



## 38Talk:

A Forum for Discussions among Voyagers and Others related to the 38th Voyage of the Charles W. Morgan

HOME TOOLS ARCHIVE MYSTIC SEAPORT

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## 38Talk Message w114

### The Morgan passing through the drawbridge

**From:** UNK

**Date:** 2014 May 27, 15:32 -0400

Here's the beautiful photo currently on the main banner at [mysticseaport.org](http://mysticseaport.org). What an amazing sight to see the Charles W. Morgan leaving the safe harbor of Mystic Seaport after so many decades.

Stephanie

#### Attached File:



## 38Talk Message w115

### The sinking of the Marques: 30 years ago

**From:** Frank Reed

**Date:** 2014 Jun 2, 10:05 -0700

Tomorrow, June 3, 2014, is the thirtieth anniversary of the sinking of the sail-training tall ship "Marques" (usually pronounced as if spelled "Markez"). The Marques sank around 4am local time on June 3, 1984 in a sudden squall on the first night of a race with other tall ships after departing Bermuda the previous evening. The vessel sank immediately with some estimates from survivors suggesting it sank in less than thirty seconds. Nine crew and sailing trainees survived. Nineteen were lost, most as they slept in their bunks below decks. Among the lost were two employees of Mystic Seaport: Andrea Lee of Mystic who was 19 years old and Sue Howell of Hebron, Connecticut who was 37 at the time. Andrea Lee had been an interpreter and museum teacher at Mystic Seaport for two years. Susan Howell was associate director of the planetarium at Mystic Seaport and had worked there since the 1960s. Sue Howell had recently written and published a highly-regarded textbook in celestial navigation, titled simply "Practical Celestial Navigation". Even today it is popular among navigation students. Stuart Gillespie, described by The Day newspaper of New London as "one of the founders of the Sea Chantey program" at Mystic Seaport, was one of the survivors.

I myself worked at the planetarium at Mystic Seaport in high school and college, on and off from 1978 to 1985, and I knew Sue Howell. I remember her as kind, funny, professional, and intelligent, highly knowledgeable, and profoundly competent in her favorite subject, celestial navigation. She was a loving mom to her three young kids and devoted to her husband, Dave. For Don Treworgy, planetarium supervisor at Mystic Seaport for decades until his death in 2009, Sue Howell was a dear friend, confidante, and professional partner. Don had sailed aboard the Marques on the previous leg of the voyage from the Caribbean to Bermuda teaching celestial navigation and even providing the only reliable fix by star sights when the vessel's electronics failed. Don suffered from survivor guilt for the rest of his life in addition to the profound grief from the loss of his close friend. He worked daily to remember Sue and, with his strong encouragement, the classroom in the lower level of the planetarium was renamed in her honor: the Susan P. Howell Classroom (now located in the "Treworgy Planetarium" which was renamed for Don a few months before he died in 2009).

The sinking of the Marques has been widely considered a watershed in the "sail training" community leading to modern safety standards which, it is believed, have prevented and will prevent similar tragedies. The story of the sinking of the Marques and some of its causes has been re-told eloquently in the book "Tall Ships Down" written by Dan Parrott, himself a survivor of the sinking of a tall ship, the "Pride of Baltimore", just two years after the loss of the Marques. Anniversaries of tragedies have fading relevance with each passing year, and eventually they pass into memory. But as Mystic Seaport's

"flagship", the Charles W. Morgan, begins its 38th Voyage, it seems important this year to recall the loss of the Marques, thirty years ago, and remember those Mystic Seaport employees who were lost with her. They would be proud to see the Morgan sail again.

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

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38Talk message boards and member settings: [www.fer3.com/38Talk](http://www.fer3.com/38Talk)  
Members may optionally receive posts by email.  
To cancel email delivery, send a message to [NoMail\[at\]fer3.com](mailto:NoMail[at]fer3.com)  
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**Attached File:**



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**38Talk Message w116**

**Re: The sinking of the Marques: 30 years ago**

**From:** 38Talk Messages  
**Date:** 2014 Jun 2, 18:40 -0700

Dear Frank,

A good and proper expression. Thank you

Best Regards,  
Steve

-----  
[Sent from the message boards by: Steve E. Bryant, [steveebryant-at-att.net](mailto:steveebryant-at-att.net)]  
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38Talk message boards and member settings: [www.fer3.com/38Talk](http://www.fer3.com/38Talk)  
Members may optionally receive posts by email.  
To cancel email delivery, send a message to [NoMail\[at\]fer3.com](mailto:NoMail[at]fer3.com)  
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**38Talk Message w117**

**The Morgan under sail this afternoon**

**From:** Frank Reed  
**Date:** 2014 Jun 7, 17:24 -0700

Here's a gorgeous photo from [myticseaport.org](http://myticseaport.org) of the Charles W. Morgan sailing this afternoon in eastern Long Island Sound.

-FER

**Attached File:**



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## 38Talk Message w118

### Testing again

**From:** Frank Reed

**Date:** 2014 Jun 8, 20:48 -0700

A quick editing *test*. And an attached image of Harrison's H1.

**Attached File:**



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## 38Talk Message w119

### The Morgan passing Pt. Judith

**From:** Frank Reed

**Date:** 2014 Jun 23, 19:31 -0700

About thirty-five photographers and other spectators watched the Morgan sail (under tow) past Point Judith on her way to Newport last week. Here's a photo...

-FER

**Attached File:**



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## 38Talk Message w120

## 38Talk: Voyagers discussion forum

**From:** Frank Reed

**Date:** 2014 Jun 23, 19:44 -0700

Hello, 38th Voyagers and Mystic Seaport 38th Voyage Team.

I realized today that I had a list of emails for all of you and could have sent out this announcement a month ago. Let's call this "better late than never"...

**38Talk** is a forum intended to facilitate discussions among "38 Voyagers" and others regarding the 38th Voyage of the Charles W. Morgan. Whether it's practical details, from seasickness cures to video tech or travel connections, or more general discussion from nautical history to marine science and literature, it's all welcome. Visit here: <http://fer3.com/38Talk/>. If your voyage leg has already come and gone, tell us how it went. Did you sleep on board the night before? Was the temperature in the fo'c's'le bearable?

You have already been signed up as 38Talk members. Get your [posting code](#) for instant posting or just use your name and email address. [Post a message](#) right now, if you like!

Uniquely, 38Talk also permits full interaction entirely by email. You can optionally receive each post or daily digests by email, and any member can post messages by email (bypassing the web site) by sending to our posting address which is "[38Talk@fer3.com](mailto:38Talk@fer3.com)". This functionality is similar to a traditional Internet mailing list: post by email, read by email, reply by email. Most members will prefer the web interface for posting and replying to messages.

Please note: this is the **only** email you will receive unless you specifically sign up to receive additional emails (get your posting code first, then see email settings under the "Tools" menu). It's easy to sign up! You can also just [email me directly](#), tell me what you want, and I'll take care of the details.

Frank Reed  
38th Voyager, Stellwagen day one  
Conanicut Island USA

PS: Here's a photo of the Morgan arriving in Narragansett Bay last week, just passing Castle Hill Light.

### Attached File:



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## 38Talk Message w121

### Visibility with whaleboats on davits

**From:** UNK

**Date:** 2014 Jun 24, 09:22 -0700

Voyagers:

I hope you'll pardon me for jumping in here. Though I myself am not a "38th Voyager", a good friend is part of the team, and we were talking about the whaleboats on the davits. For photography, do they impair the view from the deck significantly? Obviously the Morgan was a working ship a hundred fifty years ago, and the view was not a factor except maybe in piloting waters, entering harbors and all that. Would lookouts have climbed up into the boats when entering harbor during the Morgan's whaling career? And on the 38th Voyage, will crew and voyagers clamber up into the boats while the Morgan is under sail? Or is that considered too dangerous?

Stephanie M.

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## 38Talk Message w122

### 1918-1919 Voyage Map combined with global model results

**From:** Michael Whitney

**Date:** 2014 Jun 24, 10:07 -0700

I've been working to combine maps of the 1918-1919 Voyage in the North Atlantic with results from a global atmospheric model for winds and air temperatures at the same times. There are interactive Google Maps and a YouTube Movie that can be found at <http://cprime.uconn.edu/research->

[projects/charles-w-morgan-voyages/](#). Let me know what you think.

---

## 38Talk Message w123

### Re: Visibility with whaleboats on davits

**From:** Peter McCracken

**Date:** 2014 Jun 24, 11:06 -0700

I sailed on the leg from New London to Newport. The whaleboats don't interfere too much with visibility; they're high enough off the deck that you can see under them. I have a number of pictures with the keel of a whaleboat at the top of the image. There are plenty of spots from which one can view the horizon without a whaleboat in the way -- there are only two on each side, so the space in the middle is whaleboat-free.

There's no real reason to climb into the whaleboats when under sail or under tow. When mooring, the shrouds provide a better way of viewing the pier and harbor, and the Chief Mate did climb up the shrouds a bit -- but not much; just high enough so he had clear visibility all around -- as we departed and arrived at the piers.

While I was on board crew did climb into the whaleboats at one point, but only because one of them wasn't sitting properly on its frames -- I cannot remember the proper term for the wooden frames that they sit on. They hoisted the boat up a bit, got it straightened out, and then set it down again. The boats are also well-secured to the ship when underway. As a final note, the two starboard whaleboats are not on the ship when she is at the pier. In New London, crew rowed those two whaleboats out from the New London pier, and when we were away from the pier, they were attached to the falls, and hoisted onto the frames on which they sat during the sail. As we approached Newport, they were lowered into the water and towed away, so they would not be in the way during or after mooring.

Hope this helps.

Peter McCracken, peter@shipindex.org

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## 38Talk Message w124

### Re: 1918-1919 Voyage Map combined with global model results

**From:** Paul O'Pecko

**Date:** 2014 Jun 24, 12:11 -0700

Very cool, Mike. Thanks for sharing.

Paul

---

## 38Talk Message w125

### Re: Visibility with whaleboats on davits

**From:** Michelle Moon

**Date:** 2014 Jun 24, 15:40 -0700

Hi there - It shouldn't be a huge problem. The whaleboats ride high, and you can see between the gunwales and the boats. Also, they don't obscure every view from the deck. From both the foredeck and after deck there are clear views (though I don't know what the rules of the deck are going to be, outlining when the 38s can be where). There may also be some possibility of standing on deck structures or rigging elements to get views over the whaleboats. I don't think there will be a problem getting good photos, but it's a little hard to tell what is and isn't possible until we get our vessel orientation. Riding in whaleboats sounds like something that would probably not be allowed, but I could be wrong.

---

## 38Talk Message w126

### Re: 1918-1919 Voyage Map combined with global model results

**From:** Elizabeth Schultz

**Date:** 2014 Jun 24, 22:14 +0000

FABULOUS MAPS! Thank you for sharing! Looking forward to seeing more, much more. Beth

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**From:** 38Talk@fer3.com [38Talk@fer3.com] on behalf of Michael Whitney [NoReply\_Whitney@fer3.com]

**Sent:** Tuesday, June 24, 2014 12:16 PM

**To:** Schultz, Elizabeth

**Subject:** [38Talk] 1918-1919 Voyage Map combined with global model results

I've been working to combine maps of the 1918-1919 Voyage in the North Atlantic with results from a global atmospheric model for winds and air temperatures at the same times. There are interactive Google Maps and a YouTube Movie that can be found at <http://cprime.uconn.edu/research-projects/charles-w-morgan-voyages/>. Let me know what you think.

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## 38Talk Message w127

### Navigation: celestial and otherwise

**From:** Frank Reed

**Date:** 2014 Jun 24, 16:39 -0700

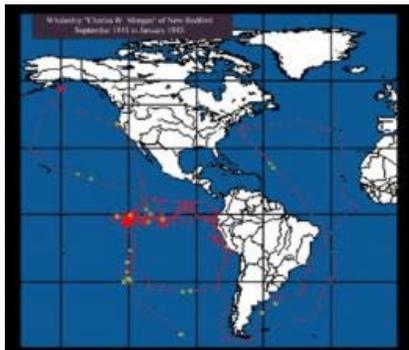
I would love to hear from others about projects in navigation, whether celestial navigation or piloting or even modern navigation issues that may affect 38th Voyager projects. Myself, I will be doing some celestial navigation demos and 'experiments' if the weather is good, and for any of you who are on the same leg as me, Stellwagen Day 1, please feel free to bug me during our sail. I plan to bring along a quadrant (octant) from c.1840 and a sextant from c.1900 which would, of course, cover nicely the historical whaling period for the Charles W. Morgan. You gotta get a photo of yourself with an old quadrant shooting the Sun, right? I'll also have a modern sextant. Are there any other traditional instruments aboard the Morgan, maybe crew members' sextants?

The sailing dates on the 38th Voyage unfortunately are about as bad as they could be for "lunars", my particular favorite navigation topic, but I may manage some sights on-board the night before. For those of you who have already sailed, did you spend time on deck during the night?

Attached is a little map I made, way back in 2003 (!), of the first voyage of the Charles W. Morgan showing the dates/locations where they shot lunars for longitude (yellow circles and squares). Lunars were already in steep decline by the 1840s, but they did actively use them for navigation on that first voyage.

