Revenue Cutter ALEXANDER J. DALLAS – August 1 to December 31, 1874]<<<<<

4. U.S. Revenue Cutter ALEXANDER J. DALLAS (1875):

>>>>>[Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 2: U.S. Revenue Cutter ALEXANDER J. DALLAS – January 1 to December 31, 1875.]:

The crew and guests of the U.S. Revenue Cutter *Alexander J. Dallas* in 1875 were:

- Captain: **CHASE₆**
- 1st Lieutenant: **THOMAS W. LAY₆** (Born D.C.; appointed from D.C.; he will be promoted to Captain on May 17, 1880.)
- 1st Lieutenant: **THOMAS MASON₆** (Born New York; appointed from New York; he was appointed to 1st Lieutenant on March 8, 1873.) - onboard October 25th to December 31st, 1875.
- 2nd Lieutenant: **WILLIAM H. HAND₆** (Born New York; appointed from New York; he will be promoted to 1st Lieutenant on August 9, 1882.)
- 3rd Lieutenant: **WALTER S. HOWLAND₆** (Born Massachusetts; appointed from Massachusetts; he will be promoted to 2nd Lieutenant on February 19, 1880.)
- Mr.: **WOOD₆** (guest onboard, July, 1875)
- Mr.: **MOULTEN₆** (guest onboard, July, 1875)
- Mr.: **MARCY₆**
- Chief Engineer: **DANIEL C. CHESTER₆** (Born: Rhode Island; appointed from New York; promoted to Chief Engineer on June 9, 1865.) – came onboard July 18th, 1875.
- Chief Engineer: **FRANK H. PULSIFER₆** (Born: New York; appointed from New York; promoted to Chief Engineer on July 11, 1864.) – came onboard November 25th, 1875.
- 1st Assistant Engineer: **MALCOLM G. MARSILLIOT₆** (Born: Ohio; appointed from Wisconsin; he was promoted to 1st Assistant Engineer on August 13, 1874.)
- 2nd Assistant Engineer: **JAMES FITZPATRICK₆** (Born: Ireland; appointed from Virginia; he will be promoted to 1st Assistant Engineer on February 26, 1887.)
- Pilot: ***LEONARD SAMUEL GRANT₆** (Sailing Master; born on July 6, 1812 in Prospect, Maine; died on November 19, 1880 at 291 or 298 Shawmut Avenue, Boston, Massachusetts.)
- Seaman: **JOHN HOLMES₆**

From January 1st, 1875 to December 31st, 1875, the new 179 ton U.S. Revenue Cutter *Alexander J. Dallas* (length: 140 feet) was assigned to patrol the New England coast from Newburyport, Massachusetts to the south as far north as Eastport, Maine including an excursion up river to Bangor, Maine. Based in Portland, Maine, her primary mission was to cruise vigorously on her station to afford aid to vessels in distress. During this period, she went to the assistance of at least one schooner, one brig, and one yacht in trouble along the Maine coast. She also spoke with the Brig *Lucy* bound for Portland and Yacht *Clarence* bound west near Tom Rock. Her mission was to haul vessels off reefs and shoals, tow helpless and disabled craft to harbors of safety, keep channels clear of ice, remove obstructions from waterways, and give succor and aid to shipwrecked mariners. She picked up the shipwrecked crew from the Steamer *Georgia* at Tenants Harbor and took them to Portland, Maine. From Richmond Isle, she brought two men “badly frozen”, probably suffering from severe hypothermia, to Portland for medical care. The officers of the U.S.R.C. *Dallas* also boarded and inspected a number of vessels.

The duties of the U.S. Revenue Cutter *Alexander J. Dallas* also included support of the fledgling “U.S. Life-Saving Service.” From Rye Beach, New Hampshire to Quoddy Head, Maine,

she supplied coal, oil, equipment, and/or goods to a number of Life-Saving Stations (LSS) along the New England coast including a “life car” to Whitehead LSS and a “surfman’s punch clock” to Wood Island LSS.

Revenue cutters routinely transported supplies and provisions to lighthouse and lightship keepers. In 1875, the U.S. Revenue Cutter *Alexander J. Dallas* transported the Boon Island Light Keeper from Portsmouth, New Hampshire to Boon Island.

From July 24th to July 26th, 1875, her most unusual assignment was to be a stake boat with judges aboard for yacht races around the Isle of Shoals, Maine, which included the Yacht *America* owned by ex-Congressman and retired Civil War General **BENJAMIN F. BUTLER**₆ (1818 – 1893). During the races, the *Dallas* ran dispatches between General **BUTLER**₆ in Portsmouth, New Hampshire and the Yacht *America*. Interestingly, General **BUTLER**₆ must have wielded much influence, for he had left office as a U.S. Congressman from Massachusetts earlier that year on March 3rd, 1875 and was just a private citizen at the time of the races.

During its first full year in service, the U.S. Revenue Cutter *Alexander J. Dallas* spent many days in Portland, Maine undergoing a myriad of repairs. Her engine was repaired, a new heater was installed in the pilot house, she went on the blocks to look at her rudder, a frozen water pipe was thawed and repaired, she ran up on the flats to inspect her hull copper, from May 1st to May 14th she was laid up for general repairs, she ran up on flats again this time to fix her copper, her ward room stove was removed for repair, her boiler was repaired, her masts and spars were scraped (and painted), her boiler was repaired again, from September 29th to October 20th she was laid up for general repairs again, her propellor blades broke and needed to be repaired, new steam heaters were installed, and she went on Dyers blocks twice to scrape and clean her bottom (hull). Obviously, maintaining a revenue cutter was very expensive.

For relaxation, on June 24th the *Dallas* sailed from Portland to Harpswell with the officers’ ladies onboard probably including ***ABIGAIL (ABBIE) M. EWELL GRANT**₆ (ca. 1825 – 1903), wife of Captain ***LEONARD S. GRANT**₆ (1812 – 1880). On July 21st, the boats crew went to Sebago Lake, Maine for an outing.

- January 1st, 1875: Friday (Harpswell, Maine) At 7:20 left Harpswell; at 7:40 Mark Isle; at 8:06 Cape Elizabeth, course SW by S; at 9:06 Wood Isle; at 10:10 Fletchers Neck, landed goods at life station; >>>[Note: Fletchers Neck Life-Saving Station (previously Biddeford Pool Life-Saving Station) was located at Biddeford Pool, Maine. Built in 1873 or 1874, it was an 1874-type station with the distinctive X-shaped braces on the ends of the building. It was replaced in 1904 by a Duluth-type station.]<<< at 10:30 left Fletchers Neck; at 11:18 Cape Porpoise, course SW by S ¼ S; at 12:54 Nubble, course SW by S ¼ S; at 1:43 Sisters, course SW by S ½ S; at 1:45 Whales Back; at 2:20 Rye Beach (Life-Saving Station); at 2:25 stopt (stopped); at 2:37 left (Rye Beach); at 4:00 outer buoy N. Port (Newburyport), course S by W; S by W passed in over the bar; at 4:30 came to at city (Newburyport, Massachusetts); running time 8.38 (hours/minutes); distance 73 (miles); to date: 832 (miles); January 1st steamed 73 miles.

>>>[Appendix: Paid \$1.00 mess bill at Newburyport; Engineer **FITZPATRICK**₆ (2nd Assistant Engineer **JAMES FITZPATRICK**₆) credited \$1.70 by three days board till (?); **HAND**₆ (2nd Lieutenant **WILLIAM H. HAND**₆) credited \$1.00 by cash for mess.]<<<

- January 2nd, 1875: Saturday (Newburyport, Massachusetts) This day comes in very thick snow storm, some ice, wind light south, temperature 28 (degrees Fahrenheit); cannot see one mile, snow thick; steam at seven; banked fires at 8:30; at 10:00 wind changed to NE; at 12:00 noon wind NE and storming; at 2:00 PM weather looking better; can see the Light House at the bar (Newburyport, Massachusetts). >>>[Appendix: **MARCY**₆ credited \$2.00 by cash for mess.]<<<
- January 3rd, 1875: Sunday (Newburyport, Massachusetts) At 7:10 left N. Port (Newburyport); at 7:35 B. (Breakwater?) Buoy, course E by S ½ S; at 9:00 Whales B. (Back), course NE ¼ E; at 9:42 Nubble, course NE by E; at 10:55 Cape Porpoise, course NE by E; at 11:35 Wood Isle, course NE by E ½ E; at 12:21 Cape Elizabeth, course NE by E ½ E; at 12:28 B. C. R. (Broad

Cove Rock), course NE ½ N; at 12:35 T. (Trundys) Reef, course N by E ½ E; at 12:46 Portland H. (Harbor), course N by W ½ W; at 1:09 anchorage; distance 65 (miles); time 5.59 (hours/minutes); best time on record *Dallas* (U.S.R.C. A. J. *Dallas*).

- January 4th, 1875: Monday (Portland Harbor, Maine) This day at the dock; **2nd Assistant (Engineer) FITZPATRICK₆** (2nd Assistant Engineer **JAMES FITZPATRICK₆**) on board.
- January 5th, 1875: Tuesday (Portland, Maine) At the dock, weather mild.
- January 6th, 1875: Wednesday (Portland, Maine) Clear and cool at the dock; thermometer at 8 AM 2 (degrees) above zero.
- January 7th, 1875: Thursday (Portland, Maine) This day comes in moderate, wind easterly, thick snow storm.
- January 8th, 1875: Friday (Portland, Maine) This day comes in overcast and chilly, wind light NE; at the dock repairing engine.
- January 9th, 1875: Saturday (Portland, Maine) This day comes in thick and stormy, snow, hail and rain; at the dock.
- January 10th, 1875: Sunday (Portland, Maine) At the dock; cold blowy day.
- January 11th, 1875: Monday (Portland, Maine) This day at the dock; clear and cool; thermometer at 7:30 6 (degrees) below zero; at Lowell & Senters.

>>>[Note: In 1875 the *Abner Lowell* store, previously *Lowell & Senter* (1846 – 1871), was located at 301 Congress Street, Portland, Maine. They were makers and sellers of fine marine instruments and surveying instruments as well as clocks, watches, jewelry, silverware and fancy goods. The business was founded by **ABNER LOWELL₆** (1812 – 1883) and **WILLIAM SENTER₆** (1813 – 1888). They were one of only a few American firms that made marine barometers. Most 19th century American ships' outfitters imported English barometers. *Lowell & Senter* made a sturdy ship's barometer using brass, rosewood, poplar, pine, and ivory (register plates). There were two verniers, one each for "Yesterday" and "Today" operated by a single set knob. With the barometer was a Fahrenheit mercury thermometer with freezing at "32 degrees" as the only temperature indication.]<<<<

- January 12th, 1875: Tuesday (Portland, Maine) All this day at the dock; clear and cool, thermometer 10 (degrees) above (zero).
- January 13th, 1875: Wednesday (Portland, Maine) At the dock; cloudy and cool; signs of storm; thermometer at 8 degrees above zero.
- January 14th, 1875: Thursday (Portland, Maine) At 10:45 left Portland; at 11:00 White Head; at 11:20 Green Isle, course ESE; at 11:45 H. W. (Halfway) Rock, course ESE; at 12:37 Fullers R. (Rock) outside, course ESE; at 12:53 J. Ledge, course E ¼ S; at 1:08 Sisters, course E by N; at 1:30 Cuckolds outside, course E ½ S; at 1:45 Fish Isle (Fisherman Island), course E by N; at 1:58 Thum Cap (Thrumcap Island), course ESE; at 2:58 Old Man, course SE by E ¾ E; at 3:10 Georges Isle, course E by N; at 3:21 Old Cilly (Ledge), course E by N; at 3:34 Mosquito Isle, course E by N; at 4:00 Tenants Harbour, course ENE; time 5.15 (hours/minutes); distance 55 (miles); strong breeze from the west.
- January 15th, 1875: Friday (Tenants Harbor, Maine) This day comes in clear and cool; at 6:30 lower (lowered) boat and went on shore to take off shipwrecked crew from Stmr. *Georgia* and take them to Portland, about fifty in number; wind fresh WNW, temperature 8 (degrees) above (zero); at 9:30 left Tenants Harbour; at 11:40 Pemaquid Point; at 12:37 Cuckolds; at 2:18 Small Point; at 3:28 H. W. (Halfway) Rock; at 3:55 Green Isle; at 4:15 White Head; at 4:30 Breakwater (Portland); at 4:40 Dock (Portland, Maine); running time 6.30 (hours/minutes); distance 55 (miles).

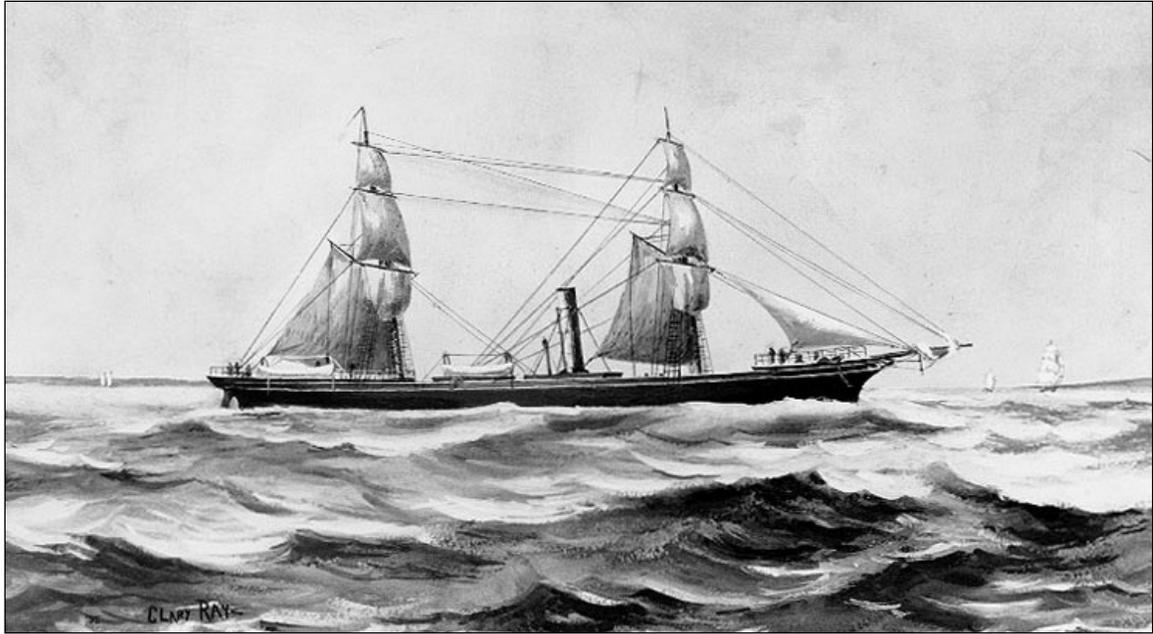


Figure 7: Steamer CSS Georgia

>>>[Note: The following article was published in the *New York Times* on January 15, 1875: “**THE STEAMER GEORGIA WRECKED ON THE TRIANGLES.** Portland, Me., Jan. 14. – The steamer *Georgia*, which went ashore on the Triangles, near Tenants Harbor, last night, is a total wreck. She ran on the rocks during a heavy snow-storm. The engineer and fifteen men landed in safety. Today tugs went to her, but the crew and passengers had landed safely in boats. One boat was missed for a time, and its occupants were given up as lost, but they subsequently arrived at Tenants Harbor, chilled and exhausted. Six persons left on the steamer last night were rescued by the lifeboat from White Head. No lives have been lost.

The *Georgia* was commanded by **Capt. ANGROVE**, and was on her trip from Halifax to Portland, with a light cargo, a complement of forty-seven men, and twelve passengers. She was an iron vessel of 912 tons, and owned by the Quebec and Gulf Ports Company, valued at \$100,000, and insured for \$60,000. She was the old blockade runner (*Cruiser CSS Georgia*) entirely rebuilt, and ran between New York and Bermuda in 1873-4. She could accommodate 100 first and second class passengers. **Capt. ANGROVE** was considered a capable officer, and commanded the *Alhambra* last season. The Triangles, on which the ship struck, are four miles from Tenants Harbor, ten miles from Thomaston, and fifty-five miles from Portland.”]<<<

- January 16th, 1875: Saturday (Portland, Maine) This day comes in clear and cool, temperature 4 (degrees) above zero; at 10:30 left Portland; at 10:47 White H. (Head); at 11:07 Green Isle, course ESE; at 11:34 H. W. R. (Halfway Rock), course ESE; at 12:37 Fullers R. (Rock) outside, course ESE; at 1:00 Seguine outside, course ESE; at 1:45 Bantum, course E by S ½ S; at 3:10 Monhegan, course E by S; at 3:30 Old Man; at 3:44 Georges Isle, course E by N; at 3:58 Old Cilly (Ledge), course E by N; at 4:12 Mosquito Isle, course E by N ¼ N; at 4:40 South Isle, course NE by E ½ E; at 4:45 Tennants H. (Tenants Harbor); running time 6.15 (hours/minutes); distance 55 (miles); to date 165 (miles).
- January 17th, 1875: Sunday (Tenants Harbor, Maine) This day comes in clear and cool, strong breeze from the NW, temperature 6 (degrees) above zero.

- January 18, 1875: Monday (Tenants Harbor, Maine) This day comes in clear and cool, wind light NW, temperature at 4 A.M. 2 (degrees) below zero; at 9:30 left Tennants Harbour; at 10:20 steered SE for Stmr. *Georgia*; at 11:10 left (Stmr. *Georgia*) for Rockland; at 1:10 Rockland; at 3:30 left Rockland; at 3:56 Owls Head; at 4:10 S. I. (Sheep Island) Buoy; at 4:26 Ash Point; at 5:05 came to at Sail (Seal) Harbour; sky overcast, signs of storm, wind light NNW; distance sailed this day 31 (miles); to date 196 (miles).
- January 19th, 1875: Tuesday (Seal Harbor, Maine) At 7:00 left Seal Harbour; at 7:35 White H. (Head); at 8:22 Mosquito Isle, course SW by S; at 8:56 Georges Isle, course SW ½ S; at 9:12 Old Man, course SW ½ S; at 10:42 Pump (Pumpkin) Rock, course WSW; at 11:03 Bantum, course SW; at 11:50 Seguine; at 1:24 H. W. (Halfway) Rock; at 1:54 Green Isle; at 2:40 Portland H. (Harbor); at 2:45 dock (Portland, Maine); running time 7.20 (hours/minutes); distance 59 (miles); to date 245 (miles); much ice in the harbour; clear and cold.
- January 20th, 1875: Wednesday (Portland, Maine) At the dock; cold.
- January 21st, 1875: Thursday (Portland, Maine) At the coal wharf; afternoon snowy.
- January 22nd, 1875: Friday (Portland, Maine) At the dock; thick snowstorm; finishing up heater for pilot house.
- January 23rd, 1875: Saturday (Portland, Maine) Went on the blocks to look at rudder.
- January 24th, 1875: Sunday (Portland, Maine) Came down to Custom House Wharf; filled water, etc..
- January 25th, 1875: Monday (Portland, Maine) At 10:00 AM left Portland; went to Wood Isle; wore ship (to wear ship is to turn a square-rigger before the wind, the stern presented to the wind) and stood to the Eastward; at 5:00 PM came to at Booth Bay (Boothbay Harbor); time 7 hours; distance 60 (miles); distance to date Jan. 25th, 1875: 453 (miles).
- January 26th, 1875: Tuesday (Boothbay Harbor, Maine) At 7:00 left B.B. (Boothbay); at 8:05 Bantum, course S; steered for Monhegan (Monhegan Island), thence to Matinic (Metinic Island), course E by S; Great & L. (Little) Green Isle, course E ½ N; thence to Triangle buoy; thence to White Head (Whitehead Island Life-Saving Station); >>>[Note: White Head Life-Saving Station was located on Whitehead Island off Spruce Head. Built in 1873 or 1874, it was an 1874-type station which had distinctive X-shaped braces on each end of the building.]<<< landed life car; >>>[Note: The lifecar was a galvanized iron-sheathed boat looking much like a small submarine. It was hauled between shore and ship by lines attached to large rings mounted at each end. It had small raised air holes on the top which allowed air but little water to enter. A small hatch atop the lifecar allowed two to four occupants to enter where they generally laid down. The hatch was then closed and the lifecar pulled ashore. It was the world's roughest "submarine" ride. They were used up to about 1899.]<<< thence up Muscle R. C. (Muscle Ridge Channel); stood up towards Camden; thence to Rockland; at 4:35 came to anchor; running time 9.35 (hours/minutes); distance 65 miles; distance to date 518 (miles).
- January 27th, 1875: Wednesday (Rockland, Maine) At 7:00 left Rockland; passed out by Monroe Isle down past Isle a Haut (Isle Au Haut), Long Isle, inside Duck Isles to Southwest Harbour; at 3:10 came to anchor; time 8.10 (hours/minutes); distance 50 (miles).
- January 28th, 1875: Thursday (Southwest Harbor, Mount Desert Island, Maine) At 7:30 left S. W. Harbour, Mt. (Desert Island), passed over Bass Harbour Bar, Jerks Narrows, turned and stood out between Long Isle and Placentia (Island) to the south end of Long Isle; tacked ship and stood in for S.W. (Southwest) Harbour, south end Long Isle ½ mile distant; at 11:30 Sunken Ledge, course NE; at 11:37 Dry Ledge, course NE; at 12:03 B.C. Buoy full speed, course NE by N; at 12:09 R & B Buoy, course NE ¾ E; at 12:16 Cow Isle Ledge, course NNE; at 12:30 up the harbour (Southwest Harbour), course NNW & WNW; time 5.30 (hours/minutes); distance 33 (miles); much ice, harbour frozen over; up to date 601 (miles). >>>[Appendix: **Lieut. HAND**, (2nd Lieutenant **WILLIAM H. HAND**) credited \$2.00 by cash.]<<<

- January 29th, 1875: Friday (Southwest Harbor, Mount Desert Island, Maine) At 7:30 left Mt. Desert; weather looking bad; passed Bass Harbour Head; stood up past the ship and barges to Pond Island; tacked ship and stood out between Placentia and Long Isle; at 11:25 left Long Isle under all sail; wind NNE; at 12:53 Sunken Ledge, course SW ½ W; Bay Ledge; course NW to Monroe (Monroe) Isle at 4:00; at 4:05 Owls Head; at 4:35 stood into Rockland, came to anchor on the north shore, 4 fathoms water; harbour blocked with ice; time 9.05 (hours/minutes); distance 52 (miles); steamed to date 653 (miles).
- January 30th, 1875: Saturday (Rockland Harbor, Maine) At 7:00 left Rockland; much ice in harbour; at 9:00 White Head; at 10:15 Roaring Bull, course SW by S ¼ S; at 11:25 East Point Monhegan; at 11:55 South Point Monhegan (Island); at 1:52 Pumpkin Rock, course W by S; at 2:13 inside Bantum, course W by N; at 2:20 Motions; at 2:40 Cuckolds, N ½ W; thence to Booth Bay inside Burnt Isle; at 4:00 came to B. Bay (Boothbay Harbor); time 9.00 (hours); distance 55 (miles); to date 709 (miles).
- January 31st, 1875: Sunday (Boothbay Harbour, Maine) This day comes in moderate and calm; 12:00 noon moderate and calm, temperature 30 (degrees) above (zero Fahrenheit); **Lieut. LAY₆** (1st Lieutenant **THOMAS W. LAY₆**) and **HAND₆** (2nd Lieutenant **WILLIAM H. HAND₆**) at church; all other officers on board loafing round, some reading, etc.; at 7:30 PM commenced snowing; temperature at noon: 30 (degrees) above (zero Fahrenheit); at 2 PM: 36 (degrees) above (zero Fahrenheit).
- February 1st, 1875: Monday (Boothbay Harbour, Maine) This day comes in overcast, light wind NNE, with snow; at 7:00 left Booth Bay, went to Fletchers Neck (Life-Saving Station), thence to Portland 4:00; distance 53 (miles); time 9.00 (hours).
- February 2nd, 1875: Tuesday (Portland, Maine) At the dock.
- February 3rd, 1875: Wednesday (Portland, Maine) At dock coaling.
- February 4th, 1875: Thursday (Portland, Maine) Hauled out dock to fill water and hauled back.
- February 5th, 1875: Friday (Portland, Maine) At 9:30 left Portland; at 10:20 Portland Lt.; at 10:55 Cape Elizabeth; at 12:30 wore ship (to wear ship is to turn a square-rigger before the wind), stood to the ENE; at 1:30 Cape Elizabeth, course E by N ½ N; at 3:30 Mark Isle; at 4:05 Harpswell, course NE by E; distance 35 (miles); time 6.35 (hours/minutes); to date 88 (miles).
- February 6th, 1875: Saturday (Harpswell, Maine) At 7:00 left B. Bay(?) (probably meant Harpswell); at 8:00 Mark Isle; at 10:43 Cape Elizabeth; stood towards Wood Isle; at 11:45 wore ship (to wear ship is to turn a square-rigger before the wind); at 12:25 Cape Elizabeth; at 2:00 arrived at Portland; time 7.00 (hours); distance 35 (miles); up to date 123 (miles).
- February 7th & 8th, 1875: Sunday & Monday (Portland, Maine) At Portland.
- February 9th, 1875: Tuesday (Portland, Maine) Went outside AM; returned PM; 18 miles.
- February 10th, 1875: Wednesday (Portland, Maine) Officers attended funeral of Capt. ALLEN₆.
- February 11th, 1875: Thursday (Portland, Maine) This day commences thick snow st. (storm); sailed and steamed to date: 141 (miles).
- February 12th, 1875: Friday (Portland, Maine) At 10:30 left Portland; at 12:00 Cape Elizabeth; wore ship and stood back for Portland; strong gale from the WSW; at 1:00 arrived at Portland; time 2.30 (hours/minutes); distance 18 (miles); sailed and steamed to date 159 (miles).
- February 13, 1875: Saturday (Portland, Maine) At 9:15 left Portland; at 10:10 Portland Lt.; at 11:10 H.W.R. (Halfway Rock); at 12:48 Seguine; at 1:34 Bantum; at 3:25 Old Man; at 3:40 Georges Isle; at 3:55 Old Cilly (Ledge); at 4:10 Mosquito Isle; at 5:00 W. (White) Head; at 5:15 Seal Harbour; time 8.00 (hours); distance 58 mi. (+ 2 miles); to date 219 (miles).

- February 14th, 1875: Sunday (Seal Harbor, Maine) At 6:50 left S. H. (Seal Harbor); at 7:00 White Head and stood to the eastward; at 8:45 Bay Ledge, course SE by E ½ E; at 12:15 Long Isle (Frenchboro); most the time in heavy fields of ice; past Titmenan (Petit Manan Island) and stood in for Nash Isle; heavy ice; steamed slowly through the ice; at 5:20 came to anchor near Doyles Isle (West Jonesport); thick ice east and west of us; time 10:30 (hours/minutes); distance 85 m. (miles); steamed and sailed to date 304 (miles).
- February 15th, 1875: Monday (Doyles Isle, West Jonesport, Maine) Got underway and steamed to the westward; ice so hard could not force the ship through it; backed out and returned to anchorage; 1½ hours underway; thermometer 4 degrees below (zero); at 5:30 PM still at anchor in Moose Peak Reach (Moosabec Reach, Jonesport, Maine) ice bound, left to the mercies of God, short of grub on allowance of provisions on hand at present:
 - 4 turkeys
 - 2 quarters lamb
 - 1 beef tongue
 - 10 lbs. sausage
 - 20 lbs. corned beef
 - 1½ finny haddy
 - 25 lbs. flour
 - 15 lbs. sugar
 - 5 lbs. coffee

At 8 P.M. wind still from the northwest, clear and cold; thin ice round the ship; heavy ice east and west of us; entrance to the reach (Moosabec Reach) closed by heavy ice and God only knows when we shall get out of the place; so ends this day February 15th, 1875.

- February 16th, 1875: Tuesday (Moose a Peak (Moosabec) Reach, West Jonesport, Maine) This day comes in partly cloudy, cold; ship entirely frozen in; no water to be seen; thermometer 4 (degrees) above (zero); at 8:45 got steam and stood towards Tabbits Isle (Shabbit Island?) into hard ice; could not force the ship through the ice; backed out and came to anchor in the same spot, a damned old hole; at 10:00 sailed 2 miles; up to date 308 (miles); at 1 P.M. still in the ice; sent mail on shore by a man gunning for ducks; officers on short allowance; only had for dinner two turkeys, plenty of cranberry sauce, tomato sauce, good giblet soup, mash potatoes, apples, etc.; wind west moderate.
- February 17th, 1875: Wednesday (Moosabec Reach, West Jonesport, Maine) This day comes in moderate, wind light north; entirely frozen in the ice; short of provisions, water, etc.; impossible to get a boat ashore; no prospect of ice leaveing (leaving); at 12:15 P.M. commenced snowing, wind SSE; at 2 PM (wind) changed to SW; Mr. LAY₆ (1st Lieutenant THOMAS W. LAY₆) with 7 men went on the ice, cut holes and sounded to see what bottom and depth of water; at 6 PM wind west, thermometer 24 (degrees) above (zero); no communication with the shore.
- February 18th, 1875: Thursday (Moosabec Reach, West Jonesport, Maine) All this day in the ice, wind moderate NW; this PM Lieut. LAY₆ (1st Lieutenant THOMAS W. LAY₆) with 6 men went for water; made a sled and took life car and went 3 miles for water; returned at 6 PM haveing (having) car ½ full; no fresh meat to be had at this place; evening calm.
- February 19, 1875: Friday (Moosabec Reach, West Jonesport, Maine) This day comes in more moderate; Lieut. LAY₆ (1st Lieutenant THOMAS W. LAY₆) and myself started for Jonesport on foot at 9:30 AM looking for grub; purchased 10 lbs. butter, 3 lbs. coffee, 1 lb. tea, travelling 8 miles climbing fences, crossing dangerous sheets of ice; saw many curiosities, seeing strange faces, etc.; overcast, light snow, signs of thaw; rain and snow through the night.
- February 20th, 1875: Saturday (Moosabec Reach, West Jonesport, Maine) This day comes in thick vapor, wind east, weather; soft ice getting softer; dangerous going on the ice; 2 PM raining hard, wind east; JOHN HOLMES₆ left ship for milk.

- February 21, 1875: Sunday (Moosabec Reach, West Jonesport, Maine) This day comes in clear and moderate, wind WNW fresh; thermometer at 8:00 30 (degrees Fahrenheit); at 9:00 AM backed out of the ice and forced our way through the ice to the eastward and came to anchor off Jonesport (Maine) at 10:00 AM; wind fresh through the day west; steamed 3 miles; to date 311 (miles). >>>[Appendix: (Mess Bills) received \$0.47 cash from **Lieut. LAY₆** (1st Lieutenant **THOMAS W. LAY₆**); received \$5.00 from **FITZPATRICK₆** (2nd Assistant Engineer **JAMES FITZPATRICK₆**); received \$2.00 of steward.]<<<
- February 22, 1875: Monday (Jonesport, Maine) At 9:50 left Jonesport; at 11:10 Libby Isle, course ESE; at 11:30 Cross Isle; at 12:25 left Cross Isle; at 1:00 Little River, course E by S; at 3:10 West Quoddy, course E ½ N; at 4:25 East Quoddy; at 5:20 Eastport (Maine); running time 6.35 (hours/minutes); distance 50 (miles); to date 361 (miles). >>>[Appendix: (Mess Bills) Received of **Capt. CHASE₆** \$20.00 cash; paid \$2.50 for one kit mackerel; paid \$0.60 1½ lbs. coffee.]<<<
- February 23rd, 1875: Tuesday (Eastport, Maine) Heavy blow all last night; this day comes mild, light wind SW; 50 fathoms chain; temperature at noon 40 (degrees Fahrenheit); at 1:00 left Eastport; at 2:00 Quoddy Bay; came to anchor to land a life saving damed key (dan buoy?) trough; >>>[Note: Quoddy Head Life-Saving Station was located at Carrying Point Cove near Lubec, Maine. Built in 1873 or 1874, it was an 1874-type station with the distinctive X-shaped braces on the ends of the building and was the eastern-most station in the service. It was replaced in 1918-19 by a Chatham-type station.]<<< distance 6 (miles).
- February 24th, 1875: Wednesday (Quoddy Bay, Maine) At 7:35 left Quoddy Bay; at 7:50 West Q. (Quoddy) Light; at 9:50 Little River; at 11:30 Libby Isle; shot in thick fog; hauled off south; at 7:00 PM judged ourselves up with Titmenan (Petit Manan Island); remained thick through the night.
- February 25th, 1875: Thursday (near Petit Manan Island, Maine) Very thick fog; at 11:30 made Mt. D. (Mount Desert) Rock close aboard; got the bell and stood to the westward; first land made was Monhegan (Monhegan Island) at 7:35 bearing NW by W; at 8:55 Monhegan; steered W by S (to) P. Rock (Pumpkin Island); passed between Damariscove (Island)and Bantum; stood N ½ W Cuckolds; at 10:30 Motions; at 10:42 Cuckolds, course N ½ W; at 10:50 Squirrel Island, course N by E ½ E; at 11:00 Burnt Isle, course NE ¼ N; at 11:10 Booth Bay; distance from W. Quoddy 80 (miles); Feb. 25th up to date: 447 (miles), add 87 (miles), Booth Bay Feb. 26, 1875: 534 (miles).

Table 1: Paid for Mess (U.S.R.C. Dallas) – February 1875

February	Item	\$
18	Milk	\$0.50
19	Coffee	\$0.60
19	Potatoes	\$1.15
19	Milk	\$0.28
19	Potatoes	\$0.75
20	Beans & Pork	\$0.44
20	Milk	\$0.35
23	Eastport Bill	\$13.55
23	Milk	\$0.30
25	Milk – Booth Bay	\$0.40
25	Marsiliet₆ (Malcolm G. Marsilliot₆)	\$0.30
25	Capt. Chase₆ – cash	\$10.00
Send Feb.	Rumery's Grocery Bill – Jonesport; paid to Lyman.	\$7.90

- February 26, 1875: Friday (Boothbay Harbor, Maine) At 8:00 left Booth Bay; at 1:45 arrived at Portland; steamed this month 569 (miles).

- February 27, 1875: Saturday (Portland, Maine) This day at Custom House Wharf; weather moderate, sky overcast.
- February 28th, 1875: Sunday (Portland, Maine) All this (day) at the dock.
- March 1st, 1875: Monday (Portland, Maine) This day at the dock coaling; City Election: Democratic Mayor elected.
- March 2nd, 1875: Tuesday (Portland, Maine) This day comes in stormy; 8 inches snow fell last night.
- March 3rd, 1875: Wednesday (Portland, Maine) At 10:00 left Portland; at 10:50 Portland Lt. (Portland Head Lighthouse); stood out SE for Brig; spoke Brig *Lucy* bound to Portland (with sugar (cargo); at 12:40 H.W. (Halfway) Rock; at 2:00 Small Point; at 4:00 B. Bay (Boothbay); time 6.00 (hours); distance 45 (miles); wind ENE, cloudy.
- March 4th, 1875: Thursday (Boothbay Harbor, Maine) This day comes in thick snow storm; wind NE fresh; port and starboard anchors down.
- March 5th, 1875: Friday (Boothbay Harbor, Maine) At 6:30 left Booth Bay; at 8:00 Sequine, course SW by S; at 12:00 Portland; time 5.30 (hours/minutes); distance 40 (miles).
- March 6th, 1875: Saturday (Portland, Maine) This day at dock; sky overcast; signs of storm; wind easterly.
- March 7th, 1875: Sunday (Portland, Maine) This day at the dock; weather moderate; sky overcast.
- March 8th, 1875: Monday (Portland, Maine) This day at Custom House Wharf scrapeing (scraping) spars; wind blowing heavy from the NE.
- March 9th, 1875: Tuesday (Portland, Maine) At 9:00 left Portland; at 9:35 Portland Lt.; at 10:08 Cape Elizabeth; at 11:20 Wood Isle, course SW by S; at 12:02 Cape Porpoise, course SW by S ¼ S; at 1:40 Nubble, course SW by S ¼ S; at 2:27 Sisters, course SW by S ½ S; at 2:34 Kitts Rocks, course SW by W ½ W; at 2:44 Portsmouth Lt. (Lighthouse), course N by E; at 5:50 Peperells Cove, course N; time 5.50 (hours/minutes); distance 50 (miles); up to date 135 (miles).
- March 10th, 1875: Wednesday (Peperell Cove, Kittery Point, Maine) At 9:00 left Portsmouth Lower Harbour; stood out passed the Isle of Shoals, course S; stopt (stopped) for fishing, got no fish; stood back for Portsmouth, course N ½ E; at 1:00 came to at Peperells Cove; time gone 4 hours; distance 22 miles; this day moderate, overcast, with light drizzleing (drizzling) snow; temperature 36 (degrees Fahrenheit); at 7 PM thick snow and rain; State of NH (New Hampshire) gone Republican.
- March 11th, 1875: Thursday (Peperell Cove, Kittery Point, Maine) At 8:00 left Peperells Cove; stood to the eastward; at 5:00 arrived at Portland; distance 58 (miles); to date: 215 (miles).
- March 12th, 1875: Friday (Portland, Maine) This day at Portland; AM stormy; afternoon pleasant.
- March 13th, 1875: Saturday (Portland, Maine) At 8:55 left Portland; at 9:17 Portland Lt.; at 7:00 arrived at Tenants Harbour, St. George; lost 2 hours; running time: 8 hours; distance 62 (miles); to date: 277 (miles).
- March 14th, 1875: Sunday (Tenants Harbor, St. George, Maine) At 6:40 left Tenants Harbour; stood out to the SE; passed between Wooden Ball (Island) and Matinicus (Island) by Matinicus Light (Mantinicus Rock); up by Matinic (Metinic Island); up past Monroe (Monroe) Island; down the Muscle Ridge Channel; at 3:30 came to at Seal Harbour; time 8.50 (hours/minutes); distance 60 (miles); to date 337 (miles); bugs (buoy?) gone; Owls Head Ledge can; Garden Isle; sunken Black Spar; lower gangway buoy can.

>>>[Note: Matinicus Rock Lighthouse, Criehaven Township, Maine, was located 5 miles from Matinicus Island on Mantinicus Rock. It was the southernmost islet in approach to Penobscot Bay, 20 miles southeast of Rockland, Maine. When first built in 1827, it had a

wooden building and twin wooden towers. In 1848, the wooden towers were replaced by two gray granite towers.]<<<

- March 15th, 1875: Monday (Seal Harbor, Spruce Head, Maine) This day comes in thick fog and snow, wind east, moderate, temperature 34 (degrees Fahrenheit); Lieut. HOWLAND₆ (3rd Lieutenant WALTER S. HOWLAND₆) miserable; took pills last eve which causes him to visit the water closet often; at 10:05 left Seal H. (Harbour); stood to the NE; Spruce H. (Head); Otter Isle, course E by N ½ N; Ash Point, course ENE; Owls H. (Head); at 11:40 came to at Rockland; steward started for grub; at 12:30 left Rockland; at 12:55 came to at Owls Head; distance 14 miles; raining; at 3:43 left Owls Head; at 3:54 S. (Sheep) Isle B. (Buoy) slow, course SW by S ¾ S; at 4:08 Ash Point, course S by W ¼ W; at 4:17 Otter Isle, course SSW; at 4:35 Spruce H. (Head), course SW by S ¼ S; at 4:45 Seal Harbour; at 7 PM commenced raining; distance 23 m. (miles); up to date: 360 (miles).
- March 16th, 1875: Tuesday (Seal Harbor, Spruce Head, Maine) This day comes in stormy, rain and sleet, wind ENE fresh; starboard and port anchors down; barometer 29.50; thermometer 33 (degrees) above (zero); afternoon thick fog, light rain; at 5:00 PM Stmr. (Steamer) New Brunswick came in for a harbour bound to St. Johns (St. John, New Brunswick). >>>[Note: See “The Coit Excursion of 1870” for more about the grand old paddle wheel steamer *New Brunswick* of the International Steamship Company.]<<<
- March 17th, 1875: Wednesday (Seal Harbor, Spruce Head, Maine) At 7:00 left Seal Harbour; at 7:13 White H. (Head); at 8:02 Mosquito Isle, course SW ½ S; at 8:20 Old Cilly (Ledge), course SW by S; at 8:40 Georges Isle, course SW by S; at 8:58 Old Man, course SW by S; at 10:36 Pump (Pumpkin) Rock, course SW ½ W; at 10:55 Bantum, course SW ½ W; at 11:53 Sequine, course SW by W ½ W; at 1:16 H.W. (Halfway) Rock, course WSW; at 2:10 Portland H. (Harbour), course W by S; distance 60 (miles); distance to date: 420 (miles).
- March 18th, 1875: Thursday (Portland, Maine) This day comes in clear and cool, wind fresh NW; at Customs House Wharf; thawing out water pipe.
- March 19th, 1875: Friday (Portland, Maine) All this day at dock; mended water pipe; got everything working well; clear and cold.
- March 20th, 1875: Saturday (Portland, Maine) This day comes in overcast; light air from the NE; 11 AM commenced snowing; 1 PM 3 inches snow had fallen.
- March 21st, 1875: Sunday (Portland, Maine) At 9:00 left Portland; at 10:00 Cape Elizabeth; stood out ESE past Cape Small Point; changed course for Portland; at 5:00 arrived at Portland; time 8 hours; distance 50 (miles); to date: 470 (miles).
- March 22nd, 1875: Monday (Portland, Maine) At 3:30 left Portland; passed Portland Lt. (Portland Head Lighthouse); stood for H.W.R. (Halfway Rock); thence to Harpswell at 6:15; time 2.45 (hours/minutes); distance 20 miles; to date: 490 (miles).
- March 23rd, 1875: Tuesday (Harpswell, Maine) At 7:25 left Harpswell; at 7:55 Mark Isle; at 9:12 Small Point, course SE ½ E; at 9:43 Jack Ledge, course E ½ S; at 10:10 Sisters, ebb tide, course E ½ N; at 10:49 Cuckolds, course E ½ S; at 11:14 Fish (Fisherman) Isle, course E ¾ N; at 11:37 Thum Cap (Thrumcap Island), course ESE; at 1:15 Old Man inside, course ESE; at 1:30 Georges Isle, course E ½ N; at 1:51 Old Cilly (Ledge), course E ½ N; at 2:12 Mosquito Isle, course E by N; at 3:25 Two Bush Isle, course E by S; at 4:00 thence to Dry Ledge, course NE by E ½ E; at 4:40 Monroe Isle, course NE by N ½ N; at 6:00 came to at Rockland; time 10.35 (hours/minutes); distance 70 (miles); distance to date: 560 (miles).
- March 24th, 1875: Wednesday (Rockland, Maine) At 6:00 left Rockland; at 8:12 Two Bush; at 9:30 Mosquito Isle, course W by N; at 10:30 Old Man, course SW by S; at 11:53 Thum Cap (Thrumcap Isle), course WSW; thence to B. Bay (Boothbay Harbor) 12:30; time 6.30 (hours/minutes); distance 45 (miles); sailed to date: 605 (miles); at 5 PM commenced snowing; at 8 PM thick snow storm, wind SSW.

- March 25th, 1875: Thursday (Boothbay Harbor, Maine) This day comes in thick snow storm, wind north; afternoon cleared up.
- March 26th, 1875: Friday (Boothbay Harbor, Maine) At 7:00 left B. Bay (Boothbay Harbor); stood to the westward as far as Wood Isle (Life-Saving Station); >>>[Note: Fletchers Neck Life-Saving Station (previously Biddeford Pool Life-Saving Station) was located at Biddeford Pool, Maine. Built in 1873-74, it was an 1874-type station with the distinctive X-shaped braces on the ends of the building. It was replaced in 1904 by a Duluth-type station.]<<<; landed clock (Surfman's punch clock); >>>[Note: Surfman made routine beach patrols and had to carry a patrol clock (punch clock). At the most distant point on his patrol was a key and the surfman would insert it in his patrol clock to prove he had gone the distance. The patrol was always completed no matter what the weather.]<<<; at 3:00 arrived at Portland; distance 56 (miles); time 8.00 (hours); to date: 661 (miles).
- March 27th, 1875: Saturday (Portland, Maine) No journal entries.
- March 28th, 1875: Easter Sunday (Portland, Maine) This day very pleasant; Easter Sunday at the dock.
- March 29th, 1875: Monday (Portland, Maine) At 9:00 left dock and went into the harbour at anchor; at 10:30 left Portland; at 11:37 Cape Elizabeth; at 12:55 Wood isle, course SW by S; at 3:45 Nubble, course SW by S ½ S; at 4:30 outside York Ledge, course South; at 5:20 Duck Isle; at 5:50 Whales Back; at 6:05 Peperells Cove (Kittery Point, Maine); distance 55 (miles); time 7.36 (hours/minutes); up to date: 716 (miles).
- March 30th, 1875: Tuesday (Pepperell Cove, Kittery Point, Maine) At 6:00 left Peperells Cove; at 7:25 Duck Isle; from there to Dry Salvages at 12:00; at 12:00 tacked ship; stood back to Isle Shoals, at 2:50 passed outside Duck Isle; at 4:10 Boon Isle; tacked ship; stood in for Portsmouth; at 4:49 York Ledge; at 5:25 Sisters buoy; at 6:00 came to Peperells (Pepperell Cove, Kittery Point, Maine); time 12 (hours); distance 70 (miles); to date: 786 (miles).
- March 31st, 1875: Wednesday (Pepperell Cove, Kittery Point, Maine) This day comes in sky overcast, foggy, wind East North East (ENE), barometer 30.55, temp. (temperature) 38 (degrees Fahrenheit); last day of winter cruising; at 8:30 left Peperells Cove; wind NE and stood to the Eastward; at 3:30 arrived in Portland; time 7 hours; distance 50 miles; last day of March and winter cruising; to date: 836 (miles). >>>[Appendix: March: sent *Ludwig* \$10.00 by letter. (Note: This was the *Smith & Ludwig Company*, 189 Main Street, Rockland, Maine that sold groceries and provisions.)]<<<
- April 1st, 1875: Thursday (Portland, Maine) This day comes in overcast, light wind SSW; April fool; 9 AM went to the dock.
- April 2nd, 1875: Friday (Portland, Maine) At dock; weather fine; light south winds.
- April 3rd, 1875: Saturday (Portland, Maine) This day comes in thick fog and rain; at Custom House Wharf.
- April 4th, 1875: Sunday (Portland, Maine) At the dock; thick fog and rainy all day.
- April 5th, 1875: Monday (Portland, Maine) This day commences thick snow, wind NNE fresh; 1 PM weather began to clear up; 2 PM commenced takeing (taking) in coal.
- April 6th, 1875: Tuesday (Portland, Maine) At 9:20 left Portland; at 5:00 went into Harpswell; time 7.40 (hours/minutes); distance 52 (miles).
- April 7th, 1875: Wednesday (Harpswell, Maine) At 6:10 AM left Harpswell; at 6:12 White Head; at 6:21 Spruce Head, course NE by E ½ E; at 6:36 Otter Isle, course E by N ½ N; at 6:46 Ash Point, course NE by E ½ E; at 6:57 S. I. B. (Sheep Isle Buoy), course NE ¾ N; Monroe (Monroe) Isle, course NE by E ½ E; at 7:30 Rockland, course W by N; time 13 h (hours) – 30 m (minutes); distance 65 (miles); to date 117 (miles).

- April 8th, 1875: Thursday (Rockland, Maine) At 8:40 left Rockland; went up as far as Camden; at 11:40 from Camden to Monroe (Monroe) Isle; at 12:12 Crescent (Crescent) Isle, course S ½ W; at 12:50 Two Bush Isle, course S by W ½ W; at 1:50 Mosquito Isle, course SW by W; at 2:08 Old Cilly (Ledge), course SW by S; at 2:26 Georges Isle, course SW by S; at 2:44 Old Man, course SW by S; at 3:56 Pen (Pemaquid) Point, course WSW; at 4:15 Thum Cap (Thrumcap Island), course W by S ½ S; at 4:35 Thread of Life, course W by S; at 4:44 Squirrel Isle, course W by N; at 4:54 Burnt Isle, course NW; at 4:59 Tumbler Isle, course N; at 5:00 came to anchor (Boothbay Harbor); under way 8.20 (hours/minutes); running time 7.45 (hours/minutes); distance 52 (miles); to date 169 (miles); all this day calm and smooth.
- April 9th, 1875: Friday (Boothbay Harbor, Maine) At 6:50 left Booth Bay; at 7:23 Cuckolds; at 8:35 Seguine; at 2:30 Fullers Rock, wind off shore, course W ¼ S; at 3:46 Mark Isle, wind on shore, course W ½ S; at 4:15 Harpswell, course NE by E; time underway 9.35 (hours/minutes); distance 42 (miles); snow this eve.
- April 10th, 1875: Saturday (Harpswell, Maine) At 8:30 left Harpswell; at 9:05 Mark Isle; steered out S by E; at 9:50 H.W. (Halfway) Rock; at 11:25 Cape Elizabeth; at 12:00 tacked ship; at 12:40 stood back to Cape Elizabeth; at 1:50 came to at Portland; 33 (miles); miles up to date 243 (miles).
- April 11th, 1875: Sunday (Portland, Maine) This day in the stream; very fine day.
- April 12th, 1875: Monday (Portland, Maine) This morn cloudy, wind NE, cool chilly wind; ran on the flats to look at copper; 2 PM went to dock for water, etc.; weather chilly.
- April 13th, 1875: Tuesday (Portland, Maine) Along side Custom House Wharf; wind NE.
- April 14th, 1875: Wednesday (Portland, Maine) This day comes in thick snow storm; wind easterly at the dock; Belfast harbour still frozen up; Stmr (Steamer) *Katahdin* still there.

