

for future activities will be sought from the experiences of the past, and the Society has obtained valuable information required by men engaged in research and study.

ILLUMINATED LOG OF THE GOOD SHIP "CROWN POINT"

A VERY amusing picture of an East India voyage in the early 'sixties is left us in one of a small collection of log books recently presented to the Society. By the time of the Civil War the importance of sailing craft was already on the wane, but it was not until after the war that the real change from sails to steam power began, and in 1862 a fleet of vessels still made profit of New England handicaps by carrying ice to the tropical ports.

The mate of the *Crown Point*, "from Boston with a cargo of ice by Frederic Tudor, bound for Bombay or Calcutta in the East Indies," had a sense of humor, and considerable talent in drawing ships. The usual "remarks on board," about the wind and weather, and the setting or reefing of sails, are illustrated with ships, sitting on neatly scalloped waves.

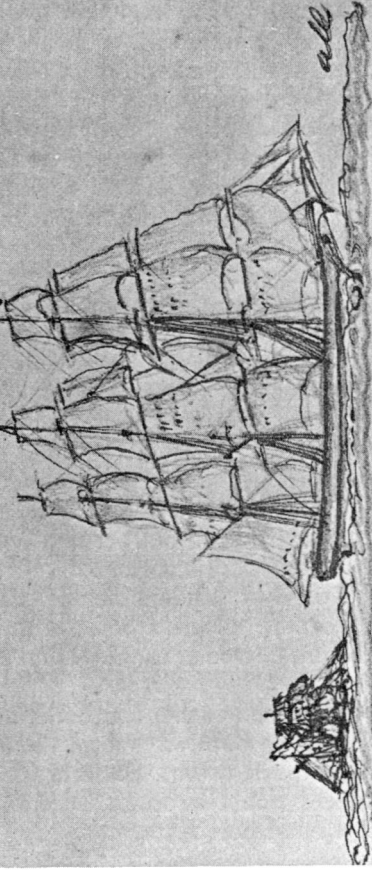
In the middle of the seventh day out, they "bent a fore sail and set him reefed, having for the first time an opportunity to bend him since blown away in Boston Bay." The *Crown Point* is shown below, plunging through black and blue waves under reefed topsails.

More sails are set progressively, until she appears running before the wind, with studdingsails set. The mate is a master hand at drawing one vessel at a time, but his picture of the *Crown Point* passing an "English ship bound home" is rather rickety. And his attempts at portraying the various occupations of the crew belong to the kindergarten school of drawing.

On the twenty-third of January begin "Calms, Calms, Calms and very warm weather. Made a finish of unbending all the new Sails and bent old ones. One of the men that had frozen fingers at work on duty."

The next day the same weather continues, and his comment is a double head, progressing both ways from the mouth, which is saying, "calm, calm," upside down. Underneath the picture he says that "strong breezes would be quite, acceptable, as it would be good for hard looks and Sore Eyes."

Commenced with fresh Trade Winds from East
 set Fore Topmast Standing sail, and Lower. Standing sails
 and Mizen, and kept off 1/2 m p m, for a Course
 in Order to clear Cape de Good Hope in the Night.



all Sails set

Middle Part fresh Breeze and heavy weather

THE "CROWN POINT," TUDOR ICE SHIP

As drawn by her mate in the ship's log.

The breeze springs up at last, and continues fairly well for a time, while one of the crew, represented with a sort of flexible rubber arm, picks over the potatoes, and finds "12 remaining sound," meaning twelve barrels, it is to be hoped.

"Myself employed in painting buckets." This would seem an odd way for a mate to spend his time, but it appears to be a common occupation with this one.

On February thirteenth the calms begin again. The "remarks" are traced in a large, decorative hand, "all throughout these 24 hours' Calms, Calms, Calms. This day caught a large dolphin"; the whole illustrated with an absurd and well dressed mermaid supported by an anchor bearing the motto, "Hope for the Best."

On Valentine's day the situation is alleviated with a "great Shanghai rooster for dinner," done in blue and pink crayon. Two weeks later appears an alleged albatross, with a head like a sea horse, prodigiously long legs, and a decided rake aft.

Every incident is given some notice by his pencil.

"Pigs out running about the decks"—(a line of pigs, reduced to their simplest terms).

"Let one Reef out the Topsail set Jib and Mainsail Reefed. Ship came up an passed us under two Close Reef Topsail and foresail. Supposing her a Clipper Ship." (She is superfluously marked "Clipper," for he has indicated her lines unmistakably.) "Set top Gallant sails over Reef Topsails, haveing Double the Cape of Good hope."

"Steward with Fowls for dinner and Cats after him."

The obituary of one of the cats, when a "Fore Topsail Braice [—?] parted, & came upon deck, and Killed the Cat," is illustrated with an unflattering picture of the deceased, showing the manner of her death.

A few years after this voyage of the *Crown Point*, American sailing vessels were still to be seen in numbers, in port or on the high seas, but their importance was secondary. The country had definitely turned to steam transportation as its main reliance for commercial progress. But that same intimate flavor of the sea, which has largely been lost since the young days of American commerce, is preserved in the casual drawings and comments in this log of an ice ship.

Whitish Sawbalm, Calum



Shovel. Nose, po Sailors Bay

Letter sent light Boreez from N^o 6 and Spitt Main at times
Employed Darning decks: and Coal. Taring chains out side
of from Jib Boom, and in Steep Mastique Guic^o D^o
at same time employe mending Old. Topsail

Left by Ship D. 23 South
July 14th 1835 East

1838 day from Boston

AN INCIDENT OF THE VOYAGE, ILLUSTRATED BY THE MATE