-FER

**Attached File:**



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## 38Talk Message w128

### **Re: Navigation: celestial and otherwise**

**From:** Richard French

**Date:** 2014 Jun 24, 22:29 -0700

Dear Frank,

I'd love to talk with you by phone about your navigation plans on board - I'll be on the leg the day after you, and our plans are very similar. I plan to take an octant from the 1840's, a cross-staff, a historical 'spyglass' from the era, a historical compass, and a recreated traverse board to log direction and speed. I'll also take a modern sextant. My hope was to have other Voyagers use the cross-staffs (used by Dutch sailors until surprisingly recent times, I'm told) and the modern sextant so that they can see what it is like to shoot the sun, and compare to the cruder cross-staff measurements. Among the open issues I'd like to sort out are (a) what chart to buy (and where) to try to transfer the traverse board records from each watch, and I'll also need some parallel rules and dividers; also, I'd like to try out the log line, which I gather that the ship has, and film its use. During the day, I wanted to take some sun sights so that I could eventually get a crude longitude by estimating the transit time of the sun. At night, I wanted at least to try for Polaris. If you are available for email and phone contact over the next week or so, please let me know so that we can discuss our plans, which sound fairly similar. - Dick French  
rfrench\_at\_wellesley.edu

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## 38Talk Message w129

### **Sailing time**

**From:** Mike Vogel

**Date:** 2014 Jun 25, 02:13 -0700

Hi, Voyagers -- and thanks, Frank, for setting up this forum.

Anyone who's already sailed have a feeling yet for how much time under sail versus time in tow on the legs?

Mike Vogel, 38th Voyager, Boston to Massachusetts Maritime

---

## 38Talk Message w130

### **Re: Sailing time**

**From:** Frank Reed

**Date:** 2014 Jun 25, 09:47 -0700

Mike you wrote:

| *Anyone who's already sailed have a feeling yet for how much time under sail versus time in tow on the legs?*

Although I haven't sailed yet, I can give you one rough estimate. On the first leg from New London to Newport, I understand that the Morgan was under tow from New London, through Fishers Island Sound and then put up sails and dropped the tow near Watch Hill, RI. They sailed in light winds through the morning and early afternoon. I checked the AIS periodically (I recommend the MarineTraffic app for [Android](#) and [iPhone/iPad](#)) and saw that they were managing about 2-3 knots gliding slowly along, just a mile or two off the shore of southern Rhode Island. Watching through binoculars from Point Judith, it appeared that they were under tow again starting around Matunuck, and they were certainly under tow --with most sails up gently moving in the breeze-- past Point Judith and on up to Newport. I've made a simple map, attached here, with the blue track indicating the periods when she was under tow and the green indicating she was sailing without the tow (the wobbly details of the track line are not real). As you can see, by miles, the sailing period was less than half of the New London to Newport leg, but by hours it was probably just about half. Bear in mind that the sails were still up when she was under tow and if the wind had not been so light that day I expect they would have sailed more. From Boston the Cape Cod Canal, there should be many hours of sailing possible on your voyage leg.

-FER

**Attached File:**



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## 38Talk Message w131

### **Admin: 38Talk details**

**From:** Frank Reed

**Date:** 2014 Jun 25, 10:04 -0700

Hello all,

The 38Talk community seems to be working as planned, so far. Again, I apologize for not launching this sooner. I was waiting on a formal "go-ahead" and a list of email addresses, but it turns out that I had the required email info all along! In my first message, I mentioned that you would not receive any further 38Talk emails unless you signed up. Minutes after sending that, I decided that it made more sense to treat this as an "opt-out" group since we have all already opted in. So let me know if you prefer *not* to receive emails. Feel free to email me directly, [fer@fer3.com](mailto:fer@fer3.com), if you have any questions at all regarding 38Talk.

If you haven't yet, I encourage you to [visit the message boards](http://fer3.com/38Talk) at <http://fer3.com/38Talk>. That's the best way to edit and send messages, and there are tools to adjust your settings and also a bunch of links to Mystic Seaport's most important 38th Voyage web pages. Also, if you have any concerns that you may not be receiving all messages by email, thanks to over-aggressive spam filters and such, you can visit the message boards to double-check.

-FER

PS: for those of you interested in navigation (celestial etc.), you may want to visit the [NavList community](#), which I also manage. Many NavList members have been actively following the 38th Voyage, too.

---

## 38Talk Message w132

### **Re: Sailing time**

**From:** Mike Vogel

**Date:** 2014 Jun 25, 12:59 -0400

Thanks, Frank, especially for the amount of work you put into that answer. Yes, Boston-Cape Cod is a longer leg but that may mean less sailing if she has to meet a schedule and the winds are light. Like all sailing ship voyages, it ultimately all depends on the wind!

-mike

On Wed, Jun 25, 2014 at 12:51 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

|

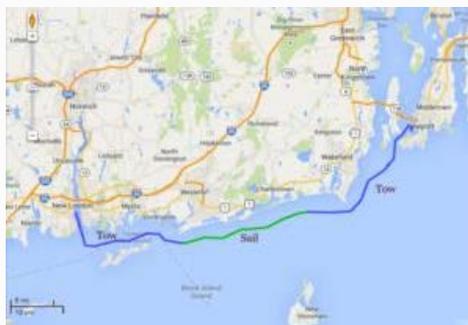
Mike you wrote:

Anyone who's already sailed have a feeling yet for how much time under sail versus time in tow on the legs?

Although I haven't sailed yet, I can give you one rough estimate. On the first leg from New London to Newport, I understand that the Morgan was under tow from New London, through Fishers Island Sound and then put up sails and dropped the tow near Watch Hill, RI. They sailed in light winds through the morning and early afternoon. I checked the AIS periodically (I recommend the MarineTraffic app for [Android](#) and [iPhone/iPad](#)) and saw that they were managing about 2-3 knots gliding slowly along, just a mile or two off the shore of southern Rhode Island. Watching through binoculars from Point Judith, it appeared that they were under tow again starting around Matunuck, and they were certainly under tow --with most sails up gently moving in the breeze-- past Point Judith and on up to Newport. I've made a simple map, attached here, with the blue track indicating the periods when she was under tow and the green indicating she was sailing without the tow (the wobbly details of the track line are not real). As you can see, by miles, the sailing period was less than half of the New London to Newport leg, but by hours it was probably just about half. Bear in mind that the sails were still up when she was under tow and if the wind had not been so light that day I expect they would have sailed more. From Boston the Cape Cod Canal, there should be many hours of sailing possible on your voyage leg.

-FER

Attached File:



(CWM-sail-vs-tow.png: [Open and save](#))

## 38Talk Message w133

### Melville Biography

**From:** John Bryant

**Date:** 2014 Jun 25, 11:17 -0700

I am just now returning from a semester-long Fulbright fellowship at the University of Rome, teaching The American Renaissance in English to Italian PhD students. I will be home next week, but I wanted to sign on now to 38Talk. I am also writing a full, critical biography of Melville and hope that my experience on board the Morgan (on the last leg into Boston) will give me some inkling of Melville's years at sea. (I think I will be the only Melville biographer to have sailed on a whaling vessel.) My original project was to use a digital mapping and annotation tool called Locast to record my experiences at sea. But in Rome, I tried using it using it to record my tracking of Melville's 30-day tour of the city in 1857, and the tool proved cumbersome. Instead, for the Rome project, I set up a blog called Melville in Rome ([www.engjlb.wordpress.com](http://www.engjlb.wordpress.com)), which seemed much easier to manage. So, my new plan is to blog on my experiences on the Morgan: pre-, during, and post-. I will send you the URL for the Morgan blog as soon as it's launched. But right now, my wife Ginny and I are in Copenhagen, in transit to New York City, where we hope to reunite with daughter, dog, and home after a four-month absence.

## 38Talk Message w134

### Re: Admin: 38Talk details

**From:** Mike Bancroft

**Date:** 2014 Jun 25, 12:24 -0700

Thank you for setting this up! Fascinating group of people and interests. Unfortunately I will be silent for the next 7 days as I am moving a Bermuda Race boat back to the USA (provided they show up - very light wind/slow race). I have motivation to get to port so I don't miss my MORGAN Leg out New Bedford!

Was interested in the navigation discussion - my first trip offshore (to this island-Bermuda) was totally with sextant and a walker patent log. 6 day trip - 5 days of overcast, with some peeks through the clouds to get a LOP from the sun or moon and great dead reckoning by logging our compass course and the readings off the patent log. When I told the crew that they would see St David's light at 0130 off the starboard bow they thought I was crazy and convinced we were headed to Africa.

0115 we picked up the light on the starboard bow. I never told them that I really thought it would be more like 0300 but wanted them to you. My story is when I was 13 from Detroit I visited the Seaport, got hooked, became a naval architect, USCG Master and delivery skipper, and never looked back. My project is to explore that evolution of being influenced by the Seaport (or a other museums) and how it radically changed their outlook on life, goals or lifestyle - if you have a similar story to tell I would love to hear it and include it in my project.

Fair winds!

Mike Bancroft

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### 38Talk Message w135

#### **Re: Navigation: celestial and otherwise**

**From:** Robert Batchelor

**Date:** 2014 Jun 25, 12:27 -0700

Thanks for this map Frank! I've been looking at the log over the past few days. It looks like there are dead reckoning, chronometer and lunar readings for longitude. At least I'm assuming "ac" means dead reckoning. I'm being thick--you have any idea what "ac" is an abbreviation for?

According to Paul, there are evidently two sextants, some type of compass and a pelorus on board as well as a lead line, a chip log and some kind of patent or taffrail log. On my leg (Provincetown to Boston) I'm hoping to film some aspects of measurement for dead reckoning (speed and course), chronometer measurement (trying to figure out what to stage for this, probably something modern montaged with film of the Morgan chronometer I took in Mystic), and then lunar. There are some problems with all three. The captain evidently has not allowed for any of the lines off the back yet because it is too cramped back there. And then the sextant/lunar seems problematic as well (as you suggest in your earlier post). Most likely I'm going to have to montage between voyage footage and staged footage to make it work, possibly with animation in there and no doubt a great deal of voice over.

If anyone wants to share footage from other legs, I'd love it--interactive documentary is what the kids call it. My piece is going to be educational and focus on the longitude problem, and the way the log book illustrates using three types of data to gain certainty. From a mathematical and conceptual (geometrical I suppose) perspective, the problems get harder through each stage (dead r. easiest b/c linear, chronometer harder b/c must understand the globe, lunar hardest). This mirrors the log book in terms of which method was most commonly used. So the final product will be a bit of a three act play.

---

### 38Talk Message w136

#### **Re: Navigation: celestial and otherwise**

**From:** Frank Reed

**Date:** 2014 Jun 25, 14:39 -0700

Hello Bob,

Just a quick reply here, more later. You wrote:

"At least I'm assuming "ac" means dead reckoning. I'm being thick--you have any idea what "ac" is an abbreviation for?"

Yes, that's longitude "by account," and you're right -- it's the same as DR.

-FER

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### 38Talk Message w137

#### **Re: Visibility with whaleboats on davits**

**From:** Lynn Barnes

**Date:** 2014 Jun 26, 03:00 +0100

Hi Stephanie,

I sailed on the leg from New London to Newport. I can answer a couple of your questions. The whaleboats really did not hinder views from the ship. There are several places that you can stand mid-ship without being impaired by the whaleboats at all.

I recall a couple of crew getting into one of the whale boats to check its secure attachment to the davits, but other than that they were not used for transport or photography to my knowledge. The Voyagers were not in the whale boats during our leg.

Hope this helps,

Lynn Barnes

On Tuesday, 24 June 2014, 18:42, Michelle Moon <NoReply\_MichelleMoon@fer3.com> wrote:

Hi there - It shouldn't be a huge problem. The whaleboats ride high, and you can see between the gunwales and the boats. Also, they don't obscure every view from the deck. From both the foredeck and after deck there are clear views (though I don't know what the rules of the deck are going to be, outlining when the 38s can be where). There may also be some possibility of standing on deck structures or rigging elements to get views over the whaleboats. I don't think there will be a problem getting good photos, but it's a little hard to tell what is and isn't possible until we get our vessel orientation. Riding in whaleboats sounds like something that would probably not be allowed, but I could be wrong.

---

## 38Talk Message w138

### Re: Melville Biography

**From:** Peter Whittemore

**Date:** 2014 Jun 25, 22:56 -0400

John Just a quick one to say I just got back from MV-NB leg of 38th with Bob Wallace, and we both agreed you are gonna love it.

---

From: NoReply\_Bryant@fer3.com

To: peterwhittemore@hotmail.com

Date: Wed, 25 Jun 2014 11:26:12 -0700

Subject: [38Talk] Melville Biography

I am just now returning from a semester-long Fulbright fellowship at the University of Rome, teaching The American Renaissance in English to Italian PhD students. I will be home next week, but I wanted to sign on now to 38Talk. I am also writing a full, critical biography of Melville and hope that my experience on board the Morgan (on the last leg into Boston) will give me some inkling of Melville's years at sea. (I think I will be the only Melville biographer to have sailed on a whaling vessel.) My original project was to use a digital mapping and annotation tool called Locast to record my experiences at sea. But in Rome, I tried using it using it to record my tracking of Melville's 30-day tour of the city in 1857, and the tool proved cumbersome. Instead, for the Rome project, I set up a blog called Melville in Rome ([www.engjlb.wordpress.com](http://www.engjlb.wordpress.com)), which seemed much easier to manage. So, my new plan is to blog on my experiences on the Morgan: pre-, during, and post-. I will send you the URL for the Morgan blog as soon as it's launched. But right now, my wife Ginny and I are in Copenhagen, in transit to New York City, where we hope to reunite with daughter, dog, and home after a four-month absence.

---

## 38Talk Message w139

### Re: Melville Biography

**From:** Robert Wallace

**Date:** 2014 Jun 26, 11:12 +0000

Hello John,

I will be sure to read your blog as soon as it is launched. So glad you are gong too. Peter and I had a great time. The ship sails beautifully and everything about being on this big ship was inspirint.

I will be updating my blog soon but it takes a little longer to pull everything together when I am on the wing.