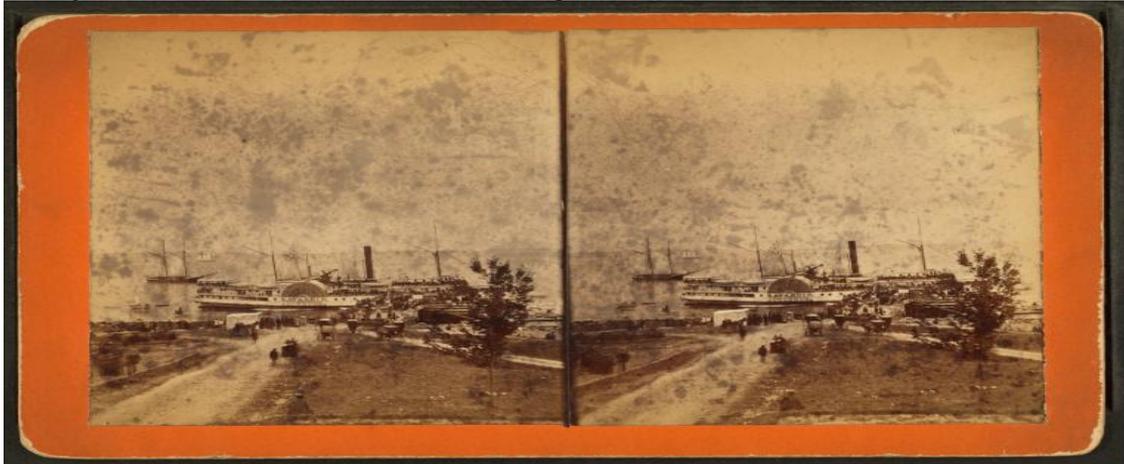


Figure 8: Stereovision View of the Paddle Wheel Steamer *Katahdin* at Belfast, Maine

>>>>[Note: The Steamer *Katahdin* was one of the most remarkable side-wheel steamers ever built in the United States for passenger service. She was built in 1863 by John Englis at New York for Captain **SANFORD**₆ of the Sanford Independent Line (the Sanford Steamship Company in 1875) at a cost of \$250,000. She was 1,234 tons gross, 241 feet long, 84 feet beam with a vertical beam steam engine of 56 inches by 11 feet stroke which developed 400 horsepower. She had 70 staterooms and 210 cabin berths. She began service with the Sanford Line in May 1863 plying the Maine coast between Portland and Belfast, Castine and Bangor. She became the pride of the Bangor to Boston run. In 1875 she was commanded by Captain **WILLIAM R. ROIX**₆ of Belfast, Maine. The side-wheeler probably successfully contended

with more ice than any boat not running in Arctic seas. She had a very safe career having never lost a passenger or any freight. In the summer of 1895 she was finally broken up for the metal in her hull.]<<<

KATAHDIN

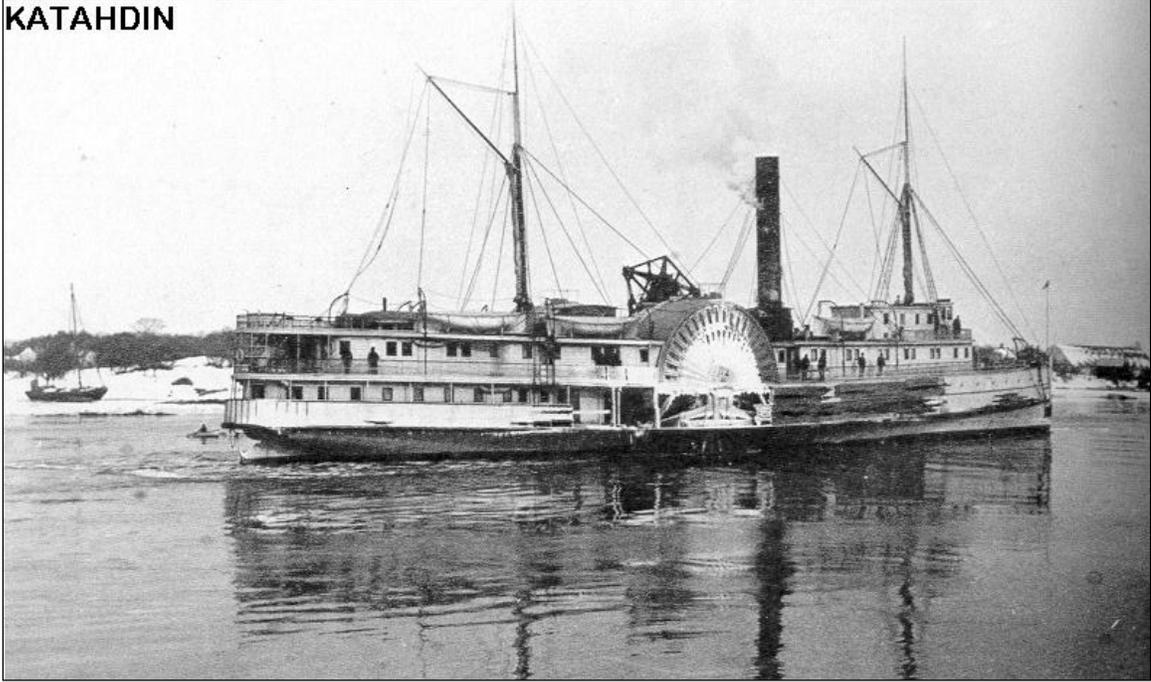


Figure 9: The Paddle Wheel Steamer *Katahdin*

- April 15th, 1875: Thursday (Portland, Maine) At 8:35 left Portland; stood past Aldens Rock, thence ESE passed Seguine; at 3:30 came to at Booth Bay; time 6.55 (hours/minutes); distance 45 (miles).
- April 16th, 1875: Friday (Boothbay Harbor, Maine) At 6:00 left Booth Bay; at 6:24 Burnt Isle; at 8:15 Seguine; at 9:40 H. W. (Halfway) Rock, course SW by W ½ W; wind fresh on shore; at 11:00 Portland; time 5.00 (hours); distance 38 (miles); to date 326 (miles); wind fresh South with rain showers.
- April 17th, 1875: Saturday (Portland, Maine) Went to the dock; ice left Penobscot River; (Steamer) *Katahdin* arrived Saturday 17th. >>>[Note: For description of Steamer *Katahdin*, see note of April 14th, 1875.]<<<
- April 18th, 1875: Sunday (Portland, Maine) This day at Custom House Wharf.
- April 19th, 1875: Monday (Portland, Maine) The (Steamer) *City of Richmond* leaves Portland for Bangor (Maine). At 8:30 left Portland; went to the south; at 4:40 arrived at Peperells Cove (Kittery Point, Maine); time 8.10 (hours/minutes); distance 55 (miles); up to date 381 (miles).
>>>[Note: The *City of Richmond* was a side-wheel passenger steamer built at Athens, New York in 1865 by Morton & Edmunds. Owned by the Portland, Bangor, and Machias Steamboat Company, she was 940 tons gross, 227 feet long, 80 ½ feet beam, and 10 feet depth of hold with the usual vertical beam steam engine. She had a long career on the Maine coast where, commencing in 1867, she ran the “inside route” from Portland to Bangor in connection with the railroad until 1880 when the Maine Central Railroad commenced night trains between Portland and Bangor; later she ran between Portland (and afterwards Rockland) and Bar Harbor and Machias. Early in her career she was commanded by the well-known Captain **WILLIAM**

E. DENNISON₆ with pilots Captain **ROIX**₆ and Captain **SPEAR**₆; the purser was **EDWARD CUSHING**₆. While being operated by the Portland and Mount Desert Line on August 30, 1881, in a thick fog, she struck the south ledge of Mark Island in Penobscot Bay and sank without any loss of life. She was later refloated and sold.]<<<

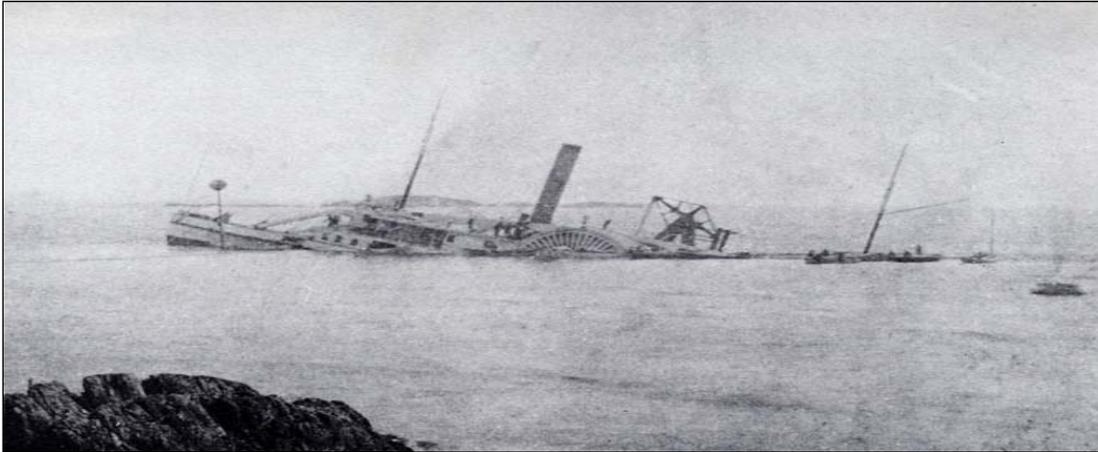


Figure 10: Wreck of Steamer *City of Richmond* (1881)

- April 20th, 1875: Tuesday (Pepperell Cove, Kittery Point, Maine) This day heavy gale from the westward, both anchors down.
- April 21st, 1875: Wednesday (Pepperell Cove, Kittery Point, Maine) At 9:50 left Peperells Cove; stood out to Boon Isle; at 5:30 arrived back to Peperells Cove; time 7.40 (hours/minutes); distance 35 (miles); steamed to date 416 (miles).
- April 22nd, 1875: Thursday (Pepperell Cove, Kittery Point, Maine) >>>[Note: There were no journal entries this day for the voyage from Pepperell Cove to Portland, Maine.]<<<
- April 23rd, 1875: Friday (Portland, Maine) At 9:00 left Portland; at 9:27 P. Lt. (Portland Head Lighthouse); at 9:35 Ram Isle, course SE; at 9:55 Green Isle, course ESE; at 10:25 Bul Wark Shoal, course SE; at 3:10 went ahead of Seg (Seguine?); at 5:30 arrived Harpswell; running time 5.37 (hours/minutes); distance 42 (miles); to date 457 (miles); pleasant day.
- April 24th, 1875: Saturday (Harpswell, Maine) At 6:00 left Harpswell; at 6:35 Mark Isle; stood to the east as far as Seguine, back to Portland; at 3:30 arrived at Portland; underway 9.30 (hours/minutes); time steaming ahead 6.00 (hours); distance 42 (miles); to date 499 (miles).
- April 25th, 1875: Sunday (Portland, Maine) At Custom House Wharf.
- April 26th, 1875: Monday (Portland, Maine) At 9:50 left Portland; at 4:55 arrived at B. Bay (Boothbay Harbor); distance 39 (miles); running time 5.30 (hours/minutes); distance to date: 538 (miles).
- April 27th, 1875: Tuesday (Boothbay Harbor, Maine) At 6:10 left Booth Bay; at 7:20 Pumpkin R. (Rock); at 8:50 Monhegan inside, course E by S; at 9:35 Georges Isle, course E by N; at 10:15 S. E. (South East) Breaker (Matinicus Rock), course SE by E ½ E; at 11:50 Matinic G. Isle (Matinicus Great Isle); at 1:35 Matinicus Lights (Mantinicus Rock), course SE ½ S; at 1:45 Matinicus Lights (Mantinicus Rock); at 2:30 Mo Man's Land, course NNE; at 4:10 Monroe (Monroe) Isle, course NNW; at 4:19 Owls Head; at 4:35 Rockland, course W ½ N; distance 66 (miles); running time 8.45 (hours/minutes); to date 604 (miles).

- April 28th, 1875: Wednesday (Rockland, Maine) At 6:20 left Rockland; out Two Bush Channel; out by Matinic; across to Mosquito Isle; to Georges Isle; round Monhegan; back to Squirrel Isle; at 4:15 thence to Herring Gut; running time 8.10 (hours/minutes); distance 57 (miles); to date 661 (miles); *Stmr. Dallas* first appearance in this harbour; wind SE; good weather, etc..
- April 29th, 1875: Thursday (Herring Gut Harbor, Maine) At 6:10 left Herring Gut; up over the bar; out by Franklin Lt.; out past Seguine; thence to Portland; arrived at 5:35; distance 53 (miles); to date 714 (miles).
- April 30th, 1875: Friday (Portland, Maine) Went to dock.
- May 1st, 1875: Saturday (Portland, Maine) May the first at the dock; painted decks; U.S.R. Cutter Dallas laid up for repairs.
- May 2nd, 1875: Sunday (Portland, Maine) May 2nd at the dock.
- May 3rd, 1875: Monday (Portland, Maine) At the dock; wind fresh westerly.
- May 5th, 1875: Wednesday (Portland, Maine) Went to Boston; all hands employed scrubbing, taring, and painting up to date May 14th, 1875.
 >>>[Note: Captain ***LEONARD S. GRANT**₆ probably went to Boston to see his wife, ***ABIGAIL (ABBIE) M. EWELL GRANT**₆. They stayed at 521 Shawmut Avenue, Boston, Massachusetts near their daughter's home. He also probably took the opportunity to see his daughter, ***FLORA E. GRANT POTTER**₇, his son-in-law, ***ALGERNON SIDNEY POTTER**₇, and his one-year old grandson, ***ALBERT LINCOLN POTTER**₈, who lived nearby at 301 Shawmut Avenue, Boston, Massachusetts.]<<<<
- May 14th, 1875: Friday (Portland, Maine) There were no journal entries for this day.
- May 15th, 1875: Saturday (Portland, Maine) This day fog and rain; wind east.
- May 21 & 22, 1875: Friday & Saturday (Portland, Maine) Very pleasant; ship all painted; still at the dock.
- May 23, 1875: Sunday (Portland, Maine) Temperature in shade 71 (degrees Fahrenheit).
- May 24th, 1875: Monday (Portland, Maine) At 9:30 left Portland; at 11:40 passed Cape Elizabeth stood to the east; at 2:48 Mile Ledge Buoy; steered E by N Thoms Rock; Cuckolds, E by N ¼ N; Squirrel Isle, course NE by N; Burnt Isle, course NE; thence NNE Tumbler Isle; thence NE (Boothbay Harbor); distance 47 (miles); time 6.45 (hours/minutes).
- May 25th, 1875: Tuesday (Boothbay Harbor, Maine) At 6:20 underway; at 6:30 left Booth Bay; at 6:35 B. (Burnt) Isle, course S ½ W; at 6:54 Fish (Fisherman) Isle, course SSE; at 7:30 P. Quid P. (Pemaquid Point) Buoy, course ESE; at 8:22 Egg Rock, course E ¾ S; at 8:35 B. (Benner?) Rock, course E ½ S; at 8:55 Davis Straits, course E by S ¼ S; at 9:10 Hoopers Isle (Hupper Island), course E ¾ N; came to anchor near Marshalls Point; sch (schooner) ashore; at 2:15 sch (schooner) came off; at 3:00 PM came to at Herring Gut (Port Clyde); distance 25 (miles); sailed to date 62 (miles).
- May 26th, 1875: Wednesday (Herring Gut Harbor, Port Clyde, Maine) At 9:00 left Herring Gut; went to Rockland; arrived at 1:15; distance 22 (miles).
- May 27th, 1875: Thursday (Rockland, Maine) At 6:45 left Rockland; at 7:20 Monroe (Monroe) Isle, course SE ½ E; at 7:43 Cresent (Crescent) Isle, course S; at 8:13 Two Bush Isle, course S by W; at 9:45 Georges Isle, course SW ½ W; at 9:45 stopt (stopped) for fish; at 1:05 went ahead; lost 3.20 (hours/minutes); at 1:35 Old Man, flood tide, wind SSW; at 3:35 Pumpkin R. (Rock), course SW ½ W; at 4:00 Bantum, course SW ½ W; at 5:00 Seguine, course SW by W; at 5:35 Cape S. (Small) Point, course WSW; at 7:00 H. W. (Halfway) Rock, course WSW; Portland Lt., course W by S ½ S; passed by W. (White) Head; at 8:25 came to at Portland; distance 72 (miles); time 10.20 (hours/minutes).

- May 28th, 1875: Friday (Portland, Maine) At 9:45 left Portland; at 10:20 Portland Lt., course S $\frac{3}{4}$ E; at 10:55 Cape Elizabeth; at 12:15 Wood Isle, course SW by S $\frac{1}{2}$ S; at 1:25 Cape Porpoise, course SW by S $\frac{1}{2}$ S; at 3:35 Boon Isle, course S by W $\frac{1}{2}$ W; stopt (stopped) engine (probably to fish); at 4:45 left Boon Isle; at 5:30 York Ledge, course SW $\frac{1}{2}$ W; at 5:40 Murrays Rock, course SW $\frac{1}{2}$ W; at 6:05 between the two Sisters, course SW by W; at 6:13 Kitts Rock, course SW by W $\frac{1}{2}$ W; at 6:24 Portsmouth Lt. (Lighthouse), course North by N $\frac{1}{2}$ E; at 6:30 anchorage (Pepperell Cove), N $\frac{1}{2}$ E; running time 7.25 (hours/minutes); distance 52 (miles); up to date 183 (miles).
- May 29th, 1875: Saturday (Pepperell Cove, Kittery Point, Maine) At 6:00 left Peperells Cove; stood out to Boon Isle (probably to fish); at 12:00 left Boon Isle; steered for Cape Porpoise, NE; at 6:00 Portland; distance 52 (miles).
- May 30th, 1875: Sunday (Portland, Maine) All this day at Portland.
- May 31st, 1875: Monday, Decoration Day (Portland, Maine) This day at Portland; holiday (Decoration Day now known as Memorial Day); Barnums Hippodrome.
 >>>[Note: P.T. Barnum's *Great Roman Hippodrome* was an enormous traveling show under the Big Top (huge tent amphitheater) with multiple supporting tents that featured horse-drawn chariot races jockeyed by "Amazon women" and death-defying hot air balloon ascensions. It was scheduled into Portland for only one day that year, May 31st. The show required 125 railroad cars to carry the tents and supplies, 750 horses, and sleeping and eating accomodations for 1,200 employees. The show included a live English-style hunt with 150 riders, balloon ascensions by the famous professor **W. H. DONALDSON**₆, Roman chariot races, and a giant Western display of real American Indians and buffaloes, and horsemen reenacting, among other things, an Indian-Mexican battle. The publicity for the show stated that "the Roman Hippodrome is not a circus."]<<<<
- June 1st, 1875: Tuesday (Portland, Maine) This day scraping masts.
- June 2, 1875: Wednesday (Portland, Maine) This day went to flats to repair copper.
- June 3rd, 1875: Thursday (Portland, Maine) In the stream, went on flats to fix copper.
- June 4th, 1875: Friday (Portland, Maine) In the flats.
- June 5th, 1875: Saturday (Portland, Maine) At 9:30 left Portland; stood out by Portland Lt (Lighthouse); Cape Elizabeth; boarded vessels, fished, etc.; returned at 4:00; time 6.30 (hours/minutes); distance 36 (miles).
- June 6th, 1875: Sunday (Portland, Maine) All this day at the dock.
- June 7th, 1875: Monday (Portland, Maine) This day at the dock; rainy with clouds.
- June 8th, 1875: Tuesday (Portland, Maine) At 11:00 left Portland; at 11:50 Portland Lt.; at 12:30 Cape Elizabeth; at 1:20 made sail, stood east; at 5:20 Harpswell; time 6.20 (hours/minutes); distance 43 (miles); Lieut. LAY₆ (1st Lieutenant **THOMAS W. LAY**₆) stopt (stopped) back, sick wife.
- June 9th, 1875: Wednesday (Harpswell, Maine) At 6:00 left Harpswell; at 6:45 Mark Isle, course SSW; at 7:22 Lombo Ledge, course SE; at 8:00 Fullers Rock, course SE $\frac{1}{2}$ E; at 8:40 Seguine, course SE by E $\frac{1}{2}$ E; at 8:40 stopt (stopped) engine (probably to fish); at 4:00 left Seguine, stood E $\frac{3}{4}$ N; tacked ship, stood west; at 4:22 Seguine; at 4:50 Fullers Rock, course WSW; stood up bay; at 6:15 came to in Winnegance Bay; running time 6.00 (hours); distance 36 (miles); steamed to date 117 (miles).
- June 10th, 1875: Thursday (Winnegance Bay, Maine) This day comes in thick fog with heavy rain, light wind easterly; stopt (stopped) at this place this day and caught 500 cunners.
- June 11th, 1875: Friday (Winnegance Bay, Maine) Thick fog in the morning and calm; at 9:35 left Winnegance Bay; stood down to Wood Isle; fog outside; kept away for Small Point harbour; at 10:40 came to (in) 4 fathoms water; miles steamed 7; 12 fathoms chain; thick fog most of the day; U.S. Rev. Cutter A. J. Dallas.

- June 12th, 1875: Saturday (Small Point Harbor, Maine) This day comes in thick fog, wind light, air southerly; at 10 A.M. thick fog, calm; at 3:45 (PM) left S. P. (Small Point) Harbour; at 4:05 Brown Cow, course SSW; at 4:10 Brown Cow; at 4:55 Mark Isle, course W by S; passed up through the land; at 6:07 Red Buoy; at 6:40 Portland, course SW by S ½ S; time 2.55 (hours/minutes); distance 21 (miles); steamed to date 145 (miles).
- June 13th & 14th, 1875: Sunday & Monday (Portland, Maine) At Portland.
- June 15th, 1875: Tuesday (Portland, Maine) Coaled ship at Portland.
- June 16th, 1875: Wednesday (Portland, Maine) At 10:00 left Portland; stood out by Cape Elizabeth; stood to the eastward for Seguine; at 3 PM stopt (stopped) engine; at 5:20 went ahead for Ebincook Harbour; at 6:42 Hendricks Head (Lighthouse), course NE ½ N; at 7:00 came to at Ebincook Harbour; running time 6.40 (hours/minutes); distance 47 (miles); to date 192 (miles). >>>[Note: Hendricks Head Lighthouse was located on the east side of the mouth of the Sheepscot River, Maine. The lighthouse was first put in operation in 1829. In 1875, the present white square tower was erected.]<<<
- June 17th, 1875: Thursday (Ebincook Harbor, Maine) At 7:00 left Ebincook; out by Seguine; up Newmeadows River (New Meadows River); dropt (dropped) Capt., 1st Lieut., Chief Engineer, at Wood Isle to fish; went up to Winnegance Bay; at 1:00 came to (at Winnegance Bay); at 3 PM left Winnegance; at 4 PM left Wood Isle; H.W. (Halfway) Rock, course SW ¾ W; at 7:00 arrived at Portland; distance 57 (miles); to date 249 (miles).
- June 18th, 1875: Friday (Portland, Maine) This day comes in thick and rainy, wind easterly; 12 noon rain falling fast.
- June 20th, 1875: Sunday (Portland, Maine) At 9:00 left Portland; at 10:00 Cape Eliz. (Elizabeth); at 2:00 Boon Isle, course SSW (probably to fish); at 6:15 Boon Isle; at 6:50 York Ledge outside, course SW ½ W; at 7:00 Murrys Rock inside, course SW by W; at 7:20 Sisters, course SW by W; at 7:27 Kitts Rock, course WSW; at 7:31 Whales Back; at 7:40 Ports Lt. H. (Portsmouth Lighthouse); at 7:45 anchorage (Portsmouth, New Hampshire); distance 52 (miles).
- June 21st, 1875: Monday (Portsmouth, New Hampshire) At 7:20 left Portsmouth; Sisters; York Ledge, course E ½ S; at 9:00 Boon Isle, course E ½ S; stopt (stopped) engine to land Light Keeper; hazy; at 12:45 left Boon Isle; at 2:45 Cape Porpoise, course NE; at 3:45 Wood Isle, course ENE; at 5:00 Cape Elizabeth, course ENE; at 6:43 H. W. (Halfway) Rock, course E by N; at 7:10 Mark Isle, course NE ½ E; up the sound, course NE by E ½ E; at 7:45 came to anchor (Harpwell, Maine); running time 9.00 (hours); distance 63 (miles); steamed to date 364 (miles).
>>>[The Boon Island Lighthouse was built on Boon Island in 1811 and replaced in 1855. Boon Island is 5.7 miles southeast of York Beach, Cape Neddick, Maine. The 133 feet tall conical tower of gray granite is situated on a rock ledge and is the tallest in the state of Maine. Landing at this isolated spot was always dangerous. Boon Island was a favorite fishing ground for the U.S. Revenue Cutters.]<<<
- June 22, 1875: Tuesday (Harpwell, Maine) At 9:00 left Harpswell; stood out by HWR (Halfway Rock); at 4:00 arrived at Portland; distance 35 (miles); to date 399 (miles).
- June 23, 1875: Wednesday (Portland, Maine) This day at Portland; wind fresh SSW and very warm.
- June 24th, 1875: Thursday (Portland, Maine) This day comes in foggy; 9 AM very warm; took a sail to Harpswell with officers' ladys (ladies).
- June 25th, 1875: Friday (Portland, Maine) At 9:50 left Portland; at 10:20 P. Lt. H. (Portland Lighthouse); passed Cape Eliz (Elizabeth); stood to the east; at 1 PM off Small Point; kept away for Winnegance Bay; at 2:50 came to anchor (Winnegance Bay); time 5 (hours); distance 35 (miles); wind fresh NW; to date 434 (miles).
- June 26, 1875: Saturday (Winnegance Bay, Maine) At 7:00 AM left Winnegance; at 5:00 arrived at Portland.

- June 27th, 1875: Sunday (Portland, Maine) At Portland.
- June 28th, 1875: Monday (Portland, Maine) At Custom House Wharf; (sketch of stove) stove; PM took down ward room stove and put it on shore; thermometer in the shade 92 (degrees Fahrenheit).
- June 29 to July 1, 1875: Tuesday, Wednesday, & Thursday (Portland, Maine) At Portland.
- July 2nd, 1875: Friday (Portland, Maine) Self (Captain *LEONARD S. GRANT₆) and wife (*ABIGAIL (ABBIE) M. EWELL GRANT₆) came from Boston. At 10:00 AM left Portland; at 5:00 arrived at Winnegance; distance 36 (miles); Mr. MOULTON₆ on board as guest; Capt. CHASE₆ absent.
 >>>[Note: In 1875 Captain *LEONARD S. GRANT₆ and his wife, *ABIGAIL (ABBIE) M. EWELL GRANT₆, lived in Portland, Maine (address unknown) and stayed at 521 Shawmut Avenue, Boston, Massachusetts when they visited Boston. Their daughter, *FLORA E. GRANT POTTER₇ (1848 – 1928), and son-in-law, *ALGERNON SIDNEY POTTER₇ (1841 – 1893), and one year old grandson, *ALBERT LINCOLN POTTER₈ (1874 – 1930), lived at 301 Shawmut Avenue, Boston, Massachusetts.]<<<<
- July 3rd, 1875: Saturday (Winnegance Bay, Maine) >>>[Note: There are no journal entries this day for the voyage from Winnegance Bay to Portland, Maine.]<<<<
- July 4th, 1875: Sunday, Independence Day, (Portland, Maine) At Portland; afternoon and evening rain.
- July 5th, 1875: Monday, Celebration Day, (Portland, Maine) Celebration; calm in the morning; July 5th Celebration (Independence Day celebrated on Monday when it falls on Sunday); very warm day; boat racing (racing); grand procession; fire works in the evening; temperature 85 (degrees Fahrenheit).
- July 6th, 1875: Tuesday (Portland, Maine) Birthday; >>>[Note: Captain *LEONARD S. GRANT₆ was born on July 6th, 1812 in Prospect, Maine. This was his 63rd birthday.]<<<< weather unsettled; rain in the morn; noon foggy, light air easterly; Lieut. LAY₆ (1st Lieutenant THOMAS W. LAY₆) left for home with his family.
- July 7th, 1875: Wednesday (Portland, Maine) At 2:00 PM left Portland; at 2:32 Portland Lt., course S ¾ E; at 3:05 Green Isle, course ESE; at 3:40 H.W.R. (Halfway Rock), course ESE; at 5:00 Fullers R. (Rock), course ESE; at 5:30 Seguine, course ESE; at 5:30 stopt (stopped) engine (probably to fish); at 6:10 went ahead; at 6:18 Seguine; at 6:41 Sisters; at 6:50 Black R (Rock); at 7:23 stopt (stopped) engine; at 7:28 went ahead; at 7:50 arrived Ebincook Harbour; Lieut. LAY₆ (1st Lieutenant THOMAS W. LAY₆) absent; running time 5.05 (hours/minutes); distance 33 (miles).
- July 8th, 1875: Thursday (Ebincook Harbor, Maine) At 7:20 left Ebincook; stood out to Seguine (probably to fish); at 10:18 left Seguine; at 2:50 Half W (Halfway) Rock, course WSW; at 3:25 Green Isle, course WSW; at 3:53 Ram Isle, course WSW; at 3:58 Portland Lt (Lighthouse), course WSW; at 4:13 S.P.B. (Spring Point Buoy), course N ½ W; at 4:18 Breakwater (Portland), course W by N ½ N; at 4:23 Harbour (Portland); at 4:30 dock (Portland); distance 35 m (miles).
- July 9th, 1875: Friday (Portland, Maine) At the dock.
- July 10th, 1875: Saturday (Portland, Maine) This day comes in with rain, heavy thunder and lightening (lightning); Cathedral set on fire; 8 AM (weather) cleared up, sun out.
 >>>[Note: The cathedral mentioned was probably the Roman Catholic “Cathedral of the Immaculate Conception” at 307 Congress Street, Portland, Maine 04101, which was dedicated on September 8, 1869.]<<<<
- July 11th, 1875: Sunday (Portland, Maine) All this day at Portland.

- July 12th, 1875: Monday (Portland, Maine) At 8:15 left Portland; at 8:38 P. Lt. (Portland Lighthouse); stood to the westward as far as Wood Island (Island); tacked ship and stood to the eastward; at 2:40 Bald Head; at 2:55 Wood Isle; at 3:40 came to at Winnegance; running time 7.35 (hours/minutes); distance 53 (miles).
- July 13th, 1875: Tuesday (Winnegance Bay, Maine) At 7:03 left Winnegance; at 7:55 Wood Isle; out to Seguine (probably to fish); at 1:47 PM left Seguine and Mile L. B. (Mile Ledge Buoy); at 3:43 H.W.R. (Halfway Rock), course WSW; at 4:16 Green Isle, course WSW; at 4:50 P. Lt. (Portland Head Lighthouse), course WSW; at 5:05 Spring Point, course N ½ W; at 5:10 B.W. (Breakwater, Portland), course WNW; at 5:15 harbour (Portland), course SW; distance 42 (miles).
- July 14th, 1875: Wednesday (Portland, Maine) All this day at Portland; very fine weather; boats all employed transporting churches (members) to the isleands (islands); hundreds going to the isleands (islands); nothing to eat or drink at home.
- July 15th, 1875: Thursday (Portland, Maine) **Mr. MARSELLIET₆** (1st Assistant Engineer **MALCOLM G. MARSILLIOT₆**) on board; at 10:30 left Portland; at 10:55 Portland Lt.; at 11:25 Green Isle, course SE by E ½ E; at 12:00 H.W.R. (Halfway Rock), course SE by E ½ E; at 2:00 Seguine broad, course ESE; stood in for Thoms R. (Tom Rock), course E ½ N; spoke *Yacht Clarence* bound west; stopt (stopped) at the Cuckolds, set Capt. (**Captain CHASE₆**) and steward ashore; at 3:15 left Cuckolds; at 3:42 Thread of Life, course E; at 4:00 Thrum Cap, course SE by E ½ E; at 4:21 Penequid Point (Pemaquid Point), course E by S ½ S; at 5:08 Egg Rock, course E by S ¼ S; at 5:21 Black Rock, course E ¾ S; at 5:42 Davis Straits, course E by S ¼ S; at 5:58 Hoopers Isle (Hupper Island), course E ½ N; at 6:05 harbour (Herring Gut, Port Clyde, St. George, Maine); running time 7.30 (hours/minutes); distance 50 (miles).
- July 16th, 1875: Friday (Herring Gut, Port Clyde, St. George, Maine) At 8:45 left Marshall's Point; Mosquito Isle, course SE ½ S; at 9:55 White Head, course E ½ N; at 10:00 Hay Isle L. B.; at 10:05 Sail (Seal) Harbour, course NW by N ½ N; **Lieut. LAY₆** (1st Lieutenant **THOMAS W. LAY₆**) and (Lieutenant) **HOWLAND₆** (3rd Lieutenant **WALTER S. HOWLAND₆**) boarding vessels; fog came in thick; let go port anchor; veered to ten fathoms; 4 fathoms water; at 2:25 left Seal Harbour; passed through Muscle Ridge Channel and into Rockland; at 4:30 came to anchor (Rockland Harbor); very thick fog and calm; distance this day 20 (miles); 5 PM very thick fog; could not tell where the steamboat wharf was.
- July 17th, 1875: Saturday (Rockland Harbor, Maine) At 8:35 left Rockland; at 8:55 Owls Head, course SE ¾ E; stood up Western (Penobscot) Bay; at 12:00 Turtle Head; at 12:25 crossed to Castine, course SE ½ S; stood down East (Penobscot) Bay; at 2:05 Mark Isle; at 2:42 Owls Head, course SW by S ½ S; at 2:53 S. I. (Sheep Isle) Buoy; at 3:05 Ash Point, course S by W ¼ W; at 3:32 Spruce Head, course SW by S; at 3:42 White Head, course SW by S ½ S; at 4:25 Mosquito Isle, course SW ½ S; at 4:43 Old Cilly (Ledge), course SW by S; at 4:58 Georges Isle, course SW by S; at 5:13 Old Man inside, course SW by S; at 6:40 Thrum Cap, course WSW; at 6:48 White Isle, course WSW; at 6:59 Thread of Life, course W by S; at 7:06 Squirrel Isle, course W by N; at 7:17 Burnt Isle, course NW by N; came to at Booth B (Boothbay Harbor); time 10.50 (hours/minutes); distance 75 (miles); best days work this summer.
- July 18th, 1875: Sunday (Boothbay Harbor, Maine) Morning pleasant; 10:30 AM commenced raining; **Lieut. HOWLAND₆** (3rd Lieutenant **WALTER S. HOWLAND₆**), **Engineer MARSELLIET₆** (1st Assistant Engineer **MALCOLM G. MARSILLIOT₆**) gone on shore to worship God; liberty men ashore on liberty; about 30 fishermen left this morn (morning); sixty remain mending nets; seven Pogie steamers in port; Eng. (Engineers) **CHESTER₆** (Chief Engineer **DANIEL C. CHESTER₆**) and **FITZPATRICK₆** (2nd Assistant Engineer **JAMES FITZPATRICK₆**) on board; **Lieut. LAY₆** (1st Lieutenant **THOMAS W. LAY₆**) in command on board; old ***GRANT₆** (***LEONARD SAMUEL GRANT₆**) Pilot as usual on board; roast beef for dinner; afternoon light rain; 8 PM weather began to look better; 9 PM moon began to

show herself; calm and warm; three officers at church; so ends this day of our Lord 1875.

- July 19th, 1875: Monday (Boothbay Harbor, Maine) At 7:15 left B. Bay (Boothbay Harbor); at 8:36 Cuckolds inside; at 10:00 Small Point; at 11:30 H. W. (Halfway) Rock; at 12:50 stood for Cape Elizabeth, course SW; at 1:03 wore ship and stood back for Portland; B.C.R. (Broad Cove Reef), course NE; T.R.B. (Trundys Reef Buoy), course N by E; Portland Lt., course N by W ¼ W; S.P.B. (Spring Point Buoy), course N ¾ W; at 2:30 along side dock (Portland, Maine); ran very slow all day; on our arrival heard of the death of Judge WILLIAMS₆, also the death of Lieut. HAND₆'s (2nd Lieutenant WILLIAM H. HAND₆) daughter aged 8 months.
- July 20th, 1875: Tuesday (Portland, Maine) At Custom House Wharf coaling.
- July 21st, 1875: Wednesday (Portland, Maine) At the dock cleaning ship; Engineer FITZPATRICK₆ (2nd Assistant Engineer JAMES FITZPATRICK₆) left ship on leave; boats crew gone to Sebago Lake (Maine); strong breeze SW.
- July 22nd, 1875: Thursday (Portland, Maine) All this day thick fog; at the dock; at 4 PM left dock and went to Hog Island (Island) Roads; thick fog.
- July 23, 1875: Friday (Hog Island Roads near Portland, Maine) This day comes in thick and rainy; at 9:30 rainy with fog, wind ENE; at 9:45 left H. (Hog) Isle Roads; at 10:05 Portland Lt.; at 10:38 Cape Elizabeth; at 11:45 Wood Isle; at 12:37 Cape Porpoise; at 2:30 Boon Isle; at 4:00 Peperells Cove (Pepperell Cove, Kittery Point, Maine); time 6.15 (hours/minutes); distance 53 (miles).
- July 24th, 1875: Saturday (Pepperell Cove, Kittery Point, Maine) At 9:15 left P. (Pepperell) Cove; stood out to Shoals (Isle of Shoals); layed by all the forenoon; judges (of) yacht race came on board; at 1:30 PM steamed ahead to the WSW; returned and came to anchor with judges on board; acted as stake boat; all through at sunset; a big day; much fun; a beautiful day; 8 PM light air NE; sailed 17 miles.
- July 25th, 1875: Sunday (Isle of Shoals, Maine) This day comes in very pleasant; light air from the west; 9 AM still at the Shoals; yacht fleet gone; Yacht America still here; old BEN BUTLER₆ (ex-Congressman and retired Civil War General BENJAMIN F. BUTLER₆ (1818 – 1893)) on shore; 12:00 noon got underway and stood over to Portsmouth Lower Harbour; carried dispatches (dispatches) from old B. BUTLER₆; towed a yacht off the rocks and returned by the way of Duck Island (Island) and Smutty Nose Isle passage; came to anchor in 10 fathoms water; 30 fathoms chain; while absent the Yacht America left takeing (taking) BEN BUTLER₆, the old cock eye; distance 20 miles; 9 PM Mr. WOOD₆ (and) Mr. MOULTEN₆ arrived on board from Portsmouth; so ends these 24 hours.

>>>[*Yacht America*: The *Yacht America* was a 170 ton racing schooner designed and built by **GEORGE STEERS₅** for Commodore **JOHN COX STEVENS₅** and a syndicate from the New York Yacht Club. It was 101 ft. in length overall and 89 ft. 10 in. at the waterline with a beam of 22 ft. 10 in. and a draft of 10 ft. 11 inches. It was rigged with two masts (80 ft. foremast and 82 ft. 6 in. mainmast) and bowsprit (18 ft. outboard). The distance between the masts was 30 feet.

In 1851, *America* became the first winner of the cup subsequently named for her. Originally known as the Royal Yacht Squadron's "One Hundred Guinea Cup," the "America Cup" is yachting's most prestigious racing trophy. On August 22, 1851, the *America* won by eight minutes in the Royal Yacht Squadron's 53 mile regatta around the Isle of Wight. Watching the race, **Queen VICTORIA₆** asked who was second, and received the famous reply: "There is no second, your Majesty."

During the Civil War, the racing schooner *America* was purchased by the Confederate Government who changed her name to *Memphis*, armed her, and used her as a blockade runner, taking advantage of her great speed.

After the war, the famous Civil War Union General **BENJAMIN F. BUTLER₆** (1818 - 1893) purchased the *America* in 1873 and sailed her out of Gloucester (Massachusetts) Harbor

until his death in 1893. After the Civil War, General **BENJAMIN F. BUTLER**₆ spent summers at Bayview, his 47-acre estate on Ipswich Bay near the Annisquam section of Gloucester, Massachusetts. He was a member of the Boston Yacht Club and flew the Boston Yacht Club burgee (flag) on the *America* whenever she was racing.

In June 1875, General **BENJAMIN F. BUTLER**₆ had the *America* overhauled by the famous clipper ship builder, Mr. **DONALD McKAY**₆ of East Boston, to enhance her speed. She was subsequently reported as making the 240 nautical miles from New York City to Boston in 16 hours.

In 1876, the *America* was succeeded by the racing yacht *Madeleine*. The challenger was the Canadian yacht *Countess of Dufferin*. She lost the race quickly to the American yacht *Madeleine* and the America's Cup remained where it had been since 1851.] <<<

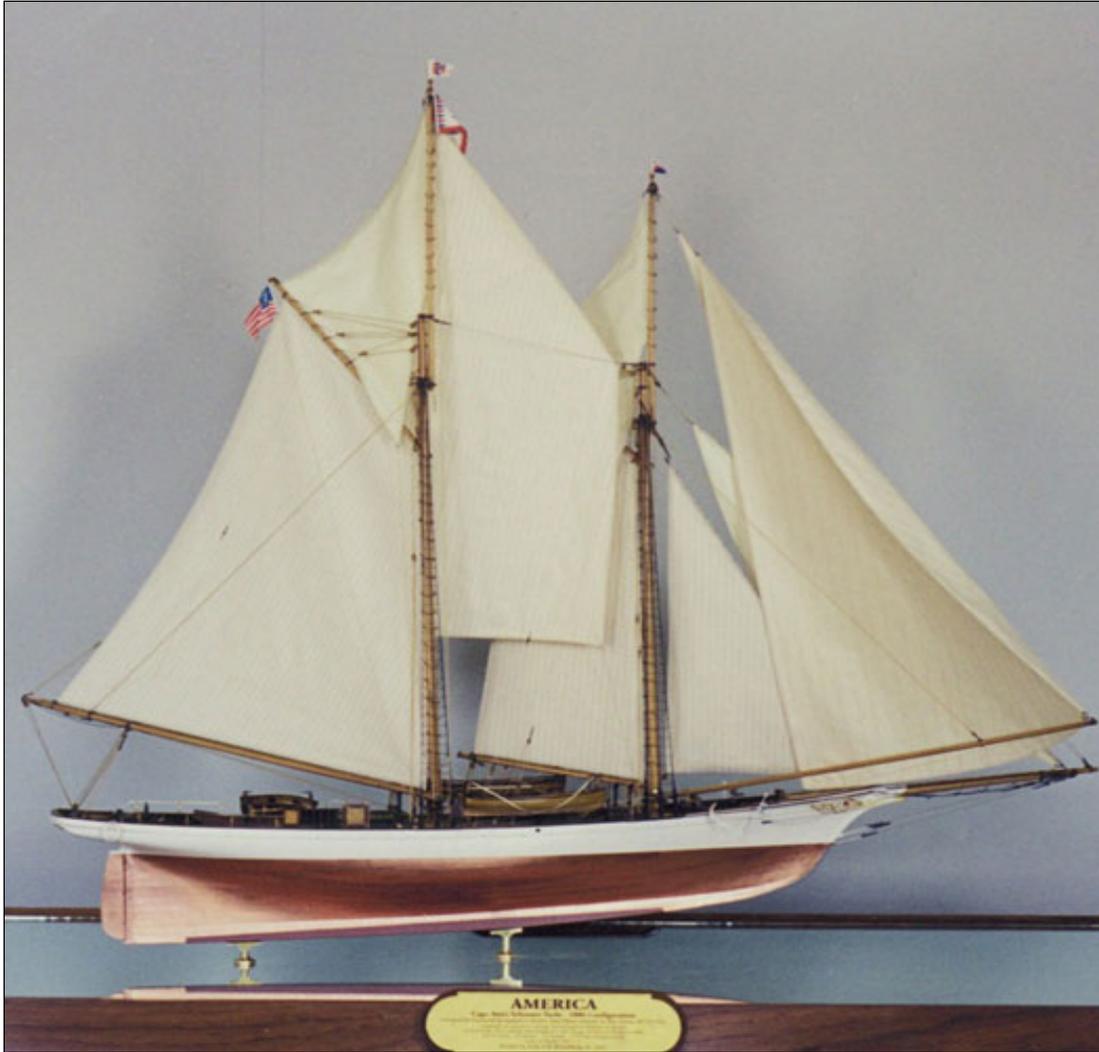


Figure 11: Racing Schooner America

- July 26, 1875: Monday (Portsmouth Lower Harbor, New Hampshire) This day comes in pleasant, light air SW; Yacht America in port; at 11:17 left for Boon Isle; at 11:35 Duck Isle, course NE; at 12:45 Boon Isle, course E by N ½ N (probably to fish); at 2:12 left Boon Isle; at 3:50 Isle Shoals, course SW by S; distance 20 (miles).

- July 27th, 1875: Tuesday (Isles of Shoals, Maine/New Hampshire) At 7:40 left Shoals; at 7:53 Duck Isle, course NE; at 9:15 Boon Isle, course ENE; at 1:32 Cape Elizabeth, course NE by E ½ E; at 2:04 Portland Lt.; at 2:30 came to anchor P. H. (Portland Harbor); time 6.50 (hours/minutes); distance 47 (miles).
- July 28th, 1875: Wednesday (Portland Harbor, Maine) This day comes in overcast and calm; noon sun came out, weather fine; temperature 2 PM 82 (degrees Fahrenheit).
- July 29th, 1875: Thursday (Portland Harbor, Maine) At 10:00 left Portland; at 10:32 White Head; at 11:30 H.W.R. (Halfway Rock) inside; at 12:50 Fullers R. (Rock) outside; at 1:15 Seguine outside; at 1:15 stopt (stopped probably to fish); at 2:15 left Seguine; at 2:35 Thoms R. (Tom Rock), course E by N; at 3:10 Cuckolds, course E by N; at 3:50 came to at B. Bay (Boothbay Harbor); running time 5 (hours); distance 35 (miles).
- July 30th, 1875: Friday (Boothbay Harbor, Maine) At 8:40 left Booth Bay; at 10:35 Seguine 4 miles dist. (distant); at 12:15 H.W.R. (Halfway Rock) 5 miles dist. (distant), course SW by W; outside Aldens Rock, course SW; at 1:55 Cape Eliz. (Cape Elizabeth); stood past Green Isle into Hussy (Hussey) Sound; at 3:40 came to anchor north side of Little Gebeague (Little Chebeague Island, Casco Bay, Maine); running time 7.00 (hours/minutes); distance 49 (miles).
- July 31, 1875: Saturday (Little Chebeague Island, Casco Bay, Maine) Comes in fair, wind NW; at 9:00 left Gebeague (Little Chebeague Island); at 12:00 arrived at Portland along side dock; time 3 (hours); distance 20 miles.
- August 1st, 1875: Sunday (Portland, Maine) This day along side Custom House Wharf.
- August 2nd, 1875: Monday (Portland, Maine) At the dock; mending boiler; read the death of A. JOHNSON₆.

>>>[President **ANDREW JOHNSON₆** (1808 – 1875), the 17th President of the United States from 1865 to 1869, died on July 31, 1875 from a stroke near Elizabethton, Tennessee. He was **ABRAHAM LINCOLN₆**'s Vice President and succeeded to the Presidency upon **LINCOLN₆**'s assassination on April 15, 1865. He successfully defeated two impeachment attempts to remove him from office.]<<<

- August 3rd, 1875: Tuesday (Portland, Maine) This day comes in rainy, cloudy, wind NE.
- August 4th, 1875: Wednesday (Portland, Maine) At Custom House Wharf; weather rainy, fog, etc.; wind easterly.
- August 5th, 1875: Thursday (Portland, Maine) This day at the dock; showery with thunder squalls; Capt. (Captain CHASE₆) went to Waterville (Maine).
- August 6th, 1875: Friday (Portland, Maine) At 11:20 left Portland; at 12:00 Portland Head; stood past Cape Elizabeth back to Green Isle; Half W. R. (Halfway Rock); Small Point; thence to Booth Bay at 6:15 PM; running time 7.00 (hours); distance 43 (miles).
- August 7th, 1875: Saturday (Boothbay Harbor, Maine) This day comes in thick fog, light airs from the eastward; continued foggy through the day; Bark A. Houghton, Boston, here.

>>>[Note: The *A. Houghton* was a 326 ton bark built in 1852 by James P. Rideout at Robbinston, Maine. A bark was a 3-masted ship with foremast and mainmast square-rigged and mizzenmast fore-and-aft rigged. She was 113 feet 4 inches long with 25 feet 3 inches beam and 12 feet depth of hold. She was propelled solely by sail and averaged 8 knots but could reach a speed of 13 knots. She had a complement of 27 men. During the Civil War she was commissioned as the USS *A. Houghton* in the Union Navy and was armed with two 32-pounder smoothbore guns. She served in the West Gulf Blockade and participated in the capture of New Orleans, sailing from Ship Island. She also served at Vicksburg and the Atlantic Blockade. She was primarily used as an ammunition ship, storeship and lastly a health ship where post-operative wounded personnel were taken to restore them back to health. On August 10, 1865, she was sold by the U.S. Navy at public auction. On June 12th, 1877, during a whaling voyage from New Bedford, Massachusetts, she was lost in a heavy snowstorm on a rock in Hudson's

Bay, 25 miles southeast of Cape Fullerton and 15 miles southwest of Depot Island. All 31 on board were rescued by another whaler.]<<<

- August 8th, 1875: Sunday (Boothbay Harbor, Maine) At 11:30 left Booth Bay; thick fog; at 1:15 Seguine; at 1:21 Mile L. (Ledge) Buoy; at 3:08 H. W. R. (Halfway Rock), course SW by W ½ W; passed White H. (Head); at 4:40 came to at Portland; distance 36 (miles); running time 5.10 (hours/minutes).
- August 9th, 1875: Monday (Portland, Maine) This day comes in thick fog; 9 AM fog lifted.
- August 10th, 1875: Tuesday (Portland, Maine) At the dock scraping masts; thermometer at noon 82 (degrees Fahrenheit).
- August 11th, 1875: Wednesday (Portland, Maine) At 10:00 left dock; cruised all day; arrived at Portland; came to at 8:10 PM; time 10.10 (hours/minutes); distance 60 (miles).
- August 12th, 1875: Thursday (Portland, Maine) At anchor in the stream; thick fog and rainy.
- August 13th, 1875: Friday (Portland, Maine) At 9:00 AM came to dock for coal.
- August 14th, 1875: Saturday (Portland, Maine) At the dock.
- August 15th, 1875: Sunday (Portland, Maine) At 9:00 left Portland; Cape Elizabeth; Boon Isle, course SSW (probably to fish); at 3:00 left Boon Isle; Wood Isle, course NE by E; Cape Eliz. (Elizabeth), course NE by E ½ E; at 8:10 arrived at Portland; Cape inside T. (Trundy) Reef; B.C.R. (Broad Cove Rock), course NE ½ E; T.R.B. (Trundys Reef Buoy), course N ½ E; P. (Portland) Head, course N by W ¼ W; time going up 5.25 (hours/minutes); time down 5.05 (hours/minutes); whole running time 10.30 (hours/minutes); distance 74 (miles).
- August 16th, 1875: Monday (Portland Head, Maine) Comes in thick fog and calm; at 11:00 came to the dock.
- August 17th, 1875: Tuesday (Portland, Maine) This day comes in thick fog; at 2:30 PM went into the stream and came to anchor.
- August 18th, 1875: Wednesday (Portland, Maine) Left Portland; at 12:45 Portland Lt. (Lighthouse); at 1:50 H.W.R. (Halfway Rock), course SE ½ E; Seguine, course ESE; Bantum, course E by S ½ S; at 4:55 Pump Rock (Pumpkin Island), course E by S ½ S; at 6:22 Duck Rocks; at 8:53 White Head, course E by N ½ N; Hay Isle L. Buoy, course NE by E ½ E; at 9:05 Sail (Seal) Harbour, course NW by N ½ N; distance 60 (miles); time 9.00 (hours); thick fog whole passage; at 12:45 left Sail (Seal) Harbour; passed North Haven; Deer Isle; at 4:45 came to anchor westward of Yorks (Jerks?) Narrows; distance 36 (Miles).
- August 19th, 1875: Thursday (west of York Narrows, Maine) This day comes in thick fog, wind southerly; at 12:50 got underway; at 1:03 Yorks Narrows; for B. H. (Bass Harbor) Bar, course E by S ½ S; shot in thick fog; at 2:00 PM anchored in Bass Harbour; thick fog; distance 7.00 (miles); distance steamed to date August 19: 249 (miles); at 8 PM at Bass Harbour; thick fog; three vessels light bound east; all hands praying for clear weather; I don't care a cuss; so ends this day.
- August 20th, 1875: Friday (Bass Harbor, Maine) This day comes in thick fog; at 2:00 PM fog lifted; at 2:25 left Bass Harbour; at 2:30 B. H. (Bass Harbor) Head; at 2:44 L.P.L. (Long Point Ledge) Buoy, course SE by E, very slow; at 2:54 B & R (Black & Red) Buoys, course NE by E; at 3:02 R. Buoy, course NE by N ½ N; thence to the north of Sutton Isle; at 3:26 Bunkers Ledge; thence to Bar Harbour, foggy; at 4:30 came to at Bar Harbour; time 2 hours; distance 14 (miles); to date 263 (miles).
- August 21st, 1875: Saturday (Bar Harbor, Mount Desert Island, Maine) This day comes in calm and thick fog; caterer bought three pairs chickens for which he paid 3 dollars; at 12:00 left Bar Harbour; shot in thick fog; stood S by E ¼ E until 1:00; thence SE and ESE; made the fog whistle on Timenan (Petit Manan Island) bearing NNE 6 miles distant; at 3:54 Timenan (Petit Manan Island); at 4:53 Nash Isle, course E by N ½ N; shot in thick fog; came to anchor near Sheep Isle in nine fathoms water near the land; at 8:00 PM hove up anchor and steamed ahead ¼ mile; let go anchor in ten fathoms water (Tibbett Cove, Maine); 35 fathoms chain; calm and

thick fog; distance 40 (miles); time 5 hours; part of the time stopt (stopped).

- August 22nd, 1875: Sunday (Tibbett Cove, Maine) This day comes in thick fog and calm; at 10:05 left Tibbets (Tibbett) Narrows; Tabbets (Tibbett?) Isle, course E by N ½ N; at 10:24 Tessendens L. (Ledge), course E by S; at 10:40 Jonesport, course ESE; time 35 m (minutes); distance 6 (miles); to date 309 (miles).
- August 23, 1875: Monday (Jonesport, Maine) At 4:45 left Jonesport; at 5:05 Bar, course ESE; at 5:13 Mark Isle; at 6:12 Libby Isle, course ESE; at 6:40 Cross Isle, course E by S; at 6:53 stopt (stopped) engine (probably at Cross Isle Life-Saving Station); at 9:10 went ahead; fair tide; at 9:20 Old Mans Ass, course E; at 9:40 Little River, course E; at 11:00 Life S. (Saving) Station (probably Quoddy Head Life-Saving Station at Carrying Place Cove), course E ¾ N; at 12:23 went ahead; at 12:40 West Quoddy; at 12:48 Red Buoy, course NW ½ W; at 12:54 Beacon (West Quoddy Head Lighthouse), course N by W ¼ W; at 1:30, course NE ½ N, came to Eastport; weather very fine; Woodbury (U.S.R.C. Levi Woodbury - previously named U.S.R.C. Mahoning before June 5th, 1873) here; running time 5.17 (hours/minutes); distance 42 (miles); to date 351 (miles). >>>[Note: The West Quoddy Head Lighthouse is located at the tip of West Quoddy Head, the easternmost point of the United States, adjacent to Quoddy Head State Park near South Lubec, Maine. It was erected in 1808 and rebuilt in 1858. Its distinctive tower is painted in red and white bands.]<<<
- August 24th, 1875: Tuesday (Eastport, Maine) At 5:00 left Eastport; at 7:10 Little River, course SW ½ S; at 8:05 Libby Isle, course SW ½ W; at 9:00 H.H. Light H. (Head Harbor Island (Moose Peak?) Lighthouse), course SW ½ W; at 9:30 Dangerous Ledges, course SW ½ W; ebb tide; at 10:40 Titmenan (Petit Manan Island) 4 miles distant, course SW ½ W; at 1:30 PM Long Isle, Mt. Des. (Mount Desert), course SW; at 3:15 Isle A Haut, course SW by W; at 5:12 Great Green Isle Ledge; at 5:53 Matinic G. (Great Metinic?) Isle, course SW by W ½ W; at 6:07 S.E. Breaker, course SW by W ½ W; at 6:55 Monhegan, course SW by W ½ W; at 8:30 Bantum, course SW by W ½ W; at 9:05 Seguine, course SW by W ½ W; at 10:30 H. W. (Halfway) Rock, course WSW; at 11:24 Portland Head, course WSW; at 11:50 came to Portland; smooth sea; ran at full speed the whole passage; running time 18.40 (hours/minutes); distance 167 (miles); to date 518 (miles).
- August 25th, 1875: Wednesday (Portland, Maine) At 9:55 left Portland; at 9:59 Breakwater, course ESE; at 10:03 Spring Point, course SE ½ E; at 10:15 Portland Head, course S ¾ E; at 10:27 Trundys R. (Reef) Buoy, course S by E; at 10:33 B.C.R.B. (Broad Cove Rock Buoy), course S ½ E; at 10:41 Cape Elizabeth, course S by W ½ W; at 11:36 Wood Isle, course SW by S; at 11:38 stopt (stopped) engine; at 1:00 went ahead; at 1:00 Hussy (Hussey) R. (Rock) Buoy; at 3:05 Bood Isle (Boon Isle?), course S by W ¾ W; at 3:05 stopt (stopped) engine (probably to fish); at 4:45 went ahead; at 4:45 Boon Isle; at 5:45 Duck Isle, course SW by S; at 6:00 Isle Shoals; at 6:36 Whales Back, course NNW; at 6:41 Portsmouth Lt. (Lighthouse), course N by W; at 6:45 Peperells Cove, course N by E; running time 5.45 (hours/minutes); distance 55 (miles); to date 573 (miles); ran at full speed, smooth sea.
- August 26, 1875: Thursday (Pepperell Cove, Kittery Point, Maine) At 8:47 left Portsmouth Lt. (Lighthouse); at 9:22 Rye Beach (Life-Saving Station); at 10:45 left Rye Beach; at 12:25 Boon Isle, course E ½ N; at 1:00 left Boon Isle; at 3:17 Wood Isle, course NE by E; at 4:17 Cape Elizabeth, course ENE; at 4:25 B.C.R. (Broad Cove Rock), course NE ¾ E; at 4:32 T.R.B. (Trundys Reef Buoy), course N by E; at 4:43 P. H. Lt. (Portland Head Lighthouse), course N by W ¼ W; at 4:53 S. (Spring) Point, course N ¾ W; at 4:57 B.W.B. (Breakwater Buoy), course WNW; at 5:00 (Portland) Harbour, course WSW; at 5:05 Dock (Portland); time from Boon Isle 4.00 (hours); running time 6.17 (hours/minutes); distance 58 (miles); to date 631 (miles).
- August 27th, 1875: Friday (Portland, Maine) At the dock scraping spars; thermometer at noon 82 (degrees Fahrenheit).
- August 28th, 1875: Saturday (Portland, Maine) This day comes in very fine.

- August 29th, 1875: Sunday (Portland, Maine) This day at the dock; temperature 85 (degrees Fahrenheit); hottest day of the season in the State of Maine.
- August 30, 1875: Monday (Portland, Maine) This day comes in fair and calm; 8:00 AM temperature 75 (degrees Fahrenheit).
- August 31, 1875: Tuesday (Portland, Maine) This day comes in pleasant; at the dock.
- September 1st, 1875: Wednesday (Portland, Maine) This day comes in very fine; at the dock.
- September 2nd & 3rd, 1875: Thursday and Friday (Portland, Maine) At the dock; weather very fine.
- September 4th, 1875: Saturday (Portland, Maine) This day comes in thick fog and rainy, wind southerly; at the dock; storm signal set; barometer 29.60.
- September 5th, 1875: Sunday (Portland, Maine) This day comes in very fine; clear wind westerly, at the dock.
- September 6th, 1875: Monday (Portland, Maine) At the dock; **Lieut. LAY₆** (1st Lieutenant **THOMAS W. LAY₆**) left at 6:00 PM for home by Steamer *Franconia*; nice weather.
 >>>[Note: The *SS Franconia* was a fine sea-going steamer of the “Boston and Colonial Steamship Line” that ran between Boston and Charlottetown (Prince Edward Island) touching at Halifax and Canso, and obviously Portland.]<<<<
- September 7th, 1875: Tuesday (Portland, Maine) At 7:00 AM went into the stream; at 12:00 left Portland; stood to the South as far as Wood Isle; arrived back to Portland; came to at 5:00; distance 33 (miles).
- September 8th, 1875: Wednesday (Portland, Maine) This day comes in pleasant, wind light SW.
- September 9th, 1875: Thursday (Portland, Maine) In the stream.
- September 10th, 1875: Friday (Portland, Maine) In the stream; 11:00 AM wind changed to the NW in a squall with rain; a large fleet of fishermen in port.
- September 11th, 1875: Saturday (Portland, Maine) Clear and cool, wind north; at 9:30 went into stream; at 10:40 left Portland; at 12:25 Mark Isle; at 12:27 stopt (stopped) engine (probaly to fish); at 12:52 went ahead; at 2:00 Fullers Rock, course SE $\frac{3}{4}$ E; at 5:00 Pemaquid Harbour; at 5:45 left P. Quid (Pemaquid Harbor); at 7:08 Round Pond outside.
- September 12th, 1875: Sunday (Round Pond outside, Maine) At 8:00 left R. (Round) Pond; up Georges River by Herring Gut (Port Clyde); up to White Head; down to Monhegan; thence to Portland; arrived at 6:35.
- September 13th, 1875: Monday (Portland, Maine) This day at the dock; Maine election.
 >>>[Note: September 13, 1875 was election day for the Governor of Maine.]<<<<
- September 14, 1875: Tuesday (Portland, Maine) At 10:30 left Portland; cruised among the isleand (islands) out past H. W. (Halfway) Rock; at 4:00 back to Portland.
- September 15th, 1875: Wednesday (Portland, Maine) At anchor in the harbour.
- September 16th, 1875: Thursday (Portland Harbor, Maine) This day comes in thick fog, wind easterly.
- September 17th, 1875: Friday (Portland Harbor, Maine) This day stormy; winds from NE to SW strong.
- September 18th, 1875: Saturday (Portland Harbor, Maine) This day comes in clear and cool; wind fresh NW; at 11:00 AM went to dock for coal; at 3:45 left dock and stood down through Casco Bay; at 6:00 came at Harpswell; time 2 hours; distance 13 (miles).
- September 19th, 1875: Sunday (Harpswell, Maine) At 6:00 AM stood to the eastward; out to Seguine; thence to P.Q. (Pemaquid) Harbour; thence to Georges Isle; thence to Seal Harbour; arrived at 6:00 P.M.; overcast and cloudy all day; wind easterly.
- September 20th, 1875: Monday (Seal Harbor, Maine) At 7:00 left Seal Harbour; at 8:30 arrived at Rockland; found Levi Woodbury (U.S.R.C. Levi Woodbury); laid by all day; Stmr. City of Richmond two hours late; at 2:00 PM left Rockland.

>>>[Note: For the description of the side-wheel steamer *City of Richmond* see the note on April 19th, 1875.]<<<<

- September 21, 1875: Tuesday (Rockland, Maine) At 7:00 left Rockland; at 7:21 Owls Head, course SE ½ E; at 7:30 Monrose (Monroe) Isle, course SSE; at 7:47 Fisherman (Island), course South; P.I.L. (Pleasant Island Ledge?), course S by W; at 8:30 Two Bush Isle, course SSW; passed through Davis Straits; at 9:57 Hoopers (Hupper) Isle; at 10:15 Davis Straits, course SW ¼ S; Hump Rock; at 11:27 Egg Rock, course SW ½ W; at 12:20 P.Q.P. (Pemaquid Point); passed Hypocrites; at 3:58 Seguine; at 5:51 H.W.R. (Halfway Rock), course WSW; at 6:25 Green Isle, course WSW; at 7:00 Portland Lt., course WSW; at 7:20 Spring Point, course S ½ W; at 7:25 Breakwater, course WNW; at 7:30 (Portland) Harbour, course SW by W.
- September 22, 1875: Wednesday (Portland, Maine) All this day at Portland; fine day.
- September 23, 1875: Thursday (Portland, Maine) This day comes in clear and cool.
- September 24th, 1875: Friday (Portland, Maine) At 10:00 AM left Portland; cruised among the isles; returned at 5:00 PM.
- September 25th, 1875: Saturday (Portland, Maine) All this day at the dock.
- September 26th, 1875: Sunday (Portland, Maine) All this day at the dock, rainy.
- September 27th, 1875: Monday (Portland, Maine) At 10:00 left Portland; at 6:00 arrived at Peperells (Pepperell) Cove; distance 50 (miles); time 8 (hours).
- September 28th, 1875: Tuesday (Pepperell Cove, Kittery Point, Maine) At 6:00 AM left Peperells Cove; at 8:00 stood out to B. (Boon) Isle, course E ½ S; from Boon Isle to Portland; arrived at 5:00 PM; distance 56 (miles).
- September 29th, 1875: Wednesday (Portland, Maine) Portland Harbour overcast; weather looking bad; wind SE.
- September 30, 1875: Thursday (Portland, Maine) This day thick and rainy; pulled at new ship and went to dock; the last day of the month.

Table 2: Mess Bills (U.S.R.C. Dallas) – 1875		
Month	Name	\$
January	Whole amount expenses for January	\$175.92
January	*Grant (*Leonard S. Grant)	\$17.64
February	Expenses for February	\$159.19
February	*Grant (*Leonard S. Grant)	\$14.27
March	Chester (Daniel C. Chester)	\$15.53
April	Chester (Daniel C. Chester)	\$15.37
May	Lay (Thomas W. Lay)	\$14.72
June	Hand (William H. Hand)	\$17.41
July	Howland (Walter S. Howland)	\$16.72
August	Marseliet (Malcolm G. Marsilliot)	\$19.53
September	*Grant (*Leonard S. Grant)	\$15.38

- October 1st, 1875: Friday (Portland, Maine) This day at Custom House Wharf; thick and rainy.
- October 2nd, 1875: Saturday (Portland, Maine) At the dock; weather fine; clear and cool.
- October 3rd, 1875: Sunday (Portland, Maine) Along side the dock.
- October 4th, 1875: Monday (Portland, Maine) Alongside dock; scraped spars, etc.; very fine day; wind SW.
- October 5th & 6th, 1875: Tuesday & Wednesday (Portland, Maine) At the dock.
- October 7th, 1875: Thursday (Portland, Maine) This day comes in thick and rainy; strong breeze from the eastward; at the dock.
- October 8th through 11th, 1875: Friday through Monday (Portland, Maine) At the dock.

- October 12th, 1875: Tuesday (Portland, Maine) This day at the dock; trial of fire engines at the park.
- October 13th, 1875: Wednesday (Portland, Maine) Comes in clear and cool; brooks of water frozen over; ice as thick as window glass; the first of the season.
- October 14th, 1875: Thursday (Portland, Maine) This day clear and cool; at the dock repairing boiler.
- October 15th, 1875: Friday (Portland, Maine) This day comes in overcast; wind east with signs of storm.
- October 16th, 17th, & 18th, 1875: Saturday, Sunday, & Monday (Portland, Maine) At the dock.
- October 19th, 1875: Tuesday (Portland, Maine) At the dock; at 10:00 AM orders to go out.
- October 20th, 1875: Wednesday (Portland, Maine) At 10:50 left Portland after being laid up 22 days repairing; at 5:25 arrived at Harpswell; weather very fine.
- October 21st, 1875: Thursday (Harpswell, Maine) This day comes in overcast; wind light NW; now begins the clam diggin (digging); all hands for the beach; lieutenants, engineers and sailors with spades, hoes, picks and axes; dig clams or go hungary (hungry); at 10:30 left Harpswell; stood to the east; caught 100 cod; at 6:00 PM arrived at Portland.
- October 22nd, 1875: Friday (Portland, Maine) At 10:00 left Portland; stood to the SW; Boon Isle (probably fishing); at 3:50 left Boon Isle; stood SW ½ W past (passed) between York Ledge and Hissys Rock; past (passed) Whales Back; thence N by W towards Portsmouth Light; thence N by E to Peperells Cove; at 6:40 came to anchor; distance 53 (miles).
- October 23, 1875: Saturday (Pepperell Cove, Kittery Point, Maine) This day comes in thick fog; wind light east; at 8:00 AM fog lifted; Lieut. HAND₆ (2nd Lieutenant WILLIAM H. HAND₆) gone to town; at 10:00 left Peperells Cove; stood out to Boon Isle; thence to Portland 6:00.
- October 24, 1875: Sunday (Portland, Maine) Portland Harbour; thick fog.
- October 25th, 1875: Monday (Portland, Maine) This day comes thick fog etc.; Lieut. MASON₆ (1st Lieutenant THOMAS MASON₆) on board, 1st Lieutenant.
- October 26, 1875: Tuesday (Portland, Maine) At 10:00 left Portland; at 5:00 arrived at Winnegance.
- October 27th, 1875: Wednesday (Winnegance, Maine) This day comes in stormy, blowing heavy SE with rain; let go 2nd anchor; 9:00 AM at Winnegance wind west and cloudy; Capt. (Captain CHASE₆) on shore gunning; at 11:30 left Winnegance; stood out by Seguine; thence to B. Bay (Boothbay Harbor) at 4:30; many vessels in port.
- October 28th, 1875: Thursday (Boothbay Harbor, Maine) At 11:00 left B. Bay (Boothbay); stood to the westward; at 12:00 arrived at Portland; so ends this cruise.
- October 29th, 1875: Friday (Portland, Maine) At 11:30 left Portland; at 11:36 Breakwater, course E by S; at 11:40 Spring Point, course SE ½ S; at 11:57 Portland Head, course S ¾ E; at 12:30 Green Isle, course ESE; at 1:10 H. W. R. (Halfway Rock), course ESE; stood ESE until 2:30; thence inside Seguine E ½ N; at 3:39 Sisters, course E; Cuckolds outside, course E by S; come to the east of Squirrel Isle; at 5:15 Booth Bay; time 5.45 (hours/minutes); distance 35 (miles); Whites Ledge Buoy gone.
- October 30th, 1875: Saturday (Boothbay Harbor, Maine) At 7:10 left B. B. (Boothbay); at 7:30 stopt (stopped) at Sq. (Squirrel) Isle for sand; at 7:50 went ahead; passed round to the south of Squirrel Isle; at 8:45 Thum Cap (Thrum Cap Island); at 9:10 P. Q. (Pemaquid) Point, course E by S; at 10:07 Egg Rock, course E by S; at 10:22 Hump Back, course E ¾ S; at 10:46 Davis S. (Strait), course E by S ½ S; at 11:07 Hoopers (Hupper) Isle, course E ½ N; at 11:11 Marshals Point; at 11:20 Brothers, course SE by E ½ E; at 11:32 Mosquito Isle, course SE; at 12:50 Two Bush, course E by S ½ S; at 1:33 Cresnet (Crescent) Isle, course NE by E; at 2:00 Monroe (Monroe) Isle, course NE; at 2:55 Mark Isle L. Isle, course NE; up the West (Penobscot) Bay; weather looking bad and dark; kept away for Cape Jelison (Jellison) Harbour; at 5:35 came to in 4 fathoms water, very dark, wind ESE; time 10.30 (hours/minutes); distance 68½ (miles); the

first time here in a Rev. (Revenue) Cutter.

- October 31st, 1875: Sunday (Cape Jellison Harbor, Stockton Springs, Maine) Cape Jelerson Harbour, Stockton. This day comes in thick and stormy; wind southeast blowing heavy and rain falling in torrents; starboard and port anchors down; short of provisions; no money or credit short of Rockland; ***L. GRANT**₆ (Captain ***LEONARD SAMUEL GRANT**₆) Pilot, Cutter *Dallas* (U.S.R.C. *Alexander J. Dallas*); 2:00 PM wind changed to the west, blowing heavy with passing clouds; port and starboard anchors down; 30 fathoms on each; 5:00 PM wind moderate NW; mush and milk for supper; not much of anything else to eat; barometer 29.20.
>>>[Note: Captain ***LEONARD SAMUEL GRANT**₆ (1812 – 1880) was born in nearby Prospect, Maine, and must have had relatives and friends in this area. Interestingly, there was no mention of him taking liberty to see anyone.]<<<
- November 1st, 1875: Monday (Cape Jellison Harbor, Stockton Springs, Maine) Cape Jelerson Harbour, Stockton. At 7:00 left Cape Jelerson Harbour; at 10:35 arrived at Rockland; went on shore for provisions; at 11:40 left Rockland; at 1:30 White Head; passed inside Mosquito Isle; at 2:45 Hoopers (Hupper) Isle; at 3:02 Davis Straits, course SW ½ S; at 3:24 Hump Ledge, course SW by W ¼ W; at 3:44 Egg Rock, course SW ¾ W; at 4:30 Pq (Pemaquid) Point, course SW by W ½ W; at 4:40 turned the Point (Pemaquid Point); at 5:10 Penequid (Pemaquid) Harbour, course N by E; running time 8.50 (hours/minutes); distance 62 (miles).
- November 2, 1875: Tuesday (Cape Pemaquid Harbor, Maine) At 7:00 left Cape Penequid (Pemaquid) Harbour; stood to the westward; at 10:28 Small Point; at 11:47 H.W.R. (Halfway Rock); at 12:19 Green Isle; at 12:46 White H. (Head); at 1:00 (Portland) Harbour; at 1:10 (Portland) dock; running time 6.00 (hours); distance 38½ (miles); wind fresh NW whole passage.
- November 3rd, 4th, & 5th, 1875: Wednesday, Thursday, & Friday (Portland, Maine) At the dock.
- November 6th, 1875: Saturday (Portland, Maine) Went to Wood Isle (Life-Saving Station); landed coal; at 6:00 returned to Portland.
- November 7th, 1875: Sunday (Portland, Maine) At the dock; fine weather.
- November 8th, 1875: Monday (Portland, Maine) At 10:30 left Portland; stood down through the land by Mark Isle out to Temples Ledge for fishing; from there to Booth Bay 6:30; distance 38 (miles).
- November 9th, 1875: Tuesday (Boothbay Harbor, Maine) At 7:00 left Booth Bay; at 7:32 Fish (Fisherman) Isle; at 8:15 Penequid (Pemaquid) Point, course E by S; at 9:04 Egg Rock, course E by S; at 9:38 Davis Straits, course E ¾ S; at 9:55 Hoopers (Hupper) Isle, course E ½ N; at 10:16 Mosquito Isle; at 11:09 White Head, course E ¾ N; at 11:22 Spruce Head, course ENE; at 11:42 Otter Isle, course E by N ½ N; at 11:53 Ash Point, course NE by E ½ E; at 12:08 S. I. (Sheep Isle) Buoy, course NE ¼ N; at 12:22 Owls Head, course NE by E ¾ E; at 1:15 Mark Isle Islesborough, course NE by E; at 1:54 Phebricks Head, course NE; at 3:14 Turtle Head; at 4:00 Fort Point, course E by N ¼ N; at 4:20 Sandy Point; at 4:40 Bucksport; at 5:25 Winterport; running time 10.25 (hours/minutes); distance 76 (miles); came to anchor 5 fathoms water; soft ground; light airs from the NE; light passing clouds; signs of thaw; railroad on the eastern shore bound to Bangor.
- November 10, 1875: Wednesday (Winterport, Maine) This day comes in overcast, chilly, with signs of storm; light flurry of snow last night; at 11:55 left Winterport; at 12:05 Hampden; at 1:55 Bangor; went alongside Sanfords Wharf.
- November 11, 1875: Thursday (Bangor, Maine) This day comes in rainy, wind NE; barometer at 7:00: 28.90; afternoon cold, north winds; evening clear and cool; *City of Richmond* arrived 8:45; so ends this day. >>>[Note: For the description of the side-wheel steamer *City of Richmond* see the note on April 19th, 1875.]<<<>>>[Appendix: **Lieut. MASON**₆ (1st Lieutenant **THOMAS MASON**₆) cr (credited) by cash six dollars; he paid for meats (\$3.00), sausage (\$3.00) and milk (\$0.46).]<<<

- November 12th, 1875: Friday (Bangor, Maine) At 7:00 left Bangor; at 7:55 Hampden; at 9:05 Winterport; at 9:48 Bucksport; at 10:15 Sandy Point; at 10:34 Fort Point; down the eastern (Penobscot Bay); at 1:00 Mark Isle; at 1:43 Owls Head; at 1:55 S. (Sheep) Isle B. B. (Buoy), course SW by S ½ S; at 2:10 Ash Point, course S by W ¼ W; at 2:40 Spruce Head, course SW by S ¼ S; at 2:53 White Head (Life-Saving Station), course SSW; at 2:55 stopt (stopped) engine; sent boat with oil; >>>[Note: White Head Life-Saving Station was located on Whitehead Island off Spruce Head. Built in 1873 or 1874, it was an 1874-type station which had distinctive X-shaped braces on each end of the building.]<<< at 3:12 returned and went ahead; went for Seal Harbour; at 3:14 White Head; at 3:18 H. Isle L. Buoy, course NE by E ½ E; at 3:25 up (Seal) Harbour, course NNW; running time 8.13 (hours/minutes); distance 59 (miles).
- November 13th, 1875: Saturday (Seal Harbor, Maine) At 7:00 left Sail (Seal) Harbour; at 7:10 White H. (Head); at 8:00 Mosquito Isle, course SW ¾ S; at 8:22 Old Cilly (Ledge), course SW ¾ S; at 8:41 Georges Isle, course SW ¾ S; at 9:00 Old Man, course SW by S; at 10:45 Pump R (Pumpkin Rock) flood (tide), course SW ½ W; at 10:05 Bantum, course SW ½ S; at 10:55 Mile L. B. (Mile Ledge Buoy), course SW by W ¼ W; at 5:00 thence to P. (Portland) Head, course WSW; fished; at 5:15 Spring Point, course N ½ W; at 5:19 breakwater, course WNW; at 5:30 (Portland) dock.
- November 14, 1875: Sunday (Portland, Maine) All this day at the dock; commenced snowing at 9 P.M..
- November 15th, 1875: Monday (Portland, Maine) This day comes in wind NE and snow; propellor blades broke.
- November 16th, 1875: Tuesday (Portland, Maine) Snow storm; this A.M. snowy; P.M. rainy.
- November 17, 1875: Wednesday (Portland, Maine) This day comes in cool, wind fresh NW; putting in steam heaters; towed brig into harbor. >>>[Note: A brig was a two-masted, square-rigged ship with bowsprit.]<<<
- November 18th, 1875: Thursday (Portland, Maine) All this day at the dock.
- November 19th, 1875: Friday (Portland, Maine) All this day at the dock; wind SW fresh; signs of storm.
- November 20th & 21st, 1875: Saturday & Sunday (Portland, Maine) At the dock.
- November 22, 1875: Monday (Portland, Maine) At the dock; temperature 8:00 A.M. 18 (degrees fahrenheit); barometer 31.00.
- November 23, 1875: Tuesday (Portland, Maine) This day comes overcast and calm; ice seen in dock; thermometer 16 (degrees Fahrenheit) above (zero); heavy snow storm night of the 23rd.
- November 24th, 1875: Wednesday (Portland, Maine) Went to Boston; returned Sunday morn (morning) Nov. 28th, 1875.
>>>[Note: Captain *LEONARD SAMUEL GRANT₆, probably with his wife, *ABIGAIL (ABBIE) M. EWELL GRANT₆, went to Boston to spend Thanksgiving with their daughter, *FLORA E. GRANT POTTER₇, and his daughter's family. They lived in Portland and boarded at 521 Shawmut Avenue when in Boston to be near their daughter's home. His daughter, *FLORA E. GRANT POTTER₇, his son-in-law, *ALGERNON SIDNEY POTTER₇, and his 1½-year old grandson, *ALBERT LINCOLN POTTER₈, lived nearby at 301 Shawmut Avenue, Boston, Massachusetts.]<<<
- November 25th, 1875: Thursday – Thanksgiving (Portland, Maine) **Chief Engineer PULSIFER₆** (Chief Engineer **FRANK H. PULSIFER₆**) came on board.
- November 26 to 29, 1875: Friday to Monday (Portland, Maine) There were no journal entries. >>>[Appendix: On November 29th, **Lieut. MASON₆** (1st Lieutenant **THOMAS MASON₆**) was credited \$0.80 by cash; he paid for clams.]<<<
- November 30th, 1875: Tuesday (Portland, Maine) Clear and cool; thermometer up town at zero; on board ship 6 degrees (Fahrenheit) below zero.

- December 1st, 1875: Wednesday (Portland, Maine) Clear and cool; thermometer six below zero; at Senters 4 below (zero).
>>>[Note: *Senters* was the *Lowell & Senter* store (later the *Abner Lowell* store) at 301 Congress Street in Portland, Maine. They were makers of fine marine instruments.]<<<
- December 2nd, 1875: Thursday (Portland, Maine) At 8:15 left Portland; at 8:39 P. Lt. (Portland Head Lighthouse); at 9:09 Cape Elizabeth; at 9:45 came to anchor Richmond Isle; at 11:30 left R. (Richmond) Isle Harbour; at 12:00 Cape Elizabeth; at 12:55 Portland dock; brought two men badly frozen.
- December 3rd, 1875: Friday (Portland, Maine) At 9:30 left Portland; at 9:55 Portland Head; at 10:21 Cape Eliz. (Elizabeth); at 11:21 Wood Isle, course SW by S ½ S; at 1:49 Nubble, course SW by S ½ S; at 2:44 Sisters Buoy, course SSW; at 3:25 Rye Beach (Life-Saving Station); at 4:15 left Rye Beach; at 4:50 Sisters Buoy, course ENE; at 5:40 Nubble, course ENE; at 7:12 Cape Porpoise, course ENE; at 8:00 Wood Isle, course ENE; at 9:00 Cape Eliz. (Elizabeth); at 10:00 (Portland) Harbour at anchor; distance 110 (miles).
- December 4th, 1875: Saturday (Portland, Maine) This P.M. went up to dock to take ship on blocks.
- December 5th, 1875: Sunday (Portland, Maine) Went on blocks to clean bottom.
- December 6th, 1875: Monday (Portland, Maine) Scraping and cleaning ship on Dyers blocks.
- December 7th, 1875: Tuesday (Portland, Maine) At the dock; ship paid off.
- December 8th, 1875: Wednesday (Portland, Maine) At the dock.
- December 9th, 1875: Thursday (Portland, Maine) At the dock; snow storm light.
- December 10th, 1875: Friday (Portland, Maine) At the dock.
- December 11th, 1875: Saturday (Portland, Maine) Went to Dyers dock South End.
- December 12th, 1875: Sunday (Portland, Maine) Went on blocks A.M.; P.M. hauled off.
- December 13th, 1875: Monday (Portland, Maine) Left (Dyers dock) and went to Custom House Wharf; snow storm.
- December 14th & 15th, 1875: Tuesday & Wednesday (Portland, Maine) At the dock.
- December 16th, 1875: Thursday (Portland, Maine) At 11:00 left Portland; at 12:30 Mark Isle; at 1:45 Fullers Rock, course SE ½ E; at 2:18 Mile L. (Ledge) Buoy, course SE by E ½ E; at 3:22 Cuckolds, course E by N ¼ N; at 3:30 Squirrel Isle; at 4:10 Burnt Isle; at 4:16 Tumbler Isle, course N by E ½ E; at 4:20 (Boothbay) Harbor, course NE by E; running time 5.00 (hours); distance 37½ miles.
- December 17th, 1875: Friday (Boothbay Harbor, Maine) This day comes in with light snow storm; wind northeast moderate; 2 turkeys for dinner, poor liveing (living); 2:30 PM began to clear up; wind NNW light.
- December 18th, 1875: Saturday (Boothbay Harbor, Maine) At 9:30 left B.B. (Boothbay); at 9:57 Fish (Fisherman) Isle, course SSE; at 10:13 Thum Cap (Thrumcap Island), course SE by E ½ E; at 10:30 P. (Pemaquid) Point, course E by S; at 11:12 Egg Rock, course E by S; at 11:22 Hump, course E ¾ N; at 11:40 D. (Davis) Straits, course E by S; at 11:55 Hay Isle, course E ¾ N; at 12:15 Mosquito Isle close aboard; at 1:00 White H. (Head), course E ½ N; at 1:12 Sail (Seal) Harbour; landed coal at L.S. (Whitehead Life Saving) Station; >>>[Note: White Head Life-Saving Station was located on Whitehead Island off Spruce Head. Built in 1873 or 1874, it was an 1874-type station which had distinctive X-shaped braces on each end of the building.]<<< at 2:45 left S. H. (Seal Harbor); at 3:11 Otter Isle, course E by N ½ N; at 3:22 Ash P. (Point), course NE by E ½ E; at 3:39 S.I.B. (Sheep Isle Buoy), course NE ½ N; at 3:52 Monroe (Monroe) Isle, course NE by E ¾ E; at 3:57 Owls H. (Head), course NE by N ½ N; at 4:01 Shag R. (Rock), course NW; at 4:20 Rockland, course W ¾ N; distance 30 (miles).

- December 19th, 1875: Sunday (Rockland, Maine) At 7:15 left Rockland; at 7:38 Owls Head, course SE; at 7:52 Sheep Isle Buoy, course SW by S $\frac{3}{4}$ S; at 8:05 Ash Point; at 8:14 Otter Isle; at 8:30 Spruce H. (Head); at 8:45 Sail H. (Seal Harbor); time 1.30 (hours/minutes); distance 10 (miles); at 10:50 left Sail (Seal) Harbour; stood to Ash Point across into the East (Penobscot) Bay; E $\frac{1}{2}$ N towards Browns Head; blowing heavy; much vapor and terrible cold; hauled in for Rockland; at 12:50 came to at (Rockland); distance 12 (miles); time 2 (hours); to date 99 $\frac{1}{2}$ (miles); thermometer at 8:00 PM 8 degrees (Fahrenheit) below zero.
- December 20th, 1875: Monday (Rockland, Maine) This day comes in clear and cool, thick vapor, light west wind; temperature at 6 A.M. 15 degrees below (zero); at 9:00 AM 11 degrees below zero; vapor still very thick; at 11:30 left Rockland; at 11:55 Owls Head; at 12:07 S. (Sheep) Isle B. (Buoy), course SW by S $\frac{3}{4}$ S; at 12:20 Ash Point, course S by W; at 12:29 Otter Isle, course SW by S $\frac{1}{2}$ S; at 12:48 S. (Spruce) Head, course SW by S $\frac{1}{4}$ S; at 1:00 White Head, course SSW; at 1:44 Mosquito Isle, course SW by S; at 1:52 Brothers, course W by N; at 1:58 M. P. (Marshall Point) Buoy, course W by S $\frac{1}{4}$ S; at 2:01 Hoopers Isle (Hupper Isle), course W $\frac{1}{2}$; at 2:03 Hoopers Isle (Hupper Isle); at 2:18 Davis Straits, course SW $\frac{1}{4}$ S; at 2:35 Hump B. (Back), course SW by W $\frac{1}{4}$ W; at 2:48 Egg Rock, course SW $\frac{1}{2}$ W; at 3:32 P. (Pemaquid) Point, course SW by W; at 3:52 Thrum Cat (Thrumcap Island), course SW $\frac{1}{2}$ W; at 4:07 Fish (Fisherman) Isle, course W by S $\frac{1}{2}$ S; at 4:13 Squirrel Isle, course W; Burnt Isle, course NW; Tumbler Isle, course N by E $\frac{1}{2}$ E; at 4:30 (Boothbay) Harbour, course NE by E; wind northerly, thick snow; running time 5 h (hours); distance 40 miles; temperature 10 (degrees Fahrenheit) above zero.
- December 21st, 1875: Tuesday (Boothbay Harbor, Maine) At 9:30 left B.B. (Boothbay Harbor); stood out by Sequine; from thence to Portland; at 2:30 arrived at Portland.
- December 22nd, 1875: Wednesday (Portland, Maine) All this day at the dock; temperature 52 (degrees Fahrenheit) at noon; water and mud running down streets; (U.S. Revenue Cutter) Levi Woodbury arrived in port December 22nd, 1875, for repairs.
- December 23, 1875: Thursday (Portland, Maine) At the dock; temperature 42 (degrees Fahrenheit).
- December 24th, 1875: Friday (Portland, Maine) At the dock.
- December 25th, 1875: Saturday (Portland, Maine) Christmas.
- December 26th, 1875: Sunday (Portland, Maine) At the dock; evening stormy.
- December 27th, 1875: Monday (Portland, Maine) Overcast, not pleasant; at 11:36 left Portland; at 11:41 B.W.B. (Breakwater Buoy); at 11:45 S.P.B. (Spring Point Buoy), course SE $\frac{1}{2}$ S; at 11:57 P.H.L. (Portland Head Lighthouse), course S $\frac{3}{4}$ E; at 12:04 R.I.M. (Ram Isle M.?), course SE; at 12:27 G. (Green) Isle, course ESE; at 12:45 hauled in for M. (Mark) Isle; at 1:30 Mark Isle; up the sound (Merriconeag Sound), course NE by E; at 2:12 came to anchor (Harpowell); running time 2.36 (hours/minutes); distance 18 (miles).
- December 28th, 1875: Tuesday (Harpowell, Maine) At 7:00 left Harpswell; stood to the east; at 10:50 wore ship (stern presented to the wind) and stood WSW; at 2:40 arrived at Portland.
- December 29th, 1875: Wednesday (Portland, Maine) At 10:25 left Portland; at 10:50 White Head; at 11:17 Green Isle outside, course SE; at 12:00 H.W.R. (Halfway Rock), course ESE; at 2:00 Sequine outside, course ESE; at 2:55 Bantum, course ESE; at 3:14 Pumpkin R. (Rock), course E by S; at 5:09 Old Man, course E by S; thence to W. H. (White Head), course E by N; at 7:00 came to at Seal Harbour; running time 8.35 (hours/minutes); distance 64 (miles).
- December 30th, 1875: Thursday (Seal Harbor, Maine) This day comes in overcast; light south wind; thick (fog); boats crew gone for bags at the (Whitehead) Life Saving (Saving) Station; >>>[Note: White Head Life-Saving Station was located on Whitehead Island off Spruce Head. Built in 1873 or 1874, it was an 1874-type station which had distinctive X-shaped braces on each end of the building.]<<< at 2:15 left Seal H. (Harbour); at 4:00 arrived at Rockland; to date 145 (miles); at 6:20 PM Steamer *Katahdin* returned on account of thick fog. >>>[Note: For description of the Steamer *Katahdin*, see the note of April 14th, 1875.]<<<

- December 31st, 1875: Friday (Rockland, Maine) At 9:35 left Rockland; at 9:52 Shag R. (Rock), course SE $\frac{3}{4}$ E; at 9:56 Owls Head, course SSE; at 9:59 Monroe (Monroe Island), course S $\frac{1}{2}$ W; at 10:13 S.I.B. (Sheep Isle Buoy), course SW by S $\frac{3}{4}$ S; at 10:28 Ash Point, course S by W; at 10:38 Otter Isle, course SW by S $\frac{1}{2}$ S; at 11:00 Spruce Head, course SW by S; at 11:12 Seal H. (Harbour), course NW by N; distance 10 $\frac{1}{2}$ (miles); time 1.37 (hours/minutes); thick fog; at 2:05 left Seal Harbour; thick fog; at 2:14 White Head; steered out SW $\frac{1}{2}$ S; at 2:30 tacked ship; stood back E by N for White Head; at 3:05 came to at Seal Harbour; thick fog; distance 6 (miles); time 1 hour; last day of the month; last day of the year; very moderate.
- Appendix:

Table 3: Mess Bills (U.S.R.C. Dallas) – 1875		
Month	Name	\$
September	*Grant (*Leonard S. Grant)	\$15.38
October	*Grant (*Leonard S. Grant)	\$14.60
*November	*Grant (*Leonard S. Grant)	\$14.70
December	*Grant (*Leonard S. Grant)	\$16.31

* Whole amount of bills for the month of Nov: \$126.64

[End: Captain *LEONARD S. GRANT₆'s Journal No. 2: U.S. Revenue Cutter ALEXANDER J. DALLAS – January 1 to December 31, 1875.] <<<<<<

The winter of 1875–1876 was one of the coldest on record. From New York City north, the rivers and harbors froze over and there was so much ice that for weeks even the ferries could not run.

5. U.S. Revenue Cutter ALEXANDER J. DALLAS (1876):

1876: [Captain *LEONARD S. GRANT₆'s Seaman's Journal No. 2: U.S. Revenue Cutter ALEXANDER J. DALLAS – January 1 to December 31, 1876.]: The crew and guests of the U.S. Revenue Cutter *Alexander J. Dallas* in 1876 were:

- Captain: CHASE₆
- Captain: DAVID EVANS₆ (Born Wales; appointed from New York; promoted to Captain on March 30, 1867.) – came on board March 4th, 1876.
- Captain: JAMES H. MERRYMAN₆ (Superintendent of Construction, and later, Chief Inspector, U.S. Revenue Marine) - came on board September 13th, 1876. [See: Note of July 7th, 1873.]
- Captain: DEAN₆ (proably Captain EDWARD L. DEANE₆; born Maine; appointed from Maine; promoted to Captain on February 23rd, 1872.) – came on board September 17th, 1876.
- Mr.: COTTEELER₆ – came on board September 13th, 1876.
- 1st Lieutenant: THOMAS MASON₆ (Born New York; appointed from New York; he was appointed to 1st Lieutenant on March 8, 1873.) – on board as Executive Officer from January 1st to May 2nd, 1876; left ship on May 5th, 1876.
- 1st Lieutenant: ERIC GABRIELSON₆ (Born in Norway; he received his appointment to the U.S. Revenue Marine Service in New York; he will be promoted to Captain on October 10, 1876; he will be hailed as a hero as commander of the *U.S. Revenue Cutter Dexter* which would come to the rescue of the wrecked 2,000 ton *Steamer City of Columbus* of the Boston & Savannah Line at Devils Bridge, Gay Head, Martha's Vineyard, Massachusetts on January 18, 1884; he would also be in command of the *U.S. Revenue Cutter Gallatin* when she wrecked off Manchester, Massachusetts in a blinding

snowstorm and heavy sea on January 6th, 1892.) – on board as Executive Officer from May 2nd to September 30th, 1876.

- 1st Lieutenant: **RUSSELL GLOVER**₆ (Born Maine; appointed from California; will be promoted to Captain on March 25th, 1878.) – came on board December 14th, 1876; in charge month of December, 1876.
- 2nd Lieutenant: **WILLIAM H. HAND**₆ (Born New York; appointed from New York; he will be promoted to 1st Lieutenant on August 9, 1882.)
- 2nd Lieutenant: **JOHN DENNETT**₆ (Born Maine; appointed from Maine; will be promoted to 1st Lieutenant October 23, 1879.) – on board for duty May 9th to December 31st, 1876.
- 2nd Lieutenant: **FREDERICK M. MUNGER**₆ (Born Maine; appointed from Maine; will be promoted to Captain on August 9th, 1887.) – came on board November 22nd, 1876.
- 2nd Lieutenant: **COLSON**₆ (probably **WASHINGTON C. COULSON**₆; born Indiana; appointed from Indiana; will be promoted to Captain on July 25th, 1888.) – came on board March 4th, 1876.
- 3rd Lieutenant: **WALTER S. HOWLAND**₆ (Born Massachusetts; appointed from Massachusetts; he will be promoted to 2nd Lieutenant on February 19, 1880.)
- Mr.: **MARCY**₆
- Chief Engineer: **DANIEL C. CHESTER**₆ (Born: Rhode Island; appointed from New York; promoted to Chief Engineer on June 9, 1865.) – on board January 20th to December 31st, 1876.
- Chief Engineer: **JOFFEYS**₆ (**JOFFRYS**₆?) – came on board March 4th, 1876.
- 1st Assistant Engineer: **KEDLY**₆ (**KELLY**₆?) (possibly **DANIEL F. KELLEY**₆; born Pennsylvania; appointed from Maryland; will be promoted to Chief Engineer on March 25th, 1878.) – came on board March 4th, 1876.
- 1st Assistant Engineer: **MALCOLM G. MARSILLIOT**₆ (Born: Ohio; appointed from Wisconsin; he was promoted to 1st Assistant Engineer on August 13, 1874.)
- 2nd Assistant Engineer: **JAMES FITZPATRICK**₆ (Born: Ireland; appointed from Virginia; he will be promoted to 1st Assistant Engineer on February 26, 1887.)
- Pilot: ***LEONARD SAMUEL GRANT**₆ (Sailing Master; born on July 6, 1812 in Prospect, Maine; died on November 19, 1880 at 291 or 298 Shawmut Avenue, Boston, Massachusetts.)
- Seaman: **GEORGE HOLDEN**₆

From January 1st, 1876 to December 31st, 1876, the 179 ton U.S. Revenue Cutter *Alexander J. Dallas* (length: 140 feet) was assigned to patrol the New England coast from Gloucester, Massachusetts to the south as far north as Eastport, Maine. Based in Portland, Maine, her primary mission was to cruise vigorously on her station to afford aid to vessels in distress.