Bob

---

**From:** 38Talk@fer3.com [38Talk@fer3.com] on behalf of Peter Whittemore [NoReply\_Whittemore@fer3.com]

**Sent:** Wednesday, June 25, 2014 11:06 PM

**To:** Robert Wallace

**Subject:** [38Talk] Re: Melville Biography

John Just a quick one to say I just got back from MV-NB leg of 38th with Bob Wallace, and we both agreed you are gonna love it.

---

From: NoReply\_Bryant@fer3.com

To: peterwhittemore---.com

Date: Wed, 25 Jun 2014 11:26:12 -0700

Subject: [38Talk] Melville Biography

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as it's launched. But right now, my wife Ginny and I are in Copenhagen, in transit to New York City, where we hope to reunite with daughter, dog, and home after a four-month absence.

## 38Talk Message w140

### Re: Melville Biography

**From:** Lynn Barnes

**Date:** 2014 Jun 26, 13:37 +0100

. . . and I'll add a hearty Amen to that!!! As I told the Captain, "This is better than Christmas morning."

Lynn Barnes ~ New London to Newport, 1st leg

On Wednesday, 25 June 2014, 23:06, Peter Whitemore <NoReply\_Whitemore@fer3.com> wrote:

John Just a quick one to say I just got back from MV-NB leg of 38th with Bob Wallace, and we both agreed you are gonna love it.

**From:** NoReply\_Bryant@fer3.com

**To:** peterwhitemore---.com

**Date:** Wed, 25 Jun 2014 11:26:12 -0700

**Subject:** [38Talk] Melville Biography

I am just now returning from a semester-long Fulbright fellowship at the University of Rome, teaching The American Renaissance in English to Italian PhD students. I will be home next week, but I wanted to sign on now to 38Talk. I am also writing a full, critical biography of Melville and hope that my experience on board the Morgan (on the last leg into Boston) will give me some inkling of Melville's years at sea. (I think I will be the only Melville biographer to have sailed on a whaling vessel.) My original project was to use a digital mapping and annotation tool called Locast to record my experiences at sea. But in Rome, I tried using it using it to record my tracking of Melville's 30-day tour of the city in 1857, and the tool proved cumbersome. Instead, for the Rome project, I set up a blog called Melville in Rome ([www.engjlb.wordpress.com](http://www.engjlb.wordpress.com)), which seemed much easier to manage. So, my new plan is to blog on my experiences on the Morgan: pre-, during, and post-. I will send you the URL for the Morgan blog as soon as it's launched. But right now, my wife Ginny and I are in Copenhagen, in transit to New York City, where we hope to reunite with daughter, dog, and home after a four-month absence.

## 38Talk Message w141

### Re: Visibility with whaleboats on davits

**From:** Mary Wayss

**Date:** 2014 Jun 26, 09:11 -0400

Hi Stephanie

I was on the Martha's Vineyard to New Bedford leg. There is plenty if space between the deck and the whales to photograph through. I did sit in the whaleboat briefly while under sail only because I was going aloft. The crew went into them to take the plugs in or out. When docking crew did take the starboard side whaleboats down. I hope this helps.

All the best,

Mary

Sent from my iPhone

On Jun 24, 2014, at 12:22 PM, "Stephanie M" <[NoReply\\_StephanieM@fer3.com](mailto:NoReply_StephanieM@fer3.com)> wrote:

*Voyagers:*

*I hope you'll pardon me for jumping in here. Though I myself am not a "38th Voyager", a good friend is part of the team, and we were talking about the whaleboats on the davits. For photography, do they impair the view from the deck significantly? Obviously the Morgan was a working ship a hundred fifty years ago, and the view was not a factor except maybe in piloting waters, entering harbors and all that. Would lookouts have climbed up into the boats when entering harbor during the Morgan's whaling career? And on the 38th Voyage, will crew and voyagers clamber up into the boats while the Morgan is under sail? Or is that considered too dangerous?*

*Stephanie M.*

## 38Talk Message w142

### Re: Navigation: celestial and otherwise

**From:** Veronica Lawlor  
**Date:** 2014 Jun 26, 08:15 -0400

Hi Robert,

I will also be on the Provincetown to Boston leg, writing and making drawings of the trip, and other voyagers. Would love to do some drawings of you taking your measurements, and maybe take up 10 minutes of your time to ask you a few questions about navigation? If you plan to stay on board the night before we could talk then. Looking forward to our trip!

Best, Veronica

On Wed, Jun 25, 2014 at 3:36 PM, Robert Batchelor <[NoReply\\_Batchelor@fer3.com](mailto:NoReply_Batchelor@fer3.com)> wrote:

*Thanks for this map Frank! I've been looking at the log over the past few days. It looks like there are dead reckoning, chronometer and lunar readings for longitude. At least I'm assuming "ac" means dead reckoning. I'm being thick--you have any idea what "ac" is an abbreviation for?*

*According to Paul, there are evidently two sextants, some type of compass and a pelorus on board as well as a lead line, a chip log and some kind of patent or taffrail log. On my leg (Provincetown to Boston) I'm hoping to film some aspects of measurement for dead reckoning (speed and course), chronometer measurement (trying to figure out what to stage for this, probably something modern montaged with film of the Morgan chronometer I took in Mystic), and then lunar. There are some problems with all three. The captain evidently has not allowed for any of the lines off the back yet because it is too cramped back there. And then the sextant/lunar seems problematic as well (as you suggest in your earlier post). Most likely I'm going to have to montage between voyage footage and staged footage to make it work, possibly with animation in there and no doubt a great deal of voice over.*

*If anyone wants to share footage from other legs, I'd love it--interactive documentary is what the kids call it. My piece is going to be educational and focus on the longitude problem, and the way the log book illustrates using three types of data to gain certainty. From a mathematical and conceptual (geometrical I suppose) perspective, the problems get harder through each stage (dead r. easiest b/c linear, chronometer harder b/c must understand the globe, lunar hardest). This mirrors the log book in terms of which method was most commonly used. So the final product will be a bit of a three act play.*

--

Veronica Lawlor  
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[www.studio1482.com/#veronica](http://www.studio1482.com/#veronica)  
[www.veronicalawlor.com](http://www.veronicalawlor.com)

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## 38Talk Message w143

### **Re: Visibility with whaleboats on davits**

**From:** UNK  
**Date:** 2014 Jun 27, 08:11 -0700

Peter, Michelle, Lynn, and Mary:

Thank you all for your replies on this question. Sounds good!

Stephanie M.

---

## 38Talk Message w144

### **Re: Melville Biography**

**From:** André Duval  
**Date:** 2014 Jun 27, 09:31 -0700

John, you say that you're writing "a full, critical biography of Melville". I look forward to reading that! In the meantime, can you or anyone else recommend a short Melville biography, or a biographic essay? I'm looking for an essay on Melville for students, beyond a Wikipedia article, but not a full-length biography. Thank you for any ideas.

Best wishes to all of the 38th Voyagers,  
André

---

## 38Talk Message w145

### **Sleeping aboard and doughnuts on the Morgan**

**From:** Frank Reed  
**Date:** 2014 Jun 27, 10:15 -0700

Those of you who have already sailed on your voyage legs, did you sleep aboard the night before? In the fo'c's'l? Was the temperature bearable? Or was it possible to sleep on deck? Any other practical thoughts? I'm including a photo I took of the little galley on the CWM while it was at Fort Adams in Newport. And for the record, doughnuts are frequently mentioned aboard ship in historical logbooks, so that's some historically appropriate grub!

-FER

Attached File:



## 38Talk Message w146

### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Matthew Bullard

**Date:** 2014 Jun 27, 13:26 -0400

I was on the Vineyard to New Bedford leg and slept in the fo'c'sle with about 20 other crew and voyagers. I'm 6'4" and could not stretch out at all. That being said, I slept better than I expected. There was a single fan that kept the temperature comfortable, though I never needed to actually get in my sleeping bag. I did hear that the fan noise and air movement was somewhat too much for a couple of people, but I was not bothered by it. I was thinking that sleeping on deck or pulling the mattress into the blubber room might have been a good alternative, but I don't think it would have been too well received and nobody else did it that I'm aware of.

Matthew Bullard

On Jun 27, 2014, at 1:16 PM, "Frank Reed" <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Those of you who have already sailed on your voyage legs, did you sleep aboard the night before? In the fo'c's'l? Was the temperature bearable? Or was it possible to sleep on deck? Any other practical thoughts? I'm including a photo I took of the little galley on the CWM while it was at Fort Adams in Newport. And for the record, doughnuts are frequently mentioned aboard ship in historical logbooks, so that's some historically appropriate grub!*

*-FER*

Attached File:



(donuts.jpg: [Open and save](#))

## 38Talk Message w147

### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Anne DiMonti

**Date:** 2014 Jun 27, 12:06 -0700

I have a question along those same lines. For those of you who have already sailed, any advice for those of us whose trip is coming up to make the journey more comfortable/enjoyable? I actually have the opposite concern; I am always cold so I fear being chilled at night. This there anything you did

not bring that you wish you had or vice versa? Is there something you did on your trip you wish you could do again or would recommend to others? Was there anything you regretted? Thank you!

### 38Talk Message w148

#### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Lesley Walker

**Date:** 2014 Jun 27, 11:12 -0700

I slept on board before the Vineyard Haven to NB leg - well I didn't really sleep as such! There was a very noisy and brisk fan in the focsle which kept me awake and made it very cold. But I was too excited to sleep anyway and it was magic going up on deck at sunrise when no one else was about. No doughnuts but plenty of good food for breakfast. If you want lunch I suggest you get in early - there were so many "hungry" guests on our leg that there was no food left by the time so e of the crew and voyagers thought to eat. But plenty of snacks. Sad the voyage is over!

### 38Talk Message w149

#### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Peter Whittemore

**Date:** 2014 Jun 27, 15:27 -0400

Everything is so easy you needn't worry about anything except allowing worrying to get in the way of a continuously magical day's sail. I brought along an anti-nausea potion called DiVertigo available at CVS that has one apply a drop or two by finger in the place on the head behind the ear flap. It smells a little perfumey but can be applied with instant results. I used it four or five times during the journey and never felt more than a tinge of the green feeling. It's so much fun.. Enjoy!!!

---

From: NoReply\_DiMonti@fer3.com

To: peterwhittemore@hotmail.com

Date: Fri, 27 Jun 2014 12:11:12 -0700

Subject: [38Talk] Re: Sleeping aboard and doughnuts on the Morgan

I have a question along those same lines. For those of you who have already sailed, any advice for those of us whose trip is coming up to make the journey more comfortable/enjoyable? I actually have the opposite concern; I am always cold so I fear being chilled at night. This there anything you did not bring that you wish you had or vice versa? Is there something you did on your trip you wish you could do again or would recommend to others? Was there anything you regretted? Thank you!

### 38Talk Message w150

#### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Revell Carr

**Date:** 2014 Jun 27, 15:19 -0400

Unless the weather takes a turn for the worse, I don't think you'll be cold in the forecabin. I slept far away from the fan, but near the door between the forecabin and the blubber room, so I had enough airflow without getting cold. They have nice wool blankets, mattresses and pillows in the bunks, so at most all you really need is a sheet and pillowcase. I brought a sleeping bag, which I didn't get in all the way, but I did like having the extra padding. Don't pack too much, because all the storage space you have is your bunk, with a small amount of space under the bunks.

On Fri, Jun 27, 2014 at 3:11 PM, Anne DiMonti <[NoReply\\_DiMonti@fer3.com](mailto:NoReply_DiMonti@fer3.com)> wrote:

*I have a question along those same lines. For those of you who have already sailed, any advice for those of us whose trip is coming up to make the journey more comfortable/enjoyable? I actually have the opposite concern; I am always cold so I fear being chilled at night. This there anything you did not bring that you wish you had or vice versa? Is there something you did on your trip you wish you could do again or would recommend to others? Was there anything you regretted? Thank you!*

--  
James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030

### 38Talk Message w151

#### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Kate Sheridan

**Date:** 2014 Jun 27, 15:43 -0400

How has the level of sea sickness been in general? I've bought bonine to use, maybe I'll also try the divertigo stuff. It might not be a big deal though if the ship is fairly stable under sail.

I'm on the ptown day sail 2, so haven't gone yet.

-Kate Sheridan

Sent from my phone. Please excuse any autocorrect mishaps.

On Jun 27, 2014 3:32 PM, "Peter Whittemore" <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

*Everything is so easy you needn't worry about anything except allowing worrying to get in the way of a continuously magical day's sail. I brought along an anti-nausea potion called DiVertigo available at CVS that has one apply a drop or two by finger in the place on the head behind the ear flap. It smells a little perfumey but can be applied with instant results. I used it four or five times during the journey and never felt more than a tinge of the green feeling. It's so much fun.. Enjoy!!!*

---

From: [NoReply\\_DiMonti@fer3.com](mailto:NoReply_DiMonti@fer3.com)

To: peterwhittemore---.com

Date: Fri, 27 Jun 2014 12:11:12 -0700

Subject: [38Talk] Re: Sleeping aboard and doughnuts on the Morgan

*I have a question along those same lines. For those of you who have already sailed, any advice for those of us whose trip is coming up to make the journey more comfortable/enjoyable? I actually have the opposite concern; I am always cold so I fear being chilled at night. This there anything you did not bring that you wish you had or vice verse? Is there something you did on your trip you wish you could do again or would recommend to others? Was there anything you regretted? Thank you!*

## 38Talk Message w152

### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Lesley Walker

**Date:** 2014 Jun 27, 15:24 -0700

None at all for me but as a sailor, I wasn't expecting to get sea sick. I don't think anyone on our leg was sick despite some thinking they would be. I gather the leg into Vineyard Haven was bad as the ship was rolling on the tow a lot - diesel fumes don't help!