During this period, she went to the assistance of at least twelve vessels including the Steamer *New Brunswick* (stuck on Half Way Rock), five schooners (including one ashore on the Isles of Shoals), one bark (wrecked on Sandy Point, Portland), the barkentine *H.S. Jackson* (wrecked on Fort Preble, Portland), the brig *Hattie Eaton* (wrecked on Gerrish Island), and three other vessels wrecked ashore along the Maine coast (one off Portland Head, one on the Kegs northeast of Old Hump Ledge and one on Green Island Ledge). She also spoke with a bark southeast of Boon Island bound for Wiscasset, Maine and a schooner east of Portland Head. Her mission was to haul vessels off reefs and shoals, tow helpless and disabled craft to harbors of safety, keep channels clear of ice, remove obstructions from waterways, and give succor and aid to shipwrecked mariners. She also identified and possibly replaced three buoys that were gone or drifted after a severe gale. The officers of the

U.S.R.C. *Dallas* also boarded and inspected a number of vessels in 1876 including an English bark east of Cape Elizabeth bound to Portland, Maine.

The duties of the U.S. Revenue Cutter *Alexander J. Dallas* also included support of the fledgling "U.S. Life-Saving Service." In 1876, from Rye Beach, New Hampshire to White Head Island, Maine, she supplied coal (in bags), oil, equipment, and/or goods to several Life-Saving Stations (LSS) along the New England coast.

During its second full year in service, the U.S. Revenue Cutter *Alexander J. Dallas* spent many days in Portland, Maine undergoing a myriad of repairs. A new smokestack was installed on its galley stove, the cylinder head was shipped and placed in position, the ward room stove was taken down, the heads of the masts were cleaned and scraped, the forward water tanks were removed, the sails were unbent, from May 27 to July 15 the *Dallas* was laid up for 42 days at the dock in Portland for general repairs, another time she went on the blocks in the Dyers dock for repairs, her hammocks were scrubbed, her spars were scraped, her boiler was cleaned, her outside was caulked over a five day period, she spent 26 days on the Cape Elizabeth railway where carpenters put on a new keel and repaired her stern post, new steam heaters were installed and new halyards were reeved fore and aft. Obviously, maintaining a revenue cutter was very expensive.

To help reduce mess bills and provide better fare for the officers and men, the *Dallas* paused occasionally from its official duties and spent a fair amount of time fishing while at sea. Cod was their favorite seafood and the crew knew the best places along the Maine coast to catch them. Their favorite fishing spots were: Boon Island, Bulwark Shoals Buoy, Hue and Crie Buoy, Seguin Island, Temples Ledge, and Mile Ledge Buoy. Their prize catch in 1876 was a 17 lb. cod caught off Boon Island in October.

- January 1st, 1876: Saturday (Seal Harbor, Spruce Head, Maine) At 6:25 left Seal Harbour; at 6:40 White Head; at 7:32 Mosquito Isle, course SW ½ S; at 7:50 Old Cilly (Ledge), course SW by S; at 8:09 Georges Isle, course SW by S; at 8:28 Old Man, course SW by S; at 10:00 Pump (Pumpkin) Rock, course SW ½ W; at 10:18 Bantum, course SW ½ W; at 11:03 Mile L. (Ledge) Buoy, course SW by W ½ W; at 12:09 H. W. R. (Halfway Rock), course WSW; at 12:37 Green Isle, course WSW; at 1:03 Portland Lt. (Lighthouse), course WSW; at 1:15 Spring Point, course N ½ W; at 1:19 Breakwater, course WNW; at 1:24 (Portland) Harbour; at 1:27 dock (Portland); running time 7.00 (hours); distance 64 (miles); 35 lbs. steam making (making) 80 turns; some sea on the beam; raw turkey for dinner.
- January 2nd, 1876: Sunday (Portland, Maine) At the dock.
- January 3rd, 1876: Monday (Portland, Maine) Coaled ship.
- January 4th, 1876: Tuesday (Portland, Maine) Clear and cool; temperature 20 (degrees Fahrenheit) above (zero); steam ordered at 9:30 on account of ship being aground; could not leave, bank fires ordered; hold on for the day.
- January 5th, 1876: Wednesday (Portland, Maine) Stm. (steam) ordered 8:30; at 9:30 banked fires; wind easterly; signs of foul weather; at the dock this day.
- January 6th, 1876: Thursday (Portland, Maine) This day comes in overcast; light winds easterly; streets and sidewalks very slippery; temperature 30 (degrees Fahrenheit) above (zero); at the dock.
- January 7th, 1876: Friday (Portland, Maine) At 10:35 left Portland; at 10:55 Portland Lt.; at 11:22 Cape Eliz. (Elizabeth); at 12:20 Wood Isle; at 12:20 tacked ship; at 2:44 H.W.R. (Halfway Rock); at 3:09 Mark Isle, course NE ½ E; at 3:37 Stovers Point, course NE by E; at 3:40 (Harpwell) anchorage, course NW by W; running time 5.05 (hours/minutes); distance 42½ (miles).

- January 8th, 1876: Saturday (Harpowell, Maine) At 7:30 left Harpswell; at 7:58 Mark Isle, course S by W $\frac{3}{4}$ W; at 9:00 Fullers Rock, course SE $\frac{1}{2}$ E; stood S by W until 10:00; stood west until 11:15; thence NW by W $\frac{1}{4}$ W to Portland Lt. (Lighthouse) at 12:08; at 12:24 Spring Point; at 12:35 Harbour (Portland); at 12:40 dock (Portland); running time 5.05 (hours/minutes); distance 42 $\frac{1}{2}$ (miles); smooth sea; no wind; makeing (making) 60 revolutions.
- January 9th, 1876: Sunday (Portland, Maine) This day at Custom House Wharf.
- January 10th, 1876: Monday (Portland, Maine) This day comes in thick fog and stormy; at the dock; this day ship paid off.
- January 11th, 1876: Tuesday (Portland, Maine) Clear and cool; at 10:53 left Portland; at 11:15 P. Lt. (Portland Lighthouse); at 12:15 H.W.R. (Halfway Rock), course ESE; at 1:48 Seguine inside; at 2:05 Sisters, course E by N; at 2:33 Cuckolds, course E $\frac{3}{4}$ S; at 3:00 Burnt Isle, course NE by N $\frac{1}{2}$ N; at 3:10 Booth Bay Harbour; at 3:14 (Boothbay Harbor) anchorage; distance 35 (miles); running time 4.17 (hours/minutes); strong breeze WNW.
- January 12th, 1876: Wednesday (Boothbay Harbor, Maine) This day comes in clear and cool; wind NW fresh; temperature 17 (degrees Fahrenheit) above (zero); at 9:00 left B. Bay (Boothbay Harbor); at 9:55 P. (Pemaquid) Point; at 10:40 Egg Rock; at 11:46 Mosquito Isle; at 12:30 White Head (Life-Saving Station); at 12:47 left White Head; at 1:10 Two Bush Isle; at 3:00 Saddle B. (Back); at 3:20 Isle A Haut W. (West) Point; at 3:40 South Point; at 3:55 Long Isle; at 7:10 SW (Southwest) Harbour, Mt. Dt. (Mount Desert Isle); distance 80 (miles).
- January 13th, 1876: Thursday (Southwest Harbor, Mount Desert Island, Maine) At 7:00 left SW Harbour; at 7:30 Bunkers Ledge; at 8:40 Schoodic Point, course SE by E $\frac{1}{2}$ E; at 9:30 Titmenan (Petit Menan Island), course ESE; at 11:12 H. (Head) Harbour, course ESE; at 12:10 Libby Isle, course E $\frac{1}{2}$ S; at 12:35 Cross (Island), course E $\frac{1}{2}$ S; at 1:15 Little River, course E; at 3:10 West Quoddy, course E; passed up by Lubec at low water; at 4:00 came to anchor Back Cove, Eastport; running time 9.00 (hours); distance 86 $\frac{1}{2}$ (miles).
- January 14th, 1876: Friday (Broad Cove, Eastport, Maine) This day comes in clear and cool, light wind NNW, temperature 4 (degrees Fahrenheit) above (zero); at 10:30 left Back Bay; went round to Eastport City; laid by and took Capt. CHASE₆ on board; at 11:15 left Eastport; passed down over Lubec Bar; at 12:05 left West quoddy; at 2:02 Little river, course SW $\frac{1}{2}$ S; at 2:43 Cross Isle, course SW $\frac{1}{2}$ W; at 3:06 Libby Isle, SW $\frac{1}{2}$ W; at 4:15 Mistake Isle Lt. (Moose Peak Lighthouse), course SW; stood into (Moose Peak) harbour; at 4:25 came to anchor; distance 46 (miles); running time 5.30 (hours/minutes); at 8:00 PM temperature 20 (degrees Fahrenheit) above zero.
- January 15th, 1876: Saturday (Moose Peak Harbor, Mistake Island off Jonesport, Maine) This day comes in moderate, overcast, light air NNW, temperature 26 (degrees Fahrenheit) above zero; this is a lonesome, lousy, God forsaken hole, deserted by all liveing (living) beasts and birds; at 7:00 left Moose a Beck; at 7:10 Light House (Moose Peak Lighthouse); at 10:15 Titmenan (Petit Menan Island), course SW by W $\frac{1}{2}$ W; at 12:23 Bakers Isle (Light), course SW by W; at 1:13 Bass Harbour Lt., course W by S; at 2:00 Yorks (Jerks?) Narrows; at 2:14 Egg Rock, course W by S $\frac{1}{2}$ S; at 2:27 Lazy Gut B. (buoy), course W by S $\frac{3}{4}$ S; at 3:23 Mark Isle Lt., course SW by W; at 3:52 Channel Rock, course W by S $\frac{1}{2}$ S; at 4:50 Fiddlers Ledge, course SW $\frac{1}{2}$ W; at 5:25 Owls Head, course W $\frac{1}{2}$ S; at 5:45 Rockland, course W $\frac{1}{2}$ N; running time 10.45 (hours/minutes); distance 80 (miles); Fox Isle Thoroughfare frozen over.

>>>[Baker Island Lighthouse was built in 1828 and rebuilt in 1855. It is located on the center of Baker Island (part of the Cranberry Isles) and marks the southwest entrance to Frenchman Bay, Maine. The tower is 105 feet above mean high water.]<<<

- January 16th, 1876: Sunday (Rockland, Maine) This day comes in thick snow storm; wind WSW light; temperature 32 (degrees Fahrenheit) above (zero); about 4 inches of snow fell 6:00 AM; at 9:25 left Rockland; at 9:47 Owls Head; at 11:00 White Head; at 12:00 Mosquito Isle; passed up over Herring Gut Bar; at 1:00 came to in the town of Cushing, Maple Juice Cove; distance 25 (miles); running time 3.35 (hours/minutes).
- January 17th, 1876: Monday (Maple Juice Cove, Cushing, Maine) At 6:50 left Maple Juice Cove; at 7:45 Franklin Lt.; at 8:10 N.H. (New Harbor) Ledge Buoy, course SW ½ S; at 8:30 Pem. (Pemaquid) Point, course SW by W; at 9:20 Cuckolds; at 9:25 tacked ship; stood back for Booth B. (Bay) on account of snow storm; at 9:38 Cuckolds; at 10:05 Burnt Isle; at 10:15 came to anchor (Boothbay Harbor); light snow; wind ESE; distance 28 (miles); running time 3.10 (hours/minutes); at 6:30 PM still at Booth Bay; wind SSE, thick and rainy; middle of the day light snow; nothing worth noticing (noticing); for dinner (lunch) boiled clams purchased by Lieut. MASON₆ (1st Lieutenant THOMAS MASON₆) and HOWLAND₆ (3rd Lieutenant WALTER S. HOWLAND₆); for desert (dessert) roast turkey; supper stewed clams and prunes with warm biscuit and butter; due Lieut. MASON₆ (1st Lieutenant THOMAS MASON₆) and HOWLAND₆ (3rd Lieutenant WALTER S. HOWLAND₆) 57 cuts of slippery Elice Bark(?). . . (erased) jingo!!! Engineer MARSELIET₆ (1st Assistant Engineer MALCOLM G. MARSILLIOT₆) credited by cash \$2.00; (2nd Assistant) Engineer FITZ₆ (2nd Assistant Engineer JAMES FITZPATRICK₆) credited by cash \$2.00; FITZ₆ (2nd Assistant Engineer JAMES FITZPATRICK₆) credited by cash \$1.00; paid.
- January 18th, 1876: Tuesday (Boothbay Harbor, Maine) This day comes calm and thick fog; temperature 27 (degrees Fahrenheit) at 8 AM; temperature 35 (degrees Fahrenheit) above zero at 12 noon; PM thick and rainy; wind southerly; clam soup and clam in the shell for tea.
- January 19th, 1876: Wednesday (Boothbay Harbor, Maine) At 8:50 left Booth Bay; at 10:50 Mile Ledge B. (Buoy); much sea, wind SSW; at 11:30 passed (U.S.R.C.) Levi Woodbury bound east; passed Mark Isle; took the inland passage; at 2:10 arrived at the (Portland) dock; time 5.20 (hours/minutes); distance 40 (miles).
- January 20th, 1876: Thursday (Portland, Maine) This A.M. blowing heavy NW; clear but not cold; Chief Engineer CHESTER₆ (Chief Engineer DANIEL C. CHESTER₆) reported on board for duty.
- January 21st, 1876: Friday (Portland, Maine) This day at Portland.
- January 22nd, 1876: Saturday (Portland, Maine) All this day at the dock.
- January 23rd, 1876: Sunday (Portland, Maine) This A.M. thick snow storm; most snow (that) fell at any one time this winter, about 5 inches.
- January 24th, 1876: Monday (Portland, Maine) At 10:25 left Portland; at 10:48 Portland Lt., course S ¾ E; stood out past Cape Elizabeth, thence east to Half W. (Halfway) Rock, thence to Fullers Rock; thence to the westward to Mark Isle, thence up Harpswell Sound; at 4:15 came to anchor (Harpswell Harbor); running time 5.50 (hours/minutes); distance 41 (miles). [At 2:00 went ahead; at 3:08 Portland Lt. H.]
- January 25th, 1876: Tuesday (Harpswell, Maine) At 6:45 left Harpswell; at 7:20 Mark Isle; at 8:40 Fullers Rock, course SE ½ E; stood out S by W until 10:00; thence W by N until 11:45; at 11:45 stopt (stopped) engine; at 2:00 went ahead; at 3:08 Portland Head, course NW by N; at 3:45 dock (Portland); running time 6.45 (hours/minutes); distance 43 (miles).
- January 26th, 1876: Wednesday (Portland, Maine) All this day at the dock; Lieut. MASON₆ (1st Lieutenant THOMAS MASON₆) called home on account of sick wife or child(?).
- January 27th, 1876: Thursday (Portland, Maine) At the dock strong breeze SSW; violent snow storm for 4 hours.
- January 28th, 1876: Friday (Portland, Maine) This day comes overcast and moderate.

- January 29th, 1876: Saturday (Portland, Maine) This day comes in thick fog and calm; at 9:45 AM commenced raining; all hands employed scrubbing hammocks; Lieut. MASON₆ (1st Lieutenant THOMAS MASON₆) still absent.
- January 30th, 1876: Sunday (Portland, Maine) At 10:35 stood to the westward to Cape Porpoise; tacked ship and stood back towards Portland; at 5:25 arrived at the dock (Portland); running time 6.50 (hours/minutes); distance 50 (miles).
- January 31st, 1876: Monday (Portland, Maine) At 10:00 left Portland; at 10:30 P.H. Lt. (Portland Head Lighthouse); at 11:15 C. E. th (Cape Elizabeth); at 12:19 Wood Isle (Fletchers Neck Life-Saving Station, previously Biddeford Pool Life-Saving Station, Maine); at 12:25 stopt (stopped) engine, landed coal; at 1:06 left station; at 3:00 Cape Eliz. (Elizabeth); at 3:54 P. H. Lt. (Portland Head Lighthouse); at 4:30 dock (Portland); distance 42 (miles); running time 5.49 (hours/minutes).
- February 1st, 1876: Tuesday (Portland, Maine) Weather cool, sky overcast; commenced coaling; Lieut. MASON₆ (1st Lieutenant THOMAS MASON₆) returned on board.
- February 2nd, 1876: Wednesday (Portland, Maine) This day comes in with rain and snow; at 10:30 AM barometer 28.60; ship paid off Strange.
- February 3rd, 1876: Thursday (Portland, Maine) This day comes clear and cool; thermometer 4 (degrees Fahrenheit) below zero; at 11:40 left Portland; at 12:08 P. Lt. (Portland Head Lighthouse); at 12:40 Cape Elizabeth; at 1:50 Wood Isle; at 4:40 Cape Neddick; at 6:00 arrived at Portsmouth (New Hampshire); running time 6.20 (hours/minutes); distance 50 (miles).
- February 4th, 1876: Friday (Portsmouth Lower Harbor, New Hampshire) This day comes in thick snow storm, little no wind; snow fell to the depth of 5 inches; at 9:30 AM weather looking better; Isle of Shoals to be seen from the dock; Lieut. MASON₆ (1st Lieutenant THOMAS MASON₆) boarding vessels; at 1:25 left Peperells Cove; at 4:43 Thatchers Isle, course S ½ E; at 5:25 Eastern Point, course SW ½ S; at 5:40 Gloucester Harbour; running time 4.15 (hours/minutes); distance 35 (miles).
- February 5th, 1876: Saturday (Gloucester Harbor, Massachusetts) At 7:10 left Gloucester; at 7:25 E. (Eastern) Point; at 8:13 Thatchers Isle; at 8:35 Salvages; at 11:25 Rye Beach (Rye Beach Life-Saving Station at Locke's Point, New Hampshire); at 11:50 left Rye Beach; at 12:25 Whales back; at 1:25 Nubble, course ENE; at 3:00 Cape Porpoise, course ENE; at 4:00 Wood Isle; at 5:00 Cape Eliz. (Elizabeth); at 5:55 arrived at dock (Portland); running time 10.30 (hours/minutes); distance 82 (miles).
- February 6th, 1876: Sunday (Portland, Maine) All this day at the dock; midnight commenced raining.
- February 7th, 1876: Monday (Portland, Maine) This day comes in moderate and warm; temperature 8:00 A.M. 40 (degrees Fahrenheit).
- February 8th, 1876: Tuesday (Portland, Maine) At 11:07 left Portland; stood to the westward as far as Wood Isle at 1:25, Life S. (Saving) Station (Fletchers Neck Life-Saving Station, previously Biddeford Pool Life-Saving Station) at 1:30; at 2:11 left Wood Isle; stood for H. W. (Halfway) Rock; thence to Portland; arrived at 6:00; distance 44 (miles).
- February 9th, 1876: Wednesday (Portland, Maine) All this day at the dock.
- February 10th, 1876: Thursday (Portland, Maine) All last night snow storm; heaviest (heaviest) snow storm of the season.
- February 11th, 1876: Friday (Portland, Maine) This day thick and rainy.
- February 12th, 1876: Saturday (Portland, Maine) This day comes in very pleasant and warm, wind WSW light; at 10:15 left Portland; at 10:43 Portland Lt.; at 2:00 Seguine; at 3:05 Pumpkin R. (Rock); at 4:50 Old Man; at 5:06 Georges Isle; Two Bush; at 8:30 Rockland; distance 81 (miles); time 10:15 (hours/minutes).

- February 13th, 1876: Sunday (Rockland, Maine) At 7:25 left Rockland; stood to the SE; at 10:20 passed Isle A Haut between Long Isle and Duck Isles to the westward of Cranberry Isle; thence to the SE past Bunkers Ledge; wore ship (stern to the wind) and stood back for S. W. H. (Southwest Harbor), Mt. D. (Mount Desert Island); at 2:55 came to anchor; running time 7.30 (hours/minutes); distance 63½ (miles).
- February 14th, 1876: Monday (Southwest Harbor, Mount Desert Island, Maine) At 7:30 left S.W. Harbour; at 8:12 B.H. (Bass Harbor) Head; at 9:05 Yorks Narrows, course SW by W ¾ W; at 9:25 Egg Rock, course W by S ½ S; at 9:39 Lazy Gut B. (Buoy), WSW; pass through D. Is. T. (Deer Island Thoroughfare) up by Eagle Isle across into Eastern Bay; at 1:34 thence to Owls Head; at 1:46 S. (Sheep) Isle Buoy; at 1:59 Ash Point; at 2:22 Spruce Head; at 2:30 Seal Harbour; wind east and snowing; temperature 28 (degrees Fahrenheit); time 7.00 (hours); distance 56 (miles).
- February 15th, 1876: Tuesday (Seal Harbor, Spruce Head, Maine) This day comes in with snow and rain; thick atmosphere; strong breeze ENE; at 9:00 AM rain falling fast from noon to 3:00 PM; wind very light east; temperature 32 (degrees Fahrenheit); afternoon strong breeze SE, S, and SSW; at 12:00 midnight blowing like hell, barometer 29.10; so ends these 24 hours; error(?) 75 fathoms on port, 45 fathoms on starboard; (Lieutenants) HAND₆ (2nd Lieutenant WILLIAM H. HAND₆) and MASON₆ (1st Lieutenant THOMAS MASON₆) both on forecstle, unable to keep their burglar's lantern lighted; had to use mast head light.
- February 16th, 1876: Wednesday (Seal Harbor, Spruce Head, Maine) This day comes with strong breeze from the southwest; temperature at 8:00 AM 32 (degrees Fahrenheit); Stmr. (Steamer) Katahdin passed White Head bound west at 8:10 A.M.; >>>[Note: For description of the Steamer *Katahdin*, see the note of April 14th, 1875.]<<< at 8:30 hove up starboard anchor, hoisted squaresail yard aloft; at 11:15 left Seal Harbour; stood up through Muscle Ridge Channel; at 12:45 came to at Rockland; distance 10½ miles.
- February 17, 1876: Thursday (Rockland, Maine) At 7:30 left Rockland; at 9:50 Mosquito Isle; at 1:00 Cuckolds; at 3:33 H. W. R. (Halfway Rock); at 4:02 Green Isle inside; at 4:50 dock (Portland); distance 70 (miles); running time 9.20 (hours/minutes).
- February 18th, 1876: Friday (Portland, Maine) At 10:20 left Portland; went to the SW until 1:20; stood to the NE; at 4:17 Portland Lt. (Lighthouse); at 4:50 dock (Portland); time 6.30 (hours/minutes); distance 45½ (miles).
- February 19th, 1876: Saturday (Portland, Maine) At 10:20 left Portland and went outside; at 4:50 returned to Portland; distance 42 (miles).
- February 20th, 1876: Sunday (Portland, Maine) This day at the dock.
- February 21, 1876: Monday (Portland, Maine) At 10:50 left Portland; Portland Lt. (Lighthouse); stood out SE; at 2:30 stood for Portland; at 5:25 arrived at Portland; distance 51 (miles).
- February 22, 1876: Tuesday (Portland, Maine) This day comes in with snow, thick, and moderate wind SSW; at 9:00 AM began to clear up; afternoon pleasant.
- February 23, 1876: Wednesday (Portland, Maine) This day comes in clear and cool, wind NW; at 10:30 left Portland; at 10:55 P. Lt. (Portland Lighthouse); at 2:52 returned to the dock (Portland); running time 4.25 (hours/minutes); distance 29 (miles).
- February 24th, 1876: Thursday (Portland, Maine) This day comes in cold and blustering; strong breeze from the north; concluded to hold on; tempestuous weather at sea; temperature at 8:00 AM zero (degrees Fahrenheit); this A.M. signed pay rolls; other jobs not worth mentioning.
- February 25th, 1876: Friday (Portland, Maine) At 9:55 left Portland; at 10:23 P.H. Lt. (Portland Head Lighthouse); at 11:00 C. E. th (Cape Elizabeth); at 12:24 W. (Wood) Isle; at 1:30 C. (Cape) Porpoise; at 2:00 Kennebunk; wore ship (stern to the wind) and steered ENE; at 2:27 Cape P. (Porpoise), course ENE; at 3:27 Wood Isle, course ENE; at 4:30 Cape E. (Elizabeth), course E by N ½ N; at 4:40 B.C.R. (Broad Cove Rock), course NE ½ E; at 4:47 T.R.B. (Trundy

Reef Buoy), course N ½ E; at 5:02 P. H. Lt. (Portland Head Lighthouse), course N by W ¼ W; at 5:19 S.P.B. (Spring Point Buoy), course N ½ W; at 5:25 B.W. (Breakwater), course WNW; at 5:30 grounded in dock (Portland); running time 7.35 (hours/minutes); distance 55½ (miles).

- February 26th, 1876: Saturday (Portland, Maine) This day comes in clear and cool; P.M. went into the stream to take a farewell look at the *Cotteeler* and fire a salute.
- February 27th, 1876: Sunday (Portland, Maine) At the dock.
- February 28th, 1876: Monday (Portland, Maine) This day comes in overcast; wind NE light; signs of storm.
- February 29th, 1876 (Leap Year): Tuesday (Portland, Maine) At 10:47 left Portland; at 11:09 White Head; at 12:08 H. W. (Halfway) Rock; at 1:23 Fullers Rock; at 2:00 Seguin Pond Isle; at 2:50 Cuckolds, course E & E ½ S; at 3:12 Thread of Life, course E ¼ S; at 3:30 Thrum cap, course SE by E ½ E; at 3:49 P. (Pemaquid) Point, course E by S; at 4:15 wore ship (stern to the wind); at 4:54 Thrum Cap (Thrumcap Island); at 5:09 Thread of Life, course W by S ½ S; at 5:15 Squirrel Isle, course NW by W; at 5:22 Burnt Isle, course NW by N; at 5:30 Tumbler Isle, course N; (Boothbay Harbor); running (time) 6.50 (hours/minutes); distance 58 (miles).
- March 1st, 1876: Wednesday (Boothbay Harbor, Maine) At 6:20 left B.B. (Boothbay); out round Damiscove Isles; at 7:26 P. (Pumpkin) Rock; at 7:45 Bantum, course SW ½ S; at 8:35 Seguine, course SW by W; at 8:55 Fullers Rock, course SW by S ½ S; at 10:10 H.W.R. (Halfway Rock), course WSW; stood to the SW until 12:00; stood to the NE; at 12:47 Cape Elizabeth, course NE; at 12:56 B.C.R. (Broad Cove Rock) outside T.R. (Trundy Reef), course N by E ¼ E; at 1:16 P. H. Lt. (Portland Head Lighthouse), course N by W ¼ W; at 1:31 S.P.B. (Spring Point Buoy), course N ½ W; at 1:45 (Portland) dock; running time 7.20 (hours/minutes); distance 62½ (miles).
- March 2nd, 1876: Thursday (Portland, Maine) All this day at the dock coaling; ship paid off.
- March 3rd, 1876: Friday (Portland, Maine) At 10:30 left Portland; at 10:48 White Head; at 11:08 Green Isle, course SE by E ¾ E; at 11:32 H.W.R. (Halfway Rock), course ESE; at 12:35 Fullers R. (Rock), course ESE; at 1:00 Seguine, course ESE; at 1:40 Bantum, course E by S ½ S; at 1:55 Pump R. (Pumpkin Rock), course E by S; at 3:25 Old Man, course E by S; at 3:41 Georges Isle, course E ½ N; at 3:56 Old Cilly (Ledge), course E by N; at 4:11 Mosquito (Isle), course E by N; at 4:50 White Head, course E by N; at 4:50 stopt (stopped) engine at Life Station (White Head Life-Saving Station off Spruce Head), delivered some puke (food); at 4:57 went ahead; at 5:32 Mosquito Isle, course SW by S; at 5:50 Herring Gut (St. George); running time 7.13 (hours/minutes); distance 69 (miles).
- March 4th, 1876: Saturday (Herring Gut, Port Clyde, St. George, Maine) This day comes in clear, pleasant, etc.; wind light NNW; temperature at 6 A.M. 20 (degrees Fahrenheit); at 7:10 left Herring Gut; at 7:30 Cilly (Ledge) Buoy, course S by E; at 8:05 S.E. Breaker (South Breaker), course SSE; at 10:18 Matinicus R. (Rock); at 11:30 Seal Isle, course E by N; at 11:45 Seal Isle East Point; at 12:45 Saddle Back (Saddleback Ledge Lighthouse), course NE by N ½ N; at 1:45 Horen (Heron) Neck (Heron Neck Lighthouse), course W by S; at 2:53 Monroe (Monroe) Isle, course NW by W; at 3:00 Owls Head; at 3:25 Rockland, course W ½ N; running time 8.15 (hours/minutes); distance 60 (miles); Stmr. (Steamer) *Woodbury* (U.S.R.C. *Levi Woodbury*) in port; at 4:00 P.M. Capt. **EVANS₆** (Captain **DAVID EVANS₆**) came on board; also Chief Engineer **JOFFEYS₆** (**JOFFRYS₆?**); at 5:45 P.M. Lieut. **COLSON₆** (probably 2nd Lieutenant **WASHINGTON C. COULSON₆**) and Engineer **KEDLY₆** (possibly 1st Assistant Engineer **DANIEL F. KELLEY₆**) came on board.

>>>[Heron Neck Lighthouse was built in 1854. The 30 feet high tower, keeper's quarters and oil house are located on Heron Neck at the southern tip of Greens Island, East Penobscot Bay near Vinalhaven, Maine. It marks the east side of the entrance to Hurricane Sound.]<<<

- March 5th, 1876: Sunday (Rockland, Maine) At 6:30 left Rockland; at 6:47 Owls Head, course SE by E; at 8:35 Eastern Green Isle Ledge, course S ¼ E; at 11:00 Monhegan South Point; at 11:15 Mananna (Manana Island); at 12:52 Pump (Pumpkin) Rock, course SW by W; at 1:11 Bantum, course SW by W; at 2:11 Seguine, course SW by W ½ W; at 2:43 Fullers Rock, course WSW; stood W by S ½ S until 3:30; at 4:00 Mark Isle, course NW ½ W; at 4:30 Harpswell, course NE by E; running time 9.55 (hours/minutes); distance 68 (miles). “This day is the Sabbath (Sabbath) of the Lord to be kept holy when we should not work ourselves, neither should we work our ass, our man servant, or our maid servant; but if we find our neighbor’s ass in a mire, pull him out by the tail; here we are in Stovers Cove, safe after doing a good days work and eating a good supper 8:00 P.M.”

>>>[The Monhegan Island Lighthouse was built in 1824 and rebuilt in 1850. The granite block tower is situated at the top of a hill in the center of Monhegan Island, 9 miles southeast of Pemaquid Point. The picturesque tower has frequently been the subject of artists. Monhegan is ringed by high, dark cliffs. Often a batting of fog covers the island.]<<<

>>>[The Manana Island Fog Signal Station was built on Manana Island, a small hump of rock opposite Monhegan’s harbor, in 1876. It is located just west of Monhegan Island. The station initially had a foghorn. Later a light, keeper’s quarters, generator building, and oil house were added.]<<<

- March 6th, 1876: Monday (Stovers Cove, Harpswell, Maine) This day comes overcast, wind SW moderate breeze; at 4:30 commenced raining; at 6:30 began to clear up; at 11:00 left Harpswell; at 11:30 Mark Isle; stood to the eastward of H. W. R. (Halfway Rock); thence south and southwest; thence to Cape E. (Elizabeth); at 5:15 arrived at Portland; running time 6.15 (hours/minutes); distance 38 (miles).
- March 7th, 1876: Tuesday (Portland, Maine) This day comes in pleasant and warm; temperature 40 (degrees Fahrenheit); scraping spars, etc.
- March 8th, 1876: Wednesday (Portland, Maine) This day comes in thick fog; light air from the south; temperature 42 (degrees Fahrenheit).
- March 9th, 1876: Thursday (Portland, Maine) This day comes in overcast; wind NNE moderate breeze; at the dock.
- March 10th, 1876: Friday (Portland, Maine) All this day at the dock.
- March 11th, 1876: Saturday (Portland, Maine) At 9:25 left Portland; at 9:54 Portland Lt. (Lighthouse); at 10:08 T.R.B. (Trundy Reef Buoy); at 10:14 B.C.R. (Broad Cove Rock); stood to the SW; at 11:30 Wood Isle; at 11:30 wore ship (stern to the wind); at 1:45 Bulwar Shoal (Bulwark Shoal); at 3:27 Fullers Rock; at 4:05 Pond Isle; at 6:12 Bath; distance 63 (miles).
- March 12th, 1876: Sunday (Bath, Maine) At 7:20 left Bath; at 8:45 Pond Isle; at 9:12 Fullers Rock; at 10:10 H. W. (Halfway) Rock; stood to the SW until 11:30; at 11:30 wore ship (stern to the wind); at 12:12 Portland Lt. (Lighthouse); at 12:42 (Portland) dock; running time 5.22 (hours/minutes); distance 43 (miles).
- March 13th, 1876: Monday (Portland, Maine) This day comes in thick and rainy; wind light SE; 11:00 A.M. rain falling fast; temperatrure 40 (degrees Fahrenheit).
- March 14th, 1876: Tuesday (Portland, Maine) This day comes in clear and cool; temperature at 8:00 AM 17 (degrees Fahrenheit) above (zero); between 9:00 AM and 10:00 AM wife (*ABIGAIL (ABBIE) M. EWELL GRANT₆ (1825 – 1903)) left for Boston; at 10:26 left Portland; at 10:54 P. Lt. (Portland Lighthouse); at 4:45 Portsmouth (New Hampshire); running time 6.20 (hours/minutes); distance 50 (miles); Mr. MARCY₆ and FITZ₆ (2nd Assistant Engineer JAMES FITZPATRICK₆) went to the city (Portsmouth, New Hampshire) on the 14th to look after the election.

>>>[The New Hampshire State Election – March 14, 1876] Resulted in the election of the Honorable PERSON COLBY CHENEY₆ (1828 – 1901), the Republican candidate for

Governor, by a plurality of 3,698 votes over the Democratic candidate, **Mr. MARCY**₆, and a majority overall of 3,273 votes. **Mr. KENDALL**₆, the Prohibitionist candidate, received less than 1,000 of the approximate 80,000 votes cast. The election also resulted in a Republican majority in both branches of the State Legislature. The election was a “clean sweep” for the Republicans. In the New Hampshire Legislature, the Republicans have 9 out of 12 Senators and claim a majority of 20 to 25 in the House. This insures the election of a Republican to the U.S. Senate when the incumbent’s term expires in March 1877.]}<<<

- March 15th, 1876: Wednesday (Portsmouth, New Hampshire) This day comes in clear and cool; wind fresh NW; both anchors down; at 2:30 PM boat went to the city; this day officers tapping (taping) charts, etc.; at 3:30 **Lieut. HAND**₆ (2nd Lieutenant **WILLIAM H. HAND**₆) weary and turned in; (2nd Assistant) **Engineer FITZ**₆ (2nd Assistant Engineer **JAMES FITZPATRICK**₆) bad cold but pleased with the Republican victory.
- March 16th, 1876: Thursday (Portsmouth, New Hampshire) At 8:06 left Portsmouth; at 8:13 White Back; at 9:00 White Isle Light; steered south; steered E by S; steered ESE; steered NNE and NE to Boon Isle at 1:43; at 1:52 Boon Isle Ledge; at 3:30 Cape Porpoise, course NE; at 4:20 Wood Isle, course NE; at 5:26 Cape Eliz. (Elizabeth), course NE by E ½ E; at 5:34 B.C.R. (Broad Cove Rock), course NE; at 5:41 T.R.B. (Trundy Reef Buoy), course N ½ E; at 5:55 P. H. Lt. (Portland Head Lighthouse); at 6:25 (Portland) dock; time 10.19 (hours/minutes); distance 72 m (miles); 7.15 fathoms; to date 125 (miles).
- March 17th, 1876: Friday (Portland, Maine) This day comes in stormy, wind NE, fair breeze; at 11:00 A.M. commenced snowing, violent snow storm, 12 inches snow.
- March 18th, 1876: Saturday (Portland, Maine) This day comes in overcast; wind northerly; weather not pleasant; the heaviest (heaviest) fall of snow for the winter: 12 inches.
- March 19th, 1876: Sunday (Portland, Maine) At 10:15 left Portland; at 10:39 Portland Lt.; at 11:09 Cape Elizabeth; at 12:25 Wood Isle; at 1:30 Cape Porpoise; at 1:30 wore ship (turned stern to the wind); at 2:25 Wood Isle; at 3:40 Cape Elizabeth; at 4:30 H.W. (Halfway) Rock; at 5:25 Mark Isle; at 6:00 Harpswell; running time 7.45 (hours/minutes); distance 58 (miles).
- March 20th, 1876: Monday (Harpswell, Maine) At 7:10 left Harpswell; at 7:40 Mark Isle; at 9:20 Seguine 4 miles dist. (distant), course SE; thence S ½ E; thence W ½ S for Saco; thence E by N ½ N C. Eliz. (Cape Elizabeth); thence to Portland at 6:10; running time 11.00 (hours); distance 71 (miles).
- March 21st, 1876: Tuesday (Portland, Maine) This day comes with strong gale SE; at 10:00 A.M. backed out of the dock and swung to the head of Custom House Wharf; vessel pounding her side heavily against the wharf; steamed into the stream; came to with starboard and port anchors; wind blowing a gale and raining hard; barkentine (a 3-masted ship having the foremast square-rigged and the mainmast and mizzenmast fore-and-aft rigged) ashore outside Fort Preble (Spring Point, South Portland, Maine); much damage done on the coast.
 >>>[**The Equinoctial Gale of March 21, 1876**: The New England coast was ravaged by the fierce gale of March 21, 1876 with the loss of a number of ships at sea, some with their entire crew, and heavy damage to ships in port as well as to many structures along the coast. The U.S.R.C. *Alexander J. Dallas* was forced to stay in port for two days due to the extremely rough sea.]}<<<
- March 22nd, 1876: Wednesday (Portland, Maine) This day comes in stormy; wind SSW; thick snow storm; at 12:50 underway; at 1:00 P.M. left Portland; stood out to Portland Head; wore ship (stern to the wind) and stood back up the harbour; came to anchor at 2:00 PM; distance 5 (miles); tremendous sea outside; took a look at the barkentine *H. S. Jackson* on Fort Preble; bad, bad mizzenmast; standing alongside; rudder and sternpost gone; hull badly chafed; observations taken on board Rev. Cutter *Dallas* (U.S.R.C. *Alexander J. Dallas*) by old ***GRANT**₆, P (***LEONARD S. GRANT**₆, Pilot).

- March 23rd, 1876: Thursday (Portland, Maine) At 9:20 left Portland; at 9:35 stopt (stopped) near wreck at Fort Preble; at 9:55 left wreck; stood out past Cape Eliz. (Elizabeth); fell in with and boarded English bark bound to Portland; at 11:35 went ahead SW by S; at 12:40 Wood Isle; at 1:30 Cape Porpoise; Boon Isle; thence SW by S; Isle of Shoals; thence NNW to Gerrish Isle outside; stopt (stopped), lowered boat and went to wreck of Brig *Hattie Eaton* which went ashore in the gale of March 21st loaded with rum and molasses bound to Portland, Me.; all hands lost but the mate; distance 59½ (miles); time 7.00 (hours); (Pepperell Cove, Portsmouth, New Hampshire).

>>>[**The Wreck of the Brig *Hattie Eaton*:** The brig *Hattie Eaton* of Boston was formerly a British vessel, having been built at St. John, New Brunswick, Canada in 1862. She registered 345 tons and was owned by J.S. Emery & Co., Addison Gage & Co., Captain **JAMES F. COOK₆**, and others of Boston, Massachusetts.

She was twenty-three days from Cienfuegos, Cuba bound for Portland, Maine with a cargo of 362 hogsheads (63 gallon barrels) of sugar, 150 hogsheads and 48 tierces (42 gallon barrels) of molasses, all consigned to Elisha Atkins & Co., of Boston, when she, with a crew of nine, went ashore on Gerrish's Island near Kittery Point, Maine during the fierce gale of Tuesday, March 21st, 1876. All on board perished except the First Mate. The vessel and cargo were a total loss.

During the height of the gale and finding that he was being driven on a lee shore, Captain **JAMES F. COOK₆**, struggling with the help from some of the crew, attempted to steer the *Hattie Eaton* for what looked like a strip of smooth water among the roaring breakers on the rocky coast of Gerrish Island off Portsmouth Harbor, New Hampshire. At that time, the First Mate was in the forecabin, disabled with a dislocated shoulder; three of the crew were below deck suffering from frost-bite; the Captain, Second Mate, and remainder of the crew were astern at the tiller, doing their best to direct the brig to the best possible shore to beach her. However, the storm was too much for them and they came ashore on the rocks within one hundred feet of a smooth beach.

The *Hattie Eaton* struck the rocks stern on, about her length from shore. A monster breaker lifted and wedged her between two rocks, her stern being free. The rocks held her fast while the seas were pounding her to pieces. Captain **JAMES F. COOK₆** climbed into the rigging as the brig listed and ran out on the boom while the rest of the crew stuck to the deck. A few residents of Gerrish Island rushed to the beach to offer aid but were hindered by the crashing surf and could only stand by as helpless witnesses of the work of destruction. One rescuer managed to climb out on a ledge to within eight feet of the brig's boom and spoke with the Captain who calmly passed his farewell messages until a death-dealing wave swept the Captain away from his hold on the rigging and also knocked the rescuer off the ledge into the water; the Captain drowned but the rescuer managed to scramble ashore. One stalwart mulatto seaman stripped himself and plunged into the sea; several times he succeeded in getting close to shore only to have the exceptionally strong undertow carry him back each time, until exhausted; his head was finally dashed against a rock and he sank. Except for the First Mate, the remainder of the crew were torn from their places of refuge to be dashed lifeless against the sharp rocks as well.

The First Mate was luckier. The rescuers on the beach formed a chain by holding hands and managed to reach the wreck by rushing out in the wake of a receding breaker. The First Mate was hastily carried ashore just as the sea rolled back over the vessel, crushing what was left of her, except the bow. The lucky First Mate was **W. C. LEBERRON₆** from Middleboro, Massachusetts.

The following crew members of the Brig *Hattie Eaton* lost their lives:

- Captain **JAMES F. COOK₆** (age about 35 yrs.) – leaves a wife and two children residing at East Boston, Massachusetts.

- Second Mate **JOHN S. ATWOOD**₆ (age 38 yrs.) – of Maine.
- Third Mate **WILLIAM FITZPATRICK**₆ (age 32 yrs.) – of Ireland.
- Steward **HENRY HARTMEVER**₆ (**HARTMEYER**₆) – of East Boston.
- Seaman **PETER BOKERS**₆ (**BOTARS**₆) (negro, age 25 yrs.) – of Grenada.
- Seaman **JEREMIAH STEVENS**₆ (negro, age 20 yrs.) – of St. Kitts.
- Seaman **WILLIAM BREVENAN**₆ (**BERENS**₆) (negro, age 20 yrs.) – of Tobago.
- Seaman **JOSEPH ALBAN**₆ (negro) – residence unknown.

Six of the above were buried in the cemetery of the First Congregational Church on Route 103 (Pepperell Rd.), York County, Kittery Point, Maine. The single gravestone reads: “Brig *Hattie Eaton*, W. I. to Boston, cast away on Gerrish Island March 21, 1876; crew of 8 white and negro and 1 stowaway. Near this stone lie six bodies never claimed.”]<<<<

- March 24th, 1876: Friday (Pepperell Cove, Kittery Point, Maine) At 6:30 left Peperells Cove; stood out by the Shoals (Isle of Shoals); thence outside B. I. (Boon Island) Ledge; thence SE and spoke bark bound to Wiscasset (Maine); thence NNE for H. W. (Halfway) Rock; thence W by S for Portland Head; at 5:30 Portland Harbour; at 5:45 left (Portland Harbour); at 6:00 came to anchor near wrecked bark (probably at Sandy Point); time underway 11.30 (hours/minutes); distance 77 (miles); buoy on Alden’s Rock (near Portland Head) gone, also Corwin’s Rock B. (near Cape Elizabeth); buoy gone on Boon Isle Ledge; buoy on Bulwark Shoal (off Portland Head) drifted to the NW; three tugs and cutter pulled at bark last eve (evening); could not start her; returned to the city (Portland) at 12:15 midnight or Saturday morn March 25th, 1876; distance 3 (miles).
- March 25th, 1876: Saturday (Portland, Maine) At 10:25 left Portland for wreck; pulled off bark and sch. (schooner); returned to dock at 1:10 PM, thick snow storm; went into stream at 3:00 PM; blowing heavy SE; distance 4 (miles).
- March 26th, 1876: Sunday (Portland, Maine) Went to dock, took in coal; went into stream; thick snow storm.
- March 27th, 1876: Monday (Portland Harbor, Maine) This day comes in overcast, variable winds; came to dock for coal; at 1:25 left Portland; at 1:45 Portland Lt.; stood out by Cape Elizabeth; thence outside all Shoals; past H. W. (Halfway) Rock; at 6:30 arrived at Harpswell; running time 5.05 (hours/minutes); distance 40 (miles); up to date 848 (miles).
- March 28th, 1876: Tuesday (Harpswell, Maine) At 7:40 left Harpswell; at 8:05 Mark Isle; at 10:00 Seguine; at 10:55 Bantum; at 1:05 Monhegan outside; thence to Mosquito Isle; thence to Two Bush at 4:27; at 4:47 False Halibut Ledge, course E by N; at 5:12 Cresent (Crescent) Isle, course NE by E; at 5:45 Monroe (Monroe) Isle wide, course NE by N ½ N; at 6:05 Owls Head, course N; at 6:08 Shag Rock; at 6:28 Rockland, course W ½ N; running time 10.48 (hours/minutes); distance 72 (miles); to date 930 (miles).
- March 29th, 1876: Wednesday (Rockland, Maine) This day comes thick and rainy; wind east, fresh breeze; some sea; at 6:40 left Rockland; steamed across the bay; at 7:55 Fiddlers Ledge; passed to the westward of Sugar Loaves; came to in South Harbour, North Haven; starboard and port anchors down at 8:12; chains crossed etc.; distance 10 m (miles); at 12:30 have up anchors and steamed ahead into the channel; came to with port anchor; blowing heavy SE; ran lines to sch. (schooner) and hauled her off and towed her to safe anchorage at North Haven; at 4:37 left North Haven; at 4:54 Brown’s Head, course SW by S ¼ S; at 5:04 Fiddlers Ledge, course SW; at 5:41 Owls Head ebb tide, course West; Owls Head flood tide, course W ½ S; at 6:00 Rockland, course W ½ N; distance this day 18 (miles); to date 948 (miles).
- March 30th, 1876: Thursday (Rockland, Maine) At 7:10 left Rockland; at 7:32 Owls Head; at 8:08 Fiddlers Ledge, course SE by E ¼ E; at 9:00 Channel Rock; Lazy Gut, course SE by E; Mark Isle, course SE by E ½ E; at 11:12 Yorks Narrows; at 12:00 B. H. (Bass Harbour) Head, course E by S ¾ S; at 12:19 Black Buoy, course SE ¾ E; at 12:25 wore ship (stern to the wind);

at 12:28 Black Buoy; at 12:45 Bass H. (Harbour) Head, course W by S; at 1:42 Yorks Narrows, course WSW; at 1:55 Yorks Narrows; at 2:10 Egg Rock (Light), course W by S ¼ S; at 2:28 Lazy Gut Buoy, course WSW; at 3:22 Greens Landing; at 3:42 Mark Isle L. H. (Lower Harbour), course SW; at 4:25 Channel Rock, course W by S ¼ S; at 4:35 Goose Rocks “Spindle”, course W by N ½ N; at 5:00 anchored off North Haven; distance this day 67½ (miles); total distance to date 1,015½ (miles); no more to be written on this page by old *GRANT₆ (*LEONARD S. GRANT₆) or any other man. At anchor off North Haven 30 Mar: 1876; fishermen blowing horns at the “Dallas” (U.S.R.C. Alexander J. Dallas). Ward Room Mess trying to elect a caterer for April; out of grub; nothing for dinner tomorrow; (Lieutenant) HOWLAND₆ (3rd Lieutenant WALTER S. HOWLAND₆) sick; MARSY₆ (MARCY₆) with gauze (gout?) foot; Chief CHESTER₆ (Chief Engineer DANIEL C. CHESTER₆) beat a bucket of clams out of the Captain; owner of schooner praying to God for this vessel to tow his old schooner to Rockland. Why didn’t we go to Rockland so we could get a Boston Herald (newspaper), something to eat and mail our letters. – Old *GRANT₆, P. (Pilot), Member of Me. Hist’l Soc’y (Maine Historical Society).