## 38Talk Message w153

### FW: Morgan Letter

**From:** Peter Whittemore

**Date:** 2014 Jun 27, 18:46 -0400

This is the letter I sent last night for the New Bedford Standard-Times "letters to the editor" column, or maybe even a guest editorial column (with pictures of the boat?) Steve Urbon passed it on to the top editor today so I hope it shows up in the weekend edition, for all of our benefit. Peter Whittemore

---

From: peterwhittemore@hotmail.com

To: peterwhittemore@hotmail.com; surbon@s-t.com

Subject: FW: Morgan

Date: Thu, 26 Jun 2014 23:25:53 -0400

---

From: peterwhittemore@hotmail.com

To: peterwhittemore@hotmail.com

Subject: Morgan

Date: Tue, 22 Apr 2014 15:09:11 -0400

A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who has ever dreamt of the one of a kind voyage we have just been privileged to experience sailing on the Charles W. Morgan whaleship from Vineyard Haven back home to New Bedford Harbor.

I am the great-great-grandson of Herman Melville, author of "Moby Dick". He left this port, which in the 1840's was the richest city in the world, on the whaleship Acushnet like many a young man, going out to find work in the energy sector, as they do today in the shale oil fields of the Dakotas. It has been the thrill of a lifetime to be among the crew sailing into this port, blood coursing in our veins like the singing of the rigging, with the joy of the creation filling our souls like the wind in the sails. We did not catch sight of the great White Whale, but believe me, he's still out there.

Melville sailed in 1841, just four months before the Chas W Morgan was launched. One might say the Acushnet of New Bedford launched the novel Moby Dick and the Morgan has given me an opportunity to return the story to its source on a "sister" ship. I left New Bedford Tuesday evening on the SeaStreak, going to Martha's Vineyard at twenty-six knots and returned the next day, some 173 years earlier, so to speak, at an exhilarating six knots under eight square sails. There were many descendants of former captains, crew and owners aboard and we all agreed the ancestors were smiling down on us all the way into port

You might think this a great opportunity for one of the family to plug the book Moby Dick as if we ever made a dime on your copy purchase. The book sold 800 copies in Melville's lifetime, and was so panned by the critics of the day that the copyright ran out never to be renewed. So please all of you from high school kids to ancient mariners who read Melville's epic, and who should be grateful for such open-source adventure and wisdom, read it twice at least and read it in your later years when the depth of the ocean and the depth of your soul is so much richer. And if you've gained value from the journey, please send that dime and then some to the New Bedford Whaling Museum, and to the Berkshire Historical Society's home at Arrowhead, in Pittsfield Mass where Moby Dick was written, and to the great people of Mystic Seaport whose hard work, with blisters and splinters to show for it, brought this great day to the Seven Seas. Please support these efforts to keep the literature and the sea alive.

Oh Lord this madness and thy mysteries are so great and my brain is so small. Give me the words of my ancestors that I might make us all see that Melville's novel "Moby

Dick" walks these docks as we speak, day and night, walks the cobblestone streets of New Bedford and Nantucket and walks the halls of Wall Street and the corridors of Congress, calling us like Elijah the Prophet and Ishmael the Beholder, and Father Mapple in his sermon on Jonah, calling us to speak the truth to falsity. We need not speak the truth to power because truth is the ultimate power, but we must speak the truth to falsity as we see the oceans fill with plastic and pollution, as we see whale fishing continue beyond any reason, and as we witness industrial enterprise crushing the American soul once so joyous in its freedoms. Moby Dick still plies these waters calling us to wake up and smell the seaweed, breathe in the beauty and to step up and act to sustain our Earth.

Thank you Mystic Seaport, crew of the Charles W. Morgan and to those who love the sea and the life it has given us all. Thanks for showing us that we can rebuild and rededicate ourselves to a revival of the American spirit in view of a sustainable future for the seas that continue to feed the world.

Peter Gansevoort Whittemore  
Cohasset MA  
1-781-383-6568

## 38Talk Message w154

### Re: FW: Morgan Letter

From: Mike Vogel

Date: 2014 Jun 27, 19:26 -0400

Thanks for sharing this letter, Peter. You do your ancestor proud.

Mike Vogel

On Jun 27, 2014 7:02 PM, "Peter Whittemore" <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

*This is the letter I sent last night for the New Bedford Standard-Times "letters to the editor" column, or maybe even a guest editorial column (with pictures of the boat?) Steve Urbon passed it on to the top editor today so I hope it shows up in the weekend edition, for all of our benefit.*  
Peter Whittemore

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To: peterwhittemore---.com; surbon{at}s-t.com  
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*You might think this a great opportunity for one of the family to plug the book Moby Dick as if we ever made a dime on your copy purchase. The book sold 800 copies in Melville's lifetime, and was so panned by the critics of the day that the copyright ran out never to be renewed. So please all of you from high school kids to ancient mariners who read Melville's epic, and who should be grateful for such open-source adventure and wisdom, read it twice at least and read it in your later years when the depth of the ocean and the depth of your soul is so much richer. And if you've gained value from the journey, please send that dime and then some to the New Bedford Whaling Museum, and to the Berkshire Historical Society's home at Arrowhead, in Pittsfield Mass where Moby Dick was written, and to the great people of Mystic Seaport whose hard work, with blisters and splinters to show for it, brought this great day to the Seven Seas. Please support these efforts to keep the literature and the sea alive.*

*Oh Lord this madness and thy mysteries are so great and my brain is so small. Give me the words of my ancestors that I might make us all see that Melville's novel "Moby Dick" walks these docks as we speak, day and night, walks the cobblestone streets of New Bedford and Nantucket and walks the halls of Wall Street and the corridors of Congress, calling us like Elijah the Prophet and Ishmael the Beholder, and Father Mapple in his sermon on Jonah, calling us to speak the truth to falsity. We need not speak the truth to power because truth is the ultimate power, but we must speak the truth to falsity as we see the oceans fill with plastic and pollution, as we see whale fishing continue beyond any reason, and as we witness industrial enterprise crushing the American soul once so joyous in its freedoms. Moby Dick still plies these waters calling us to wake up and smell the seaweed, breathe in the beauty and to step up and act to sustain our Earth.*

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Peter Gansevoort Whittemore  
Cohasset MA  
[1-781-383-6568](tel:1-781-383-6568)

## 38Talk Message w155

### Re: FW: Morgan Letter

**From:** Robert Wallace

**Date:** 2014 Jun 28, 10:56 +0000

Thanks Peter. I'll be looking for it the paper.

Bob

---

**From:** 38Talk@fer3.com [38Talk@fer3.com] on behalf of Mike Vogel [NoReply\_MikeVogel@fer3.com]

**Sent:** Friday, June 27, 2014 8:16 PM

**To:** Robert Wallace

**Subject:** [38Talk] Re: FW: Morgan Letter

Thanks for sharing this letter, Peter. You do your ancestor proud.  
Mike Vogel

On Jun 27, 2014 7:02 PM, "Peter Whittemore" <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

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*From: peterwhittemore---.com  
To: peterwhittemore---.com; surbon[at][s-t.com](mailto:s-t.com)  
Subject: FW: Morgan  
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Peter Gansevoort Whittemore  
Cohasset MA  
[1-781-383-6568](tel:1-781-383-6568)

## 38Talk Message w156

### Re: FW: Morgan Letter

**From:** Matthew Bullard

**Date:** 2014 Jun 28, 09:04 -0400

Peter, this is a wonderful piece and I'll be looking for it in the paper, too.

Here's a link to an op-ed that I wrote that was published in the Standard Times the day we sailed into New Bedford:

<http://www.southcoasttoday.com/apps/pbcs.dll/article?AID=/20140625/OPINION/406250312>

Note that I've actually lived in Boise for 15 years, not five.

Best to you all and I hope there's a chance to reconnect with everyone again in the future. I look forward to hearing about the future legs of the voyage.

Matthew Bullard

Sent from my iPhone

On Jun 27, 2014, at 7:01 PM, "Peter Whittemore" <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

*This is the letter I sent last night for the New Bedford Standard-Times "letters to the editor" column, or maybe even a guest editorial column (with pictures of the boat?) Steve Urbon passed it on to the top editor today so I hope it shows up in the weekend edition, for all of our benefit.  
Peter Whittemore*

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*From:* peterwhittemore---.com  
*To:* peterwhittemore---.com; surbon[at][s-t.com](mailto:surbon@st.com)  
*Subject:* FW: Morgan  
*Date:* Thu, 26 Jun 2014 23:25:53 -0400

---

*From:* peterwhittemore---.com  
*To:* peterwhittemore---.com  
*Subject:* Morgan  
*Date:* Tue, 22 Apr 2014 15:09:11 -0400

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Peter Gansevoort Whittemore  
Cohasset MA  
1-781-383-6568

## 38Talk Message w157

### Re: FW: Morgan Letter

**From:** Veronica Lawlor

**Date:** 2014 Jun 28, 13:20 -0400

Hello Peter,

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Best,

Veronica

Sent from my iPhone

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Peter Whittemore

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*To:* peterwhittemore---.com; surbon[at][s-t.com](mailto:s-t.com)  
*Subject:* FW: Morgan  
*Date:* Thu, 26 Jun 2014 23:25:53 -0400

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Peter Gansevoort Whittemore  
Cohasset MA  
1-781-383-6568

## 38Talk Message w158

### Re: FW: Morgan Letter

**From:** Peter Whittemore

**Date:** 2014 Jun 28, 14:10 -0400

Thanks Veronica, hope the inspiration was colorful. Peter G W

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From: NoReply\_Lawlor@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Sat, 28 Jun 2014 10:31:15 -0700  
Subject: [38Talk] Re: FW: Morgan Letter

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1-781-383-6568

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## 38Talk Message w159

### Re: Sleeping aboard and doughnuts on the Morgan

**From:** Anne DiMonti

**Date:** 2014 Jun 28, 13:26 -0700

Thank you all for responding to my question. I found your comments very helpful in preparing for my journey. It looks like the fan placed in the fo'c'sle has been the greatest challenge.

Thank you again. I feel honored to be part of such amazing team.

---

## 38Talk Message w160

### Re: FW: Morgan Letter

**From:** Veronica Lawlor

**Date:** 2014 Jun 30, 10:00 -0400

It definitely was!

On Sat, Jun 28, 2014 at 2:21 PM, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

*Thanks Veronica, hope the inspiration was colorful. Peter G W*

---

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**To:** peterwhittemore---.com  
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**Subject:** [38Talk] Re: FW: Morgan Letter

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Subject: FW: Morgan  
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Veronica Lawlor  
Studio 1482  
917-449-9425  
[veronica@studio1482.com](mailto:veronica@studio1482.com)  
[www.studio1482.com/#/veronica](http://www.studio1482.com/#/veronica)  
[www.veronicalawlor.com](http://www.veronicalawlor.com)

38Talk Message w161

**Re: Sleeping aboard and doughnuts on the Morgan**

**From:** Frank Reed

**Date:** 2014 Jun 30, 10:19 -0700

Anne DiMonti asked:

"Is there something you did on your trip you wish you could do again or would recommend to others? "

On the Stellwagen legs, I have the impression that they're going to lower boats. Rowing a whaleboat on blue water, possibly with whales nearby, might be a unique experience. Then again, if any of those whales have long memories...

Frank Reed

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## 38Talk Message w162

### **Moonlit nights before Stellwagen...**

**From:** Frank Reed

**Date:** 2014 Jun 30, 20:57 -0700

Stellwagen day 1 is now July 11. The night before, July 10, the Moon will be nearly full in the southeast after sunset so the deck will be *very* bright even without artificial lighting. The stars, alas, will be lost in the usual glare of the Moon so close to full --no Milky Way-- but moonlit nights have their charm.

For those with navigational interests, these are not great conditions for lunars (which were usually shot in daylight using the Sun as the "other body"), but not awful either. We should have about an hour to shoot lunars using Saturn and Mars as the other body. You can generate tables of predicted lunars and clear lunars very easily using [tools on my web site](#). Paper methods are also not difficult despite the reputation of those sights. And it's not entirely un-historical to shoot lunars at anchor. This was common c.1800 since longitudes of ports might be uncertain. It's anachronistic for the Morgan's sailing life, but no matter. We can pretend that Provincetown has drifted off on its own path and needs to have its longitude double-checked.

Attached is a longitude by lunar from 1825 worked up on a blank page in one of the logbooks in Mystic Seaport's collection. Tedious, but only about twenty minutes of work...

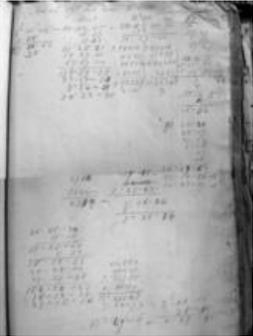
The following night, July 11, the Moon will be rising just before sunset, as it always does at Full Moon, and it should look quite lovely. The "Moon Illusion" will be in full swing with the Moon low above the southeast horizon, and to add slightly to the effect, lunar perigee is a day later so the Moon will be larger than average even in an objective sense. Someone should arrange for a photographer a few miles away from the Morgan to the northwest with a telephoto lense... Seriously. If it's clear, that's a photo Mystic Seaport must have!

Frank Reed

ReedNavigation.com / HistoricalAtlas.com

Conanicut Island USA

#### **Attached File:**



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## 38Talk Message w163

### **Re: FW: Morgan Letter**

**From:** Tom Brillat

**Date:** 2014 Jul 1, 15:18 +0000

Thank you Peter.