>>>[The Egg Rock Lighthouse was built in 1875 on a rock at the south entrance to Frenchman Bay, southeast of Bar Harbor, Maine.]<<<<

- March 31st, 1876: Friday (North Haven, Maine) At 6:35 left North Haven; at 6:54 B.H. (Browns Head); at 7:07 Fiddlers L. (Ledge); at 8:00 Ash P. (Point); at 8:37 White H. (Head); at 9:26 Mosquito I. (Island); at 10:00 Davis S. (Straits); at 10:35 Egg R. (Rock); at 11:20 P.Q. (Pemaquid) Point; through H. P. (Hypocrites Passage?); at 12:20 Cuckolds; at 1:10 Seguire inside; at 1:40 Fullers Rock; at 3:10 Bulwark S. (Shoal), course SW ¾ W; at 3:50 Aldens R. (Rock) outside, course SW; wore ship (stern to the wind) at 4:00 PM; at 4:18 Cape Elizabeth; at 4:52 P.H. Lt. (Portland Head Lighthouse); at 5:10 S.P.B. (Spring Point Buoy); at 5:20 (Portland) Harbour; at 5:30 (Portland) Dock; running time 11.00 (hours); distance 83 (miles); distance this month 1,098 (miles).
- April 1st, 1876: Saturday (Portland, Maine) All this day at the dock.
- April 2nd, 1876: Sunday (Portland, Maine) All this day at the dock.
- April 3rd, 1876: Monday (Portland, Maine) A.M. at the dock; 2:30 P.M. ship paid off; at 4:30 went into the stream; at 4:50 came to anchor.
- April 4th, 1876: Tuesday (Portland, Maine) This day comes in thick and stormy; at 2:00 A.M. commenced snowing; wind SE; in the stream; storm continued through the day and night; heaviest (heaviest) snow storm for the season; streets etc. blocked up with snow.
- April 5th, 1876: Wednesday (Portland, Maine) This day comes in stormy, wind NE fresh, with snow squalls; at 10:45 sch. (schooner) drifted afoul of us; cat block (holds the cable used to hoist an anchor to the cathead of a ship) split etc.
- April 6th, 1876: Thursday (Portland, Maine) At 9:00 left Portland; at 9:30 Portland Lt.; at 10:00 Cape Eliz. (Elizabeth); at 11:25 Wood Isle, course SW by S; at 12:25 Cape Porpoise, course SW by S; at 2:10 Boon Isle Ledge outside, course S ½ W; Duck Isle, course SW; at 4:45 Whales Back, course NW ½ W; at 5:00 came to anchor near Clarks Isle (Portsmouth, New Hampshire); time 8 (hours); distance 60 (miles); first miles made this month of April 1876.
- April 7th, 1876: Friday (Clarks Island, Portsmouth, New Hampshire) At 6:55 left Clarks Island, Portsmouth, New Hampshire; at 7:05 Whales B. (Back); at 7:10 Kitts R. (Rock); at 7:17 Spar B (Buoy?) Sisters, course ESE; at 8:12 Nubble, course ENE; at 9:45 Cape P. (Porpoise), course ENE; at 10:39 Wood I. (Isle), course ENE; at 11:50 Cape E. (Elizabeth), course ENE; at 11:58 B.C.R. (Broad Cove Rock); at 12:05 T.R.B. (Trundy Reef Buoy); at 12:18 P.H. Lt. H. (Portland Head Lighthouse); at 12:35 S. P. B. (Spring Point Buoy); at 12:40 B.W. (Breakwater); at 12:50 (Portland) Harbour; time 5.55 (hours/minutes); distance 49 (miles).

- April 8th, 1876: Saturday (Portland Harbor, Maine) At 10:15 came to the dock (Portland); distance ½ mile.
- April 9th, 1876: Sunday (Portland, Maine) This day at the dock.
- April 10th, 1876: Monday (Portland, Maine) A.M. at the dock coaling; at 12:10 left Portland; at 12:35 P. H. Lt. (Portland Head Lighthouse); at 1:05 Cape Eliz. th (Elizabeth); south until 1:50; East by N until 4:00; NW until Mark Isle at 5:08; NE by E up Harpswell Sound; at 5:45 came to anchor (Harpswell Harbor, Maine); time 5.35 (hours/minutes); distance 38 (miles); **Lieut. HAND₆** (2nd Lieutenant **WILLIAM H. HAND₆**) stopt (stopped) back on account of sickness; at 6:30 **Engineer FITZ₆** (2nd Assistant Engineer **JAMES FITZPATRICK₆**) on the clam flats diggin (digging) clams to help out the mess; clam bait for fishing.
- April 11th, 1876: Tuesday (Harpswell Harbor, Maine) At 6:40 left Harpswell; at 7:10 Mark Isle; stood SE ½ E Temples Ledge; inside Fullers Rock (Small Point); got some sand; stood to the eastward through Hypocrite passage (The Hypocrites); at 1:35 Old Man; round Matinic (Metinic Island); up past Two Bush; at 5:45 Owls Head; at 6:05 Rockland (Maine); running time 10.17 (hours/minutes); distance 70 (miles).
- April 12, 1876: Wednesday (Rockland, Maine) At 6:20 left Rockland; at 8:00 White Head (Whitehead Island); at 9:44 Georges Isle; at 10:09 Old Man; at 3:02 Seguine; at 5:08 H.W.R. (Halfway Rock), course WSW; at 6:20 P. H. Lt. (Portland Head Lighthouse), course W by S; at 6:50 Portland Harbour, course N ½ W; distance 72 (miles).
- April 13, 1876: Thursday (Portland, Maine) This day comes in clear, mild and pleasant; light air easterly; thermometer 8:00 AM 44 (degrees Fahrenheit); **Lieut. HAND₆** (2nd Lieutenant **WILLIAM H. HAND₆**) came on board 3 days absence; at 10:35 left Portland; at 11:02 P. H. Lt.H. (Portland Head Lighthouse); stood to the south; at 3:00 stood to the eastward; at 4:10 H.W.R. (Halfway Rock); stood in for Portland; at 6:00 came to the dock; distance 46 (miles); time 6.00 (hours).
- April 14th, 1876: Friday (Portland, Maine) At the dock scraping spars, etc.; thick fog and calm; at 10:00 AM fog lifted; at 12:00 Noon thermometer 50 (degrees Fahrenheit); at 1:30 PM shipped new smoke stack to galley stove; wind ESE; fog coming in; Capt. (Captain **CHASE₆**) left ship homeward bound.
- April 15th, 1876: Saturday (Portland, Maine) At 1:30 Engineer shipt (shipped) cylinder head and placed it in position.
- April 16th, 1876: Sunday (Portland, Maine) This day at the dock; afternoon rainy.
- April 17th, 1876: Monday (Portland, Maine) This day comes in fair and windy; at 11:15 left Portland; at 11:40 P. Lt. (Portland Head Lighthouse); stood out SSE until 12:00 Noon; thence E by S to Fuller Rock at 2:13; at 2:45 Seguine inside course E; at 3:05 Sisters course E; at 3:35 Cuckolds outside course E by S; outside Sq. (Squirrel) Isle; came to Booth Bay at 4:20; time 5.00 (hours); distance 37 (miles); total distance 372 miles; **Capt. (Captain CHASE₆)** stopt (stopped) back; at 11:00 (Chief) **Engineer CHESTER₆** (Chief Engineer **DANIEL C. CHESTER₆**) left ship on thirty days leave of absence; so ends this days work.
- April 18th, 1876: Tuesday (Boothbay Harbor, Maine) At 6:42 left B. Bay (Booth Bay); at 6:57 stopt (stopped) engine; sent boat for sand at Squirrel Isle; at 7:15 boat returned; took on board sand; at 7:27 went ahead; at 7:48 Cuckolds; at 8:40 Seguine outside, course SW by S; Fullers R. (Rock), course WSW; steered for Harpswell; Mark Isle; at 11:10 came to anchor at Harpswell; distance 30 ½ (miles); running time 4.01 (hours/minutes); underway 4.28 (hours/minutes); caterer with boats crew on the clam flats; at 1:45 PM left Harpswell; at 2:15 Mark Isle; at 3:03 Green Isle; at 3:30 White Head, course W by S ¼ S; at 3:55 Portland Harbour; distance 17 m (miles); time 2.10 (hours/minutes); pleasant weather this cruise; miles made 84.

- April 19th, 1876: Wednesday (Portland Harbor, Maine) This day mild and cloudy; wind light and changeable; **Lieut. HAND₆** (2nd Lieutenant **WILLIAM H. HAND₆**) detached and ordered to San Francisco after thirty days leave of absence.
- April 20th, 1876: Thursday (Portland Harbor, Maine) Centeniel (centennial?) fast day; weather clear and cool; wind NW; Yacht *Viva* sailing in the harbor; N (no) business doing at Custom House; **DOLLY BIDWELL₆** matinee this P.M. at Music Hall, Portland, Me.
 >>>[Note: **Miss DOLLIE BIDWELL₆** was a handsome and talented actress from Newburyport, Massachusetts who starred on the Boston stage as well as in theatres and music halls throughout New England and Nova Scotia.]<<<
- April 21st, 1876: Friday (Portland Harbor, Maine) At anchor in the stream, thick and rainy.
- April 22nd, 1876: Saturday (Portland Harbor, Maine) This day comes in very fine, clear and cool in the stream; Stmr. Richmond >>>[Steamer "*The City of Richmond*" – for description see note of April 19, 1875.]<<< went to Bangor, April 13th first boat; at 12:25 PM left Portland; at 12:34 S.P.B. (Spring point Buoy); at 12:49 P.H. Lt. (Portland Head Lighthouse), course S $\frac{3}{4}$ W; at 1:03 T.R.B. (Trundy Reef Buoy), course S by E; at 1:12 B.C.R. (Broad Cove Rock), course S $\frac{1}{2}$ E; at 1:23 Cape E. (Elizabeth), course S by W $\frac{1}{2}$ W; at 2:49 Wood Isle, course SW by S; at 4:00 Cape P. (Porpoise), course SW by S; at 6:07 Nubble (Cape Neddick), course SW by S $\frac{1}{2}$ S; at 6:37 York Ledge inside, course SW by S $\frac{1}{2}$ S; at 7:12 Sisters, course SW by S $\frac{1}{2}$ S; at 7:21 Kitts R. (Rock), course SW by W $\frac{1}{2}$ W; at 7:35 Portsmouth Lt. (Lighthouse), course N by W; at 7:40 Peperell Cove (Kittery Point, Maine), course N $\frac{1}{2}$ E; running time 7.05 (hours/minutes); distance 50 (miles); everage (average?) turns 54.
- April 23rd, 1876: Sunday (Pepperell Cove, Kittery Point, Maine) This day comes in moderate, changeable light winds, atmosphere thick with light rain.
- April 24, 1876: Monday (Pepperell Cove, Kittery Point, Maine) At 6:30 left Peperells Cove; at 9:44 Boon Isle; at 10:50 left Boon Isle; at 1:00 Cape Porpoise; at 2:00 Wood Isle; at 3:15 Cape Eliz. (Elizabeth) at 4:40 Half W. R. (Halfway Rock); at 5:07 Mark Isle; at 5:45 Harpswell; running time 10:09; distance 68 $\frac{1}{2}$ (miles).
- April 25th, 1876: Tuesday (Harpswell, Maine) At 7:10 left Harpswell; at 7:40 Mark Isle; at 8:55 stood SE flat ground, stopt (stopped) engine; at 9:35 went ahead; at 10:47 Seguine, course SE by E (probably stopped to fish for the big cod); at 11:35 left Seguine; at 1:05 H.W.R. (Halfway Rock), course WSW; at 1:32 Green Isle, course WSW; at 2:00 P. H. Lt. (Portland Head Lighthouse); at 2:15 S. P. B. (Spring Point Buoy); at 2:20 B. W. B. (Breakwater Buoy); at 2:25 came to anchor (Portland Harbor, Maine); running time 5.47 (hours/minutes); distance 38 (miles); **Capt. CHASE₆** caught first cod April 25; first cod caught April 25 by **Capt. CHASE₆**.
- April 26, 1876: Wednesday (Portland Harbor, Maine) This day comes in cloudy, wind fresh NE; large fleet coasters in port; large ship came into port.
- April 27th, 1876: Thursday (Portland Harbor, Maine) At 11:00 A.M. came to dock for water, wind north fresh; at 2:12 left dock; at 2:20 Portland (Harbor); stood down inside Mark Isle 11 $\frac{1}{2}$ miles at 4:10; at 5:20 Brown Cow, course SE $\frac{1}{2}$ E; at 5:33 Spruce Isle, course NE; Jamersons Ledge, course NE by N $\frac{1}{2}$ N; Cundys Point, course N $\frac{1}{2}$ W; at 6:30 came to at Winnigance (Winnegance Bay); running time 4.10 (hours/minutes); distance 26 $\frac{1}{2}$ (miles); Capt. dingy (dinghy?) and two men went for cunners; not a cunner.
 >>>[Note: A cunner, also known as a sea perch, is a coastwise fish averaging about 6 to 10 inches in length and weighing on average less than half a pound. It is found predominately in the Gulfs of Maine and Massachusetts. It is caught on bits of clam. It was a favorite pan fish in the 1870's.]<<<
- April 28th, 1876: Friday (Winnegance Bay, Maine) Left Winnegance at 6:42; stood down river; at 8:27 Flat Ledge; stopt (stopped) engine; at 9:45 went ahead; at 10:53 Seguine; at 11:37 went ahead; at 11:40 Seguine; at 12:40 Cuckolds, course E by N; at 1:45 P. Q. Point (Pemaquid

Point); at 2:27 Egg Rock, course E by S ½ S; at 2:39 Hump Ledge, course E by S; at 2:57 Davis Straits, course E by S ½ S; at 3:12 Hoopers (Hupper) Isle, course E ½ N; at 3:33 Mosquito Isle, course SE; at 4:14 White Head, course E ½ N; at 4:31 Spruce H. (Spruce Head Island), course ENE; at 4:50 Otter Isle, course E by N ½ N; at 4:58 Ash Point, course ENE; at 5:13 S.I.B.B. (Sheep Isle B. Buoy), course NE ½ N; at 5:25 Monroe (Monroe) Isle, course ENE; at 5:30 Owls Head, course NNE; at 5:33 Shag Rock, course NNW; at 5:50 Rockland, course W ½ N; running time 9.06 (hours/minutes); distance 68 (miles).

- April 29th, 1876: Saturday (Rockland, Maine) This day comes foggy, light easterly wind; Stmr. Richmond arrived 5:00 A.M.; Stmr. Cambridge arrived 8:00 A.M.; Stmr. Clara Careta arrived 9:30 A.M. >>>[Note: For a description of the side-wheel steamer *City of Richmond* see the note of April 19, 1875.]<<<

>>>[Built in 1860, the Steamer *Cambridge* was a screw steamer which displaced 868 tons. She was 200 feet long, 32 feet beam, and 13 feet 6 inches draft. She was armed with two 8 inch rifles. Her speed was 10 knots. She had a complement of 96 officers and men. The *Cambridge* was a Civil War blockade steamer that served with the North Atlantic Blockading Squadron from 1862 to 1865. Commanded by Commander **WILLIAM FRANCIS SPICER**₆ during the war, the *Cambridge* was constantly employed in the blockade of Beaufort, South Carolina and Wilmington, North Carolina. She participated in the attacks and capture of Fort Fisher at the mouth of the Cape Fear River near Wilmington towards the end of the Civil War. She was sold by the U.S. Government in 1865.]<<<

At 9:30 clearing up, wind light NW; at 11:00 left Rockland; at 11:24 Owls Head, course SE ½ E; at 11:42 Sheep I. B. (Isle Buoy), course SW by S ½ S; at 12:00 Ash Point, course S by W; at 12:34 Spruce Head, course SW by S ¼ S; at 12:48 White Head, course SW by S ¾ S; at 1:49 Mosquito Isle, course SW ½ S; at 2:30 Georges Isle, course SW by S; at 2:50 Old Man, course SW by S; at 4:48 Pump. Rock (Pumpkin Isle), course SW ½ W; at 5:10 Motions, course W; at 5:40 Squirrel Isle, course N by E ½ E; at 6:00 came to at Booth B. (Boothbay Harbor); running time 7:00 (hours); distance 43 ½ (miles).
- April 30th, 1876: Sunday (Boothbay Harbor, Maine) This day comes in thick and rainy, wind SSE; some vessels put in for harbour; at 8:30 rain falling fast; at 5:30 PM sun shone out, evening mild cloudy, light air northerly.
- May 1st, 1876: Monday (Boothbay Harbor, Maine) At 6:00 left Booth Bay; at 6:23 Burnt Isle; at 6:46 Cuckolds; at 8:07 Small Point; at 9:35 Mark Isle, course West; out by Green Isle; by Portland H. (Head); at 11:50 Harbour (Portland Harbor); time 5.50 (hours/minutes); distance 36 (miles).
- May 2nd, 1876: Tuesday (Portland, Maine) Morning came to dock, stern up; (1st) Lieut. MASON₆ (1st Lieutenant **THOMAS MASON**₆) detached; Lieut. GABRIELSON₆ (1st Lieutenant **ERIC GABRIELSON**₆) came on board as Executive Officer; wind fresh NW; 10:00 O'Clock AM ship paid off.
- May 3rd, 1876: Wednesday (Portland, Maine) Cool and overcast, wind easterly; took down Ward Room stove; this day took down stove.
- May 4th, 1876: Thursday (Portland, Maine) All this day at the dock.
- May 5th, 1876: Friday (Portland, Maine) This day at the dock; sky overcast; signs of rain; wind ESE; (1st) Lieut. MASON₆ (1st Lieutenant **THOMAS MASON**₆) left the *Dallas* this eve and took passage on the Stmr. Forest City for Boston, from there to New London to join the tug *Meswood*.

>>>[Note: The 700-ton sidewheel Steamer *Forest City* was built in 1855 for service in New England waters. In the 1860's she carried immigrants from St. John, New Brunswick to Boston, Massachusetts.]<<<

- May 6th, 1876: Saturday (Portland, Maine) This day comes in thick fog, wind light east; at 11:00 AM commenced raining; at 2 PM rain falling fast; **FITZ₆** (2nd Assistant Engineer **JAMES FITZPATRICK₆**) gone to Museum; **Lieut. HOWLAND₆** (3rd Lieutenant **WALTER S. HOWLAND₆**) out in the harbour on duty. >>>[Note: The Portland Museum was on Congress Street, Portland, Maine. The Clipper Theatrical Notices (Volume 24, p.46, New York: January 1 to December 30, 1876) included the following notice: “6 May 1876: At the Portland (Maine) Museum, *Uncle Tom’s Cabin* is the bill Saturday, matinee and evening, **ALFY CHIPPENDALE₆** appearing as **TOPSY.**”]<<<
- May 7th, 1876: Sunday (Portland, Maine) This day comes in thick fog, light east wind; muster at 9:30; took breakfast on board first time; temperature at 8:00 AM 56 (degrees Fahrenheit); P.M. Man of W. (War) Monongahela arrived in our harbour, ship rigged.

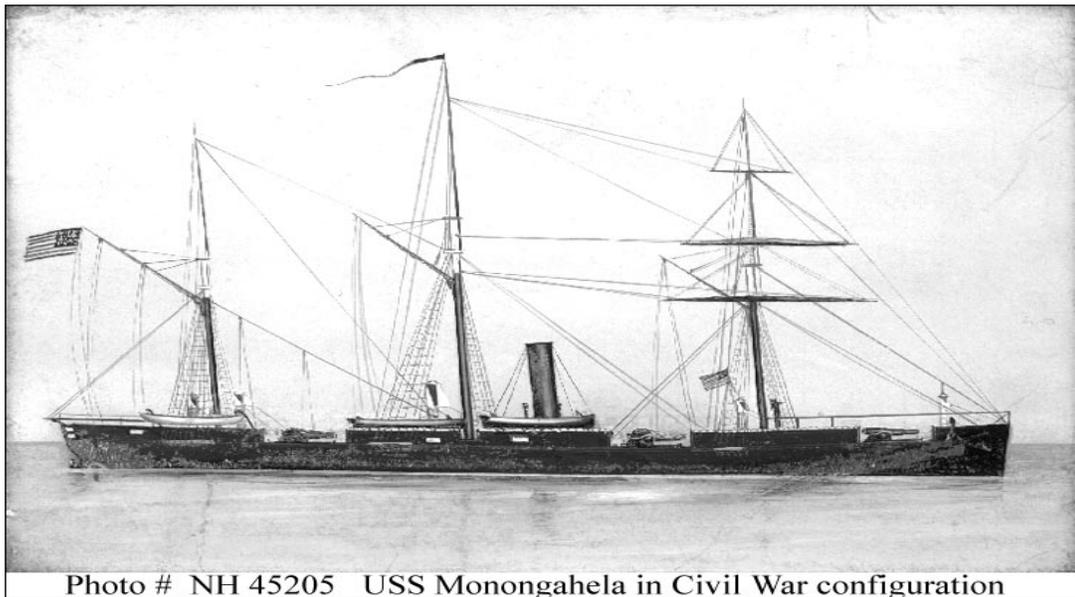


Figure 12: U.S.S. Monongahela (1863)

>>>[Note: The *U.S.S. Monongahela* was originally a steam-powered “screw sloop of war” built in 1862 during the Civil War at the Philadelphia Navy Yard where she was commissioned in January 1863. She displaced 2078 tons, was 227 feet (68.6 meters) long, 38 feet beam, and 17 feet 6 inches draft. She was armed with one 200 pounder rifle, two 11 inch smoothbore cannon, two 24 pounders, and four 12 pounders. Her speed was 8½ knots. She saw much action in the Civil War but by 1876 she was used as a “training ship” by the U.S. Navy. From 1876 to 1877 her commanding officer was **Commander SAMUEL DANA GREENE₆** (1840 – 1884). She was destroyed by fire on March 17, 1908 in Guantanamo Bay, Cuba.]<<<

- May 8th, 1876: Monday (Portland, Maine) This day comes in thick fog, light east wind; coaling at the dock; **Lieut. JOHN DENNETT₆** (2nd Lieutenant) called on board; foggy through the day.
- May 9th, 1876: Tuesday (Portland, Maine) This day comes in thick fog, light variable winds; **Lieut. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**) reported on board for duty; this day changed my room from forward (to) aft; temperature Noon 52 (degrees Fahrenheit).
- May 10th, 1876: Wednesday (Portland, Maine) This day comes in foggy, light variable winds; temperature 8:00 A.M. 57 (degrees Fahrenheit).

- May 11th, 1876: Thursday (Portland, Maine) Thunder and lightening; this day comes in thick and rainy; thunder and lightening early in the morn, first of the season; crew employed scrapeing (scraping) gafts etc.; at 2:00 PM wind NW, rainy; at 4:43 left Portland to look for wrecked sch (schooner); at 11:15 PM returned to Portland haveing (having) seen nothing; running time 6.32 (hours/minutes); distance 55 (miles).
- May 12th, 1876: Friday (Portland Harbor, Maine) This day comes in hazy, moderate light airs westerly; temperature 60 (degrees Fahrenheit); at 11:15 left Portland; at 11:45 Portland Lt.; at 12:25 Cape Elizabeth; at 12:25 stood for H.W.R. (Halfway Rock), arrived 1:32; at 2:25 Brown Cow; at 2:37 Spruce Isle, course NE by E; at 3:22 Winnegance (Bay); 5 fathoms water; 15 fathoms chain; wind S.S.W., moderate breeze, sky overcast, light drizzling rain; running time 4.07 (hours/minutes); distance 32 (miles).
- May 13, 1876: Saturday (Winnegance Bay, Maine) At 6:50 left Winnegance; at 8:00 A.M. stopt (stopped) and sent boat for sand; went ahead for Temples Ledge; at 9:00 stopt (stopped) engine; **Capt. CHASE₆** caught a small cod; at 10:05 went ahead for Seguine (Seguin Island); at 11:00 stopt (stopped) at Seguine; at 12:45 left Seguine, no fish; steered for Cuckolds, course E by N; at 1:15 stood for Hendricks H. (Head); at 2:10 Hendricks Head (Lighthouse); stood up the Sheepscot R. (River) arriveing (arriving) at Wiscassett (Wiscasset, Maine) at 4:00; running time 5.30 (hours/minutes); distance 35 (miles); first appearance of the Dallas (U.S. Revenue Cutter Alexander J. Dallas) in these waters; two three masted sch. (schooners) in port.
- May 14, 1876: Sunday (Wiscasset, Maine) At 6:50 left Wiscasset; at 11:13 stood river to Pond Isle; stopt (stopped) for boarding vessels; at 12:45 went ahead from Seguine; at 1:20 went ahead for Temples L. (Ledge); at 2:10 went ahead for Mark Isle; at 3:10 Mark Isle; at 3:45 up Harpswell Sound; time 6.33 (hours/minutes); distance 40 (miles); at Harpswell P.M.
- May 15th, 1876: Monday (Harpswell, Maine) At 7:15 left Harpswell; at 7:45 Mark Isle; stood SE one hour; at 8:45 stopt (stopped) engine Temples Ledge; at 11:20 left Temples Ledge; at 1:07 Bulwark Shoal, course SW ¼ W; at 1:30 stood for Portland Lt. (Lighthouse); at 2:13 Portland Lt. House; at 2:28 Spring Point B. (Buoy); at 2:45 came to anchor (Portland Harbor); distance 35 (miles).
- May 16th, 1876: Tuesday (Portland Harbor, Maine) This day at anchor in Portland Harbour; crew employed scrapeing (scraping) spars; weather fine, wind changeable.
- May 17th, 1876: Wednesday (Portland Harbor, Maine) Left Portland at 10:15; at 10:44 Portland Head; at 11:22 Cape Elizabeth; at 12:50 Wood Isle, course SSW; at 2:05 broad Cape Porpoise, course SSW; at 6:02 Sisters; at 6:12 Kitts Rocks, course SW by W ½ W; at 6:16 Whales Back, course NNW; at 6:22 Portsmouth Lt. (Lighthouse), course N ½ E; at 6:30 came at Clarks Isle; running time 8.15 (hours/minutes); distance 50 (miles); south wind whole passage fresh; **Lieut. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**) went home (to) see his family and friends etc..
- May 18th, 1876: Thursday (Clarks Isle, Portsmouth Lower Harbor, New Hampshire) This day comes in overcast, moderate breeze SSW, chilly; at 9:15 commenced raining; knocked off work on deck; took chairs down forward to scrape, oil, etc.; afternoon more mild light wind SW; nothing sailed or arrived; caught plenty small cod to help out the mess; at 6:45 sent dingy (dinghy) to city for papers, etc., two men.
- May 19th, 1876: Friday (Portsmouth Lower Harbor, New Hampshire) At 6:50 left Portsmouth; at 7:00 Whales Back; at 7:13 Sisters; at 7:50 York Ledge, course E ½ S; at 8:37 Boon Isle; stopt (stopped probably to fish); at 11:05 left Boon Isle; at 3:05 Cape Elizabeth; B.C.R. (Broad Cove Rock), course NE; T.R.B. (Trundy Reef Buoy), course N by E; P. Lt. (Portland Head Lighthouse), course N by W; S.P.L.B. (Spring Point Light Buoy), course N ½ W; B.W.B. (Breakwater Buoy), course WNW; at 4:25 dock (Portland, Maine); running time 6.52 (hours/minutes); distance 50 (miles).

- May 20th, 1876: Saturday (Portland, Maine) This day at the dock; all hands employed in various jobs, washing, scraping (scraping), painting, etc.; **Lieut. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**) returned on board 4:00 PM; **Chief Engineer** behind; **Chief Engineer CHESTER₆** (Chief Engineer **DANIEL C. CHESTER₆**) came on board in the eve.
- May 21st, 1876: Sunday (Portland, Maine) This day comes in cloudy; at 8:30 A.M. began to clear up; at 10:35 left Portland; at 12:09 Mark Isle; stood to the eastward; Brown Cow; thence up Newmeadows River (New Meadows River); at 2:25 came to at Winnegance (Bay); running time 3.50 (hours/minutes); distance 27 (miles); caught a good fare of cunners.
- May 22nd, 1876: Monday (Winnegance Bay, Maine) This day comes in thick fog, light east winds; at 9:30 left Winnegance; at 10:20 Spruce Isle; passed in to the western passage; at 10:25 stopt (stopped) engine; at 10:30 boat left ship for sand; at 10:30 went ahead to the south slow; at 11:25 came to anchor in Small Point road stead (roadstead); thick fog at times; 5 fathoms water, hard bottom; at 1:50 PM **Capt. CHASE₆** (and) (Seaman?) **GEORGE HOLDEN₆** started out fishing for cunners; at 2:00 PM commenced raining; at 3:15 left Small Point H. (Harbor); stood out S by W; at 4:03 Fullers Rock; at 4:35 Seguine; at 4:55 Sisters, course E ½ N; at 5:25 Cuckolds, course E by N; at 5:37 Squirrel Isle, course NE by N; at 5:47 Burnt Isle, course NE; at 5:52 Tumbler Isle, course N by E ½ E; at 5:55 (Boothbay) Harbour, course NE; at 6:00 came to (Boothbay Harbor); running time this day 4.19 (hours/minutes); distance 30 ½ (miles).
- May 23, 1876: Tuesday (Boothbay Harbor, Maine) At 9:35 left Booth Bay; at 10:06 Cuckolds, course S by W; at 10:31 Sisters, course SW by W; at 10:48 Seguine inside; at 11:08 Fullers Rock, course SW ½ S; at 4:06 H.W.R. (Halfway Rock), course WSW; at 4:36 Green Isle, course WSW; at 5:05 P. H. Lt. (Portland Head Lighthouse), course WSW; at 5:22 S. P. B. (Spring Point Buoy), course N ½ W; at 5:30 (Portland) Harbour; at 5:33 came to anchor (Portland Harbor); distance 35 (miles); running time 4.30 (hours/minutes).
- May 24th, 1876: Wednesday (Portland Harbor, Maine) This day comes in clear and pleasant, wind light SW; all this day at anchor in the stream; crew employed in various jobs, cleaning and scraping (scraping), scraped heads of masts.
- May 25th, 1876: Thursday (Portland Harbor, Maine) This day comes in pleasant, light variable winds, temp. 64 (degrees Fahrenheit) at 10:00; at 11:10 left Portland; at 11:35 White Head; at 12:00 Green Isle, course SE by E ¾ E; at 12:30 H.W.R. (Halfway Rock), course ESE; at 12:52 Mark Isle, course NE ½ E; at 1:25 came to anchor Harpswell Sound, course NE by E; running time 2.15 (hours/minutes); distance 16 (miles); distance up to date 441 ½ (miles); this PM blacked ship outside; at 6:30 **MARSELLET₆** (1st Assistant Engineer **MALCOLM G. MARSILLIOT₆**) (and) **FITZPATRICK₆** (2nd Assistant Engineer **JAMES FITZPATRICK₆**) on the beach, diggin (digging) clams.
- May 26th, 1876: Friday (Harpswell Sound, Maine) At 5:45 left Harpswell; at 6:12 Mark Isle; steered SE Temples L. (Ledge); caught the big cod; stood over to Pond Isle, up the Kennebec as far as Parkers Flats (Parker Head); boarded vessels; at 11:00 AM Ossipee arrived; stood down river and to the westward; at 3:50 arrived in Portland; distance 50 (miles); running time 8.05 (hours/minutes).
 >>>[Note: The *U.S.S. Ossipee* was a wooden, steam-powered, bark-rigged, screw sloop of war launched on November 16, 1861 at the Portsmouth Navy Yard, Portsmouth, New Hampshire. Named for the Ossipee River of New Hampshire and Maine, the 1,240 ton sloop was commissioned on November 6, 1862 and saw much action during the Civil War including the Battle of Mobile Bay. She was 207 ft. long, 38 ft. beam, 16 ft. draft, 16 ft. 10 in. depth, with a speed of 10 knots and a complement of 141 officers and men. She was armed with one 100 pounder rifle, one 11 inch smoothbore, three 30 pounders, six 32 pounders, and two 12 pounders. She was decommissioned on November 12, 1889 and sold March 25, 1891.]<<<<
- May 27th, 1876: Saturday (Portland, Maine) No journal entries.

- May 28th, 1876: Sunday (Portland, Maine) Laid by all this day, very fine.
- May 29th, 1876: Monday (Portland, Maine) This day comes in very fine, light airs from the westward; all hands employed in the regular routine of duty.
- May 30th, 1876: Tuesday (Portland Harbor, Maine) Decoration Day (now known as Memorial Day) in the stream.
 >>>[Note: Decoration Day had begun in the South where the women always decorated the graves of their Confederate soldiers with flowers at the end of May. Soon they were doing the same for the graves of the Northern (Union) soldiers too. In 1868, General **JOHN LOGAN**₆ proclaimed a special day to honor the graves of all soldiers. By 1876, it was the custom for everyone to visit the graves of his loved ones and leave flowers.]<<<<
- May 31st, 1876: Wednesday (Portland Harbor, Maine) This day in the stream cleaning bilges, etc..
- June 1st, 1876: Thursday (Portland Harbor, Maine) This day at anchor Portland Harbour.
- June 2nd, 1876: Friday (Portland Harbor, Maine) This day at anchor Portland Harbour.
- June 3rd, 1876: Saturday (Portland, Maine) At the dock; landed boats, etc..
- June 4th, 1876: Sunday (Portland, Maine) At the dock; thick light drizzling rain; wind light easterly.
- June 5th, 1876: Monday (Portland, Maine) This day at the dock; took out water tanks forward, etc..
- June 6th, 1876: Tuesday (Portland, Maine) At the dock.
- June 7th, 1876: Wednesday (Portland, Maine) At the dock, unbent sails, etc..
- June 8th, 1876: Thursday (Portland, Maine) At the dock, very warm.
- June 9th, 1876: Friday (Portland, Maine) No journal entries.
- June 10th, 1876: Saturday (Portland, Maine) Very pleasant; Monongahela went to sea this A.M. bound to Norfolk (Virginia); Stmr. N. Brunswick went on a centennial (centennial) excursion among the islands.
 >>>[Note: For a description of the U.S.S. *Monongahela* see the note of May 7th, 1876.]<<<<
- June 11th, 1876: Sunday (Portland, Maine) This day comes in thick fog, calm.
- June 12th to 30th, 1876: Monday – Friday (Portland, Maine) At the dock.
- July 1st, 1876: Saturday (Portland, Maine) At the dock repairing.
- July 2 and 3, 1876: Sunday and Monday (Portland, Maine) No journal entries.
- July 4th, 1876: Tuesday (Portland, Maine) Grand celebration; PM heavy showers.
 >>>[Note: The Centennial Fourth of July raised record celebrations across the country. Huge parades were held in all the major cities. Boston had balloon ascensions and regattas all day. Since May, Philadelphia was hosting the Centennial Exhibition which was attended by hundreds of thousands of visitors, including President **ULYSSES S. GRANT**₆ and his family, over six months.]<<<<
- July 5th, 1876: Wednesday (Portland, Maine) Excursion to Little Gebeag Isle (Little Chebeague Island) on Stmr. N. Brunswick.
- July 6th, 1876: Thursday (Portland, Maine) Birthday, 64 years of age.
 >>>[Note: **Captain *LEONARD SAMUEL GRANT**₆ was born on July 6, 1812 in Prospect, Maine. He was the son of ***SAMUEL GRANT**₅ (1789 – 1850/1856) and ***HANNAH HAYNES GRANT**₅ (1783 – 1858).]<<<<
- July 7th to 14th, 1876: Friday - Friday (Portland, Maine) No journal entries.

- July 15th, 1876: Saturday (Portland, Maine) After laying by for repairs 42 days, at 10:20 left Portland Harbour; stood out by Portland Head; took a wreck in tow and took her into Peaks Islead (Island) Harbour; let go and stood to the eastward by Mark Isle; at 2:17 stood towards Seguine (Seguin Island), course SE; at 7:10 Booth Bay; distance 45 (miles).
- July 16th, 1876: Sunday (Boothbay Harbor, Maine) At 7:30 left Booth Bay; at 8:37 Bantum; at 8:57 P. (Pumpkin) Rock, course E ½ S; at 9:45 P. (Pumpkin) Rock; at 11:32 Old Man, course E by S ¼ S; at 1:25 Roaring Bull; at 2:25 White H. (Head); at 2:34 Spruce H. (Head), course NE by E ½ E; at 2:50 Otter Isle, course E by N ½ N; at 2:58 Ash Point, course NE by E ½ E; at 3:11 S. (Sheep) Isle B. (Buoy), course NE ½ N; at 3:23 Monroe (Monroe) Isle, course NE by E ¾ E; at 3:34 Shag R. (Rock); at 4:00 Rockland, course W ½ N; distance 45 (miles).
- July 17th, 1876: Monday (Rockland, Maine) At 10:55 left Rockland; at 11:15 Owls H. (Head); at 11:28 S.I. (Sheep Isle) Buoy, course SW by S ½ S; at 11:41 Ash Point, course S by W ¼ W; at 12:05 Spruce Head, course SW by S; at 12:14 White Head, course SW by S ½ S; at 12:55 Mosquito Isle, course SW ½ S; at 1:30 Georges Isle, course SW ½ S; at 1:45 Old Man, course SW ½ S; at 2:00 PM made a vessel ashore on the kegs NE of Old Hump Ledge; stood for her; came to anchor at 3:00 P.M.; at 4:55 left Old Hump Rock; at 5:05 Egg R. (Rock), course SW ¼ W; at 5:55 P.Q.P. (Pemaquid Point), course SW ½ W; at 6:27 White Isle, course SW ½ W; at 6:33 Spindle, course SW; at 6:40 Wood End, course SW by W; at 7:21 Sisters SW ¾ W; at 7:45 Seguine (Seguin Island) inside, course SW ½ W; at 8:07 Fullers R. (Rock) outside, course SW; H.W.R. (Halfway Rock), course WSW; Green Isle, course WSW; at 10:25 P. H. Lt. (Portland Head Lighthouse), course WSW; at 10:36 S.P. (Spring Point) Buoy, course N ½ W; at 10:40 B. Water (Portland Breakwater), course WNW; at 10:50 Portland, course SW by W; distance 80 (miles); running time 10 (hours); underway 12 (hours); distance 170 (miles).
- July 18th, 1876: Tuesday (Portland Harbor, Maine) Portland Harbour very warm; temperatruure Noon 96 (degrees Fahrenheit); Lewiston (Maine) 100 (degrees Fahrenheit); Barnum's great show.

>>>[Note: **P.T. BARNUM's NEW AND GREATEST SHOW ON EARTH:** On July 17 and 18, 1876, "P.T. Barnum's New and Greatest Show on Earth" played in Portland, Maine. Arriving in 100 railway cars, 12 colossal water-proof canvas pavilions were set up. The enormous traveling show was comprised of a World's Fair, Immense Museum and School of Marvelous Mechanism, a score of imported Royal Stallions, and a Grand European and Native Circus, all combined in one vast undivided show. Owned by **P.T. BARNUM**, exclusively and under his own individual and personal direction, assisted by **Messrs. BAILEY**, **JUNE**, **NATHANS**, and several other well-known managers of experience and ability.

This colossal, moral, movable "Academy of Object Teaching" occupies many acres with its vast tents, and possesses more new and imported features, more marine monsters, more and rarer wild beasts, birds and reptiles, more marvelous human phenomena – including huge giants, tiny dwarfs, and the wonderful tattooed Greek nobleman, more curious and costly mechanical wonders, more distinguished equestrians and athletes, more funny clowns, and more educated animals and magnificent trick horses than were ever before presented at any one time in any age or place, and more than ten times the price of admission returned to everybody.

A magnificent "Free Street Pageant" of bewildering beauty, a mile in length, including twenty trained stallions, gorgeous gilded and crystal chariots, bands of music, herds of elephants, camels and dromedaries, open cages of lions, tigers, and serpents, handled by their keepers, all worth going many miles to see, takes place on the morning of the show's arrival, from 9 to 10 o'clock.

Among the newest novelties are twenty "Royal Trained Stallions" from the royal stables of Germany, Russia, Italy, and Tartary, which execute the most intricate and picturesque evolutions with the rapidity and precision of army drill – even walking on their hind feet erect as soldiers. They are divided into five groups, each one performing different but equally remarkable feats.

They are the most wonderful animals in the world, and will prove of great interest to all lovers of the horse as well as to the public generally.

There are two exhibitions daily at 1:00 and 7:00 O'Clock. Admission to the entire exhibitions and performances is 50 cts., and children, half price.

The show is touring the U.S. this summer, visiting all the principal cities and towns in New England as far east as Bangor, Maine, then through the states of New York, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Wisconsin, Missouri, as far west as Omaha, Nebraska. (Per **P.T. BARNUM**₆, Bridgeport, Conn.)]<<<

- July 19th, 1876: Wednesday (Portland Harbor, Maine) Temperature at 8:00 AM 80 (degrees Fahrenheit); at 10:35 left Portland; B.W.B. (Breakwater Buoy); at 10:45 S.P.B. (Spring Point Buoy), course SE ½ S; at 10:59 P.H. Lt. (Portland Head Lighthouse), course S ¾ E; at 11:13 T.R.B. (Trundy Reef Buoy), course S by E; at 11:21 B. C. R. (Broad Cove Rock), course S ½ E; at 11:32 C. E. th Lt. (Cape Elizabeth Lighthouse), course S by W ½ W; at 12:55 W. (Wood) Isle, course SW by S; at 3:55 stood for H.W.R. (Halfway Rock); thence to Portland; came to at 6:46; distance 45 (miles); total to date 215 (miles). >>>[Note: The Cape Elizabeth Lighthouse was actually twin lighthouses erected in 1827 with the name of "Two Lights." The two towers are 900 feet apart and are located at Staples Point and mark the south entrance point to Casco Bay. They were rebuilt in 1874 and both lights burned until 1924 when one was extinguished.]<<<
- July 20th, 1876: Thursday (Portland, Maine) At 10:17 left Portland; at 10:45 Portland Lt.; at 11:23 Cape Elizabeth; at 12:47 Wood Isle, course SW by S; at 2:05 Cape Porpoise, course SW by S; at 4:36 Nubble (Cape Neddick), course SW by S ½ S; at 6:10 came to at Clarks Isle, Portsmouth (New Hampshire); running time 7.53 (hours/minutes); distance 50 (miles); total to date: 265 (miles).
- July 21st, 1876: Friday (Clarks Isle, Portsmouth, New Hampshire) At 8:25 left Portsmouth; at 8:40 Whales Back, course S; at 8:45 Kitts Rock, course S by E ½ E; at 9:30 Isle Shoals, course SSE; at 10:13 Duck Isle, course NE by E; at 11:30 Boon Isle, course ENE (probably to fish); at 1:10 left Boon Isle; at 2:56 Cape Porpoise, course NE ½ N; at 3:56 Wood Isle, course ENE; at 4:47 Richmond Isle, course ENE; at 5:10 Cape Eliz. (Elizabeth), course E by N ½ N; at 5:21 B.C.R. (Broad Cove Rock), course NE ¼ E; at 5:30 T.R.B. (Trundy Reef Buoy), course N ½ E; at 5:46 P.H. Lt. (Portland Head Lighthouse), N by W ¼ W; at 6:02 S.P.B. (Spring Point Buoy), course N ½ W; at 6:07 B. B. (Portland Breakwater Buoy), course WNW; at 6:15 came to anchor (Portland Harbor); distance 54 (miles); running time 8.40 (hours/minutes); distance to date 319 (miles).
- July 22nd, 1876: Saturday (Portland Harbor, Maine) At anchor in Portland Harbour; at 1:15 Stmr. Fern came into port; at 2:15 large ship towing in; weather fair, not very warm.

>>>[Note: **Lighthouse Supply-Ship Fern**: The lighthouse supply-ship paid annual visits to every lighthouse station to deliver a year's supply of oil (for illumination of its light) and other articles (such as paint, paint oils, lamp-chimneys, and miscellaneous supplies) necessary for the maintenance of the lighthouse and its facilities.

Prior to 1860, all lighthouse stations were supplied with sperm whale oil from New Bedford, Massachusetts. In the 1860s, sperm whale oil was superseded by lard-oil, and finally, by mineral oil in the latter 1870s. In 1876 lard-oil began to give place to mineral oil. Lard-oil was carried in great casks from which it was pumped through a line of hose into the lighthouse tanks. It was a laborious and arduous, time-consuming, and sometimes dangerous task to deliver the lard-oil. With the rapid establishment of new lighthouse stations, the business of supplying lighthouses was greatly simplified by the introduction of the new illuminant, mineral oil, which is carried and delivered in small cases.

In 1876, the lighthouse supply-steamer *Fern*, **Captain WILLIAM WRIGHT**₆ as Master, had a capacity for 30,000 gallons of mineral oil, the new illuminant for lighthouses. For 15 years the *Steamer Fern* would perform her important duties with unbroken regularity. By the end of

that period, demand far exceeded her capacity and larger supply-ships were built to replace her.]<<<

- July 23rd, 1876: Sunday (Portland Harbor, Maine) All this day Portland; afternoon rainy, good.
- July 24th, 1876: Monday (Portland Harbor, Maine) Comes fair and cooler; wind north; passing clouds.
- July 25th, 1876: Tuesday (Portland Harbor, Maine) This day in Portland went to the Island (probably to Peaks Island).
- July 26th, 1876: Wednesday (Portland Harbor, Maine) This comes in overcast, etc.; at 6:00 commenced raining; at 9:00 AM rainy, thunder in the SE; steam on throughout the ship; sent one dollar to N.Y. (New York) assessment.
- July 27th, 1876: Thursday (Portland Harbor, Maine) At 11:30 left Portland; at 11:57 P.L.H. Lt. (Portland Head Lighthouse); at 12:27 Green Isle; at 1:03 H.W.R. (Halfway Rock), course SE by E ½ E; at 2:05 Temples Ledge, course ESE; at 4:30 left Temples Ledge; lost 2.25 (hours/minutes); at 5:46 H.W.R. (Halfway Rock), course SW by W ¾ W; at 6:22 G. (Green) Isle, course SW by W ¾ W; at 6:48 W.H. (White Head), course W by S ½ S; at 7:15 came to (Portland Harbor); running time 5.20 (hours/minutes); distance 35 (miles); total distance to date: 354 (miles).
- July 28th, 1876: Friday (Portland Harbor, Maine) This morn went to dock for water; at 8:50 left dock; at 9:05 came to anchor.
- July 29th, 1876: Saturday (Portland Harbor, Maine) This day comes in overcast, thick fog, wind light SSW; have up starboard anchor; a large fleet of fishermen in port.
- July 30th, 1876: Sunday (Portland Harbor, Maine) This day comes in very fine, very light changeable airs; fishing fleet getting away; at 10:15 left Portland; at 10:41 Portland Lt.; at 11:10 Green Isle, course SE by E ½ E; at 11:43 H.W.R. (Halfway Rock) outside, course SE by E ½ E; at 12:46 Temples Ledge, course E by S ½ S; at 1:07 went ahead; lost 21 (minutes); at 1:54 Mile L. (Ledge) Buoy; at 4:07 left buoy; lost 2.13 (hours/minutes); at 4:14 Seguine, course E by N; at 5:07 Cockolds, course E by N ¼ N; at 5:20 Squirrel Isle, course NE by N ½ N; at 5:29 Burnt Isle, course NE by N; at 5:35 Tumbler Isle, course NNE; at 5:40 anchorage (Boothbay Harbor), course NE; running time 5.00 (hours); distance 35 (miles); distance to date 389 (miles); good fishing.
- July 31st, 1876: Monday (Boothbay Harbor, Maine) At 9:00 left B. Bay (Boothbay); at 9:12 B. (Burnt) Isle; at 9:36 Cuckolds, course S by W; at 10:10 Sisters, course SW ½ W; at 10:28 stopt (stopped) board vessel; at 10:45 Seguine inside; at 11:08 Fullers R. (Rock) outside, course SW; at 11:25 Temples Ledge; at 12:39 left Temples Ledge; at 1:27 Mark Isle, course W ¼ N; up to Harpswell, course NE by E; at 1:55 stopt (stopped); at 2:55 left (Harpswell); up inside passage through the roads; at 5:00 at Portland; distance 45 (miles); steamed July 434 (miles); running time 6.30 (hours/minutes).
- August 1st, 1876: Tuesday (Portland, Maine) At 10:30 left Portland; cruised amongst the islands (islands); at 4:30 returned to Portland; running time 6.00 (hours); distance 47 (miles).
- August 2, 1876: Wednesday (Portland, Maine) All this day at the dock; scrapeing (scraping) spars, etc.; thermometer 80 (degrees F.).
- August 3rd, 1876: Thursday (Portland, Maine) All this day at the dock waiting for berth to fill boiler; took on board rations, etc..
- August 4th, 1876: Friday (Portland, Maine) At 11:30 left Portland; at 2:38 Seguine; at 5:00 left Seguine; lost 2.22 (hours/minutes); at 6:53 P. Q. (Pemaquid) Point; at 8:00 Round Pond; distance 45 (miles); running time 6.10 (hours/minutes); distance to date 92 (miles); anchored outside of the buoy; 6 ½ fathoms soft bottom; weather fine; light air from the SW and clear.

- August 5th, 1876: Saturday (Round Pond Harbor, Maine) At 8:00 left R. P. (Round Pond) Bristol; cruised eastward; at 2:00 arrived at Rockland; distance 35 (miles); to date 127 (miles); at 5:00 left Rockland; went to Owls Head; at 6:30 returned to Rockland; distance 7 (miles); to date 134 (miles).
- August 6, 1876: Sunday (Rockland, Maine) At 10:37 left Rockland; at 11:00 Owls Head; at 11:05 Owls Head Harbour; at 11:55 left harbour; at 12:00 Owls Head; at 1:00 McIntosh Buoy, course E by N; at 2:25 Channel Rock, course ENE; at 3:00 Pump (Pumpkin Light) Isle; at 4:00 came to at Sedgewick (Sedgewick, Maine), Benjamin R. (River); distance 30 (miles); to date 164 (miles); running time 4.33 (hours/minutes).
 >>>[Note: The Pumpkin Island Lighthouse was constructed in 1854. It is located on the south side of the west entrance to Eggemoggin Reach near Little Deer Island, Maine. It was a 28 feet tall white tower with a black lantern.]<<<<
- August 7th, 1876: Monday (Benjamin River, Sedgewick, Maine) At 10:30 left Benjamin River, Sedgewick; down Eggemoggin Reach through Deer Isle Thoroughfare across to Fox Isle Thoroughfare; at 2:20 Browns Head; at 3:32 Ash Point; at 4:08 White Head; at 4:48 Mosquito Isle; at 4:56 Brothers, course W $\frac{3}{4}$ N; at 5:02 Marshalls Point (Lighthouse), course W by S $\frac{1}{4}$ S; at 5:05 Hoopers Isle (Hupper island), course W $\frac{3}{4}$ S; at 5:21 Davis Straits, course SW $\frac{1}{4}$ S; at 5:37 Hump Back, course SW by W; at 5:49 Egg Rock, course SW $\frac{1}{2}$ W; at 6:29 P. Q. (Pemaquid) Point, course SW by W $\frac{1}{2}$ W; at 6:45 Thrum Cap, course SW by W; at 7:00 Fish (Fisherman) Isle, W by S $\frac{3}{4}$ S; at 7:15 course NW $\frac{1}{2}$ W for Burnt Isle; at 7:30 came to at Booth Bay; at 9:00 running time 9.00 (hours); distance 68 (miles); to date 232 (miles).
 >>>[Marshall Point Lighthouse was built in 1832 and rebuilt in 1858. It is located at the east side of the southern entrance to Port Clyde Harbor (Herring Gut), St. George, Maine. It is a white tower and is 30 feet above mean high water.]<<<<
- August 8th, 1876: Tuesday (Boothbay Harbor, Maine) At 7:15 left Booth Bay; at 4:30 arrived at Portland; distance 35 (miles); at 6:10 P.M. left Portland; stood to the east as far as Green Isle to haul a vessel off Green Isle Ledge; at 6:47 arrived at Green Isle; at 7:15 let go anchor, 9 fathoms water; distance 7 (miles); at 12:30 left Green Isle Ledge with vessel in tow; at 1:40 arrived in Portland; sailed up to date 248 (miles); at anchor in the stream.
- August 9th, 1876: Wednesday (Portland Harbor, Maine) In port this day; very fine.
- August 10th, 1876: Thursday (Portland Harbor, Maine) At Portland.
- August 11th, 1876: Friday (Portland Harbor, Maine) At 11:35 left Portland; at 12:05 P. Lt. (Portland Lighthouse); at 12:12 Ram Isle, course SE; at 12:16 Witch Rock, course SE; at 12:39 Green Isle, course SE by E $\frac{1}{2}$ E; at 1:13 H.W.R. (Halfway Rock), course ESE; at 2:15 Temples Ledge, course E by S $\frac{1}{2}$ S; at 2:16 stopt (stopped) engine (probably to fish for the big cod); at 4:35 left Temples Ledge; lost 2.19 (hours/minutes); at 5:40 Winnegance (Bay); running time 3.45 (hours/minutes); distance 27 (miles); to date 275 (miles).
- August 12th, 1876: Saturday (Winnegance Bay, Maine) This day comes in thick fog, wind SW light. (There were no journal entries for the voyage from Winnegance Bay to Portland this day.)
- August 13th to 15th, 1876: Sunday, Monday, Tuesday (Portland, Maine) This day at Portland.
- August 16th, 1876: Wednesday (Portland, Maine) At 10:55 left Portland; at 11:19 Portland Lt.; at 11:48 Cape Eliz. (Elizabeth); at 12:53 Wood Isle, course SW by S $\frac{1}{2}$ S; at 1:45 Cape Porpoise, course SW by S $\frac{1}{2}$ S; at 3:35 Boon Isle, course SSW; at 3:35 stopt (stopped) engine (probably to fish); at 5:16 left Boon Isle; at 6:55 Isle Shoals, course SW by S; running time 5.19 (hours/minutes); distance 47 (miles).
- August 17th, 1876: Thursday (Isle of Shoals, Maine) This day comes in overcast, light south wind; at 10:00 left Isle of Shoals; passed round shoals; thence to Boon Isle; Boon Isle to Portsmouth at 5:10; distance 35 (miles); to date 357 (miles); overcast all day, but warm.

- August 18th, 1876: Friday (Portsmouth, New Hampshire) At 9:30 left Portsmouth; at 11:05 Nubble, course ENE; at 1:12 Cape Porpoise, course ENE; at 2:12 Wood Isle, course ENE; at 5:30 Small Point, course East; at 5:40 stopt (stopped) engine at Temples L. (Ledge) (probably to fish for the big cod); at 6:30 left Temples Ledge; at 7:00 Small Point; at 7:30 Pond Isle; at 8:40 Bath; running time 10.20 (hours/minutes); distance 82 (miles); to date 439 (miles).
- August 19th, 1876: Saturday (Bath, Maine) At 8:45 left Bath; at 10:50 Pond Isle; at 11:10 Seguine, course S by W; at 11:20 Mile L. (Ledge) Buoy, course S by E; thence to Temples; at 2:05 thence to H.W.R. (Halfway Rock), course SW by W ½ W; thence to C. (Cape) Elizabeth; at 4:18 thence to B.C.R. (Broad Cove Rock), course NE ¼ N; at 4:26 T.R.B. (Trundy Reef Buoy), course N by E; at 4:41 P. Lt. (Portland Head Lighthouse), course N by W ¼ W; at 4:56 S.P.B. (Spring Point Buoy), course S ½ W; at 5:07 Harbour (Portland); at 5:30 Dyers Dock; distance 52 (miles).
- August 20th, 1876: Sunday (Portland, Maine) No journal entries this day.
- August 21st, 1876: Monday (Portland, Maine) At 11:00 AM came off the blocks; at 1:40 PM left the dock; at 1:55 PM came to anchor; distance to date 492 (miles); weather cooler, fresh breeze NNW.
- August 22nd, 1876: Tuesday (Portland, Maine) This day at Portland; wind fresh NNW; cooler.
- August 23rd, 1876: Wednesday (Portland, Maine) At 10:00 left Portland; at 10:30 P.H. Lt. (Portland Head Lighthouse); steered SE; at 11:18 B.W.S.B. (Bulwark Shoal Buoy), course SE; cruised south; at 3:30 stood W by N for Fletchers Neck; at 6:00 stood N ½ W; at 7:40 Cape Elizabeth; at 8:05 Portland Head; at 8:35 came to at Portland; running time 10:30 (hours/minutes); distance 84 (miles); to date 576 (miles).
- August 24th, 1876: Thursday (Portland, Maine) This day at the dock coaling; Stm. Yacht Ideal came into the harbour.

>>>[Note: The Steam Yacht *Ideal* was owned by **THEODORE A. HAVEMEYER**₆ and **HUGO FRITSCH**₆. **THEODORE A. HAVEMEYER**₆ (? – 1897) was an investor and part owner of *Havemeyer and Elders Sugar Refinery* of New York, New York. He was also the first president of the U.S. Golf Association (USGA). **HUGO FRITSCH**₆ (? - 1889) was the Austrian Consul to the United States. The *Ideal* was built at Williamsburgh by J. B. Van Deuson and was launched on September 9, 1873. The *Ideal*'s length was 130 ft.; water-line 110 ft.; keel 105 ft.; beam 20 ft. 2 in.; depth of hold 8 ft.; draught 6 ft.; schooner rig; 145 tons; engine built Yale Iron Works, New Haven, Connecticut; two vertical acting cylinder 16 in. by 14 in.; surface condenser boiler 12 ft. by 11 ft. by 6 ft. 7 in.; engine condemned and taken out and new single engine put in; cylinder 20 in. by 22 in. by Delarnater & Co., 1874; lost 1884 on the coast of Maine.]<<<

- August 25th, 1876: Friday (Portland, Maine) This day at the dock; signed day rolls, etc..
- August 26th, 1876: Saturday (Portland, Maine) At 11:50 left Portland; at 1:45 Mark Isle; laid by of Seguine (probably fishing for the big cod); at 6:12 left Mile L. B. (Mile Ledge Buoy); at 6:18 Seguine; at 7:10 Cuckolds, course E by N; at 7:45 came to at BB (Boothbay); distance 40 (miles); to date 616 (miles).
- August 27th, 1876: Sunday (Boothbay Harbor, Maine) At 10:00 left B.B. (Booth Bay); light west wind, good weather; at 12:00 arrived at R. (Round) Pond; distance 15 (miles).
- August 28th, 1876: Monday (Round Pond, Maine) At 7:52 left R. (Round) Pond; stood down river and to the westward; at 12:40 Seguine; at 12:40 left Mile L. (Ledge) Buoy; at 2:38 Small Point, course WSW; at 3:55 H.W.R. (Halfway Rock), course WSW, flood tide; at 4:25 Green Isle, course WSW; at 4:50 Rain Isle, course WSW; at 4:56 P.H. Lt. (Portland Head Lighthouse), course W; at 5:10 S. P. B. (Spring Point Buoy); at 5:14 B.W.B. (Breakwater Buoy); at 5:20 (Portland) Harbour; distance 45 (miles); to date 676 (miles).

- August 29th, 1876: Tuesday (Portland, Maine) At 11:00 left Portland; went to Harpswell; arrived at 1:30; at 2:40 left Harpswell; at 5:00 arrived at Portland; running time 4.50 (hours/minutes); distance 38 (miles); to date 714 (miles).
- August 30th, 1876: Wednesday (Portland, Maine) Very pleasant morning; received paper from Mr. HAND₆ (2nd Lieutenant WILLIAM H. HAND₆); at 10:55 left Portland; at 11:25 Portland Lt. (Lighthouse); at 12:05 Bulwark Shoal, course SE; at 4:04 left B.W.S.B. (Bulwark Shoal Buoy); at 4:58 P. H. Lt. H. (Portland Head Lighthouse), course W; thence 4 minutes NW; thence N ½ W at 5:12 S. P. B. (Spring Point Buoy); at 5:16 B.W.B. (Breakwater Buoy), course WNW; at 5:22 (Portland) Harbour, course SW by W; running time 2.30 (hours/minutes); distance 20 (miles); to date 769 (miles).
- August 31st, 1876: Thursday (Portland Harbor, Maine) This day comes in clear and fine weather, wind light NW; scrubbing (scrubbing) hammocks.
- September 1st, 1876: Friday (Portland Harbor, Maine) This day comes in calm, clear, and warm; temperature in the shade at 10:30 AM 82 (degrees Fahrenheit); scraped spars this AM.
- September 2nd, 1876: Saturday (Portland Harbor, Maine) This day comes in thick and rainy, wind south; at 9:00 AM began to clear up, wind changed to NNW.
- September 3rd, 1876: Sunday (Portland Harbor, Maine) All this day at Portland.
- September 4th, 1876: Monday (Portland Harbor, Maine) This day comes in fair, wind WSW; at 9:45 left Portland; at 10:14 P.H. Lt. (Portland Head Lighthouse); at 10:50 Cape Eliz. (Elizabeth); at 1:15 thence to B.W.S. (Bulwark Shoal); at 2:55 left B.W.S.B. (Bulwark Shoal Buoy); at 3:55 P.H. Lt. (Portland Head Lighthouse), ebb tide, course W ½ N; at 4:30 came to at (Portland); running time 5:05 (hours/minutes); distance 35 (miles); at 5:00 PM Lieut. DENNETT₆ (2nd Lieutenant JOHN DENNETT₆) reported on board.
- September 5th, 1876: Tuesday (Portland, Maine) This day comes in fair, wind WNW, good breeze.
- September 6th, 1876: Wednesday (Portland, Maine) At the dock.
- September 7th, 1876: Thursday (Portland, Maine) At 10:35 left Portland; at 11:07 Portland Head Lt. (Lighthouse); at 12:00 steered SE for B.W.S.B. (Bulwark Shoal Buoy), course SE; at 2:00 left B.W.S.B. (Bulwark Shoal Buoy); at 3:30 Temples Ledge (probably to fish); at 4:53 left Temples Ledge; at 6:00 Winnegance (Bay); running time 4.02 (hours/minutes); distance 32 (miles); to date 67 (miles).
- September 8th, 1876: Friday (Winnegance Bay, Maine) At 7:20 left Winnegance; at 8:40 Temples Ledge (probably to fish for the big cod); at 12:15 left Temples Ledge; at 3:00 arrived at Portland; running time 4.05 (hours/minutes); distance 32 (miles); to date 99 (miles).
- September 9th, 1876: Saturday (Portland, Maine) This day comes in overcast and rainy, wind moderate ENE; cloudy through the day; Lieut. DENNETT₆ (2nd Lieutenant JOHN DENNETT₆) gone home on duty.
- September 10th, 1876: Sunday (Portland, Maine) Fine day at Portland.
- September 11th, 1876: Monday (Portland, Maine) Portland Harbour, fine day; Maine Election.
- September 12th, 1876: Tuesday (Portland, Maine) At 11:00 left Portland; returned at 5:25.
- September 13th, 1876: Wednesday (Portland, Maine) At 12:00 left Portland with COTTEELER₆ on board; returned at 4:00; time 4 (hours); distance 30 (miles); to date 154 (miles); Capt. JAMES MERRIMAN₆ [Captain JAMES H. MERRYMAN₆, Superintendent of Construction, and later, Chief Inspector, U.S. Revenue Marine] came on board. [See: Note of July 7, 1873.]
- September 14th, 1876: Thursday (Portland, Maine) This day comes in mild and thick fog, calm.
- September 15th, 1876: Friday (Portland, Maine) This day at the dock.

- September the 16th, 1876: Saturday (Portland, Maine) Left Portland; went outside; returned (Portland); made 28 miles; to date 182 (miles).
- September 17th, 1876: Sunday (Portland Harbor, Maine) Portland Harbour; wind light E; **Capt. DEAN₆** [probably Captain **EDWARD L. DEANE₆**; born Maine; appointed from Maine; promoted to Captain on February 23rd, 1872.] on board; Bartlet pairs (Bartlett pears) for desert (dessert) at one dollar per dozen.
- September 18th, 1876: Monday (Portland Harbor, Maine) This day comes in thick and rainy, wind NE; heavy gale south and west; Centeniel (Centennial) buildings badly damaged.
- September 19th, 1876: Tuesday (Portland Harbor, Maine) This day comes overcast, some fog, light east winds; at 10:00 AM calm; at 12:00 Noon temperature 60 (degrees Fahrenheit); 3:00 PM thick fog and calm; light drizzleing (drizzling) rain.
- September 20th, 1876: Wednesday (Portland Harbor, Maine) This day comes in overcast and rainy; wind NE, fair breeze.
- September 21st, 1876: Thursday (Portland Harbor, Maine) This day comes in overcast and rainy, wind NE moderate.
- September 22nd, 1876: Friday (Portland Harbor, Maine) This day comes in clear and mild, light airs NE; temperature at 8:00 AM 58 (degrees Fahrenheit); at 10:25 left Portland; at 12:00 B.W.S.B. (Bulwark Shoals Buoy) (probably to fish); at 1:50 left B.W.S.B.; at 4:03 Mile L. B. (Ledge Buoy); at 5:40 Booth Bay; running time 5.25 (hours/minutes); distance 40 (miles); miles to date 222.
- September 23rd, 1876: Saturday (Boothbay Harbor, Maine) At 7:05 left B. Bay (Booth Bay); stood to the eastward; at 8:05 P. Q. (Pemaquid) Point; stood for Manhegan (Monhegan Island); took a turn around Monhegan; at 11:40 Matinic (Metinic) Green Isle; at 12:33 Two Bush Isle; at 1:50 Owls Head; at 1:53 Shag Rock, course WNW; at 2:06 Red Buoy, course W; at 2:06 B. (Breakwater?) Buoy, course W ½ N; at 2:11 anchorage (Rockland); running time 7.06 (hours/minutes); distance 53 ½ m. (miles); to date 275 ½ (miles).
- September 24, 1876: Sunday (Rockland, Maine) At 8:00 left Rockland; at 8:25 Owls H. (Head); at 8:42 S.I.B. (Sheep Island Buoy); at 8:56 Ash Point; at 9:30 Seal H. (Harbor); at 10:17 White H. (Head); at 11:05 Mosq. (Mosquito) Isle; at 11:24 Old Cilly (Ledge); at 11:40 Georges Isle; at 11:55 Old Man; at 1:28 Pump. (Pumpkin) Rock, course SW by W; at 1:45 Bantum 1 mile distant, course SW; at 2:28 Sequine, course SW by W ½ W; at 2:28 stopt (stopped) engine (probably to fish); at 3:10 went ahead; at 4:57 B.W.S.B. (Bulwark Shoal Buoy), course SW ½ W (probably to fish); at 5:53 left B.W.S.B.; at 7:20 arrived at Portland; running time 9.42 (hours/minutes); distance 75 (miles); to date 350 ½ (miles).
- September 25, 1876: Monday (Portland, Maine) At 10:40 left Portland; at 11:05 P.L. House (Portland Lighthouse); at 12:05 stood out to Hue and Crie Buoy (probably to fish); at 12:40 left H. & C. B.; at 1:23 Portland Head thick fog; at 1:38 S.P.B. (Spring Point Buoy); at 1:46 came to anchor; distance 20 (miles); time 2.30 (hours/minutes); to date 370 (miles); thick fog outside, fog trumpet blowing.
- September 26th, 1876: Tuesday (Portland Harbor, Maine) This day comes in thick fog, wind light east; came to the dock for water; at 3:30 PM went into stream; evening rainy.
- September 27th, 1876: Wednesday (Portland Harbor, Maine) At 10:37 left Portland; stood down (north) Casco Bay; at 11:37 came to anchor off Cousins and Little John (Littlejohn) Islands; 4 fathoms water, soft ground; sent boat on shore with five men on duty; wind fresh SW with passing clouds; dinner bill of fare: soup, chicken pie, dumplins (dumplings) light; desert (dessert): apples, grapes, champagne cider, cigars, side dishes; at 4:00 left Cousins Isle; arrived at Portland at 5:30; distance this day 19 (miles); to date: 389 (miles).

- September 28th, 1876: Thursday (Portland, Maine) This day comes in fair, wind fresh WSW; 120 vessels in port, mostly fishermen; at 11:00 left Portland; at 11:20 Portland Lt. (Lighthouse); at 11:43 stood out to B.C.R.B. (Broad Cove Rock Buoy); stood for Seguine, course E by S; at 2:15 stopt (stopped) engine (probably to fish); anchored with kedge; at 4:30 left Mile L.B. (Ledge Buoy); at 4:35 Seguine one mile distant; at 5:30 Cuckolds, course E by N ¼ N; at 5:40 Squirrel Isle, course NE by N; at 5:53 B. Isle Lt. H. (Burnt Isle Lighthouse), course NE by N; at 5:58 Tumbler Isle, course N by E ½ E; at 6:00 came to at (Boothbay Harbor), course NE; running time 4.50 (hours/minutes); distance 38 (miles); to date 427 (miles).

>>>[Note: The Burnt Island Lighthouse was built in 1821 on Burnt Island which marks the west side of the entrance to Boothbay Harbor. The white stone tower is located about a mile from the harbor and is one of the oldest lighthouses on the East coast.]<<<

- September 29th, 1876: Friday (Boothbay Harbor, Maine) At 9:20 left Booth Bay; at 12:15 Seguine; at 12:23 M.L.B. (Mile Ledge Buoy); at 12:55 Small Point; at 1:57 H.W.R. (Halfway Rock); at 2:47 Portland H. (Head); at 3:00 S.P.B. (Spring Point Buoy); at 3:10 Harbour; at 4:45 came to the dock (Portland); distance 36 (miles); to date 463 (miles).
- September 30th, 1876: Saturday (Portland, Maine) This day comes in very moderate, wind light easterly; this day **Lieut. GABRIELSON₆** (1st Lieutenant **ERIC GABRIELSON₆**) detached and ordered to Philadelphia; left ship at one PM; very pleasant officer; temperature at Noon 55 (degrees Fahrenheit).

>>>[Note: 1st Lieutenant **ERIC GABRIELSON₆** was born in Norway; he received his appointment to the U.S. Revenue Marine Service in New York; he will be promoted to Captain on October 10, 1876; he will be hailed as a hero as commander of the U.S. Revenue Cutter *Dexter* which would come to the rescue of the wrecked 2,000 ton Steamer *City of Columbus* of the Boston & Savannah Line at Devils Bridge, Gay Head, Martha's Vineyard, Massachusetts on January 18, 1884; he would also be in command of the U.S. Revenue Cutter *Gallatin* when she wrecks off Manchester, Massachusetts in a blinding snowstorm and heavy sea on January 6th, 1892.]<<<

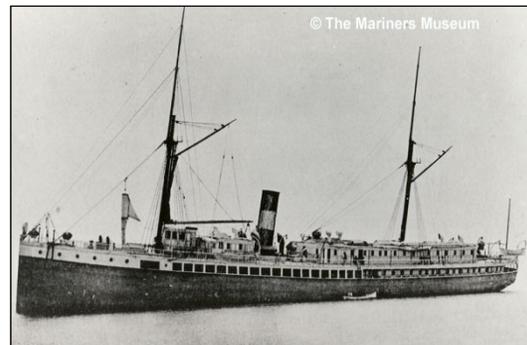


Figure 13: The Steamer *City of Columbus* at Nickerson's Wharf, Boston, Massachusetts (left) and at anchor (right)

(Courtesy Peabody Essex Museum and The Mariners Museum)

- October 1st, 1876: Sunday (Portland, Maine) This day fair.
- October 2nd, 1876: Monday (Portland, Maine) This day fair and cooler; wind fresh westerly; at the dock; engineer cleaning boiler.
- October 3rd, 1876: Tuesday (Portland, Maine) Very fine day at the dock.
- October 4th, 1876: Wednesday (Portland, Maine) This day comes in with strong breeze SSW; at the dock.

- October 5th, 1876: Thursday (Portland, Maine) This day comes in overcast, south wind with signs of storm; at 9:30 commenced raining hard.
- October 6th, 1876: Friday (Portland, Maine) This day comes in overcast and foggy; at 10:00 A.M. commenced raining, thick fog, wind SSE light; Stmr. New Brunswick stuck Half Way Rock, October 6th, 1876; came off leaky.
- October 7th, 1876: Saturday (Portland, Maine) This day comes in fair with fresh breeze from the west; at 10:35 left Portland; at 11:08 P.L.H. (Portland Head Lighthouse); at 11:45 Cape Eliz. (Elizabeth); stood to the SSW; stood to the westward of Richmonds Isle; wore ship and stood E and ENE; at 5:00 PM stood in to N. M. River (New Meadows River); came to anchor at Winnegance (Bay) at 6:15.
- October 8th, 1876: Sunday (Winnegance Bay, Maine) At 9:00 left Winnegance; stood down White Bull Channel; Temples Ledge; at 1:45 Half W. Rock (Halfway Rock); at 2:55 Portland Head; at 3:30 arrived at dock (Portland); all this day strong breeze SW.
- October 9th, 1876: Monday (Portland, Maine) Took in 8 tons coal; at 3:00 PM went into the stream.
- October 10th, 1876: Tuesday (Portland, Maine) This day comes in fair, wind fresh SW.
- October 11th, 1876: Wednesday (Portland, Maine) In Portland; fair weather with passing clouds; a large fleet of vessels left port; Chief Engineer CHESTER₆ (Chief Engineer DANIEL C. CHESTER₆) left at 2:00 PM for Philadelphia; Mr. FITZPATRICK₆'s wife left for home on the 10th; also Mrs. Capt. CHASE₆ and babe.
- October 12th, 1876: Thursday (Portland, Maine) This day comes in pleasant and moderate, wind west light; officers on board: DENNET₆ (2nd Lieutenant JOHN DENNET₆), HOWLAND₆ (3rd Lieutenant WALTER S. HOWLAND₆), FITZPATRICK₆ (2nd Assistant Engineer JAMES FITZPATRICK₆).
- October 13th, 1876: Friday (Portland, Maine) This day comes in fair with moderate southwest wind; at 11:30 left Portland; at 1:50 Harpswell; at 2:45 left Harpswell; arrived Portland at 6:15.
- October 14th, 1876: Saturday (Portland, Maine) This day comes in overcast, wind NE moderate breeze; signs of a storm; afternoon some rain.
- October 15th, 1876: Sunday (Portland, Maine) Snowy most of the day; snow; ground soft; the snow melted as fast as it fell from above.
- October 16th, 1876: Monday (Portland, Maine) This day comes in partly clear; wind west fresh; cool weather; ground frozen; ice in many places; first snow of the season.
- October 17th, 1876: Tuesday (Portland, Maine) At 1:25 left Portland; took inland passage; at 3:05 Mark Isle; at 4:17 Small Point, course SE by E; at 4:42 T.K.L.B.(T. K. Ledge Buoy?), course E ½ S; at 5:07 Sisters, ebb tide, course E ½ N; at 5:35 Cuckolds, course E ½ S; at 5:40 Cuckolds; B. Isle (Burnt Isle), course NE by N; came to at Booth B. (Boothbay) at 6:10; wind fresh this day, NNW.
- October 18th, 1876: Wednesday (Boothbay Harbor, Maine) At 8:45 left B. Bay (Boothbay); at 9:13 Cuckolds; at 10:05 M. L. Buoy (Mile Ledge Buoy) (probably to fish); at 12:15 left M. L. Buoy; at 12:52 Fullers Rock; at 2:10 H.W.R. (Halfway Rock) inside; at 2:42 Green Isle inside; at 3:10 W. Head (Whitehead); at 3:15 H. Isle (House Isle), course W by S; at 3:20 S.P.B. (Spring Point Buoy), course NW by N; at 3:25 B.W.B. (Breakwater Buoy); at 3:30 Harbour, course SW by S; at 3:37 Dock (Portland).
- October 19th, 1876: Thursday (Portland, Maine) At the dock; ship paid off.
- October 20th, 1876: Friday (Portland, Maine) This day comes in weather moderate and chilly; light south wind; at 11:00 left Portland; at 11:35 P. H. Lt. (Portland Head Lighthouse); at 12:07 Cape E. (Elizabeth); at 1:30 Wood Isle (Fletcher's Neck Life-Saving Station); at 1:35 stopt (stopped) engine; at 1:50 boat left ship with 25 bags coal; at 2:30 returned; at 2:33 went ahead

Fletchers Neck; at 2:35 Wood Isle; at 3:45 Cape E. (Elizabeth); from Aldens Rock to B.W.S.B. (Bulwark Shoals Buoy) east; at 4:25 B.S.B. (Bulwark Shoals Buoy); at 5:05 left B.W.S.B.; at 5:30 H.W.R. (Halfway Rock); at 5:55 M. (Mark) Isle, course NE by N; at 6:35 came to anchor Harpswell Sound, course NE by E ½ E.

- October 21, 1876: Saturday (Harpswell Sound, Maine) This day comes in thick fog; light wind NNE. >>>[Note: There are no journal entries for the cruise back to Portland this day.]<<<
- October 22, 1876: Sunday (Portland Harbor, Maine) In Portland Harbour, thick fog.
- October 23, 1876: Monday (Portland Harbor, Maine) This day comes in thick fog; light air easterly.
- October 24, 1876: Tuesday (Portland Harbor, Maine) This day comes in thick fog; fog; heavy rain; at 1:00 PM began to clear up; at 1:30 PM orders to get underway; at 2:30 left Portland; stood to the east; at 5:15 spoke sch. (schooner); stood for P.H. Lt. (Portland Head Lighthouse), course WNW; at 6:46 passed the Light; at 7:15 came to anchor in Portland Harbour; Capt. (Captain CHASE₆) absent.
- October 25, 1876: Wednesday (Portland Harbor, Maine) At 9:00 left Portland; stood to the east as far as Bantum; at 1:00 tacked ship and stood to the westward inside Seguin; stood up New Meadows River; at 4:15 came to at Winnegance (Bay); running time 7.15 (hours/minutes).
- October 26, 1876: Thursday (Winnegance Bay, Maine) At 7:00 AM left Winnegance; stood out by the White Bull and Half W. Rock (Halfway Rock); passed Cape Eliz. (Elizabeth); thence to Wood Isle; landed oil at L.S.S. (Fletcher's Neck Lifesaving Station); thence to Cape Eliz. (Elizabeth); stood off and on shore; at 4:15 arrived at Portland; running time 9.15 (hours/minutes).
- October 27, 1876: Friday (Portland Harbor, Maine) Came to dock for coal.
- October 28th, 1876: Saturday (Portland, Maine) At 10:40 left Portland; at 11:30 Cape Eliz. (Elizabeth); at 12:32 Wood Isle, course SW by S; at 1:23 Cape Porpoise, course SW by S; at 3:00 Nubble, course SW by S; at 4:00 Sisters Buoy, course SW by S ½ S; at 4:35 Rye Beach, course SW by S; landed coal and oil (Lifesaving Station); at 5:10 left Rye Beach; at 5:55 came to at Peperells Cove (Kittery Point, Maine); smooth sea and favorable winds all day; Lieut. DENNETT₆ (2nd Lieutenant JOHN DENNETT₆) took a trip home.
- October 29th, 1876: Sunday (Pepperell Cove, Kittery Point, Maine) At 7:20 left Portsmouth; at 9:25 Boon Isle (fishing for the big cod); at 12:15 left Boon Isle; at 4:08 Cape Eliz. (Elizabeth), course NE by E; at 4:41 Portland Head; at 5:06 Portland Harbour; this day caught a 17 lb. cod; high time; largest caught on board.
- October 30th, 1876: Monday (Portland Harbor, Maine) At 11:00 left Portland; stood to the east; at 1:55 Seguin; at 3:52 Penequid Point (Pemaquid Point); at 5:07 Davis Straits; at 5:30 came to at Herring Gut (Port Clyde Harbor); running time 6.30 (hours/minutes); Capt. (Captain CHASE₆) absent on business; Lieut. DENNETT₆ (2nd Lieutenant JOHN DENNETT₆) in charge.
- October 31st, 1876: Tuesday (Herring Gut, Port Clyde Harbor, Maine) At 7:25 left Herring G. (Gut), St. George; at 7:30 Marshalls (Marshalls) Point; at 7:50 Mosquito Isle, course E ½ N; at 8:35 White Head (Life Saving Station), course E ½ N; stopt (stopped) engine, sent coal; at 9:17 left White Head; Duck Rocks and Menhegan (Monhegan) at 11:25; at 1:10 Pumpkin Rock, course SW by W ½ W; at 1:32 Bantum, course SW by W; at 2:35 Seguin, course SW by W ½ W; at 3:10 Fullers Rock, course W by S ½ S; at 4:23 Mark Isle, course W ½ S; up Harpswell Sound, course NE by E; at 4:48 Stovers Point; at 4:54 Harpswell Harbour; Lieut. HOWLAND₆ (3rd Lieutenant WALTER S. HOWLAND₆) resigns catership.

- November 1st, 1876: Wednesday (Harpowell Harbor, Maine) At 8:45 left Harpswell; at 9:20 Mark Isle, course SSW; at 9:48 H.W.R. (Halfway Rock), course SSW; at 10:18 B.W.S.B. (Bulwark Shoals Buoy), course S by W ½ W; at 11:45 Cape Eliz. (Elizabeth); at 12:22 Portland H. (Head); at 1:08 dock (Portland); backed out and winded ship and hauled in stern up dock; at 2:00 ship paid off.
- November 2nd, 1876: Thursday (Portland, Maine) At the dock; **Mr. FITZ₆**. (2nd Assistant Engineer **JAMES FITZPATRICK₆**) left ship on leave from the department Nov. 1st, 1876.
- November 3rd, 1876: Friday (Portland, Maine) This day at the dock.
- November 4th, 1876: Saturday (Portland, Maine) At the dock; clear and fine weather.
- November 5th & 6th, 1876: Sunday & Monday (Portland, Maine) At the dock.
- November 7th, 1876: Tuesday (Portland, Maine) At the dock; very stormy through the day; Election of President.

>>>[Note: **United States Presidential Election – November 7, 1876:** Earlier at the Republican National Convention on June 14, 1876, Ohio’s reform Governor, **RUTHERFORD B. HAYES₆**, won the Republican Party’s nomination for President by narrowly defeating Senator **JAMES G. BLAINE₆** of Maine. On November 7, 1876, although losing the popular vote (47.9% Republican vs. 51% Democrat) and winning by just one electoral vote, the Republican ticket of Ohio Governor **RUTHERFORD B. HAYES₆** (President) and New Yorker **WILLIAM ALMON WHEELER₆** (Vice President) defeated the Democrats, New York Governor **SAMUEL J. TILDEN₆** (Presidential Candidate) and Indiana Governor **THOMAS ANDREWS HENDRICKS₆** (Vice Presidential Candidate). Succeeding incumbent Republican President, **ULYSSES S. GRANT₆**, the Republicans remained in power. All of the New England states except Connecticut voted Republican for **RUTHERFORD B. HAYES₆**.

This was one of the most disputed elections in United States history. Many historians believe that an informal deal was struck to resolve the bitter electoral dispute. In return for Southern acquiescence in **HAYE₆**’s election, the Republicans agreed to withdraw federal troops from the South, effectively ending Reconstruction. This deal became known as the “Compromise of 1877.” As a result, the traditionally Democratic Southern states of Florida, Louisiana, and South Carolina voted for Republican **RUTHERFORD B. HAYES₆**. The compromise effectively pushed African-Americans out of power in the government; soon after the compromise, African-Americans were barred from voting by poll taxes and grandfather clauses.]<<<<

- November 8th, 1876: Wednesday (Portland, Maine) At the dock; cloudy and cool; wind northerly; at 9:15 AM not fair.
- November 9th, 1876: Thursday (Portland, Maine) This day moderate, overcast; light north and east winds; latest news: **HAYES₆** 185 electoral votes (vs. 184 electoral votes for Democrat **SAMUEL J. TILDEN₆**).
- November 10th, 1876: Friday (Portland, Maine) Passing clouds and cooler; signs of clearing; caulkers commenced caulking outside.
- November 11th and 12th, 1876: Saturday & Sunday (Portland, Maine) At the dock.
- November 13th, 1876: Monday (Portland, Maine) At the dock; caulking outside; wind NNW; vessels leaveing (leaving); overcast.
- November 14th, 1876: Tuesday (Portland, Maine) Winded ship this morn; head up dock.
- November 15th, 1876: Wednesday (Portland, Maine) Finished caulking ship.
- November 16th, 1876: Thursday (Portland, Maine) Very cool; temperature 28 above (zero degrees Fahrenheit); ground frozen hard; brooks frozen ½ inch ice.
- November 17th, 1876: Friday (Portland, Maine) At the dock; weather moderate; washed decks, etc.; light airs easterly.

- November 18th, 1876: Saturday (Portland, Maine) At 12:00 noon went on the rail way (a railway used to take ships out of the water) at Cape Elizabeth for repairs.
- November 19th, 1876: Sunday (Cape Elizabeth, Maine) On the ways.
- November 20th, 1876: Monday (Cape Elizabeth, Maine) Cold disagreeable day; wind NE; signs of rain or snow; nothing doing in the yard.
- November 21st, 1876: Tuesday (Cape Elizabeth, Maine) Cool and stormy.
- November 22nd, 1876: Wednesday (Cape Elizabeth, Maine) Cool, cloudy, wind NE; **Lieut. MUNGER₆** (2nd Lieutenant **FREDERICK M. MUNGER₆**) on board.
- November 23rd, 1876: Thursday - Thanksgiving (Cape Elizabeth, Maine) Weather changeable; wind varying from south to NW and cloudy; carpenters putting new keel on.
- November 24th, 1876: Friday (Cape Elizabeth, Maine) Finished keel, etc..
- November 25th, 1876: Saturday (Cape Elizabeth, Maine) At work on stern post and **Chief Engineer** (Chief Engineer **DANIEL C. CHESTER₆**) gone to Boston.
- November 26th, 1876: Sunday (Cape Elizabeth, Maine) There were no journal entries this day.
- November 27th, 1876: Monday (Cape Elizabeth, Maine) Self and wife went to Boston.
>>>[Note: Captain ***LEONARD S. GRANT₆** (1812 – 1880) and his wife, ***ABIGAIL M. EWELL GRANT₆** (1825 – 1903), probably spent a late Thanksgiving in Boston with their daughter, ***FLORA E. GRANT POTTER₇** (1848 – 1928), their son-in-law, ***ALGERNON SIDNEY POTTER₇** (1841 – 1893), and their 2¾ year old grandson, ***ALBERT LINCOLN POTTER₈** (1874 – 1930), who lived at 301 Shawmut Avenue, Boston, Massachusetts.]<<<<
- November 28 to December 4, 1876: >>>[Note: There are no journal entries.]<<<<
- December 5th, 1876: Tuesday (Cape Elizabeth, Maine) (Captain ***LEONARD S. GRANT₆** (1812 – 1880) and his wife, ***ABIGAIL M. EWELL GRANT₆** (1825 – 1903)) Returned from Boston; Engineer FITZPATRICK₆ (2nd Assistant Engineer **JAMES FITZPATRICK₆**) returned on board.
- December 6th, 1876: Wednesday (Cape Elizabeth, Maine) On the rail way (railway); haveing (having) very fine weather.
- December 7th, 1876: Thursday (Cape Elizabeth, Maine) Very fine weather; weather; shipt (shipped?) propellor, etc..
- December 8th, 1876: Friday (Cape Elizabeth, Maine) Clear and cool.
- December 9th, 1876: Saturday (Cape Elizabeth, Maine) At 8:00 AM commenced snowing; wind fresh east; PM violent snow storm.
- December 10th, 1876: Sunday (Cape Elizabeth, Maine) Cold blustering day.
- December 11th, 1876: Monday (Cape Elizabeth, Maine) Overcast and cool; temperature 8:00 AM at zero (degrees Fahrenheit); still on the rail way (railway).
- December 12th, 1876: Tuesday (Cape Elizabeth, Maine) Violent snow storm; wind NE.
- December 13th, 1876: Wednesday (Cape Elizabeth, Maine) More moderate and wind southerly.
- December 14th, 1876: Thursday (Cape Elizabeth, Maine) Came off the ways; came alongside Custom House Wharf (Portland); at 9:45 weather unsettled; signs of storm; **Lieut. GLOVER₆** (1st Lieutenant **RUSSELL GLOVER₆**) in charge Dec. (December); this PM putting in steam heaters; reiveing (reeving) new haliards (halyards) fore and aft; weather moderate, calm and hazy.
- December 15th, 1876: Friday (Custom House Wharf, Portland, Maine) At the dock.
- December 16th, 1876: Saturday (Custom House Wharf, Portland, Maine) At the dock; the heaviest (heaviest) gale on the coast for many years; chimney blown down; houses unroofed; vessels blown ashore; snow squalls, etc..

- December 17th, 1876: Sunday (Custom House Wharf, Portland, Maine) Very cold and windy; temperature 12 below zero (degrees Fahrenheit).
- December 18th, 1876: Monday (Custom House Wharf, Portland, Maine) Commences with high wind and thick snow storm; wind NE.
- December 19th, 1876: Tuesday (Custom House Wharf, Portland, Maine) At 12:25 left Portland; at 12:53 P.H.L.T.H. (Portland Head Lighthouse); at 1:30 C.E. Lt. (Cape Elizabeth Lighthouse); stood SSW; at 2:20 wore ship (turned stern to the wind); stood for Portland Head; (arrived) 3:19; at 4:00 came to in Harbour (Portland); time 3.35 (hours/minutes); distance 24 (miles).
- December 20th, 1876: Wednesday (Portland Harbor, Maine) At 10:20 left Portland; at 10:44 Portland H. Lt. (Head Lighthouse); at 10:56 T.R.B. (Trundy Reef Buoy), course S $\frac{3}{4}$ E; at 11:03 B.C.R.B. (Broad Cove Rock Buoy), course S $\frac{1}{4}$ W; at 11:13 C.E.Lts. (Cape Elizabeth Twin Lighthouses); at 12:15 Wood Isle, course SW by S; at 2:35 Boon Isle, course SSW; between York L. (Ledge) and Hussy R. (River); passed Whales B. (Back); at 4:00 came to at Peperells Cove (Kittery Point); time 5.40 (hours/minutes); distance 52 (miles).
- December 21, 1876: Thursday (Pepperell Cove, Kittery Point, Maine) At 7:00 AM left Peperells Cove; stood (to) the south as far as the Life-Saving Station (Station Rye Beach, New Hampshire, also known as Locke's Point built in 1874 at the north end of Rye Beach); (arrived) 7:50; delivered 80 bags coal; at 8:10 left Station; stood S by E until 10:12; stood back to the shoals (Isles of Shoals); sent boat to sch. (schooner) ashore; at 1:30 left shoals; thick vapor; at 2:25 came to at P. (Pepperell) Cove; thick vapor and snow; underway 7.25 (hours/minutes).
- December 22, 1876: Friday (Pepperell Cove, Kittery Point, Maine) Portsmouth lower harbour; this day wind NE light; atmosphere thick; temperature 25 (degrees Fahrenheit); at 3:00 PM changed anchorage from Peperells Cove to Clarks Island (Island); port anchor down (with) 25 fathoms chain; sky overcast; signs of snow storm and heavy winds; at 8:00 PM let go starboard anchor.
- December 23, 1876: Saturday (Clarks Island, Kittery Point, Maine) This day comes in overcast; wind north light; at 8:30 AM have up starboard anchor; at 8:45 hove short on port; ordered steam; at 9:00 AM held on, vast(?) steam, light snow; grub getting low; tobacco getting short; something must be done; **Lieut. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**) is going ashore for apples, turkeys, chickens, etc.: I guess we shall be well provided, for while here no fear of starveing (starving); at 10:40 left Portsmouth; at 11:05 Sisters; at 12:05 Nubble, course ENE; at 1:45 Cape Porpoise, course NE by E $\frac{1}{2}$ E; at 2:38 Wood Isle, course NE by E $\frac{1}{2}$ E; at 3:40 Cape Eliz. (Elizabeth), course ENE; at 4:12 Portland Lt. (Lighthouse); at 4:25 S.P.B. (Spring Point Buoy); at 4:40 dock (Portland); time 6.00 (hours); distance 50 (miles).
- December 24, 1876: Sunday (Portland, Maine) There were no journal entries for this day.
- December 25th, 1876: Monday (Portland, Maine) Christmas day at the dock (Portland).
- December 26, 1876: Tuesday (Portland, Maine) At 11:27 left Portland; at 11:50 P.H.Lt. (Portland Head Lighthouse); at 12:03 T.R.B. (Trundy Reef Buoy), course S $\frac{3}{4}$ E; at 12:09 B.C.R.B. (Broad Cove R. Buoy), course S; at 12:21 T.R.B. (Trundy Reef Buoy), course S by W $\frac{1}{2}$ W; at 1:20 Wood Isle, course SW by S; at 1:25 (Wood Isle) Life S. Station; at 2:13 left Life S. Station; stood east until 3:40; thence to P.H.Lt. (Portland Head Lighthouse) at 4:29, course NNW; at 4:43 S.P.B. (Spring Point Buoy), course N $\frac{1}{2}$ W; at 5:00 dock (Portland).
- December 27th, 1876: Wednesday (Portland, Maine) At 12:00 left Portland; at 12:24 White Head; at 12:45 outside Green Isle, course SE; at 1:15 H.W.R. (Halfway Rock), course ESE; at 2:27 Small Point, course ESE; at 2:55 Seguine outside, course ESE; at 3:55 Cuckolds, course E by N $\frac{1}{2}$ N; at 4:15 Burnt Isle, course NE by N; at 4:22 Tumbler Isle, course N by E $\frac{1}{2}$ E; at 4:27 Harbour (Boothbay), course NE; running time 4.27 (hours/minutes); distance 35 (miles).

- December 28th, 1876: Thursday (Boothbay Harbor, Maine) At 7:12 left Booth Bay; stood to the east; at 8:12 Pemequid Point (Pemaquid Point); stood for Manhegan (Monhegan); passed round Monhegan up to White Head (Life-Saving Station); landed coal; stood to the east up the bay into Rockland; at 3:36 came to anchor; running time 8.11 (hours/minutes).
- December 29th, 1876: Friday (Rockland, Maine) At 7:00 AM stood to the east of Isle Au Haut; went to Burnt Coat Harbour (Burntcoat Harbor), Swans Isle; at 1:00 PM came to in 4 fathoms water; weather looking like a storm, snow or rain; at 5:00 PM commenced snowing, wind east, a heavy gale.
 >>>[Note: Burnt Coat Harbor Lighthouse was built in 1872 on Hockamock Head, Swans Island, on the west side of the entrance to the harbor. The square tower stands 32 feet high.]<<<
- December 30th, 1876: Saturday (Burntcoat Harbor, Swans Island, Maine)
 This day comes in blowing heavy from the east south east changeing (changing) to south; AM blowing heavy with snow squalls; PM wind hauled to the westward; still blowing fresh by flaws; starboard and port anchors down with 55 fathoms on port, 45 on starboard; steward went on shore and purchased some beef; at 6:00 PM still blowing fresh; four dead men on a sch. (schooner) deck; a great country this; no churches, no schools.
- December 31, 1876: Sunday (Burntcoat Harbor, Swans Island, Maine) At 10:30 AM left Burnt Coat H. (Harbor); arrive at Seal Harbour 4:30; running time 6.00 (hours); distance 36 (miles); strong wind west whole distance.
- Appendix:

Table 1: Mess Bills (U.S.R.C. Dallas) – 1876		
Month	Caterer's Name	\$
January	Grant (*Leonard S. Grant)	\$16.30
February	Grant (*Leonard S. Grant)	\$16.13
March	Chester (Daniel C. Chester)	\$18.60
April	Fitz (James Fitzpatrick)	\$15.35
May	Fitz (James Fitzpatrick)	\$15.54
June	Fitz (James Fitzpatrick)	\$16.19
July	Gabrielson (Eric Gabrielson)	\$17.70
August	Gabrielson (Eric Gabrielson)	\$20.17
September	Dennett (John Dennett)	\$17.81
October	Howland (Walter S. Howland)	\$14.75
November	Chester (Daniel C. Chester)	\$12.67
December	???	???