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From: 38Talk@fer3.com [38Talk@fer3.com] on behalf of Peter Whittemore [NoReply\_Whittemore@fer3.com]  
Sent: Friday, June 27, 2014 7:01 PM  
To: Tom Brillat  
Subject: [38Talk] FW: Morgan Letter

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1-781-383-6568

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## 38Talk Message w164

### Re: FW: Morgan Letter

**From:** Krystal Kornegay Rose  
**Date:** 2014 Jul 1, 13:44 -0700

Hi Peter,

This is Krystal Rose from the Education Department at Mystic Seaport. (I took the photo of you beside the cell phone photo of Melville.) Will you please send me an email offline at krystal.rose{at}gmail.com so that I have your contact info? We might be interested in using the letter you wrote for another purpose.

Looking forward to hearing from you and thanks-

---

### 38Talk Message w165

**Re: FW: Morgan Letter****From:** Krystal Kornegay Rose**Date:** 2014 Jul 1, 14:21 -0700

So sorry- that was the wrong email address for me. My email is actually krystal.rose{at}mysticseaport.org

Thanks Peter!

---

### 38Talk Message w166

**Sextants/Lunars Saturday in RI****From:** Frank Reed**Date:** 2014 Jul 2, 13:25 -0700

Richard French and I met up yesterday on Conanicut Island (Jamestown, Narragansett Bay) for some sextant practice and a quick lunch. Richard (38th Voyage, Stellwagen day 2) is an astronomy professor at Wellesley, and he brought along a couple of impressive historical instruments including a beautiful "quintant" which I would guess was probably once used for land-based lunars for mapping work. A thick blanket of fog almost spoiled our plans at Beavertail Point, but like so many fogs here at the southern end of Narragansett Bay, it was pea-soup in one location and barely there just a mile away. We shot some sights and discussed historical details of navigation on the Charles W. Morgan and, all in all, had a great time!

I am organizing another sextant practice, this one timed for lunars, Saturday afternoon also at Beavertail Point. Richard has already committed to come down again if possible. Any of you with an interest in historical navigation, and who happen to live in southern New England, are more than welcome to join us. I'm also inviting members of the NavList community and some participants in Mystic Seaport's navigation classes/seminars so we may have a nice little group there. We'll have plenty of sextants. The plan is to meet right at Beavertail Point by the lighthouse at 2:30pm and stay taking sights for about an hour, discussing navigation, lunars and more. If you haven't been to Beavertail, it's a beautiful spot with a historic lighthouse and museum and impressive rock formations along the shore. Of course, there's that little tropical cyclone that will be heading up the coast. If it runs on schedule, it will pass southern New England (well out to sea) late Friday night and by Saturday afternoon it should be extra-tropical over Nova Scotia. We should have nice weather by Saturday afternoon, and the surf should be impressive thanks to the storm. It's easy to get there: search on "Beavertail Lighthouse" in Google Maps or similar. There's ample parking, but it's a Saturday on a holiday weekend so you may need to park in one of the lots more distant from the point and walk down.

-FER

---

### 38Talk Message w167

**Re: Sextants/Lunars Saturday in RI****From:** Michael Owen**Date:** 2014 Jul 2, 17:19 -0400

Hi Frank,

I may try to join you on Saturday, if circumstances allow.

I was hoping that sextant sights would be a part of the 38th voyagers program, so thank you for taking the lead on this.

I live in Providence, and grew up in N. Kingstown, so Beavertail is one of my favorite places in the world. And you're right, the storm should make for some spectacular waves!

Best,

Michael Owen

On Jul 2, 2014, at 4:31 PM, Frank Reed wrote:

*Richard French and I met up yesterday on Conanicut Island (Jamestown, Narragansett Bay) for some sextant practice and a quick lunch. Richard (38th Voyage, Stellwagen day 2) is an astronomy professor at Wellesley, and he brought along a couple of impressive historical instruments including a beautiful "quintant" which I would guess was probably once used for land-based lunars for mapping work. A thick blanket of fog almost spoiled our plans at Beavertail Point, but like so many fogs here at the southern end of Narragansett Bay, it was pea-soup in one location and barely there just a mile away. We shot some sights and discussed historical details of navigation on the Charles W. Morgan and, all in all, had a great time!*

*I am organizing another sextant practice, this one timed for lunars, Saturday afternoon also at Beavertail Point. Richard has already committed to come down again if possible. Any of you with an interest in historical navigation, and who happen to live in southern New England, are more than welcome to join us. I'm also inviting members of the NavList community and some participants in Mystic Seaport's navigation classes/seminars so we may have a nice little group there. We'll have plenty of sextants. The plan is to meet right at Beavertail Point by the lighthouse at 2:30pm and stay taking sights for about an hour, discussing navigation, lunars and more. If you haven't been to Beavertail, it's a beautiful spot with a historic lighthouse and museum and impressive rock formations along the shore. Of course, there's that little tropical cyclone that will be heading up the coast. If it runs on schedule, it will pass southern New England (well out to sea) late Friday night and by Saturday afternoon it*

*should be extra-tropical over Nova Scotia. We should have nice weather by Saturday afternoon, and the surf should be impressive thanks to the storm. It's easy to get there: search on "Beavertail Lighthouse" in Google Maps or similar. There's ample parking, but it's a Saturday on a holiday weekend so you may need to park in one of the lots more distant from the point and walk down.*

-FER

---

## 38Talk Message w168

### Any photos yet?

**From:** Stef Talpey

**Date:** 2014 Jul 3, 16:24 -0700

Does anyone have any photos to share yet? Has a method of photo sharing been established yet? I can't wait to see!! I'm on the Mass. Maritime to P-town leg and am so excited!

---

## 38Talk Message w169

### Re: Any photos yet?

**From:** Frank Reed

**Date:** 2014 Jul 3, 17:29 -0700

Me, too. I would love to see photos taken by recent voyagers. There are some on Mystic Seaport's web site including a few on the "Stowaway" blog (did you all see the photo of David Letterman rowing a whaleboat while visiting on the Vineyard?). But fewer photos there than I would have expected.

Stef, you wrote:

"Has a method of photo sharing been established yet?"

For quick sharing, **attach to any 38Talk message**. All messages, photos, and other files and documents are archived. I had thought that the photos I previously posted would be examples to demonstrate the principle, but here's two more... [Click to enlarge!](#)

-FER

PS: The attached photos of the Charles W. Morgan pre-date the recent restoration. Can anyone guess the year??

#### Attached File:



#### Attached File:



## 38Talk Message w170

### Re: Melville Biography

**From:** John Bryant

**Date:** 2014 Jul 5, 16:56 +0000

Dear All, and special to Bob Wallace and Peter Whittemore:

I'm just back from Rome and readying myself for my leg of the voyage by reviewing the 38Talk.

One naive question: can anyone tell me if I can use my iPad to blog on board ship? That is: is there wifi and cellular connectivity, or one or the other?

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

---

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Robert Wallace <NoReply\_Wallace@fer3.com>

**Sent:** Thursday, June 26, 2014 11:36 AM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Melville Biography

Hello John,

I will be sure to read your blog as soon as it is launched. So glad you are going too. Peter and I had a great time. The ship sails beautifully and everything about being on this big ship was inspiring.

I will be updating my blog soon but it takes a little longer to pull everything together when I am on the wing.

Bob

---

**From:** 38Talk@fer3.com [38Talk@fer3.com] on behalf of Peter Whittemore [NoReply\_Whittemore@fer3.com]

**Sent:** Wednesday, June 25, 2014 11:06 PM

**To:** Robert Wallace

**Subject:** [38Talk] Re: Melville Biography

John Just a quick one to say I just got back from MV-NB leg of 38th with Bob Wallace, and we both agreed you are gonna love it.

---

From: NoReply\_Bryant@fer3.com  
To: peterwhittemore---.com  
Date: Wed, 25 Jun 2014 11:26:12 -0700  
Subject: [38Talk] Melville Biography

I am just now returning from a semester-long Fulbright fellowship at the University of Rome, teaching The American Renaissance in English to Italian PhD students. I will be home next week, but I wanted to sign on now to 38Talk. I am also writing a full, critical biography of Melville and hope that my experience on board the Morgan (on the last leg into Boston) will give me some inkling of Melville's years at sea. (I think I will be the only Melville biographer to have sailed on a whaling vessel.) My original project was to use a digital mapping and annotation tool called Locast to record my experiences at sea. But in Rome, I tried using it to record my tracking of

Melville's 30-day tour of the city in 1857, and the tool proved cumbersome. Instead, for the Rome project, I set up a blog called Melville in Rome ([www.engjlb.wordpress.com](http://www.engjlb.wordpress.com)), which seemed much easier to manage. So, my new plan is to blog on my experiences on the Morgan: pre-, during, and post-. I will send you the URL for the Morgan blog as soon as it's launched. But right now, my wife Ginny and I are in Copenhagen, in transit to New York City, where we hope to reunite with daughter, dog, and home after a four-month absence.

## 38Talk Message w171

### Re: Melville Biography

**From:** John Bryant

**Date:** 2014 Jul 5, 17:02 +0000

Dear André,

I'm looking forward to writing my biography of Melville. It takes time, and I end up writing more than I anticipate. Taking this leg of the voyage will be a deep learning experience for me. I blush to say that I have also written a shorter biography: it's my introduction to my Melville's Tales, Poems, and Other Writings (Modern Library), which you are free to xerox for you students. I think one of the best short book length biographies is Newton Arvin's, and Leon Howard's, somewhat longer and drier, remains excellent: though both were written in the early 1950s the substance of HM's life is rendered in them without any particular axes to grind. Andrew Delbanco's more recent bio places HM's life in the political context of the 19th century. Parker's two-volume biography is archival.

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

---

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of André Duval <NoReply\_AndreDuval@fer3.com>

**Sent:** Friday, June 27, 2014 12:36 PM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Melville Biography

John, you say that you're writing "a full, critical biography of Melville". I look forward to reading that! In the meantime, can you or anyone else recommend a short Melville biography, or a biographic essay? I'm looking for an essay on Melville for students, beyond a Wikipedia article, but not a full-length biography. Thank you for any ideas.

Best wishes to all of the 38th Voyagers,  
André

## 38Talk Message w172

### Re: FW: Morgan Letter

**From:** John Bryant

**Date:** 2014 Jul 5, 18:53 +0000

I enjoyed Peter's and Matthew's pieces.

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Veronica Lawlor <NoReply\_Lawlor@fer3.com>

**Sent:** Monday, June 30, 2014 10:16 AM

**To:** John L. Bryant

**Subject:** [38Talk] Re: FW: Morgan Letter

It definitely was!

On Sat, Jun 28, 2014 at 2:21 PM, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

*Thanks Veronica, hope the inspiration was colorful. Peter G W*

---

*From:* [NoReply\\_Lawlor@fer3.com](mailto:NoReply_Lawlor@fer3.com)

*To:* peterwhittemore---.com

*Date:* Sat, 28 Jun 2014 10:31:15 -0700

*Subject:* [38Talk] Re: FW: Morgan Letter

*Hello Peter,*

*Your letter is beautiful, thank you for sharing it. I am here at New Bedford today with some of the artists from Dalvero Academy, and I read your letter to them this morning as inspiration before our day of drawing the ship.*

*Best,*

*Veronica*

*Sent from my iPhone*

On Jun 27, 2014, at 7:01 PM, "Peter Whittemore" <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

*This is the letter I sent last night for the New Bedford Standard-Times "letters to the editor" column, or maybe even a guest editorial column (with pictures of the boat?) Steve Urbon passed it on to the top editor today so I hope it shows up in the weekend edition, for all of our benefit. Peter Whittemore*

---

*From:* peterwhittemore---.com

*To:* peterwhittemore---.com; surbon{at}s-t.com

*Subject:* FW: Morgan

*Date:* Thu, 26 Jun 2014 23:25:53 -0400

---

*From:* peterwhittemore---.com

*To:* peterwhittemore---.com

*Subject:* Morgan

*Date:* Tue, 22 Apr 2014 15:09:11 -0400

*A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who has ever dreamt of the one of a kind voyage we have just been privileged to experience sailing on the Charles W. Morgan whaleship from Vineyard Haven back home to New Bedford Harbor.*

*I am the great-great-grandson of Herman Melville, author of "Moby Dick". He left this port, which in the 1840's was the richest city in the world, on the whaleship Acushnet like many a young man, going out to find work in the energy sector, as they do today in the shale oil fields of the Dakotas. It has been the thrill of a lifetime to be among the crew sailing into this port, blood coursing in our veins like the singing of the rigging, with the joy of the creation filling our souls like the wind in the sails. We did not catch sight of the great White Whale, but believe me, he's still out there.*

*Melville sailed in 1841, just four months before the Chas W Morgan was launched. One might say the Acushnet of New Bedford launched the novel Moby Dick and the Morgan has given me an opportunity to return the story to its source on a "sister" ship. I left New Bedford Tuesday evening on the SeaStreak, going to Martha's Vineyard at twenty-six knots and returned the next day, some 173 years earlier, so to speak, at an exhilarating six knots under eight square sails. There were many descendants of former captains, crew and owners aboard and we all agreed the ancestors were smiling down on us all*

the way into port

*You might think this a great opportunity for one of the family to plug the book Moby Dick as if we ever made a dime on your copy purchase. The book sold 800 copies in Melville's lifetime, and was so panned by the critics of the day that the copyright ran out never to be renewed.*

*So please all of you from high school kids to ancient mariners who read Melville's epic, and who should be grateful for such open-source adventure and wisdom, read it twice at least and read it in your later years when the depth of the ocean and the depth of your soul is so much richer. And if you've gained value from the journey, please send that dime and then some to the New Bedford Whaling Museum, and to the Berkshire Historical Society's home at Arrowhead, in Pittsfield Mass where Moby Dick was written, and to the great people of Mystic Seaport whose hard work, with blisters and splinters to show for it, brought this great day to the Seven Seas. Please support these efforts to keep the literature and the sea alive.*

*Oh Lord this madness and thy mysteries are so great and my brain is so small. Give me the words of my ancestors that I might make us all see that Melville's novel "Moby Dick" walks these docks as we speak, day and night, walks the cobblestone streets of New Bedford and Nantucket and walks the halls of Wall Street and the corridors of Congress, calling us like Elijah the Prophet and Ishmael the Beholder, and Father Mapple in his sermon on Jonah, calling us to speak the truth to falsity. We need not speak the truth to power because truth is the ultimate power, but we must speak the truth to falsity as we see the oceans fill with plastic and pollution, as we see whale fishing continue beyond any reason, and as we witness industrial enterprise crushing the American soul once so joyous in its freedoms. Moby Dick still plies these waters calling us to wake up and smell the seaweed, breathe in the beauty and to step up and act to sustain our Earth.*

*Thank you Mystic Seaport, crew of the Charles W. Morgan and to those who love the sea and the life it has given us all. Thanks for showing us that we can rebuild and rededicate ourselves to a revival of the American spirit in view of a sustainable future for the seas that continue to feed the world.*

Peter Gansevoort Whittemore  
Cohasset MA  
[1-781-383-6568](tel:1-781-383-6568)

--

Veronica Lawlor  
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[www.studio1482.com/#veronica](http://www.studio1482.com/#veronica)  
[www.veronicalawlor.com](http://www.veronicalawlor.com)

## 38Talk Message w173

### Re: Moonlit nights before Stellwagen...

**From:** John Bryant

**Date:** 2014 Jul 5, 19:45 +0000

Dear Frank,

Sorry to be dense, but what do you mean by "shoot lunars"? I think it has to do with determining position by scoping onto the moon and consulting star and moon charts, instead of the sun?

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*

Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
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Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

---

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <NoReply\_FrankReed@fer3.com>  
**Sent:** Tuesday, July 1, 2014 12:01 AM  
**To:** John L. Bryant  
**Subject:** [38Talk] Moonlit nights before Stellwagen...

Stellwagen day 1 is now July 11. The night before, July 10, the Moon will be nearly full in the southeast after sunset so the deck will be *very* bright even without artificial lighting. The stars, alas, will be lost in the usual glare of the Moon so close to full --no Milky Way-- but moonlit nights have their charm.

For those with navigational interests, these are not great conditions for lunars (which were usually shot in daylight using the Sun as the "other body"), but not awful either. We should have about an hour to shoot lunars using Saturn and Mars as the other body. You can generate tables of predicted lunars and clear lunars very easily using [tools on my web site](#). Paper methods are also not difficult despite the reputation of those sights. And it's not entirely un-historical to shoot lunars at anchor. This was common c.1800 since longitudes of ports might be uncertain. It's anachronistic for the Morgan's sailing life, but no matter. We can pretend that Provincetown has drifted off on its own path and needs to have its longitude double-checked.

Attached is a longitude by lunar from 1825 worked up on a blank page in one of the logbooks in Mystic Seaport's collection. Tedious, but only about twenty minutes of work...

The following night, July 11, the Moon will be rising just before sunset, as it always does at Full Moon, and it should look quite lovely. The "Moon Illusion" will be in full swing with the Moon low above the southeast horizon, and to add slightly to the effect, lunar perigee is a day later so the Moon will be larger than average even in an objective sense. Someone should arrange for a photographer a few miles away from the Morgan to the northwest with a telephoto lense.. Seriously. If it's clear, that's a photo Mystic Seaport must have!

Frank Reed  
ReedNavigation.com / HistoricalAtlas.com  
Conanicut Island USA

**Attached File:**



(scrap-1825-full.jpg: [Open and save](#))

---

## 38Talk Message w174

### Re: Any photos yet?

**From:** John Bryant  
**Date:** 2014 Jul 5, 13:51 -0700

I am going to guess 1958-59.  
My sister in law was a "mariner scout" that year, and she swears that she went sailing on the Morgan. Is that possible?

yrs,

John Bryant

---

## 38Talk Message w175

### Re: FW: Morgan Letter

**From:** Peter Whittemore  
**Date:** 2014 Jul 5, 17:26 -0400

Thanks John,  
have a wild ride on the Morgan.  
an aside, I still enjoy Lewis Mumford's writings on Melville's life and mind and meaning. I'm still trying to find the source of a quote that I thought was from Mumford, it went " Melville's message is that it's not what you do in life that matters, it's what you realize ....." peter

---

From: NoReply\_Bryant@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Sat, 5 Jul 2014 13:49:29 -0700  
Subject: [38Talk] Re: FW: Morgan Letter

I enjoyed Peter's and Matthew's pieces.

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
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---

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Veronica Lawlor <NoReply\_Lawlor@fer3.com>  
**Sent:** Monday, June 30, 2014 10:16 AM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: FW: Morgan Letter

It definitely was!

On Sat, Jun 28, 2014 at 2:21 PM, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

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Sent from my iPhone

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---

From: peterwhittemore---.com  
To: peterwhittemore---.com; surbon[at][s-t.com](mailto:s-t.com)  
Subject: FW: Morgan

Date: Thu, 26 Jun 2014 23:25:53 -0400

---

From: peterwhitemore---.com

To: peterwhitemore---.com

Subject: Morgan

Date: Tue, 22 Apr 2014 15:09:11 -0400

*A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who has ever dreamt of the one of a kind voyage we have just been privileged to experience sailing on the Charles W. Morgan whaleship from Vineyard Haven back home to New Bedford Harbor.*

*I am the great-great-grandson of Herman Melville, author of "Moby Dick". He left this port, which in the 1840's was the richest city in the world, on the whaleship Acushnet like many a young man, going out to find work in the energy sector, as they do today in the shale oil fields of the Dakotas. It has been the thrill of a lifetime to be among the crew sailing into this port, blood coursing in our veins like the singing of the rigging, with the joy of the creation filling our souls like the wind in the sails. We did not catch sight of the great White Whale, but believe me, he's still out there.*

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Peter Gansevoort Whitemore

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1-781-383-6568

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[veronica\[at\]studio1482.com](mailto:veronica[at]studio1482.com)

[www.studio1482.com/#veronica](http://www.studio1482.com/#veronica)

[www.veronicalawlor.com](http://www.veronicalawlor.com)

## 38Talk Message w176

### Re: FW: Morgan Letter

**From:** Matthew Bullard

**Date:** 2014 Jul 5, 15:39 -0600

Thank you, John. Peter's piece was finally published in the Standard Times just the other day.

Matthew Bullard

On Sat, Jul 5, 2014 at 2:49 PM, John Bryant wrote:

> I enjoyed Peter's and Matthew's pieces.

>

>

> John Bryant, Professor of English  
> Founding Editor, Leviathan: A Journal of Melville Studies  
> Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
> Director, Melville Electronic Library  
> Director, Hofstra Digital Research Center  
> Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

> 

---

From: 38Talk@fer3.com <38Talk@fer3.com> on behalf of Veronica Lawlor

> Sent: Monday, June 30, 2014 10:16 AM

> To: John L. Bryant

> Subject: [38Talk] Re: FW: Morgan Letter

> It definitely was!

>

> On Sat, Jun 28, 2014 at 2:21 PM, Peter Whittemore wrote:

>> Thanks Veronica, hope the inspiration was colorful. Peter G W

>> 

---

From: NoReply\_Lawlor@fer3.com

>> To: peterwhittemore---.com

>> Date: Sat, 28 Jun 2014 10:31:15 -0700

>> Subject: [38Talk] Re: FW: Morgan Letter

>> Hello Peter,

>> Your letter is beautiful, thank you for sharing it. I am here at New Bedford today with some of the artists from Dalvero Academy, and I read your letter to them this morning as inspiration before our day of drawing the

>> ship.

>> Best,

>> Veronica

>> Sent from my iPhone

>> On Jun 27, 2014, at 7:01 PM, "Peter Whittemore"

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>> This is the letter I sent last night for the New Bedford Standard-Times "letters to the editor" column, or maybe even a guest editorial column (with pictures of the boat?) Steve Urbon passed it on to the top editor today so I hope it shows up in the weekend edition, for all of our benefit. Peter Whittemore

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>> Subject: FW: Morgan

>> Date: Thu, 26 Jun 2014 23:25:53 -0400

>>

>>

>> 

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From: peterwhittemore---.com

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>> A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who has ever dreamt of the one of a kind voyage we have just been privileged to experience sailing on the Charles W. Morgan whaleship from Vineyard Haven back home to New Bedford Harbor.

>> I am the great-great-grandson of Herman Melville, author of "Moby Dick". He left this port, which in the 1840's was the richest city in the world, on the whaleship Acushnet like many a young man, going out to find work in the energy sector, as they do today in the shale oil fields of the Dakotas. It has been the thrill of a lifetime to be among the crew sailing into this port, blood coursing in our veins like the singing of the rigging, with the joy of the creation filling our souls like the wind in the sails. We did not catch sight of the great White Whale, but believe me, he's still



Hi All,

Spent a lovely part of the afternoon at Beavertail Light with Frank and Dick and a few others "shooting the moon" and taking sun sights. I saw sunspots on the sun! Very interesting instruments, the sextant and the octant. I hope to learn more about them in the future.

My wife and son and I then clambered down the rocks in one of Beavertail's beautiful coves for a swim. A great day! Looking forward to sailing on the big ship on Tuesday.

Best,

Mike

On Jul 5, 2014, at 4:56 PM, John Bryant wrote:

*Dear Frank,*

*Sorry to be dense, but what do you mean by "shoot lunars"? I think it has to do with determining position by scoping onto the moon and consulting star and moon charts, instead of the sun?*

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*John Bryant, Professor of English  
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**To:** John L. Bryant

**Subject:** [38Talk] Moonlit nights before Stellwagen...

*Stellwagen day 1 is now July 11. The night before, July 10, the Moon will be nearly full in the southeast after sunset so the deck will be very bright even without artificial lighting. The stars, alas, will be lost in the usual glare of the Moon so close to full --no Milky Way-- but moonlit nights have their charm.*

*For those with navigational interests, these are not great conditions for lunars (which were usually shot in daylight using the Sun as the "other body"), but not awful either. We should have about an hour to shoot lunars using Saturn and Mars as the other body. You can generate tables of predicted lunars and clear lunars very easily using [tools on my web site](#). Paper methods are also not difficult despite the reputation of those sights. And it's not entirely un-historical to shoot lunars at anchor. This was common c.1800 since longitudes of ports might be uncertain. It's anachronistic for the Morgan's sailing life, but no matter. We can pretend that Provincetown has drifted off on its own path and needs to have its longitude double-checked.*

*Attached is a longitude by lunar from 1825 worked up on a blank page in one of the logbooks in Mystic Seaport's collection. Tedious, but only about twenty minutes of work...*

*The following night, July 11, the Moon will be rising just before sunset, as it always does at Full Moon, and it should look quite lovely. The "Moon Illusion" will be in full swing with the Moon low above the southeast horizon, and to add slightly to the effect, lunar perigee is a day later so the Moon will be larger than average even in an objective sense. Someone should arrange for a photographer a few miles away from the Morgan to the northwest with a telephoto lense.. Seriously. If it's clear, that's a photo Mystic Seaport must have!*

*Frank Reed  
[ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)  
Conanicut Island USA*

**Attached File:**



(scrap-1825-full.jpg: [Open and save](#))

## 38Talk Message w179

### Re: Moonlit nights before Stellwagen...

**From:** Frank Reed

**Date:** 2014 Jul 5, 18:04 -0700

Three "38th Voyagers" (me on the right, Dick French in the middle, and Mike Owen second from the left) plus two other navigation enthusiasts this afternoon at Beavertail. A beautiful afternoon and lots of fun!

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

#### Attached File:



## 38Talk Message w180

### Re: Melville Biography

**From:** Robert Wallace

**Date:** 2014 Jul 6, 01:01 +0000

Hello john,

I have never used a tablet so I don't know what it requires. I borrowed a Microsoft Surface from my University but did not take it on the voyage because I am writing my blog longhand and then transcribing to Microsoft Word before uploading, with images, to the wordpress blog. So wifi did not come up for me.

I can say that Bill the engineer has rigged up an excellent electronic board for charging batteries for cameras, cell phones, etc. It has about 10 outlets and when my brand new GoPro camera ran out of juice because I had not successfully turned it off when I thought I did, I was able to recharge its battery in about the same time I would have done at home.

When I got off the shop I had the exhibition on the Art of Seeing the Whale to open as well as the four-day symposium, so it will not be until some time next week until I am able to post Parts 3 and 4 of my blog.

I know you will have a wonderful time. And such an interesting challenge for a writer, to try to find the best way to record and discover that one and one's shipmates have been through.

Bob

---

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** John Bryant  
**Sent:** Saturday, July 05, 2014 4:46 PM  
**To:** Robert Wallace  
**Subject:** [38Talk] Re: Melville Biography

Dear All, and special to Bob Wallace and Peter Whittemore:

I'm just back from Rome and readying myself for my leg of the voyage by reviewing the 38Talk.

One naive question: can anyone tell me if I can use my iPad to blog on board ship? That is: is there wifi and cellular connectivity, or one or the other?

yrs,

John

---

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

---

**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) <[38Talk@fer3.com](mailto:38Talk@fer3.com)> on behalf of Robert Wallace <[NoReply\\_Wallace@fer3.com](mailto:NoReply_Wallace@fer3.com)>  
**Sent:** Thursday, June 26, 2014 11:36 AM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Melville Biography

Hello John,

I will be sure to read your blog as soon as it is launched. So glad you are going too. Peter and I had a great time. The ship sails beautifully and everything about being on this big ship was inspiring.