Table 2: Pilot *Leonard S. Grant's Personal Expenses December, 1876		
Item	Qty.	\$
Picture & frame for myself	1	\$15.00
For wife's picture & frame	1	\$15.00
For (deceased) son's picture & frame	1	\$12.00
Three small frames	3	\$1.00
One glass frame	1	\$3.00
Cigar holder	3	\$1.00
Book	1	\$11.00
Bracelets	11	\$1.00
Express	--	\$1.00
Fur for wife	5	----
Total:	--	\$60.00

[Note: Captain ***LEONARD SAMUEL GRANT**₆'s wife was ***ABIGAIL M. EWELL GRANT**₆ (1825 – 1903). His deceased and only son was **CHARLIE L. GRANT**₇ (1857 – 1871) who died in Rockland, Maine on December 8th, 1871 at 14 years, 8 months, and 16 days of age.]

>>>>[End: Captain ***LEONARD S. GRANT**₆'s Seaman's Journal No. 2: U.S. Revenue Cutter **ALEXANDER J. DALLAS** – January 1 to December 31, 1876.]<<<<<

6. U.S. Revenue Cutter **ALEXANDER J. DALLAS** (1877):

1877: [Captain ***LEONARD S. GRANT**₆'s Seaman's Journal No. 2: U.S. Revenue Cutter **ALEXANDER J. DALLAS** – January 1 to August 20, 1877.] The crew and guests of the U.S. Revenue Cutter *Alexander J. Dallas* in 1877 were:

- Collector of Customs: **LOT MYRICK MORRILL**₆ (1813 – 1883) was Governor of Maine (1858 – 1861), Republican U.S. Senator from Maine (1861 – 1876), the 31st Secretary of U.S. Treasury (1876 – 1877) under President **ULYSSES S. GRANT**₆, and lastly, Collector of Customs (1877 – 1883) at Portland, Maine until his death in 1883. Each U.S. Revenue Cutter is placed under the supervision of a Collector of Customs. On May 1st, 1877, the U.S. Revenue Cutter *Alexander J. Dallas* was placed under his supervision.
- Customs Official: **Mr. MOULTON**₆ (re-appointed May 2nd, 1877)
- Customs Official: **Mr. SMITH**₆ (re-appointed May 2nd, 1877)
- Captain: **CHASE**₆ (in command January 1st to May 18th, 1877)
- Captain: **DANIEL B. HODGSDON**₆ (Born in New York and appointed from New York. He was promoted to Captain on September 14, 1868. He would later distinguish himself as the Commander of the U.S. Revenue Cutter *Hugh McCulloch* (the second ship of that name) at the Battle of Manila Bay in 1898. His wife was **GEORGIA M. SMITH HODGSDON**₆, the daughter of Captain **GEORGE B. SMITH**₆, whom he married on October 26, 1869.) – (in command May 18th to at least August 20th, 1877.)
- Captain: **NICKOLS**₆ (house at 201 Cumberland Street, Portland, Maine.)
- Captain: **ERIC GABRIELSON**₆ (Born in Norway; he received his appointment to the U.S. Revenue Marine Service in New York; he was Executive Officer of the U.S. Revenue Cutter *Dallas* from May 2nd to September 30th, 1876; he was promoted to Captain on October 10, 1876; in 1877 he was Captain of the U.S. Revenue Cutter *Albert Gallatin*; he will be hailed as a hero as commander of the U.S. Revenue Cutter *Samuel Dexter* which would come to the rescue of the wrecked 2,000 ton Steamer *City of Columbus* of the Boston & Savannah Line at Devils Bridge, Gay Head, Martha's Vineyard, Massachusetts on January 18, 1884; he would also be in command of the U.S. Revenue Cutter *Albert Gallatin* when she wrecked off Manchester, Massachusetts in a blinding snowstorm and heavy sea on January 6th, 1892.)
- 1st Lieutenant: **RUSSELL GLOVER**₆ (Born Maine; appointed from California; will be promoted to Captain on March 25th, 1878.)
- 2nd Lieutenant: **JOHN DENNETT**₆ (Born Maine; appointed from Maine; will be promoted to 1st Lieutenant October 23, 1879.)
- 3rd Lieutenant: **WALTER S. HOWLAND**₆ (Born Massachusetts; appointed from Massachusetts; he will be promoted to 2nd Lieutenant on February 19, 1880.) – (on board January 1st to May 15th, 1877 when detached to join the U. S. Revenue Cutter *Samuel Dexter* at Newport, Rhode Island.)
- 3rd Lieutenant: **WADE**₆ – (on board May 15th to at least August 20th, 1877.)
- Chief Engineer: **DANIEL C. CHESTER**₆ (Born: Rhode Island; appointed from New York; promoted to Chief Engineer on June 9, 1865.) – (on board January 1st to July 5th, 1877.)

- Chief Engineer: **M.D.L. DINSMORE**₆ (Born: New Hampshire; appointed from Massachusetts; he was promoted to Chief Engineer on August 26, 1874.) – (on board July 6th to at least August 20th, 1877.)
- 2nd Assistant Engineer: **JAMES FITZPATRICK**₆ (Born: Ireland; appointed from Virginia; he will be promoted to 1st Assistant Engineer on February 26, 1887.)
- Assistant Engineer: Mr.: **NASH**₆ (probably **CHARLES F. NASH**₆; born: D.C.; appointed from D.C.; will be promoted to 2nd Assistant Engineer on May 1, 1883.)
- Consulting Engineer: **CHARLES E. EMERY**₆ (1838 – 1898) was the consulting engineer of the U.S. Revenue Marine and enjoyed the title “engineer expert” for his knowledge of marine engine machinery. He specialized in the design of machinery for revenue cutters and worked on efficient designs to reduce the weight of the drive machinery. He found that many revenue cutters had overweighted machinery that slowed them below their intended cruising speed.
- Pilot: ***LEONARD SAMUEL GRANT**₆ (Sailing Master; born on July 6, 1812 in Prospect, Maine; died on November 19, 1880 at 291 or 298 Shawmut Avenue, Boston, Massachusetts.)
- Mrs.: **CHUTE**₆ (on board August 8th, 1877.)

From January 1st, 1877 to August 20th, 1877, the 179 ton U.S. Revenue Cutter *Alexander J. Dallas* (length: 140 feet) was assigned to patrol the New England coast from Salem, Massachusetts to the south as far north as Eastport, Maine. Based in Portland, Maine, her primary mission was to cruise vigorously on her station to afford aid to vessels in distress.

In 1877, a U.S. Revenue Cutter was assigned a portion of the United States littoral to patrol. The U.S.R.C. *Levi Woodbury* was assigned northern Maine, the U.S.R.C. *Alexander J. Dallas* was assigned the central New England coast, the U.S.R.C. *Albert Gallatin* was assigned the Massachusetts coast, and the U.S.R.C. *Samuel Dexter* was assigned the southern New England coast to New York.

During this period, the *Dallas* went to the assistance of at least five vessels in trouble along the New England coast including one schooner near Fisherman Island, one bark ashore on Cushing Island, one brig (the *J. B. Brown*, coal laden from New York, which she towed to Portland), one yacht (the *Princess* taken in tow off Brown Cow Island) and another vessel which she hauled off Higgins Beach, Maine. South of Seguine Island, Maine, she also spoke with the 32 ton schooner *Willie Smith* of Portland and the fishing schooner *Hyperion* of Gloucester. Her mission was to haul vessels off reefs and shoals, tow helpless and disabled craft to harbors of safety, keep channels clear of ice, remove obstructions from waterways, and give succor and aid to shipwrecked mariners. The officers of the U.S.R.C. *Dallas* also boarded and inspected a number of vessels in 1877.

The duties of the U.S. Revenue Cutter *Alexander J. Dallas* also included support of the fledgling “U.S. Life-Saving Service.” In 1877, from Rye Beach, New Hampshire to White Head Island, Maine, she supplied coal, oil, equipment, and/or goods to several Life-Saving Stations (LSS) along the New England coast.

In 1877, all types of ships were sailing on the seas. Square-riggers made the long trips. There were many sleek new steamers, but they still carried masts because sailors could not trust the engines yet. Nevertheless, it was becoming clear that steamships would soon replace sailing ships.

During its third year in service, the U.S. Revenue Cutter *Alexander J. Dallas* spent an extensive maintenance period of 82 days in Portland, Maine undergoing a myriad of repairs. From May 12th to August 3rd, 1877, she was laid up in Portland for repairs including having her spars scraped and her outside painted. In addition, the expert consulting engineer, **CHARLES E. EMERY**₆, came on board to inspect her drive machinery. He was concerned about the heavy weight of the drive machinery and its impact on revenue cutter speed. His goal was to reduce the machinery weight in order to increase revenue cutter speed. Obviously, the design of revenue cutters was still under study and maintaining a revenue cutter was very expensive.

To help reduce mess bills and provide better fare for the officers and men, the *Dallas* paused occasionally from its official duties and spent a fair amount of time fishing while at sea. Cod was their favorite seafood and the crew knew the best places along the Maine coast to catch them. Their favorite fishing spots in 1877 were: Jeffries Ledge, Seguine Island (where they caught cod and catfish), Bulwark Shoals Buoy, an area SE of Fullers Rock, and Mile Ledge Buoy. They also liked to dig clams at the clam flats in Winnegance Bay.

- January 1st, 1877: Monday (Seal Harbor, Spruce Head, Maine) At 7:20 left Seal Harbour; at 8:50 White Head; at 9:35 Mosquito Isle; at 10:08 Davis Straits; at 10:35 Egg Rock; at 11:18 P.Q. Point (Pemaquid Point); at 12:10 Cuckolds; at 12:53 Seguine inside; at 1:13 Fullers Rock; at 2:16 H.W.R. (Halfway Rock), course WSW; at 3:07 P.H. Lt. (Portland Head Lighthouse); at 3:21 S.P.B. (Spring Point Buoy); at 3:30 harbour (Portland); at 3:35 dock (Portland).
- January 2nd, 1877: Tuesday (Portland, Maine) This day stormy; coaled ship; ship paid off.
- January 3rd, 1877: Wednesday (Portland, Maine) This day comes pleasant and cool at the dock.
- January 4th, 1877: Thursday (Portland, Maine) At the dock.
- January 5th, 1877: Friday (Portland, Maine) At 11:20 went to Sirwink (Spurwink) River (Higgins Beach, Maine) and hauled off beach and returned to Portland (at) 5:30.
- January 6th, 1877: Saturday (Portland, Maine) At 10:35 left Portland; at 11:00 P.H. LT. (Portland Head Lighthouse); at 2:10 Cape Porpoise; at 3:46 Nubble; at 4:45 Sisters, course SW by S $\frac{1}{2}$ S; at 4:54 Kitts R. (Rock), course SW by W $\frac{1}{2}$ W; at 4:58 Whales B. (Back), course N by W $\frac{1}{2}$ W; at 5:05 Portsmouth (New Hampshire), course N $\frac{1}{2}$ W; at 5:10 came to anchor (Clarks Island, Portsmouth Lower Harbor, New Hampshire).
- January 7th, 1877: Sunday (Clarks Island, Portsmouth Lower Harbor, New Hampshire) This day comes atmosphere thick, wind east with rain, rain, rain; at anchor near Clarks Isle (in) 11 fathoms water.
- January 8th, 1877: Monday (Clarks Island, Portsmouth Lower harbor, New Hampshire) at 8:00 left Clarks Island; at 8:14 Whales Back; at 9:10 Isle Shoals, course S $\frac{1}{2}$ E; at 11:51 Salvages; course south; at 12:10 Thachers (Thatchers) Isle, course SSW; at 12:20 Milk Isle, course SW by S $\frac{1}{2}$ S; at 1:00 East Point, course SW $\frac{1}{2}$ S; at 1:48 Bakers Isle, course SW by W $\frac{1}{2}$ W; at 1:53 Misery, course west; at 1:57 Beacon, course W $\frac{1}{2}$ S; at 2:08 Haste R. B. (Haste Rock Buoy); at 2:13 B. B. (Baker's Buoy), course SW $\frac{3}{4}$ S; at 2:20 (Salem) Harbour, course SW by S; came to in $4\frac{1}{2}$ fathoms water; soft ground; 15 fathoms chain on port anchor; sent dingy (dinghy) with three men for papers and take on shore mail.
- January 9th, 1877: Tuesday (Salem Harbor, Massachusetts) At 7:35 left Salem; at 8:08 Bakers Isle; at 8:16 Gales Ledge, course ESE; at 8:55 East Point, course E by S; at 9:45 Thachers (Thatchers) Isle, course E; at 10:25 Salvages; at 2:15 Rye Beach (Life-Saving Station); at 2:30 left Rye Beach; Isle Shoals; at 4:40 Portsmouth Lower H. (Harbor, Hew Hampshire); weather clear and cool; wind NNW moderate; time 9.05 (hours/minutes); distance (blank).
- January 10th, 1877: Wednesday (Portsmouth Lower Harbor, New Hampshire) At 7:00 left portsmouth; at 7:10 Whales Back, course S; at 7:15 Kitts Rock, course S by E; at 7:25 Sisters, course ESE; steered E $\frac{1}{2}$ S until 8:00; at 8:00 York Ledge, course E $\frac{1}{2}$ S; at 8:40 tacked ship and stood for Sisters Buoy, course SW by W; at 8:48 Kitts Rock Buoy, course SW by W; at 8:53 Whales Back, course NNW; at 9:00 Portsmouth Lt. H. (Lighthouse), course North; came to at 9:05; driven back by high winds, rough sea, snow squalls, etc.; distance 14 (miles); at 12:05 PM left anchorage (Portsmouth, New Hampshire); at 12:30 Sisters; at 1:30 Nubble, course ENE; tacked ship and stood back for Portsmouth; at 2:20 Sisters, course SW by S $\frac{1}{2}$ S; at 2:30 Kitts Rock Buoy, course SW by W $\frac{1}{2}$ W; at 2:40 Whales Back, course NNW; at 2:45 Portsmouth Lt. H. (Lighthouse), course N; at 2:50 came to in channel, $8\frac{1}{2}$ fathoms water, smooth bottom; time 2.45 (hours/minutes); distance 22 (miles); weather heavy outside, snow in the air, sea makeing (making) fast.

- January 11th, 1877: Thursday (Portsmouth Channel, New Hampshire) At 7:45 left Portsmouth; at 8:08 Sisters, course E by S; at 9:05 Nubble, course NE by E ½ E; at 10:50 Cape Porpoise, course NE by E ½ E; at 11:57 Wood Isle, course ENE; at 1:12 Cape Eliz. (Elizabeth), course ENE; at 2:08 Portland H. Lt. (Portland Head Lighthouse); at 2:26 S.P.L.B. (Spring Point Ledge Buoy), course N ½ W; at 2:38 Harbor (Portland), course SW.
- January 12th, 1877: Friday (Portland Harbor, Maine) Left for Cushings Isle (Cushing Island) to assist in getting off bark; she came off without our assistance and we returned to Portland; at 8:50 went along side dock; Lieut. GLOVER₆ (1st Lieutenant RUSSELL GLOVER₆) gone east, wife sick.
- January 13th, 1877: Saturday (Custom House Wharf, Portland, Maine) This day comes in thick snow storm, wind light NE; at Custom House Wharf.
- January 14th, 1877: Sunday (Custom House Wharf, Portland, Maine) At dock; very cool.
- January 15th, 1877: Monday (Custom House Wharf, Portland, Maine) This day comes in overcast, light wind NE, signs of snow.
- January 16th, 1877: Tuesday (Custom House Wharf, Portland, Maine) This day comes in overcast, east wind; midnight commenced snowing; 12:00 Noon thick snow at the dock.
- January 17th, 1877: Wednesday (Custom House Wharf, Portland, Maine) Ice in the harbour as far down as Spring point Buoy; at 9:53 left Portland; at 10:20 P.H.Lt.H. (Portland Head Lighthouse); at 11:00 Aldens Rock, course S by E; course SE until 12:00; course ESE until 1:00; course SE by S until 2:00; spoke Sch. (Schooner) Willie Smith Portland; course ESE until 2:30; spoke Hyperion Gloucester; thence for Seguine, course NNW; thence to Booth Bay; came to at 6:00 (Boothbay Harbor); time 8.07 (hours/minutes); distance 60 (miles).
 >>>[Notes: (1) The *Willie Smith* was a 32 gross ton schooner; 30.4 net tons; length 55.9 feet; breadth 17.5 feet; depth 6.4 feet; built in 1866 at Harpswell, Maine; Portland, Maine was its home port; Official Number: 26763 per the U.S. Dept. of the Treasury's Annual List (1894) for Merchant Sailing Vessels of the United States; and,
 (2) The fishing schooner *Hyperion* of Gloucester, Massachusetts was commanded by 29 year old **THOMAS H. WHITE₆**, Master, who was born in Margaree, Cape Breton; it carried a complement of 14 men and favored the mackerel fishery in the Gulf of St. Lawrence; from July 1 to August 28, 1877, it would bring back to Gloucester a catch of 225 sea-barrels of mackerel caught in the Gulf of St. Lawrence.]<<<<
- January 18th, 1877: Thursday (Boothbay Harbor, Maine) At 10:00 left Booth Bay; at 10:22 Fish (Fisherman) Isle; at 12:00 Monhegan, course SE; at 1:05 stood out south; at 2:05 Monhegan, course NE; at 3:05 Roaring Bull, course NE ½ E; at 4:10 White Head, course NE by E; at 4:30 Seal Harbor.
- January 19th, 1877: Friday (Seal Harbor, Spruce Head, Maine) At 7:00 left Seal Harbor; at 7:17 White Head; at 7:35 Red Buoy, course SSE; at 8:00 Can Buoy Triangles, course SE ½ E; at 10:12 Matinic (Metinic) Rock inside; at 1:00 Monhegan, course W by S ½ S; Seguine, course WSW; at 4:30 came to at B. Bay (Boothbay Harbor).
- January 20th, 1877: Saturday (Boothbay Harbor, Maine) This day comes in thick and thawy, wind fresh SW, PM (wind) WSW and clearing held on all day.
- January 21, 1877: Sunday (Boothbay Harbor, Maine) At 7:25 left Booth Bay; at 8:50 Seguine inside; at 9:15 Fullers R. (Rock), course SW; at 12:45 Wood Isle (Fletchers Neck Life-Saving Station), course SW ½ W; at 1:50 left Wood Isle; at 3:25 arrived at Portland.
- January 22, 1877: Monday (Portland, Maine) At home sick; remained at home until Feb. 1st, 1877. >>>[Note: Captain ***LEONARD SAMUEL GRANT₆**'s home address in Portland, Maine is not known.]<<<<
- January 23 to January 31, 1877: Tuesday to Wednesday (Portland, Maine) There are no journal entries for this period.

- February 1st, 1877: Thursday (Portland, Maine) Came on board for duty; weather moderate, light south wind; thermometer at 8:00 AM 34 (degrees Fahrenheit); went to dock; took in coal and water; very fine day; soft in the streets.
- February 2nd, 1877: Friday (Portland, Maine) This day comes in very fine; middle and latter part pleasant; ship paid off.
- February 3rd, 1877: Saturday (Portland, Maine) This day comes in moderate and thick fog.
- February 4th, 1877: Sunday (Portland, Maine) At 11:00 left Portland; at 12:00 Cape Elizabeth, course S; at 1:15 Wood Isle, course SSW ¼ W; at 2:10 Cape Porpoise, course SSW ¼ W; at 4:15 Boon Isle, course SSW ¼ W; course SW by S until 5:00; course WSW for Kitts R. (Rock) Buoy; at 6:15 came to Peperells Cove (Kittery Point, Maine); time 7.15 (hours/minutes); distance 51 (miles).
- February 5th, 1877: Monday (Pepperells Cove, Kittery Point, Maine) At 6:00 left Peperells Cove; at 7:00 Life Station (probably Rye Beach, New Hampshire) landed coal; at 7:10 left Station; at 7:55 White Isle Lt. (Lighthouse), course SE ½ S; course S by E until 11:04; course south until 1:00; Cape Ann WNW 10 miles; at 1:45 stood N ½ W; at 5:00 inside Duck Isle; course NW ½ W for Kitts Rock; at 6:00 Peperells Cove (Kittery Point, Maine); underway 12 (hours); running time 9.50 (hours/minutes); distance 65 (miles).
- February 6th, 1877: Tuesday (Pepperells Cove, Kittery Point, Maine) At 7:00 left Peperells Cove; at 7:08 Whales B. (Back), course S; at 7:13 Kitts R. B. (Rock Buoy), course S by E; at 7:21 Sisters B. (Buoy), course ESE; at 8:45 Boon Isle, course E ½ S; at 4:30 Seguine, course E by N; at 5:20 Cuckolds, course NE ¼ N; at 5:35 Squirrel Isle, course NE by N; at 5:45 Burnt Isle, course NE ½ N; at 5:52 Tumbler (Isle), course N by E ½ E; at 6:00 (Boothbay) Harbor, course NE; time 10.15 (hours/minutes).
- February 7th, 1877: Wednesday (Boothbay Harbor, Maine) At 7:00 left Booth Bay; at 7:34 Cuckolds, course S by W; at 8:03 Bantum, course S by W; at 9:30 Seguine, course WSW; stood westerly up to Old Anthony (island near Cape Elizabeth), then to Portland; at 2:52 Cape Eliz. (Elizabeth); at 3:02 B.C.R. (Broad Cove Rock), course NE by N; at 3:10 T.R.B. (Trundy Reef Buoy), course N; at 3:24 P.H.Lt.H. (Portland Head Lighthouse), course N by W ¼ W; at 3:41 S.P.B. (Spring Point Buoy), course N ½ W; B.W.B. (Breakwater Buoy), course WNW; at 3:50 Harbor (Portland), course SW by W; running time 8.12 (hours/minutes); distance 56 (miles).
- February 8th, 1877: Thursday (Portland Harbor, Maine) At 10:10 left Portland; at 10:35 P.L. House (Portland Head Lighthouse); went to Harpswell, from there to Portland; at 4:35 came to anchor.
- February 9th, 1877: Friday (Portland, Maine) This day went to B. Bay (Boothbay); at 10:15 left Portland; at 10:43 P. Lt. H. (Portland Head Lighthouse); stood to the SW; stood E by N at 12:00; stopt (stopped) engine at 2:25; sent boat for sand at Bald Head; at 3:00 left Bald Head; at 3:10 Small Point; at 3:38 Mile L. B. (Ledge Buoy), course SE ½ E; at 4:43 Cuckolds; at 5:08 Burnt Isle, course NE by N ¼ N; at 5:16 Tumbler Isle, course N by E; at 5:20 came to anchor (Boothbay Harbor, Maine); distance 46 (miles).
- February 10th, 1877: Saturday (Boothbay Harbor, Maine) At 7:00 left Booth Bay; went to Portland; arrived at dock at 5:25.
- February 11th, 1877: Sunday (Portland, Maine) At the dock.
- February 12th, 1877: Monday (Portland, Maine) At 9:30 left Portland; at 9:50 White Head; at 10:35 H.W.R. (Halfway Rock); at 11:54 Seguine; at 12:35 Bantum, course ESE; at 12:50 Pump. (Pumpkin) Rock, course E by S; at 2:18 Old Man, course E by S; at 2:32 Georges Isle, course E by N; at 2:46 Old Cilly (Ledge), course E by N; at 3:00 Mosquito Isle, course E by N; at 3:30 White Head, course E by N ¼ N; at 4:00 came to at Seal Harbor; at 5:42 left Seal Harbor; passed up channel; came to at Rockland; thick and rainy, wind SW; three gentlemen on board.
- February 13th, 1877: Tuesday (Rockland, Maine) This day comes in cool, fresh breeze NNW with snow squalls; 12:00 Noon still blowing heavy; 2:30 PM the same.

- February 14th, 1877: Wednesday (Rockland, Maine) At 8:00 AM left Rockland; stood to the SE; at 9:53 Saddle B. Lt. H. (Saddle Back Ledge Lighthouse); at 10:20 S. (Stanley?) Point Isle H. (Harbor) (Swans Island?); at 11:40 Long Isle; at 1:15 SW Harbor, Mt. Desert (Island); at 1:22 Bunkers Ledge; at 2:08 Schoodic Point; at 3:00 Titmenan (Petit Manan Island); at 3:52 Nash Isle; at 4:40 Jonesport; running time 8.40 (hours/minutes); **Lieut. GLOVER₆** (1st Lieutenant **RUSSELL GLOVER₆**) left for Harrington (Maine).
- February 15th, 1877: Thursday (Jonesport, Maine) At 9:00 left Jonesport; at 10:00 Nash Isle; stopt (stopped) abreast Brown; at 11:33 went ahead; at 12:00 Head Harbor; at 1:00 Libby Isle, course E ½ S; at 1:20 Cross Isle, course E; at 2:07 Little River, course E; at 4:00 West Quoddy, course E; at 5:00 East Quoddy; at 6:00 came to at Eastport; 18 fathoms water; Woodbury (U.S. Revenue Cutter *Levi Woodbury*) at the dock.
- February 16th, 1877: Friday (Eastport, Maine) At 11:00 left Eastport; at 12:30 West Quoddy; at 2:25 Little River, course SW ½ S; at 3:10 Cross Isle, course SW ½ S; at 3:30 Libby Isle, course SW by W; at 3:52 Averys Rock, course N by E; at 3:56 Round Isle, course NE by N ½ N; at 4:00 came to anchor (Machias, Maine).
 >>>[The Libby Island Lighthouse, formerly known as the Machias Lighthouse, was erected in 1817 at the southwest tip of Little Libby Island at the entrance to Machias Bay. It was rebuilt in 1823.]<<<<
- February 17th, 1877: Saturday (Machias, Maine) This day comes in thick snow storm, wind south and changed to NE; 12:00 Noon began to light up, wind checked to NW; Levi Woodbury (U.S. Revenue Cutter *Levi Woodbury*) came in and turned round and stood to the westward and we left at 1:00 PM; at 1:42 Libby Isle inside; at 3:00 came to at Jonesport; *Levi Woodbury* the same; sent on shore for milk, etc.; so ends these 24 hours; amen.
- February 18th, 1877: Sunday (Jonesport, Maine) This day comes in overcast with snow and high winds; at 2:00 PM left Jonesport; at 2:58 Nash Isle; at 3:50 Titmenan (Petit Manan Island), course SW by S ¼ S; at 4:55 Schoodic Point, course WSW; Bunkers Ledge, course WSW; at 6:20 SW H. Mt. Desert (Southwest Harbor, Mt. Desert Island); running time 4.20 (hours/minutes); distance 35 (miles); strong head wind.
- February 19th, 1877: Monday (Southwest Harbor, Mt. Desert Island, Maine) At 7:10 left SW Harbor; at 8:05 Bass H. (Harbor) Head, course W by S; at 8:55 Yorks Narrows, course WSW; at 9:26 Lazy Gut B. (Buoy), course W by S ½ S; at 10:10 Greens Landing; at 10:27 Mark Isle; passed up by Eagle Isle; at 1:05 Monroe Isle (Monroe Island), course SW by S; through fish passage; at 1:26 Ash Point, course SW ½ W; Spruce H. (Head), course SW by S; at 1:53 White H. (Whitehead); Mosquito Isle; passed up over H. Gut Bar (Herring Gut Bar, Port Clyde); down to Franklin Lt. (Lighthouse); turned round and stood back and came to anchor west of Herring Gut Bar (near Port Clyde, Maine) at 4:10.
- February 20th, 1877: Tuesday (West of Herring Gut Bar, near Port Clyde, Maine) At 7:10 left St. George; at 7:25 Caldwell's Isle; at 7:58 Franklin Lt. (Lighthouse), course SW; N. H. L. (New Harbor Dry Ledges), course SW ½ S; at 8:50 P. Q. Point (Pemaquid Point), course SW by W; at 9:06 Thrum Cap, course SW ½ W; at 9:20 White Isle, course SW; at 9:25 Hypocrite (The Hypocrites), course SW ½ S; at 9:48 Cuckolds, course SW by W ½ W; 10:13 Sisters, course SW by W; at 10:30 Seguin inside, course SW by W; at 10:52 Small Point; at 11:54 H.W.R. (Halfway Rock), course WSW; at 12:18 Green Isle; at 12:40 White H. (Head), course W by S ¼ S; at 1:15 dock (Portland, Maine).
- February 21st, 1877: Wednesday (Portland, Maine) At the dock.
- February 22nd, 1877: Thursday (Portland, Maine) **WASHINGTON's Berth day** (birthday).
- February 23rd, 1877: Friday (Portland, Maine) At the berth dock.
- February 24th to 27th, 1877: Saturday to Tuesday (Portland, Maine) At the dock.
- February 28th, 1877: Wednesday (Portland, Maine) At the dock; last day of the month.
- March 1st and 2nd, 1877: Thursday & Friday (Portland, Maine) At the dock.

- March 3rd, 1877: Saturday (Portland, Maine) At 10:15 left Portland; passed Portland Head; stood into Hussey Sound (Hussey Sound); took a turn among the isleands (islands); returned to the dock at 1:15 PM.
- March 4th, 1877: Sunday (Portland, Maine) This day comes in thick and rainy; at the dock.
- March 5th, 1877: Monday (Portland, Maine) At 10:30 left Portland; at 10:50 Portland Lt. (Portland Head Lighthouse); at 11:35 B.W.S.B. (Bulwark Shoals Buoy), course SE; at 1:25 Seguine, course ESE; at 2:00 Bantum, course ESE; at 3:30 Monhegan, course E by S ½ S; at 5:23 White (Whitehead Island), course E by N ½ N; at 6:45 Rockland, course W ½ S.
- March 6th, 1877: Tuesday (Rockland, Maine) At 10:55 left Rockland; at 11:06 Jamersons (Jameson) Point, course ENE; at 11:48 Camden Graves, course NE by E ½ E; at 11:55 Camden Harbor, course NE by E ½ E; at 1:12 Spruce Head, course NE by E; at 2:25 Castine; at 3:00 Castine; at 3:25 from Turtle Head; at 4:15 Belfast, course W by N; time 5.20 (hours/minutes); distance 38 (miles); first appearance of the A. J. Dallas (U.S. Revenue Cutter Alexander J. Dallas) in these waters.
- March 7th, 1877: Wednesday (Belfast, Maine) At 10:50 left Belfast; at 11:32 Dickys Bluff, course S by E; Saturday Cove, course S by W; Spruce Head, course S by W ½ W; at 1:55 Camden, course SSW; at 3:05 Jamersons (Jameson) Point; at 3:17 Rockland, course SW ½ W; time 4.30 (hours/minutes); distance 25 (miles).
- March 8th, 1877: Thursday (Rockland, Maine) At 7:00 AM left Rockland; at 8:19 White Head; at 9:10 Mosquito Isle; at 9:41 Davis Straits; at 10:40 Penequid (Pemaquid) Point; Thurn Cap (Thrumcap Island); at 11:08 Fish (Fisherman) Isle, course W by S ½ S; at 11:26 Cuckolds; at 12:07 Pond Isle; at 1:40 Bath; from Rockland to Bath 6.24 (hours/minutes); distance 55 (miles).
- March 9th, 1877: Friday (Bath, Maine) This day comes in stormy, wind south fresh; blowing through the day.
- March 10th, 1877: Saturday (Bath, Maine) At 7:55 left Bath; at 9:15 Pond Isle; at 9:50 Seguine; at 11:36 H.W.R. (Halfway Rock); at 12:32 Portland H. (Head); at 12:55 Portland Harbor; at 5:00 PM came to dock.
- March 11th, 1877: Sunday (Portland, Maine) This day at the dock.
- March 12th, 1877: Monday (Portland, Maine) This day comes in thick and light SW wind with snow; Stmr. City of Richmond came out on trial trip at 10:00 AM. >>>[Note: For description of the side-wheel steamer *City of Richmond*, see note of April 19, 1875.]<<<
- March 13th, 1877: Tuesday (Portland, Maine) This day comes in stormy, snow, wind NNE.
- March 14th, 1877: Wednesday (Portland, Maine) At 10:50 left Portland; at 11:15 Portland Head; at 11:50 Cape Elizabeth; stood SSW until 12:30; saw a brig bearing S by E with colors set; stood out for her S by E; at 1:30 stopt (stopped) engine; spoke brig; it proved to be the brig J. B. Brown; coal laden from New York for Portland, Maine; brig leaking; Capt. brig reported he did not think he should be able to keep the brig free, as the crew were about exhausted being so long at the pumps; lowered a boat and took brigs hawser; at 1:50 went ahead with brig in tow; Cape Elizabeth bearing N by E, 15 miles; arriveing (arriving) in Portland at 5:15; *L. GRANT₆, Pilot.
- March 15th, 1877: Thursday (Portland, Maine) This day comes in thick snow storm, wind easterly; at 11:35 left Portland; stood to the eastward as far as Small Point; stood back to Portland; at 5:15 came to anchor.
- March 16th, 1877: Friday (Portland, Maine) At 10:10 left Portland; at 10:38 Portland Head; at 11:15 Cape Eliz. (Elizabeth); at 12:48 Wood Isle; at 1:25 PM wore ship (turned stern to the wind), stood to the east; at 1:47 Wood Isle; at 2:50 Aldens Rock; at 3:40 H. W. Rock (Halfway Rock); at 4:00 Mark Isle; Harpswell; at 4:30 came to anchor (Harpswell Harbor, Maine).
- March 17th, 1877: Saturday (Harpswell Harbor, Maine) At 6:57 left Harpswell; at 7:26 Mark Isle; came into Broad Sound north of Gebeague Isle (Great Chebeague Island); thence to Portland; at 9:40 came to anchor (Portland Harbor); distance 20 (miles); time 2.40 (hours/minutes).

- March 18th, 1877: Sunday (Portland Harbor, Maine) In the stream; heavy snow storm.
- March 19th, 1877: Monday (Portland Harbor, Maine) At 10:50 left Portland; at 11:30 Portland Head; at 12:05 Aldens R. (Rock) and Cape Eliz. (Elizabeth); SSW until 1:35; SW until 4:05; at 4:05 Nubble, course SW; at 4:58 Sisters, course SW by S ½ S; at 5:40 Life Station Rye Beach (New Hampshire), course SW by S; at 5:52 left Station; at 6:30 Whales Back; at 6:40 Portsmouth Lt. (Lighthouse); at 6:45 came (to) anchor Peperells Cove (Kittery Point, Maine).
- March 20th, 1877: Tuesday (Peperells Cove, Kittery Point, Maine) At 7:00 left Peperells Cove; at 7:50 Duck Isle, course ESE; at 10:40 Jeffries Ledge; 30 fathoms water, course SE by S ½ S; at 1:05 left (Jeffries Ledge); at 6:00 Cape Eliz. (Elizabeth), course NEE; at 6:28 Portland Lt. (Lighthouse); at 7:00 Dock (Portland).
- March 21st, 1877: Wednesday (Portland, Maine) AM coaled, snowy; PM went into stream; stormy night, heavy rain.
- March 22nd, 1877: Thursday (Portland, Maine) At 11:53 left Portland; took inland passage; at 2:00 Mark Isle; at 3:54 Seguine; at 4:05 Seguine; at 4:50 Cuckolds, course E by N ¼ N; at 5:18 Burnt Isle, course NE by N ¼ N; at 5:25 Tumblers Isle, course N by E ½ E; at 5:30 Harbor Booth Bay; time 5.37 (hours/minutes); distance 40 (miles).
- March 23rd, 1877: Friday (Boothbay Harbor, Maine) At 9:35 left Booth B. (Bay); at 10:00 Fish (Fisherman) Isle; at 10:40 kept off for sch. (schooner); at 11:20 left sch. (schooner); at 1:13 Old Man, course E by S; at 1:33 Georges Isle, course E ½ N; at 1:50 Old Cilly (Ledge), course E by N; at 2:07 Mosquito Isle, course E by N; at 3:10 Two Bush, course E by S; course E by S 15 minutes; course NE by E 35 minutes; Monroe (Monroe) Isle, course NNE; at 4:40 Owls Head; at 4:42 Shag R. (Rock); at 4:55 R.S.B. (Rockland S. Buoy), course W by S; at 5:00 came to at Rockland.
- March 24th, 1877: Saturday (Rockland, Maine) At 7:00 left Rockland; at 9:30 White Head; at 10:16 Mosquito Isle; at 10:45 AM came to Herring Gut (Port Clyde); at 3:00 left H. (Herring) Gut; at 3:22 Mosquito Isle; at 4:05 White Head, course E by N; at 4:13 Spruce Head, course NE by E ½ E; at 4:30 Otter Isle, course E by N ½ N; at 4:40 Ash Point, course NE by E ½ E; at 4:55 S. (Sheep) Isle B. (Buoy), course NE ¾ N; at 5:03 Monroe (Monroe) Isle, course NE by E ¾ E; at 5:07 Owls Head, course NNE; at 5:11 Shag Rock, course NW; at 5:25 R.S. Buoy (Rockland S. Buoy), course W ½ S; course W by N to anchorage at 5:30; distance 43 miles all.
- March 25th, 1877: Sunday (Rockland Harbor, Maine) At 7:35 left Rockland; at 8:55 White Head; at 9:30 Mosquito Isle; at 10:40 Monhegan outside; at 10:50 changed course to WSW; at 11:00 Monhegan; at 1:18 Seguine, course WSW; at 2:44 H.W.R. (Halfway Rock), course WSW; at 3:35 P.H. Lt. H. (Portland Head Lighthouse), course W by S ½ S; at 4:00 came to at Portland.
- March 26th, 1877: Monday (Portland Harbor, Maine) This day strong breeze easterly with heavy rainfall; ship in the stream.
- March 27th, 1877: Tuesday (Portland Harbor, Maine) This day comes in thick and rainy, wind SSE; in the stream.
- March 28th, 1877: Wednesday (Portland, Maine) This day comes in thick fog, light easterly wind; 9:00 AM went to dock for coal, etc.; no steamers arrived this week from the east or westward.
- March 29th, 1877: Thursday (Portland, Maine) At 2:05 left Portland; at 4:35 arrived at Harpswell; time 2.30 (hours/minutes); distance 17 ½ (miles).
- March 30th, 1877: Friday (Harpswell Harbor, Maine) At 7:00 left Harpswell; stood to the SSW; at 8:00 AM stood to the SE; at 12:00 noon Small Point; wore ship (turned stern to the wind), stood WSW; at 1:38 B.W.S. (Bulwark Shoals) outside; at 2:07 Aldens Rock, course SW; at 2:15 Whistle B. (Buoy), course SW; at 3:05 Wood Isle, course SW ½ S; at 3:09 stopt (stopped) engine (at Fletchers Neck Life-Saving Station); at 3:15 went ahead; at 3:52 Cape Porpoise, course SW by S; at 5:05 Nubble, course SW by S; at 5:45 Sisters, course SW by S ½ S; at 6:20 came to at Peperells Cove (Kittery Point, Maine); underway 11.20 (hours/minutes).

- March 31st, 1877: Saturday (Pepperell Cove, Kittery Point, Maine) Portsmouth Lower Harbor; at 6:00 left Peperells Cove; at 7:00 between Duck and Hog Isle; at 11:00 stood out to Jeffries L. (Ledge)(probably to fish); at 12:33 left Jeffries Ledge; at 3:40 Hue and Crie Buoy, course N by E; at 3:50 Corwins R. B. (Rock Buoy), course N by E; at 4:28 Portland Head, course NW by N ½ N; at 4:44 S. P. B. (Spring Point Buoy); at 4:50 Harbor (Portland); last day of the month; last day of winter cruising.
- April 1st, 1877: Sunday (Portland Harbor, Maine) At anchor Portland Harbor.
- April 2nd, 1877: Monday (Portland Harbor, Maine) This day comes in thick fog, light east wind; Noon came to the dock.
- April 3rd, 1877: Tuesday (Portland, Maine) This day comes in cooler, wind north, with passing clouds.
- April 4th, 1877: Wednesday (Portland, Maine) This day comes in fair, wind light NE; at the dock.
- April 5th, 1877: Thursday (Portland, Maine) At the dock; evening 1½ inch snow fell; snow.
- April 6th, 1877: Friday (Portland, Maine) This day comes in wind northerly, unsettled weather; ship not paid off; no money; 10:00 AM.
- April 7th, 1877: Saturday (Portland, Maine) This day at the dock.
- April 8th, 1877: Sunday (Portland, Maine) At 10:00 AM left Portland; at 10:20 Portland Head; at 10:57 Aldens Rock; thence to Winnegance (Bay) (arriving) 2:55; time 5 (hours); distance 35 (miles); no cunners but plenty of small clams.
- April 9th, 1877: Monday (Winnegance Bay, Maine) At 7:00 left Winnegance; stood out to sea SSW; off Seguine caught five cod and one cat fish; caught by Capt. CHASE_G; arrived at Portland at 5:00 PM.
- April 10th, 1877: Tuesday (Portland, Maine) At 11:30 left Portland; at 1:15 stopt (stopped) engine off Wood Isle (Life-Saving Station); at 2:55 left Wood Isle; at 4:22 Cape Eliz. (Elizabeth); B.C.R. (Broad Cove Rock); T.R.B. (Trundy Reef Buoy); at 5:05 Portland Lt. (Lighthouse); at 5:30 Harbor (Portland); at 5:36 came to anchor.
- April 11th, 1877: Wednesday (Portland Harbor, Maine) This day in the stream; no money.
- April 12th, 1877: Thursday (Portland Harbor, Maine) This day comes in chilly; passing clouds with snow squalls; snow on the ground; made snow balls and threw them. This day comes in chilly, wind NNE, passing clouds and snow squalls; at 11:00 left Portland; stood to the NE inland; at 1:00 came (to) anchor between Little Johns (Littlejohn), Mosher (Moshier), and Gebeague (Great Chebeague) Isles on account of thick snow squalls; at 3:55 left anchorage; at 4:30 Mark Isle; at 5:35 Fullers Rock; at 6:10 Jack L. B. (Ledge Buoy), course E ½ N; at 6:37 Sisters, course E ½ SE ½; at 7:10 Cuckolds, course E ¾ S; at 7:50 came to at Booth Bay.
- April 13th, 1877: Friday (Boothbay Harbor, Maine) At 7:00 left Booth Bay; at 7:35 Cuckold; stood out past Seguine, course S by W; at 8:40 stopt (stopped) engine (probably to fish); at 1:05 left; at 1:10 Seguine; at 3:00 B.W.S. (Bulwark Shoals), course W by S; at 3:50 P.H. Lt. (Portland Head Lighthouse); at 4:06 S.P.B. (Spring Point Buoy); at 4:17 came to at Portland.
- April 14th, 1877: Saturday (Portland, Maine) This day comes in moderate, light east airs; 10:00 AM not paid off.
- April 15th, 1877: Sunday (Portland, Maine) This day comes in pleasant, light air from the east.
- April 16th, 1877: Monday (Portland, Maine) At 11:15 left Portland; at 11:40 P.H. Lt. (Portland Head Lighthouse); at 12:27 B.W.S.B. (Bulwark Shoals Buoy), course SE; 3 miles beyond at 12:52 (probably to fish); at 2:35 left; stood for Portland; at 4:30 P.H. Lt. (Portland Head Lighthouse); at 5:00 came to anchor (Portland Harbor).
- April 17th, 1877: Tuesday (Portland Harbor, Maine) This day comes in overcast, light air easterly; in the stream.

- April 18th, 1877: Wednesday (Portland Harbor, Maine) This day comes in moderate, overcast, with light airs easterly; at 10:17 left Portland; at 10:43 Portland Head; at 11:14 Cape Eliz. (Elizabeth); at 12:14 Wood Isle, course SW by S; at 1:05 Cape Porpoise, course SW by S; at 2:44 Nubble, course SW by S; at 3:00 York, course SW by S; landed **Lieut. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**); at 3:48 left York, Maine; at 4:23 Sisters, course SW by S ½ S; at 4:48 came to Peperells Cove (Kittery Point, Maine); made this run 60 turns, much swell; **Capt. CHASE₆** stopt (stopped) back, not well.
- April 19th, 1877: Thursday (Pepperells Cove, Kittery Point, Maine) At 9:00 left Portsmouth; at 10:20 Nubble, course EN; at 12:00 Cape Porpoise, course EN; at 12:57 Wood Isle, course EN; at 2:06 Cape Eliz. (Elizabeth), course EN; at 2:12 B.C.R. (Broad Cove Rock), course NE ½ N; at 2:20 T.R.B. (Trundy Reef Buoy), course N by E; at 2:34 P. H. Lt. H. (Portland Head Lighthouse); at 2:46 S.P.B. (Spring Point Buoy); at 2:50 B.W.B. (Breakwater Buoy); at 3:00 came to anchor (Portland Harbor); weather thick and rainy whole passage; some sea on starboard beam; time 6.14 (hours/minutes); distance 50 miles.
- April 20th, 1877: Friday (Portland Harbor, Maine) Weather unsettled, overcast, light east wind.
- April 21st, 1877: Saturday (Portland Harbor, Maine) At 10:50 left Portland; at 11:15 Portland Head; at 12:10 B.W.S. (Bulwark Shoals); at 2:32 Wood Isle; at 2:41 Merrimans Ledge, course NNE; at 3:22 came to at Winnegance (Bay).
- April 22nd, 1877: Sunday (Winnegance Bay, Maine) At 7:00 left Winnegance; stood out to Seguine; outside Monhegan; up to Georges Isle; by Two Bush into Rockland; at 5:30 came to anchor; time 10:30 (hours/minutes); distance 65 (miles).
- April 23rd, 1877: Monday (Rockland, Maine) At 8:35 left Rockland; at 10:00 Two Bush; at 12:00 stood to Duck Isle; at 1:40 Pump. (Pumpkin) Rock, course SW by W; at 1:57 Bantum, course SW by W; at 2:44 Seguine, course WSW; at 4:18 H.W.R. (Halfway Rock), course WSW; at 5:15 P.H. Lt. (Portland Head Lighthouse), course W by S ½ S; at 5:37 Harbor (Portland); at 6:00 Dock (Portland).
- April 24th, 1877: Tuesday (Portland, Maine) At 10:30 left Portland; at 10:55 P.H. Lt. (Portland Head Lighthouse); at 11:30 Cape Eliz. (Elizabeth); at 12:37 Wood Isle (Life-Saving Station); at 1:40 left Wood Isle; at 5:40 arrived at Portland.
- April 25th, 1877: Wednesday (Portland, Maine) This day comes in thick fog, light air easterly.
- April 26th, 1877: Thursday (Portland, Maine) Fast Day; at the dock; very fine day.
 >>>[Note: By proclamation on March 30th, 1863, President **ABRAHAM LINCOLN₆** established “National Fast Day,” a day of national humiliation, fasting and prayer, on the last Thursday in April each year.]<<<
- April 27th, 1877: Friday (Portland, Maine) At 10:47 left Portland; at 11:45 Cape Elizabeth; at 12:55 Wood Isle; at 4:27 Boon Isle; at 4:52 left Boon Isle; at 5:45 Old York Harbor, course W by S; set **Lieut. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**) on to Fisherman (Island); at 7:00 arrived at Portsmouth.
- April 28th, 1877: Saturday (Portsmouth, New Hampshire) At 8:50 left Portsmouth; at 9:23 Sisters; Nubble, course ENE; at 4:00 C. (Cape) Porpoise 5 miles distant; at 5:00 Wood Isle 4 miles distant, course NE by E; at 6:05 Cape Eliz. (Elizabeth), course NE by E; at 6:13 B.C.R. (Broad Cove Rock), course NE by N; at 6:20 T.R.B. (Trundy Reef Buoy), course N by E ½ E; at 6:34 P.H. Lt. (Portland Head Lighthouse), course N by W ½ W; at 6:49 S.P.B. (Spring Point Buoy), course N ½ W; at 6:53 B.W.B. (Breakwater Buoy), course WNW; at 7:00 course SW, came to anchor (Portland Harbor).
- April 29th, 1877: Sunday (Portland Harbor, Maine) This day comes in overcast, light wind east; at 9:00 AM commenced raining; fog outside remained through the day.
- April 30th, 1877: Monday (Portland Harbor, Maine) This day comes in thick and rainy, wind east moderate; in the stream.