I will be updating my blog soon but it takes a little longer to pull everything together when I am on the wing.

Bob

---

**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) [38Talk@fer3.com] on behalf of Peter Whittemore [NoReply\_Whittemore@fer3.com]  
**Sent:** Wednesday, June 25, 2014 11:06 PM  
**To:** Robert Wallace  
**Subject:** [38Talk] Re: Melville Biography

John Just a quick one to say I just got back from MV-NB leg of 38th with Bob Wallace, and we both agreed you are gonna love it.

---

**From:** [NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)  
**To:** peterwhittemore---.com  
**Date:** Wed, 25 Jun 2014 11:26:12 -0700  
**Subject:** [38Talk] Melville Biography

I am just now returning from a semester-long Fulbright fellowship at the University of Rome, teaching The American Renaissance in English to Italian PhD students. I will be home next week, but I wanted to sign on now to 38Talk. I am also writing a full, critical biography of Melville and hope that my experience on board the Morgan (on the last leg into Boston) will give me some inkling of Melville's years at sea. (I think I will be the only Melville biographer to have sailed on a whaling vessel.) My

original project was to use a digital mapping and annotation tool called Locast to record my experiences at sea. But in Rome, I tried using it using it to record my tracking of Melville's 30-day tour of the city in 1857, and the tool proved cumbersome. Instead, for the Rome project, I set up a blog called Melville in Rome ([www.engilb.wordpress.com](http://www.engilb.wordpress.com)), which seemed much easier to manage. So, my new plan is to blog on my experiences on the Morgan: pre-, during, and post-. I will send you the URL for the Morgan blog as soon as it's launched. But right now, my wife Ginny and I are in Copenhagen, in transit to New York City, where we hope to reunite with daughter, dog, and home after a four-month absence.

---

## 38Talk Message w181

### Calling All 38ers - Need Your Help!

**From:** Michelle Moon

**Date:** 2014 Jul 5, 18:30 -0700

Hello everyone!

I leave tomorrow for my stint aboard the Morgan - very excited. I'm posting tonight about seeking your help with my voyage project! I'm a museum professional and will be exploring how the Morgan, as an artifact, is being used in an experiential learning program during the 38th Voyage - and what some of the outcomes are. In order to discover what kinds of things are being learned, I'd like to ask the help of anyone who has not yet gone on your voyage. If you'd be so kind as to visit this Survey Monkey link and fill out a short (7 question) online questionnaire about your hopes and expectations, it will get the project off to a great start.

<https://www.surveymonkey.com/s/3ZYZLYR>

There is a second questionnaire that compares your experience AFTER the voyage. All those who send me a pre-questionnaire will also receive an invitation to take the post-questionnaire to see what you've taken away from your experience.

And finally, for those who have already completed your voyage - I'd like to include you, too! Since you have already done the voyage, I'd like to invite you to complete the post-voyage questionnaire. Please email me directly at [michellenmoon@gmail.com](mailto:michellenmoon@gmail.com) to request the link!

Thank you all in advance for sharing a bit about your thoughts & experiences!

[EDITED to fix link error]

---

## 38Talk Message w182

### Re: Melville Biography

**From:** Matthew Bullard

**Date:** 2014 Jul 5, 19:43 -0600

Bob's description of the charging station is accurate. I used it after my iPhone dies while capturing video of the crew tacking the ship.

There's no wireless on board so you are at the mercy of whatever cellular signal you have at your location.

Matthew

Sent from my iPhone

On Jul 5, 2014, at 7:11 PM, "Robert Wallace" <[NoReply\\_Wallace@fer3.com](mailto:NoReply_Wallace@fer3.com)> wrote:

*Hello john,*

*I have never used a tablet so I don't know what it requires. I borrowed a Microsoft Surface from my University but did not take it on the voyage because I am writing my blog longhand and then transcribing to Microsoft Word before uploading, with images, to the wordpress blog. So wifi did not come up for me.*

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*When I got off the ship I had the exhibition on the Art of Seeing the Whale to open as well as the four-day symposium, so it will not be until some time next week until I am able to post Parts 3 and 4 of my blog.*

*I know you will have a wonderful time. And such an interesting challenge for a writer, to try to find the best way to record and discover that one and one's shipmates have been through.*

*Bob*

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John Bryant, Professor of English  
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***I will be updating my blog soon but it takes a little longer to pull everything together when I am on the wing.***

**Bob**

---

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To: peterwhittemore---.com  
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Subject: [38Talk] Melville Biography

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## 38Talk Message w183

### Re: FW: Morgan Letter

**From:** Peter Whittemore

**Date:** 2014 Jul 5, 22:10 -0400

Matthew ...Thanks for noting the letter got in the Times. Maybe with a picture of the boat tacking in Buzzard's Bay....? Peter W.

---

From: NoReply\_Bullard@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Sat, 5 Jul 2014 17:41:14 -0700  
Subject: [38Talk] Re: FW: Morgan Letter

Thank you, John. Peter's piece was finally published in the Standard Times just the other day.

Matthew Bullard

On Sat, Jul 5, 2014 at 2:49 PM, John Bryant wrote:

> I enjoyed Peter's and Matthew's pieces.  
>  
>  
> John Bryant, Professor of English  
> Founding Editor, Leviathan: A Journal of Melville Studies  
> Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
> Director, Melville Electronic Library  
> Director, Hofstra Digital Research Center  
> Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

> 

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From: 38Talk@fer3.com on behalf of Veronica Lawlor

> Sent: Monday, June 30, 2014 10:16 AM  
> To: John L. Bryant  
> Subject: [38Talk] Re: FW: Morgan Letter

> It definitely was!

> On Sat, Jun 28, 2014 at 2:21 PM, Peter Whittemore wrote:

>> Thanks Veronica, hope the inspiration was colorful. Peter G W

>> 

---

From: NoReply\_Lawlor@fer3.com  
>> To: peterwhittemore---.com  
>> Date: Sat, 28 Jun 2014 10:31:15 -0700  
>> Subject: [38Talk] Re: FW: Morgan Letter

>> Hello Peter,  
>> Your letter is beautiful, thank you for sharing it. I am here at New Bedford today with some of the artists from Dalvero Academy, and I read your letter to them this morning as inspiration before our day of drawing the ship.  
>> Best,  
>> Veronica

>> Sent from my iPhone

>> On Jun 27, 2014, at 7:01 PM, "Peter Whittemore" wrote:

>> This is the letter I sent last night for the New Bedford Standard-Times "letters to the editor" column, or maybe even a guest editorial column (with pictures of the boat?) Steve Urbon passed it on to the top editor today so I hope it shows up in the weekend edition, for all of our benefit. Peter Whittemore

>> 

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From: peterwhittemore---.com  
>> To: peterwhittemore---.com; surbon{at}s-t.com  
>> Subject: FW: Morgan  
>> Date: Thu, 26 Jun 2014 23:25:53 -0400

>> 

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From: peterwhittemore---.com  
>> To: peterwhittemore---.com

>> Subject: Morgan  
>> Date: Tue, 22 Apr 2014 15:09:11 -0400

>> A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to  
>> the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who  
>> has ever dreamt of the one of a kind voyage we have just been privileged to  
>> experience sailing on the Charles W. Morgan whaleship from Vineyard Haven  
>> back home to New Bedford Harbor.

>> I am the great-great-grandson of Herman Melville, author of "Moby  
>> Dick". He left this port, which in the 1840's was the richest city in the  
>> world, on the whaleship Acushnet like many a young man, going out to find  
>> work in the energy sector, as they do today in the shale oil fields of the  
>> Dakotas. It has been the thrill of a lifetime to be among the crew sailing  
>> into this port, blood coursing in our veins like the singing of the rigging,  
>> with the joy of the creation filling our souls like the wind in the sails.  
>> We did not catch sight of the great White Whale, but believe me, he's still  
>> out there.

>> Melville sailed in 1841, just four months before the Chas W Morgan  
>> was launched. One might say the Acushnet of New Bedford launched the novel  
>> Moby Dick and the Morgan has given me an opportunity to return the story to  
>> its source on a "sister" ship. I left New Bedford Tuesday evening on the  
>> SeaStreak, going to Martha's Vineyard at twenty-six knots and returned the  
>> next day, some 173 years earlier, so to speak, at an exhilarating six knots  
>> under eight square sails. There were many descendants of former captains,  
>> crew and owners aboard and we all agreed the ancestors were smiling down on  
>> us all the way into port

>> You might think this a great opportunity for one of the family to  
>> plug the book Moby Dick as if we ever made a dime on your copy purchase.  
>> The book sold 800 copies in Melville's lifetime, and was so panned by the  
>> critics of the day that the copyright ran out never to be renewed.  
>> So please all of you from high school kids to ancient mariners who read  
>> Melville's epic, and who should be grateful for such open-source adventure  
>> and wisdom, read it twice at least and read it in your later years when the  
>> depth of the ocean and the depth of your soul is so much richer. And if  
>> you've gained value from the journey, please send that dime and then some to  
>> the New Bedford Whaling Museum, and to the Berkshire Historical Society's  
>> home at Arrowhead, in Pittsfield Mass where Moby Dick was written, and to  
>> the great people of Mystic Seaport whose hard work, with blisters and  
>> splinters to show for it, brought this great day to the Seven Seas. Please  
>> support these efforts to keep the literature and the sea alive.

>> Oh Lord this madness and thy mysteries are so great and my brain is  
>> so small. Give me the words of my ancestors that I might make us all see  
>> that Melville's novel "Moby Dick" walks these docks as we speak, day and  
>> night, walks the cobblestone streets of New Bedford and Nantucket and walks  
>> the halls of Wall Street and the corridors of Congress, calling us like  
>> Elijah the Prophet and Ishmael the Beholder, and Father Mapple in his sermon  
>> on Jonah, calling us to speak the truth to falsity. We need not speak the  
>> truth to power because truth is the ultimate power, but we must speak the  
>> truth to falsity as we see the oceans fill with plastic and pollution, as we  
>> see whale fishing continue beyond any reason, and as we witness industrial  
>> enterprise crushing the American soul once so joyous in its freedoms. Moby  
>> Dick still plies these waters calling us to wake up and smell the seaweed,  
>> breathe in the beauty and to step up and act to sustain our Earth.

>> Thank you Mystic Seaport, crew of the Charles W. Morgan and to those  
>> who love the sea and the life it has given us all. Thanks for showing us  
>> that we can rebuild and rededicate ourselves to a revival of the American  
>> spirit in view of a sustainable future for the seas that continue to feed  
>> the world.

>> Peter Gansevoort Whittemore  
>> Cohasset MA  
>> 1-781-383-6568

>> --  
> Veronica Lawlor  
> Studio 1482  
> 917-449-9425  
> veronica[at]studio1482.com  
> www.studio1482.com/#veronica  
> www.veronicalawlor.com

## 38Talk Message w184

### Re: Melville Biography

From: Peter Whittemore

Date: 2014 Jul 5, 22:17 -0400

John,

I'm not a techie, but Steve Urbon, reporter from Standard Times had some device from att or Verizon that gave him wifi, it had a Standard Times code to it so no one else could use it but he's at [surbon@s-t.com](mailto:surbon@s-t.com) and He can describe it for you, Peter

From: NoReply\_Wallace@fer3.com  
To: peterwhitemore@hotmail.com  
Date: Sat, 5 Jul 2014 18:11:04 -0700  
Subject: [38Talk] Re: Melville Biography

Hello john,

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---

## 38Talk Message w185

### UPDATE - Re:Calling All 38ers - Need Your Help!

**From:** Michelle Moon

**Date:** 2014 Jul 5, 22:30 -0700

Hi everyone,

It was brought to my attention that the link in the last post brings you to the wrong survey. Please use this survey BEFORE your trip:

<https://www.surveymonkey.com/s/3ZYZLYR>

---

## 38Talk Message w186

### Re: Any photos yet?

**From:** Anne DiMonti

**Date:** 2014 Jul 5, 22:35 -0700

Hi John,

It was my understanding that the Morgan was in dry dock at that time in Mystic. In fact, I think she was still in sand at that time. I could be very wrong but I don't believe she was part of the mariner scout. The person to ask is Mystic Seaport staff, Matthew Stackpole.

Anne

---

## 38Talk Message w187

### Morgan delayed in New Bedford

**From:** Anne DiMonti

**Date:** 2014 Jul 5, 22:38 -0700

I have heard on our local news the Morgan has been delayed for a day in New Bedford due to the July 4th storm. Has anyone heard how this will effect the upcoming Voyages and the Morgan's scedule?

---

## 38Talk Message w188

### Re: Any photos yet?

**From:** Revell Carr

**Date:** 2014 Jul 6, 02:14 -0400

I'm pretty sure that photo is from late 1974 or early 75. She had been in a sand berth at what is now Chubb's Wharf from the time she arrived in Mystic until January 1974, at which time she was carefully excavated from the sand, and moved to the DuPont Shipyard for her first major restoration as a museum ship. I believe these photos are when she returned to the newly constructed Chubb's Wharf, afloat again. When I think about how uncertain people were back then about just floating the Morgan it's amazing to think that 40 years later we're actually sailing her, it is mind boggling. BTW, I was 6 years old when this happened, and I remember riding aboard the Morgan then as she was towed back up the Mystic River to her new floating berth.

On Sun, Jul 6, 2014 at 1:41 AM, Anne DiMonti <[NoReply\\_DiMonti@fer3.com](mailto:NoReply_DiMonti@fer3.com)> wrote:

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*Anne*

--

James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030

## 38Talk Message w189

### Re: Moonlit nights before Stellwagen...

**From:** John Bryant

**Date:** 2014 Jul 6, 14:01 +0000

Very cool. It just occurs to me that it might be more difficult doing this on a rolling ship.