- May 1st, 1877: Tuesday (Portland Harbor, Maine) This day comes in overcast and rainy, light wind easterly.
- May 2nd, 1877: Wednesday (Portland Harbor, Maine) This day comes in overcast, light drizzling rain, easterly wind. **Secretary MORRILL₆ (LOT MYRICK MORRILL₆)** sworn in as Collector of Customs at Portland May 1st, 1877 and went on his way home to Augusta rejoicing (rejoicing); (Customs Officials?) MOULTON₆ and SMITH₆ reappointed.
 >>>[Note: **LOT MYRICK MORRILL₆** (1813 – 1883) was Governor of Maine (1858 – 1861), Republican U.S. Senator from Maine (1861 – 1876), the 31st Secretary of U.S. Treasury (1876 – 1877) under President **ULYSSES S. GRANT₆** and lastly, Collector of Customs (1877 – 1883) at Portland, Maine until his death in 1883.]<<<
- May 3rd, 1877: Thursday (Portland Harbor, Maine) This day comes in fair with passing clouds; wind NW moderate.
- May 4th, 1877: Friday (Portland Harbor, Maine) At 10:45 left Portland; at 5:45 arrived at Winnegance (Bay).
- May 5th, 1877: Saturday (Winnegance Bay, Maine) At 10:00 left Winnegance Bay; at 11:00 Wood Isle; at 11:19 B. H. L. (Bald Head Lighthouse), course S ½ E; at 11:28 Fullers R. (Rock), course SE by S; course SE by S until fishing ground at 12:08; at 4:45 Mile L. B. (Ledge Buoy); at 4:50 Seguine, course E by N; at 5:36 Cuckolds, course E by N ¼ N; at 5:58 Burnt Isle, course NE by N; at 6:05 Tumbler Isle, course N by E ½ E; course NE, Harbour Booth Bay at 6:07.
- May 6th, 1877: Sunday (Boothbay Harbor, Maine) At 7:00 left Boothbay Harbor; at 8:48 Mile L. (Ledge) Buoy (probably to fish); at 10:00 left Mile L. (Ledge) Buoy; at 2:50 P. Head (Portland Head); under sail all the way before the wind moderate; at 3:20 came (to) anchor; steam up the harbor.
- May 7th, 1877: Monday (Portland Harbor, Maine) At 10:35 left Portland; at 11:00 Portland Head; at 11:32 Cape Eliz. (Elizabeth); at 12:46 Wood Isle; at 1:25 wore ship (turned stern to the wind), set square sail; at 2:00 Wood Isle; at 3:12 Cape Eliz. (Elizabeth); at 4:00 Portland Lt. (Lighthouse); at 4:25 came to at Portland.
- May 8th, 1877: Tuesday (Portland, Maine) This day came to the dock for coal and water.
- May 9th, 1877: Wednesday (Portland, Maine) At the dock; bad weather.
- May 10th, 1877: Thursday (Portland, Maine) At the dock; rough weather.
- May 11th, 1877: Friday (Portland, Maine) At 11:25 AM left Portland; took Yacht Princes (Princess?) in tow ; at 2:15 cast off off Brown Cow and went to Winnegance (Bay); left Winnegance (Bay) arrived at Small Point Harbor.
- May 12th, 1877: Saturday (Small Point Harbor, Maine) At 10:15 left Small Point Harbor; stood out to Seguine (probably to fish); at 2:30 left Seguine; at 6:00 arrived at Portland.
- May 13th, 1877: Sunday (Portland Harbor, Maine) In the stream; **Capt. HODGDON₆ (Captain DANIEL B. HODGSDON₆)** at the Preble (Fort Preble near Spring Point, South Portland, Maine).
 >>>[Note: Captain **DANIEL B. HODGSDON₆** was born in New York and appointed from New York. He was promoted to Captain on September 14, 1868. He would later distinguish himself as the Commander of the U.S. Revenue Cutter *Hugh McCulloch* (the second ship of that name) at the Battle of Manila Bay in 1898. His wife was **GEORGIA M. SMITH HODGSDON₆**, the daughter of Captain **GEORGE B. SMITH₆**, whom he married on October 26, 1869.]<<<
- May 14th, 1877: Monday (Portland, Maine) **Capt. HODGEDON₆ (Captain DANIEL B. HODGSDON₆)** took command; ship at the dock.
- May 15th, 1877: Tuesday (Portland, Maine) **Lieut. HOWLAND₆ (3rd Lieutenant WALTER S. HOWLAND₆)** detached; relieved by **Lieut. WADE₆ (3rd Lieutenant)**; **Capt. (Captain DANIEL B. HODGSDON₆)** commenced taking (taking) meals May 15.

>>>[Note: 3rd Lieutenant **WALTER S. HOWLAND**₆ was born in Massachusetts and appointed from Massachusetts. He will be promoted to 2nd Lieutenant on February 19, 1880 and would eventually serve on the Stmr. *Grant* in New York in 1891.]<<<<

- May 16th, 1877: Wednesday (Portland, Maine) This day comes in pleasant and warm, atmosphere smokey; **Lieut. HOWLAND**₆ (3rd Lieutenant **WALTER S. HOWLAND**₆) left this morn for Newport (Rhode Island) by the way of N. (New) Bedford to join the *Samuel Dexter* at Newport, Rhode Island.

>>>[Note: The U.S. Revenue Cutter *Samuel Dexter* was an 188 ton Dexter Class (1874) steam powered schooner (two masts with a center smokestack) built by Atlantic Works in Boston, Massachusetts. She was commissioned on June 18, 1874. She was 143 ft 6 in. overall length, 23 ft. breadth and 10 ft. depth with a 9 ft. 6 in. draft. She had a 26 ¼ in. diameter by 36 in. stroke steam engine. She had a complement of 7 officers and 33 enlisted men and was armed with two guns. She was first assigned to Newport, Rhode Island. She spent most of her career cruising Long Island Sound and east to Nantucket Island. In 1904 she was ordered to Puerto Rico but returned to Newport and vicinity the following year. She was decommissioned at Arundel Cove, Maryland and sold July 18, 1908.]<<<<



Figure 14: U.S. Revenue Cutter *Samuel Dexter* at Woods Hole, Massachusetts
(courtesy U.S. Coast Guard)

- May 17th, 1877: Thursday (Portland, Maine) Commences pleasant; *Levi Woodbury* (U.S. Revenue Cutter *Levi Woodbury*) arrived in our harbor; **Capt. CHASE**₆ takeing (taking) leave of the *Dallas* (U.S. Revenue Cutter *Alexander J. Dallas*).
- May 18th, 1877: Friday (Portland, Maine) At the dock; **Capt. CHASE**₆ turned the *Dallas* (U.S. Revenue Cutter *Alexander J. Dallas*) over to **Capt. HODGEN**₆ (Captain **DANIEL B. HODGSDON**₆) who is now in command.
- May 19th, 1877: Saturday (Portland, Maine) At the dock; scraped spars and painted ship outside.

- May 20th, 1877: Sunday (Portland, Maine) This day comes in rainy; light westerly wind.
- May 21st, 1877: Monday (Portland, Maine) This day at the dock; fine weather.
- May 22nd, 1877: Tuesday (Portland, Maine) At the dock; rainy; Mr. EMERY₆ (Consulting Engineer CHARLES E. EMERY₆) on board.
 >>>[Note: Mr. **CHARLES E. EMERY₆** (1838 – 1898) was the consulting engineer of the U.S. Revenue Marine and enjoyed the title “engineer expert” for his knowledge of marine engine machinery. He specialized in the design of machinery for revenue cutters and worked on efficient designs to reduce the weight of the drive machinery. He found that many revenue cutters had overweighted machinery that slowed them below their intended cruising speed.]<<<
- May 23rd, 1877: Wednesday (Portland, Maine) Fair day at the dock.
- May 24th, 1877: Thursday (Portland, Maine) This day comes in thick with light rain; ship laid up for repairs since May 12th, 1877.
- May 25th, 1877: Friday (Portland, Maine) This day showery and disagreeable (disagreeable); Mr. CHESTER₆ (Chief Engineer DANIEL C. CHESTER₆) and DENNETT₆ (2nd Lieutenant JOHN DENNETT₆) gone home.
- May 26th, 1877: Saturday (Portland, Maine) This day comes in overcast with light showers and changeable winds.
- May 27th & 28th, 1877: Sunday & Monday (Portland, Maine) Pleasant day at the dock.
- May 29th, 1877: Tuesday (Portland, Maine) Very fine, at the dock.
- May 30th, 1877: Wednesday (Portland, Maine) Memorial Day; at 8:00 AM at Senter's; temperature 68 (degrees Fahrenheit); at 9:00 AM on board ship; temperature 74 (degrees Fahrenheit); for dinner roast beef and ice cream; up town temperature 85 (degrees Fahrenheit).
 >>>[Note: *Senters* was the *Lowell & Senter* store (later the *Abner Lowell* store) at 301 Congress Street in Portland, Maine. They were makers of fine marine instruments.]<<<
- May 31st, 1877: Thursday (Portland, Maine) Very warm and pleasant.
- June 1st, 1877: Friday (Portland, Maine) Ship paid off.
- June 2nd, 1877: Saturday (Portland, Maine) Capt. CHASE₆ took leave of officers.
- June 3rd, 1877: Sunday (Portland, Maine) At the dock.
- June 4th, 1877: Monday (Portland, Maine) At dock.
- June 5th, 1877: Tuesday (Portland, Maine) Left Portland for Boston by Stmr. *City of Portland*; went to Rockland (Maine) by Stmr. *Katahdin*; to Frankfort (Maine) by *City of Richmond*; left Winterport by *City of Richmond*; arrived at Portland June 15th, 1877; gone 11 days from home (in Portland, Maine).
 >>>[Notes: (1) While visiting Boston, Captain ***LEONARD SAMUEL GRANT₆** (1812 – 1880) probably stayed with his daughter, ***FLORA E. GRANT POTTER₇** (1848 – 1928), son-in-law, ***ALGERNON SIDNEY POTTER₇** (1841 – 1893), and 3 year old grandson, ***ALBERT LINCOLN POTTER₈** (1874 – 1930) who lived at 301 Shawmut Avenue(1876) or 349 Columbus Avenue (1877) in Boston, Massachusetts.
 (2) In Rockland, Maine where he lived between 1867 and 1873, he probably visited his son’s grave. His young son, **CHARLIE L. GRANT₇** (1857 – 1871), died in Rockland on December 8th, 1871 at 14 years, 8 months, and 16 days of age. He also probably visited with old friends in Rockland.
 (3) His next stop at Frankfort, Maine was the nearest port to Prospect, Maine where he was born on July 6, 1812. Many of his relatives, including brothers, a sister, uncles, aunts and cousins, and old friends still lived in the Prospect, Frankfort, and Stockton Springs area. His brother, **ALANSON ALONZO GRANT₆** (1813 – 1884), and his brother’s family lived in Hermon, Maine near Bangor; his brother, **JUSTIN L. GRANT₆** (1815 – 1904), and this brother’s family lived in Prospect or Stockton Springs, Maine; and, his sister, **MATILDA GRANT GRANT₆** (1821 – 1908), and her family also lived in Prospect or Stockton Springs (Sandy Point), Maine.]<<<

>>>[Note: The wood hull, side-wheel steamer *City of Portland*, formerly named the *New England*, was launched in 1862 at New York, New York. She registered at 1,025 tons with engines of 425 Horsepower. She was operated by the International Steamship Company on the run between Boston, Portland, Eastport, and St. John, New Brunswick. On May 8th, 1884 she wrecked on Northwest Ledge, Muscle Ridge Channel, off Owl's Head near Rockland, Maine and sank without any loss of life.]<<<

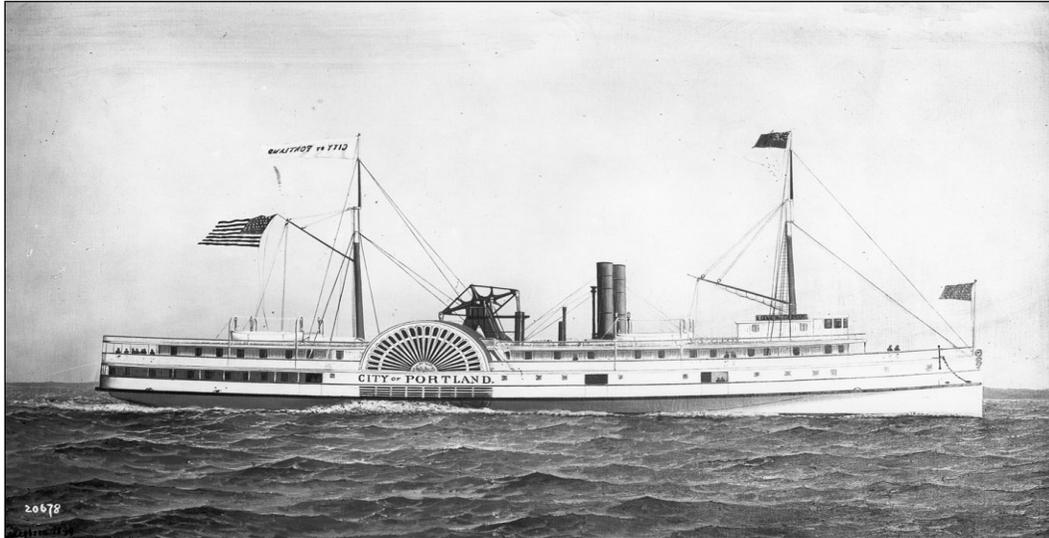


Figure 15: Paddle Wheel Steamer *City of Portland*

>>>[Note: For description of the side-wheel steamer *Katahdin*, see the note of April 14th, 1875.]<<<

>>>[For description of the side-wheel steamer *City of Richmond*, see note of April 19th, 1875.]<<<

- June 18th, 1877: Monday (Portland, Maine) Sent P.O. order to *Smith & Ludwig* for ten dollars; June 18th *Levi Woodbury* (U.S. Revenue Cutter *Levi Woodbury*) went to dock.

>>>[Notes: (1) *Smith & Ludwig*, 189 Main Street, Rockland, Maine, sold groceries and provisions; (2) For description of the U.S. Revenue Cutter *Levi Woodbury* see the journal introduction on February 1st, 1874.]<<<

- June 19th, 1877: Tuesday (Portland, Maine) **Mr. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**) boarding vessels; been laying by 37 days this night.
- June 20th to July 3rd, 1877: Wednesday – Tuesday (Portland, Maine) There were no journal entries for this period.
- July 4th, 1877: Wednesday (Portland, Maine) At 6:00 PM arrived home (in Portland, Maine, address unknown) from Boston after making (making) two round trips from Boston to St. John (New Brunswick) in Rev. Cutter *Gallatin*, **Capt. GABRIELSON₆** (Captain **ERIC GABRIELSON₆** – see note of September 30th, 1876).

>>>[Note: Named after Secretary of the Treasury, **ALBERT GALLATIN₅**, who served between 1801 and 1814, the U.S. Revenue Cutter *Albert Gallatin* was a 250 ton, steam driven, Gallatin Class (1871), topsail schooner rigged steamer with two masts and a center smokestack. She was built by David Bell in Buffalo, New York and launched in 1871.

The *Gallatin* was one of several “test bed” vessels during the 1870s. She was 137 feet overall length, 23 ft. 6 in. breadth, and 9 ft. 4 in. deep (8 ft. draft). She was an iron-hulled cutter and was first fitted in 1872 with a horizontal, direct-acting, 28 in. diameter by 28 in. stroke steam engine with a Fowler (patent) steering propellor, a six-bladed single screw with a separate engine for steering and reversing. This propellor proved uneconomical, and the contractor replaced her

simple engine, both machinery and propellor, with compound cylinders, 34 in. diameter by 30 in. stroke, and one boiler in 1874. She made a speed of 12 knots.

The *Gallatin* had a complement of 7 officers and 33 enlisted men and was armed with two guns mounted in broadside. She was assigned to Boston, Massachusetts, cruising from Portsmouth, New Hampshire, to Holmes Hole, Massachusetts. She wrecked off Manchester (Cape Ann), Massachusetts and sank in a blinding snowstorm and heavy sea on January 6th, 1892 with Captain **ERIC GABRIELSON**₆ in command.]<<<

- July 5th, 1877: Thursday (Portland, Maine) Took charge of Capt. NICKOLS₆' house (at) 201 Cumberland St. (Portland, Maine); Engineer CHESTER₆ (Chief Engineer DANIEL C. CHESTER₆) left July 5th (at) 6:00 AM; Engineer DINSMORE₆ (Chief Engineer M. D. L. DINSMORE₆) in charge July 6th, 1877.
- July 6th, 1877: Friday (Portland, Maine) Commenced taking (taking) ice from unknown.
- July 7th to 17th, 1877: Saturday to Tuesday (Portland, Maine) There were no journal entries for this period.
- July 18th, 1877: Wednesday (Portland, Maine) Arrived on the *Grant* from a cruise to the eastward.

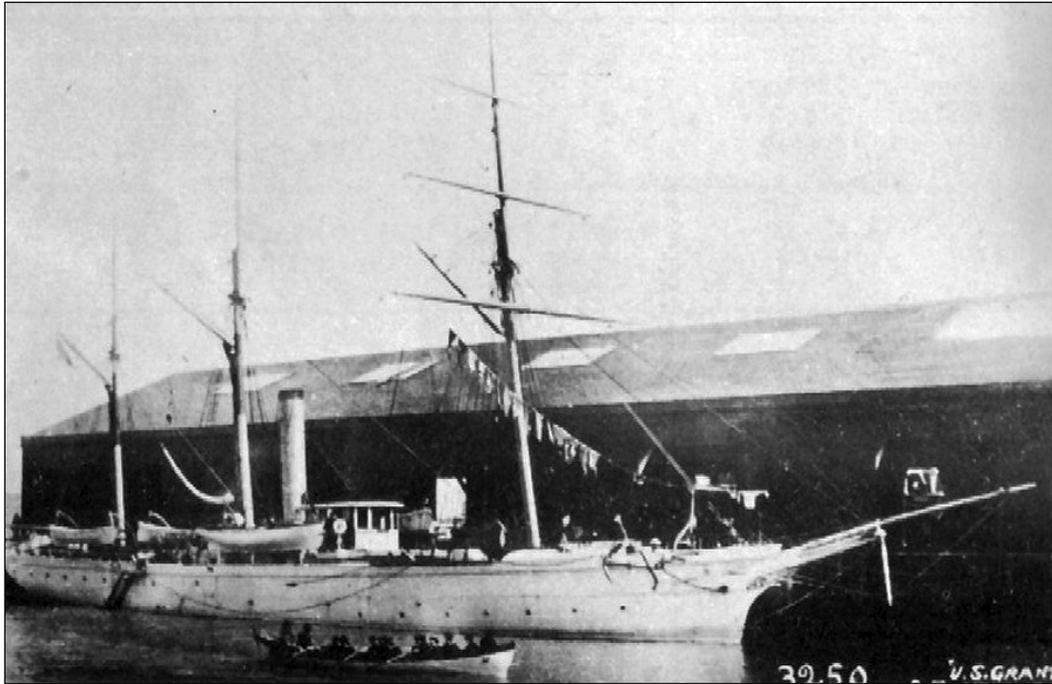


Figure 16: U.S. Revenue Cutter *Ulysses S. Grant*

>>>[Note: The 350 ton U.S. Revenue Cutter *Grant* was named for President **ULYSSES S. GRANT**₆. An iron-hulled Grant Class (1871) cutter, she was built in 1870 by Pusey & Jones in Wilmington, Delaware. Entering service in 1871 at New York, she was one of the few three-masted cutters. She was a propulsion barque rigged steamer with one shaft and one smokestack. She was 163 ft. overall length, 25 ft. breadth, 11 ft. 4 in. depth with 9 ft. 6 in. draft. She was powered by a 36 in. diameter by 36 in. stroke vertical cylinder engine and made 11 knots. She had a complement of 8 officers and 37 enlisted men. She was armed with four 24 pounder howitzers. She was sold on November 28th, 1906 and became the merchant vessel *Grant*.]<<<

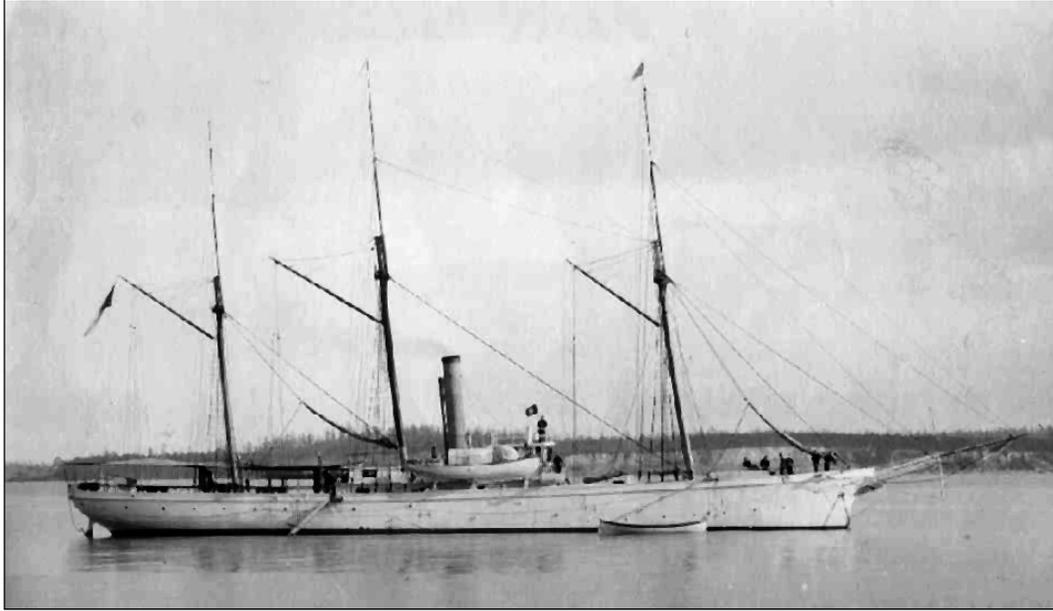


Figure 17: U.S. Revenue Cutter *Ulysses S. Grant*

- July 10th, 1877(?): Wednesday (Portland, Maine) Struck on Lower Gangway Ledge, Penobscot Bay.
- July 19th, 1877: Thursday (Portland, Maine) Returned on board, ready for duty.
- July 20th to 25th, 1877: Friday to Wednesday (Portland, Maine) There were no journal entries for this period.
- July 26th, 1877: Thursday (Portland, Maine) Arrived Sch.(Schooner) *Sarah B. Harris* Boston with wrecked stuff from English Sch. (Schooner) *Don Pedro* St. Johns, mainmast and top mast, 2 anchors, riggin (rigging), etc..

>>>[Note: In 1860, Gloucester, Massachusetts was the home port for the Schooner *Sarah B. Harris*. That year she lost overboard one crew member named **HAYNES LOW**₆ of Rockport, Massachusetts. During the Civil War in August 1864, she was captured off the Maine coast by the Confederate merchant raider, *CSS Tallahassee*, commanded by Captain **JOHN TAYLOR WOOD**₆ who spared her by allowing her to convey all his captured prisoners from other vessels he sank to Portland, Maine.]

[Note: The English schooner *Don Pedro*, a vessel of about 97 tons burden, sailed from Boston for St. John, New Brunswick, with a general cargo in July, 1877. On Wednesday night, July 18th, 1877, the *Don Pedro* collided with the U.S. Revenue Cutter *U.S. Grant* near a fog bank off Boon Island, Maine and sank without any loss of life.

The New York Times (July 22, 1877) gave the following account: “At about 10 o’clock the cutter (*Grant*) was running at about half speed as she was approaching a fog bank. At 10:50, the cutter, still moving cautiously and her whistle being blown every 20 seconds, the lookouts discovered a schooner about three-quarters of a mile ahead, one point on the starboard bow, and immediately after her starboard light was seen distinctly, the cutter’s engine was slowed, and it was expected that the schooner (*Don Pedro*), running before a moderate breeze with a following sea, would pass the steamer (*Dallas*). Almost immediately thereafter, the schooner (*Don Pedro*) appeared heading eastward across the steamer’s course. The *Grant*’s engines were at once stopped and backed, and the helm put hard-a-starboard, but the schooner (*Don Pedro*) came on at the rate of about six miles an hour and struck the starboard bow of the *Grant*. The steamer

(*Grant*) was clear of the schooner (*Don Pedro*) in an instant, and her launch was in the water, manned and officered in a very short time. Upon going to the schooner (*Don Pedro*), it was found that she was sinking, having been cut badly in her port forechains.

The Captain, crew, and passengers, with a portion of their personal effects, were taken off and brought to this port (Boston, Massachusetts) by the *Grant*, which arrived yesterday. Besides the Captain of the schooner (*Don Pedro*) there were nine persons on her: **GILBERT GREEN**₆, mate; **JOHN WILCOX**₆, seaman; **ISAAC RALPH**₆, seaman; **WALLACE GREEN**₆, cook; as passengers: **Mrs. JANE HIGGS**₆ and daughter, **Mrs. SARAH CUMBERLAND**₇ and two boys.

The cutter (*Grant*) lost her starboard cathead and jibboom, but is apparently not injured otherwise. The Captain of the schooner (*Don Pedro*) says nothing about not having a port light set, and none was seen by any one on the cutter (*Grant*), which would have been the case had it been in place, for the schooner's (*Don Pedro*'s) port side was in full view when they came together. Neither is it explained why he altered his course after they sighted each other, for if he had had a lookout, he must have seen the *Grant*'s lights when the cutter's (*Grant*'s) watch descried his starboard light. The Captain of the schooner (*Don Pedro*) reports that he had been steering northeast by his compass, and had shortly before the collision hauled off to northeast by east.”

The owners of the schooner *Don Pedro* filed a claim against the U.S. Government for their loss. They claimed that their vessel was destroyed by the neglect of the cutter *Grant*. They stated that at about midnight, the United States Revenue Cutter *U.S. Grant* hove in sight, heading apparently directly for the schooner (*Don Pedro*), and, without changing her course at all, struck the schooner (*Don Pedro*) juts forward of her fore chains, cut her down to the water-line, and sunk her at once. They further stated that the officers and men on the schooner (*Don Pedro*) took every precaution and complied with all the requirements of the law.]<<<

- July 27th to July 31st, 1877: Friday to Tuesday (Portland, Maine) There were no journal entries for this period.
- August 1st, 1877: Wednesday (Portland, Maine) Ship paid off.
- August 2nd, 1877: Thursday (Portland, Maine) No journal entries this day.
- August 3rd, 1877: Friday (Portland, Maine) At 9:35 left dock; at 9:43 came to anchor; at 10:47 all on board; at 11:00 left Portland; stood down the harbor, out White Head passage, round Cushings Isle; at 11:38 passed Portland Light; at 12:00 came to anchor Portland H. (Harbor); time 1 H (hour); distance 8½ (miles); layed up for repairs 82 days.
- August 4th, 1877: Saturday (At anchor off Custom House Wharf, Portland, Maine) At 12:00 noon left Portland; at 12:25 Portland Head, course S ½ E; at 12:50 Green Isle, course SE by E ½ E; at 1:25 H.W.R. (Halfway Rock), course SE by E ½ E; at 2:55 Seguine, course ESE; at 3:00 Mile l. (Ledge) Buoy; at 3:48 Cuckolds, course E by N ½ N; at 4:30 Booth Bay; time 4.30 (hours/minutes); distance 35 (miles).
- August 5th, 1877: Sunday (Boothbay Harbor, Maine) Weather fair; wind NW moderate; at 10:00 AM general muster on the quarter deck; rules & regulations read aloud.
- August 6th, 1877: Monday (Boothbay Harbor, Maine) At 5:35 left Booth Bay; at 6:55 Penequid (Pemaquid) Point; at 7:40 Egg Rock, course E by S; at 8:12 Davis Straits; at 8:30 Hoopers (Hupper) Isle, course E ¾ N; at 8:50 Mosquito Isle; at 9:35 White H. (Whitehead Life-Saving Station); stopt (stopped) engine; at 10:08 White Head; at 10:18 Spruce Head, course NE by E ¼ E; at 10:37 Otter Isle, course E by N ½ N; at 10:45 Ash Point, course ENE; at 10:57 S.I.B. (Sheep Island Buoy), course NE ½ N; at 11:08 Monroe (Monroe) Isle, course NE by E ½ E; at 11:10 Owls Head, course North; at 11:13 Shag Rock, course NW; at 11:26 R.B. (Rockland Buoy), course W ½ S; at 11:30 anchorage Rockland.

- August 7th, 1877: Tuesday (Rockland Harbor, Maine) At 5:40 left Rockland; at 6:02 Owls Head, course SE $\frac{3}{4}$ E; at 6:40 Fullers Ledge, course SE $\frac{3}{4}$ E; at 7:10 North Haven; at 7:35 Channel R. (Rock); at 8:15 Mark Isle, course SE by E; at 8:32 Greens Landing; at 9:18 Lazy Gut Buoy; at 9:51 Yorks Narrows, course SE by E $\frac{1}{2}$ E; at 10:35 Bass H. (Harbor) Bar, course ESE; at 10:46 R & B Buoy Can (?), course SE $\frac{1}{2}$ E; at 10:56 R. & B.B., course NE $\frac{3}{4}$ E; at 11:04 Cow Ledge, course NE by N $\frac{1}{2}$ N; at 11:12 South Point, course NNW; at 11:15 anchorage, course W by N; S.W. Harbor (Southwest Harbor); time 5.30 (hours/minutes); distance 41 $\frac{1}{2}$ (miles).
- August 8th, 1877: Wednesday (Southwest Harbor, Mount Desert Island, Maine) This day moderate, changeable wind; most of the day thick fog; Mrs. CHUTE₆ called on board with others.
- August 9th, 1877: Thursday (Southwest Harbor, Mount Desert Island, Maine) At 5:35 left S.W. Harbor; at 6:05 Bunkers Ledge, course ESE; at 7:15 Winter Harbor Light; at 7:25 came to anchor; 12 miles by chart; Do 15; at 11:44 left Winter Harbor; at 12:33 Schoodie Point; at 1:35 Titmenan (Petit Manan Island), course ESE Ebb Tide; at 2:40 Nash Isle, Ebb Tide, course E by N $\frac{1}{2}$ N; at 3:00 Tibbets Narrows, course E $\frac{1}{4}$ S; at 3:10 Shabby Isle, course E by N $\frac{1}{4}$ N; at 3:19 Fessendens Ledge, course E by S; at 3:38 Jonesport, course SE by E $\frac{1}{2}$ E; time 3.54 (hours/minutes); distance by chart 28 (miles); Lieut. GLOVER₆ (1st Lieutenant RUSSELL GLOVER₆) left for home; sent boat for water, etc.; by chart up to date 165 (miles).
 >>>[Winter Harbor Lighthouse was erected in 1856. It is located on the south end of Mark Island on the west side of the entrance to the harbor.]<<<<
- August 10th, 1877: Friday (Jonesport, Maine) This day comes in thick, wind east; wind; heavy fall of rain; no signs of clearing; at 1:00 PM sent for water; returned with 250 gallons; yesterday 280 gallons; (total) 530 gallons; at 2:00 PM still storming, wind ENE.
- August 11th, 1877: Saturday (Jonesport, Maine) This day comes in thick fog; light airs WSW; at 1:07 left Jonesport; at 1:40 Mark Isle, course ESE; at 2:00 R. B. (R. Buoy), course SE by E $\frac{1}{2}$ E; at 2:08 Pulpit R. (Rock), course SE by E $\frac{1}{2}$ E; at 2:55 Libby Isle, course ESE; at 3:50 came to at Machias Bay; time 2.40 (hours/minutes); distance 20 (miles).
- August 12th, 1877: Sunday (Machias Bay, Maine) This day comes in thick fog; at 8:00 PM thick fog; light air south; Stmr. Lewiston arrived this P.M.; PM Lieut. WADE₆ (3rd Lieutenant), FITZ₆ (2nd Assistant Engineer JAMES FITZPATRICK₆), & GRANT₆ (Pilot *LEONARD SAMUEL GRANT₆) went on shore landed on Round Isle.
 >>>[Note: The Steamer *Lewiston* was purchased from the “Portland Steam Packet Company” by the “Portland, Bangor, Mount Desert, and Machias Steamboat Company” and ran between Portland and Machiasport, Maine.]<<<<
- August 13th, 1877: Monday (Machias Bay, Maine) This day comes in thick fog, wind light S. (South); Stmr. Lewiston passed out by us (at) 5:00 A.M.; at 9:30 boat left for town; weather cleared up; afternoon, most the time thick; wind light South.
- August 14th, 1877: Tuesday (Machias Bay, Maine) This day comes in thick and rainy; wind light SSE; at 10:35 left Machias Bay; at 10:36 Round Isle; at 10:44 Averys R. (Rock), course S $\frac{3}{4}$ W; changed course at 10:50 to SW-WSW-W; at 10:55 stopt (stopped) engine and tacked ship; stood back ESE 5 minuets (minutes), E 2 minuets (minutes), ENE 5 minuets (minutes), NE 5 minuets (minutes); made Averys Rock ahead NNE 1 minuet (minute); at 11:13 Averys Rock; at 11:20 Round Isle, course NNE; at 11:25 came to anchor (Machias Bay near Round Isle), course North; thick fog; six fathoms water; 20 fathoms chain; at 4:00 PM steward went up country after grub; returned at 7:00 PM with potatoes, chickens, butter; thick fog, etc..
- August 15th, 1877: Wednesday (Machias Bay near Round Isle, Maine) This day comes in thick fog, light air S. (South); at 1:35 boat left ship for town for news and grub; very thick (fog).

- August 16th, 1877: Thursday (Machias Bay near Round Isle, Maine) At 7:20 L. (Left) Round Isle; at 7:26 Averys Rock, course S by W; at 7:55 Can Buoy, course S ½ W; at 8:04 Cross Isle, course SE by E; at 8:17 Shotts (Shot Islands), course ESE; at 8:30 Old Man, course E by S ½ S; Little River, course E by S ½ S; thick fog, head tide; at 10:00 came to at Cutler; thick fog outside; glim (a “glim” was a lantern used on a ship so it could be seen) in the harbor; at 5:35 left Little River; at 5:40 Little River L. H. (Lighthouse); at 7:40 West Quoddy, course E; Red Spar Buoy, course NW; at 7:54 came to anchor (Quoddy Bay); strong ebb tide the whole distance.

Table 1: RUN TIME COMPARISON (Head tide all the runs.)	H (Hrs.)	M (Min.)
From Little River (August 16) to Quoddy Head	2	00
Feb. 22: Little River to Quoddy	2	10
Aug. 24, 1875: W. Quoddy to Little River fair tide	1	25
Feb. 24, 1875: Quoddy to Little River head tide	2	00
Dec. 7 th , 1874: Little River to Quoddy head tide	2	04
Dec. 9 th , (1874): Quoddy to Little River slack water	1	42

- August 17th, 1877: Friday (Quoddy Bay, Maine) 13 days from Portland; this day comes in thick fog and calm; fog whistle going on West Quoddy; at 5:45 **Lieut. DENNETT₆** (2nd Lieutenant **JOHN DENNETT₆**) started out in the fog boarding vessels; at 7:45 left Quoddy Bay; at 7:50 R.S.B., course NW by N; at 8:00 Beacon, course N by W ¼ W; at 8:15 Lubec N.; at 8:30 Eastport, course NNE; Ebb Tide all the way; came to anchor (in) 17 fathoms water; 35 fathoms chain; thick fog; at 3:20 veered to 45 fathoms; wind freshened to the South; at 3:20 furled all sails; at 1:00 PM **Lieut. GLOVER₆** (1st Lieutenant **RUSSELL GLOVER₆**) left on the *Bell Blew* (?) for Calais; also at 3:20 **Mr. NASH₆** (probably Assistant Engineer **CHARLES F. NASH₆**), **Capt. (DANIEL B. HODGSDON₆)** came on board.
- August 18th, 1877: Saturday (Eastport, Maine) This day comes in calm and thick fog; fog whistle heard distinctly from West Quoddy Head; middle this day clear and warm; at 7:00 PM fog in Quoddy Bay.
- August 19th, 1877: Sunday (Eastport, Maine) At 6:00 AM came in thick fog and calm; at 10:21 left Eastport; at 10:55 Lubec, course S by W ½ W; at 11:05 R.B., course S by E; Bluff; turned round and came back to anchorage at 11:15 in Quoddy Bay 11:15; at 2:30 PM myself (Pilot ***LEONARD SAMUEL GRANT₆**) and **Mr. FITZPATRICK₆** (2nd Assistant Engineer **JAMES FITZPATRICK₆**) went on shore at Quoddy Light H. (House); at 4:00 PM returned on board, tired; wind SSW; thick fog in the channel.
- August 20th, 1877: Monday (West Quoddy Bay, Maine) This day comes in foggy as usual and calm; at 6:44 left anchorage; at 6:59 Quoddy Head; at 9:00 Little River, course SW ½ S; at 9:40 Cross Isle, course SW ½ S; at 10:15 Libby Isle, course SW ½ W; Titmenan (Petit Manan Island), course SW ½ W; Long Isle, course SW; at 6:48 Mark Isle; Channel R. flood tide, course W by S ¼ S; Ebb tide, course W by S; at 7:46 came to anchor North Haven (Maine); running time 12.42 (hours/minutes); distance 101 (miles).

- APPENDIX:

Month/Year	Name	\$
December, 1876	Steward	\$14.48
January, 1877	Glover (Russell Glover)	\$16.30
February, 1877	*Grant (*Leonard S. Grant)	\$11.73
March, 1877	Dennett (John Dennett)	\$15.44
April, 1877	Howland (Walter S. Howland)	\$15.27
May, 1877	*Grant (*Leonard S. Grant)	\$16.35
June, 1877	Chester (Daniel C. Chester)	\$18.85
July, 1877	Glover (Russell Glover)	\$15.60

Name of Steamer	Distance (miles)
Cambridge	13.37 (1,337)
New Brunswick	9.35 (935)
New England	10.21 (1,021)
City of Richmond	8.74 (874)
Forest City	11.34 (1,134)
John Brooks	10.11 (1,011)
New York	11.10 (1,110)
New England / City of Portland	10.21 (1,021)
New Brunswick	9.09 (909)
Katahdin	12.34 (1,234)
Falmouth	11.56 (1,156)
Lewiston	11.27 (1,127)
Franconia	6.74 (674)

>>>>>[FINIS: Captain *LEONARD S. GRANT's Seaman's Journal No. 2: U.S. Revenue Cutter ALEXANDER J. DALLAS – January 1 to August 20, 1877.]<<<<<<

VI. Captain *LEONARD S. GRANT₆'s Pilot's and Master's Licenses:

1878: On February 2nd, 1878, Captain **LEONARD GRANT₆** received the following Pilot's and Master's license:

UNITED STATES INSPECTORS CERTIFICATE NO. 453
TO PILOTS

THIS IS TO CERTIFY THAT **LEONARD GRANT₆** has given satisfactory evidence to the undersigned Local Inspectors of Steam Vessels for the District of Boston, Mass. that he is a skillful PILOT of steam vessels and can be entrusted to perform such duties upon the waters of Atlantic Coast on the route between Boston, Mass. and Eastport (Maine) and intermediate ports also to act as Master and he is hereby Licensed to act as First Class Pilot on steam vessels for the term of One Year from this date on the above named route. Given under our hands this Second day of February, 1878.

Signed by: **ANDREW BURNHAM₆**, Inspector of Hulls

Signed by: **ANDREW J. SAVAGE₆**, Inspector of Boilers

1879: On February 1st, 1879, Captain **LEONARD GRANT₆** received the following Master's and Pilot's license:

UNITED STATES INSPECTORS CERTIFICATE NO. 1042
TO MASTERS
X ISSUE No. 3 X

THIS IS TO CERTIFY THAT **LEONARD GRANT₆** has given satisfactory evidence to the undersigned Local Inspectors of Steam Vessels for the District of Boston, Mass. that he is a skillful MASTER of steam vessels and can be entrusted to perform such duties upon the waters of the New England Coast also to act as First Class Pilot between Boston, Mass. and Eastport, Me. and intermediate ports and he is hereby Licensed to act as such Master on steam vessels for the term of one year from this date. Given under our hands this First day of February, 1879.

Signed by: **ANDREW BURNHAM₆**, Inspector of Hulls

Signed by: **ANDREW J. SAVAGE₆**, Inspector of Boilers

VII. Requiem:

At 3:00PM on November 19, 1880, **Captain *LEONARD SAMUEL GRANT₆** (1812 – 1880), father of ***FLORA E. GRANT POTTER₇**, died of Apoplexy (a 2 and ½ hour stroke) at 291 Shawmut Avenue, Boston, Massachusetts. On November 22, 1880, he was buried in Lot 3360 (Buckthorn Path) of Forest Hills Cemetery, in Boston (Jamaica Plain), Massachusetts. Per his registered death record, he was a “master mariner” and was 68 years and 4 months of age. He was survived by his wife, ***ABIGAIL (ABBY) M. EWELL GRANT₆**, and his daughter, ***FLORA E. GRANT POTTER₇**.



Figure 18: *ALGERNON SIDNEY POTTER's Family Lot # 3360, Forest Hills Cemetery, Boston (Jamaica Plain), Massachusetts (2007 Photo)

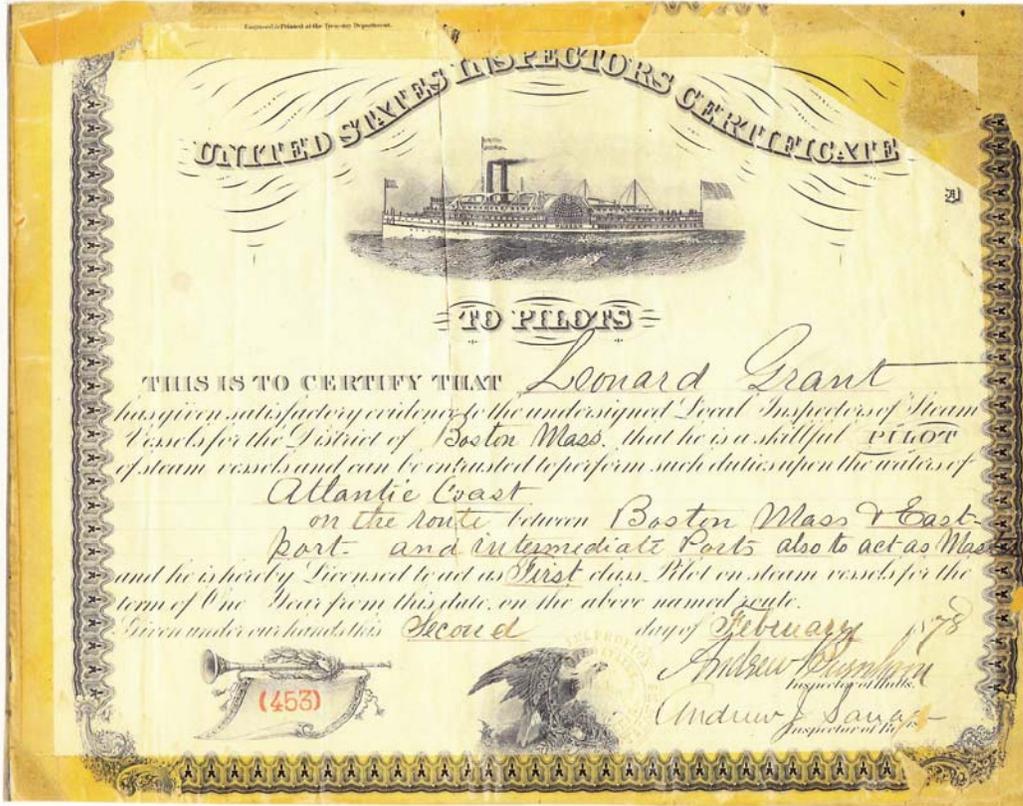


Figure 19: Captain *LEONARD SAMUEL GRANT's 2nd Gravestone, Lot # 3360 Forest Hills Cemetery, Boston (Jamaica Plain), Massachusetts (2006 Photo)

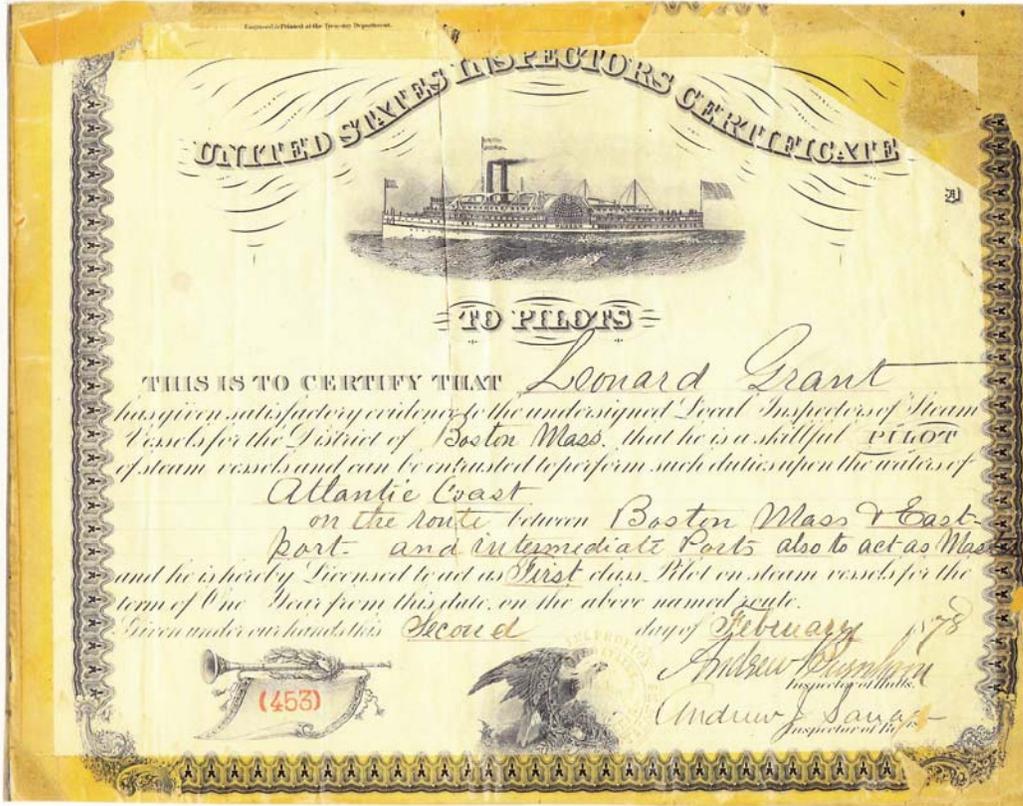
- END NOTES -

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- ¹ Captain *Leonard Samuel Grant, **SEAMAN'S JOURNAL No. 1: Journal of a voyage from Belfast, Maine on a surveying cruise in Penobscot Bay in the U.S. Surveying Schooner Benjamin Peirce commanded by George A. Fairfield, Asst. Coast Survey, Leonard Grant, Sailing Master, begun Monday, September 4th, 1860 and terminated October 23, 1860**, kept by Pilot *Leonard Samuel Grant, Belfast, Maine, pp. 1 – 43.
- ² Francis B. C. Bradlee, **Some Account of Steam Navigation in New England**, Salem, Massachusetts, The Essex Institute, (1920), pp. 98 – 101.
- ³ Francis B. C. Bradlee, **Some Account of Steam Navigation in New England**, Salem, Massachusetts, The Essex Institute, (1920), p. 97.
- ⁴ **COIT CORRESPONDENCE of 1870: or, A Trip to New Brunswick, By THE COIT FAMILY**, Worcester: Printed By Chas. Hamilton, Palladium Office (1871).
- ⁵ **COIT CORRESPONDENCE of 1871: or, The Second Trip to New Brunswick, By THE COIT FAMILY**, Worcester: Printed By Chas. Hamilton, Palladium Office (1872).
- ⁶ **THE BAY STATE EXCURSION OF 1871, A Record and Souvenir of Eight Days' Pleasure on The Eastern Coast**, Boston, Published By The Excursionists, (1871), Riverside, Cambridge: printed by H. O. Houghton and Company.
- ⁷ Captain *Leonard Samuel Grant, **SEAMAN'S JOURNAL No. 2: U.S. Revenue Cutter Hugh McCulloch (May 27 to November 20, 1873), U.S. Revenue Cutter Levi Woodbury (February 1 to July 3, 1874), and U.S. Revenue Cutter Alexander J. Dallas (August 1, 1874 to August 20, 1877)**, kept by Pilot *Leonard Samuel Grant, Portland, Maine, pp. 1 – 241 and 279 - 288.
- ⁸ Donald L. Canney, **U.S. Coast Guard and Revenue Cutters, 1790 – 1935**, Naval Institute Press, Annapolis, Maryland (1995), Front Note: “A Note on Cutter Names” and p. 34.
- ⁹ Gorham Munson, **Penobscot Down East Paradise**, with woodcuts by Carroll Thayer Berry, J.B. Lippincott Company, Philadelphia and New York, (1959), pp. 178 and 179.
- ¹⁰ Donald L. Canney, **U.S. Coast Guard and Revenue Cutters, 1790 – 1935**, Naval Institute Press, Annapolis, Maryland (1995), Front Note: “A Note on Cutter Names” and pp. 31 and 32.
- ¹¹ Donald L. Canney, **U.S. Coast Guard and Revenue Cutters, 1790 – 1935**, Naval Institute Press, Annapolis, Maryland (1995), Front Note: “A Note on Cutter Names” and pp. 43 and 44.

- FINIS -



Captain L. Grant's Sword



Captain L. Grant's Sword