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
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---

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <NoReply\_FrankReed@fer3.com>

**Sent:** Saturday, July 5, 2014 9:06 PM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Moonlit nights before Stellwagen...

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Frank Reed  
ReedNavigation.com  
Conanicut Island USA

#### Attached File:



(sextants-at-beavertail.png: [Open and save](#))

---

## 38Talk Message w190

### Re: Any photos yet?

**From:** John Bryant

**Date:** 2014 Jul 6, 14:23 +0000

Thanks Michelle, Anne, and Revell.

These details are fascinating, and the youtube link is priceless: is that the Joseph Conrad they are sailing into NY Harbor? I will forward the info and links to my sister-in-law.

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Revell Carr <NoReply\_RevellCarr@fer3.com>  
**Sent:** Sunday, July 6, 2014 2:41 AM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Any photos yet?

I'm pretty sure that photo is from late 1974 or early 75. She had been in a sand berth at what is now Chubb's Wharf from the time she arrived in Mystic until January 1974, at which time she was carefully excavated from the sand, and moved to the DuPont Shipyard for her first major restoration as a museum ship. I believe these photos are when she returned to the newly constructed Chubb's Wharf, afloat again. When I think about how uncertain people were back then about just floating the Morgan it's amazing to think that 40 years later we're actually sailing her, it is mind boggling. BTW, I was 6 years old when this happened, and I remember riding aboard the Morgan then as she was towed back up the Mystic River to her new floating berth.

On Sun, Jul 6, 2014 at 1:41 AM, Anne DiMonti <[NoReply\\_DiMonti@fer3.com](mailto:NoReply_DiMonti@fer3.com)> wrote:

*Hi John,*

*It was my understanding that the Morgan was in dry dock at that time in Mystic. In fact, I think she was still in sand at that time. I could be very wrong but I don't believe she was part of the mariner scout. The person to ask is Mystic Seaport staff, Matthew Stackpole.*

*Anne*

--

James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030

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## 38Talk Message w191

### **Re: Calling All 38ers - Need Your Help!**

**From:** Christine Wenc

**Date:** 2014 Jul 6, 10:28 -0400

Hey Michelle -- Thanks for this. FYI, there seems to be a glitch in the 1st and 2nd questions -- if you answer "No" to the 1st Q (making #2 not applicable) it does not allow you to continue the questionnaire. Says you can't go on without answering #2.

(I only visited the Morgan as part of the 38th Voyage orientation so I am answering "No" the the 1st question. Hope I am reading this correctly.)

Thanks,  
Christine Wenc (sailing from Buzzard's Bay to Provincetown this week!)

Christine Wenc

On Sat, Jul 5, 2014 at 9:36 PM, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*Hello everyone!*

*I leave tomorrow for my stint aboard the Morgan - very excited. I'm posting tonight about seeking your help with my voyage project! I'm a museum professional and will be exploring how the Morgan, as an artifact, is being used in an experiential learning program during the 38th Voyage - and what some of the outcomes are. In order to discover what kinds of things are being learned, I'd like to ask the help of anyone who has not yet gone on your voyage. If you'd be so kind as to visit this Survey Monkey link and fill out a short (7 question) online questionnaire about your hopes and expectations, it will get the project off to a great start.*

<https://www.surveymonkey.com/s/3ZMTMM3>

*There is a second questionnaire that compares your experience AFTER the voyage. All those who send me a pre-questionnaire will also receive an invitation to take the post-questionnaire to see what you've taken away from your experience.*

*And finally, for those who have already completed your voyage - I'd like to include you, too! Since you have already done the voyage, I'd like to invite you to complete the post-voyage questionnaire. Please email me directly at [michellenmoon@gmail.com](mailto:michellenmoon@gmail.com) to request the link!*

*Thank you all in advance for sharing a bit about your thoughts & experiences!*

## 38Talk Message w192

### Re: Any photos yet?

**From:** Michelle Moon

**Date:** 2014 Jul 6, 10:34 -0400

It's definitely not the Conrad; she hasn't left MSM since her arrival. Wish it had been identified in the video.

Someone should write a history of the Mariner Scout program. My aunt was a Mariner and while interpreting the Conrad, I spoke to many other former Mariners. The program had a very strong impact on all of its participants and did a lot to open up sail training to girls and women at a time when opportunities were very few.

Michelle Moon  
[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Sun, Jul 6, 2014 at 10:31 AM, John Bryant <[NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)> wrote:

*Thanks Michelle, Anne, and Revell.*

*These details are fascinating, and the youtube link is priceless: is that the Joseph Conrad they are sailing into NY Harbor? I will forward the info and links to my sister-in-law.*

*yrs,*

*John*

*John Bryant, Professor of English  
Founding Editor, Leviathan: A Journal of Melville Studies  
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**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) <[38Talk@fer3.com](mailto:38Talk@fer3.com)> on behalf of Revell Carr <[NoReply\\_RevellCarr@fer3.com](mailto:NoReply_RevellCarr@fer3.com)>

**Sent:** Sunday, July 6, 2014 2:41 AM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Any photos yet?

*I'm pretty sure that photo is from late 1974 or early 75. She had been in a sand berth at what is now Chubb's Wharf from the time she arrived in Mystic until January 1974, at which time she was carefully excavated from the sand, and moved to the DuPont Shipyard for her first major restoration as a museum ship. I believe these photos are when she returned to the newly constructed Chubb's Wharf, afloat again. When I think about how uncertain people were back then about just floating the Morgan it's amazing to think that 40 years later we're actually sailing her, it is mind boggling. BTW, I was 6 years old when this happened, and I remember riding aboard the Morgan then as she was towed back up the Mystic River to her new floating berth.*

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*Hi John,*

*It was my understanding that the Morgan was in dry dock at that time in Mystic. In fact, I think she was still in sand at that time. I could be very wrong but I don't believe she was part of the mariner scout. The person to ask is Mystic Seaport staff, Matthew Stackpole.*

*Anne*

--

James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
[336-334-5030](tel:336-334-5030)

## 38Talk Message w193

### Re: Any photos yet?

**From:** John Bryant

**Date:** 2014 Jul 6, 14:56 +0000

Yes: I fully agree about a history of Girl Scout Mariners, and soon before we begin losing eye witnesses to the program.

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)>

**Sent:** Sunday, July 6, 2014 10:46 AM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Any photos yet?

It's definitely not the Conrad; she hasn't left MSM since her arrival. Wish it had been identified in the video.

Someone should write a history of the Mariner Scout program. My aunt was a Mariner and while interpreting the Conrad, I spoke to many other former Mariners. The program had a very strong impact on all of its participants and did a lot to open up sail training to girls and women at a time when opportunities were very few.

Michelle Moon  
[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

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*These details are fascinating, and the youtube link is priceless: is that the Joseph Conrad they are sailing into NY Harbor? I will forward the info and links to my sister-in-law.*

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**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) <[38Talk@fer3.com](mailto:38Talk@fer3.com)> on behalf of Revell Carr <[NoReply\\_RevellCarr@fer3.com](mailto:NoReply_RevellCarr@fer3.com)>  
**Sent:** Sunday, July 6, 2014 2:41 AM  
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**Subject:** [38Talk] Re: Any photos yet?

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*Anne*

--  
James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies

### 38Talk Message w194

**Re: UPDATE - Re:Calling All 38ers - Need Your Help!**

**From:** Michelle Moon

**Date:** 2014 Jul 6, 09:04 -0700

Thanks, everyone - 13 responses already! Very very helpful.

### 38Talk Message w195

**Re: Calling All 38ers - Need Your Help!**

**From:** Michelle Moon

**Date:** 2014 Jul 6, 09:06 -0700

Thanks for noticing this glitch, Christine. I tweaked the settings, so now answering "No" to Question 1 should not require you to answer Question 2. Appreciate your catching that!

### 38Talk Message w196

**Re: Calling All 38ers - Need Your Help!**

**From:** Robert Wallace

**Date:** 2014 Jul 6, 16:42 +0000

Hi Michelle,

I had had my voyage and would like to see your link.

Bob Wallace

---

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Michelle Moon

**Sent:** Saturday, July 05, 2014 9:36 PM

**To:** Robert Wallace

**Subject:** [38Talk] Calling All 38ers - Need Your Help!

Hello everyone!

I leave tomorrow for my stint aboard the Morgan - very excited. I'm posting tonight about seeking your help with my voyage project! I'm a museum professional and will be exploring how the Morgan, as an artifact, is being used in an experiential learning program during the 38th Voyage - and what some of the outcomes are. In order to discover what kinds of things are being learned, I'd like to ask the help of anyone who has not yet gone on your voyage. If you'd be so kind as to visit this Survey Monkey link and fill out a short (7 question) online questionnaire about your hopes and expectations, it will get the project off to a great start.

<https://www.surveymonkey.com/s/3ZMTMM3>

There is a second questionnaire that compares your experience AFTER the voyage. All those who send me a pre-questionnaire will also receive an invitation to take the post-questionnaire to see what you've taken away from your experience.

And finally, for those who have already completed your voyage - I'd like to include you, too! Since you have already done the voyage, I'd like to invite you to complete the post-voyage questionnaire. Please email me directly at [michellenmoon@gmail.com](mailto:michellenmoon@gmail.com) to request the link!

Thank you all in advance for sharing a bit about your thoughts & experiences!

### 38Talk Message w197

**Re: Any photos yet?**

**From:** Frank Reed

**Date:** 2014 Jul 6, 10:24 -0700

Revell, you wrote:

"I'm pretty sure that photo is from late 1974 or early 75. She had been in a sand berth at what is now Chubb's Wharf from the time she arrived in Mystic until January 1974, at which time she was carefully excavated from the sand, and moved to the DuPont Shipyard for her first major restoration as a museum ship. I believe these photos are when she returned to the newly constructed Chubb's Wharf, afloat again."

You're very close. There are three key bits of evidence in those [two photos I posted](#).

First clue: the Morgan is afloat. As you note, this means that we must be past the refloating which happened late one night in early 1974. I grew up in Noank, and I was ten at the time. This was big news around the water cooler in the fourth grade the following day! For those unfamiliar with this part of the story, the Morgan was berthed high and dry in sand during her years at Colonel Green's estate in South Dartmouth through the 1930s. She was briefly floated to be towed to Mystic in November of 1941. And then she was once again high and dry in a sand berth from then on until early 1974. There was great suspense locally when she was re-floated forty years ago: would the keel be broken? would she sink right to the bottom of the Mystic River? But even after the various restorations in the 1970s and 80s, the Morgan never once left the Mystic River estuary after 1941 until May of this year, and she was only rarely away from Chubb's Wharf, as in the photos, from 1974 to 2014.

Second clue: the faux gunports are gone. If you look at photos of the Morgan through most of the 20th century, she was painted in a style that was apparently popular during and after the US Civil War with alternating black and white squares along her sides resembling gunports that were originally designed to make the vessel look menacing but probably were little more than fashion. After the first restoration in the 1970s, she was re-painted in the plain black with white trim that we see today, a scheme which is found in most photos of the Morgan during her later whaling career. Some of you probably know the schooner "Mystic Whaler". It's a steel-hulled day-sail tourism schooner which was launched in the 1960s, and it was considered a shameless attempt to mislead folks looking for Mystic Seaport at that time (decades later, all is forgiven). It was painted with that faux gunport scheme to more closely resemble the Morgan, and it still has that paint scheme to this day. Hey, whatever happened to that part of the 38th Voyage plan? Wasn't the Mystic Whaler supposed to accompany the Morgan on at least some portion of the voyage?

Third clue: big windows on the stern! These were considered historically inaccurate and during the restoration in the 1980s, if I remember correctly, they were replaced with two small portholes, as we see today.

So that pins things down: after 1974 and before about 1985. The actual photo dates (on the back of the prints --I no longer have the negatives) were September, 1978. For a few years in this period, there was a "ritual" of turning the ship for even weathering once a season. That's what we're seeing here: a nice sunny afternoon when the Morgan was turned around in the channel just west of Chubb's Wharf and then brought back port side against the wharf (bow in). It was a rare sight.

Revell, you added:

"When I think about how uncertain people were back then about just floating the Morgan it's amazing to think that 40 years later we're actually sailing her, it is mind boggling."

I agree, and yet... there was an inevitable logic here, too. When the decision was made in the early 1970s to remove the Morgan from her sand berth, it was a conservation decision with profound consequences. Rather than being a historical artifact, the Morgan necessarily became a living ship. Protected in sand, nearly everything below the waterline was "original fabric" (19th century wood) and a lot above the waterline, too. It was estimated that the vessel was 50-60% original fabric. But after re-floating, it became necessary to restore and replace planks and beams and everything else on a regular basis. Now the Morgan is less than 20% original fabric and by some estimates only 10% original fabric (mostly the massive keel). Is this an old vessel? By the standards of living ships, yes, it is. On wooden vessels, rotten planks get replaced. But by the standards of other artifacts, it surely isn't a historical "artifact". If someone sold you a desk manufactured in 1841 and then explained after you bought it, that 90% of the wood had been replaced within the past thirty years, you might be appalled! The Charles W. Morgan has become a literal [Ship of Theseus](#) (though it certainly has a stronger claim to being an old vessel than the [US Brig Niagara](#) --is that vessel the second oldest in the USA, as Erie Maritime maintains, or is the Charles W. Morgan, as Mystic Seaport claims?). As a completely restored and renewed sailing vessel, some have argued that the Morgan *must* sail, at least for one last summer and maybe more. And even in 1974, I remember some curmudgeonly locals arguing that it had no other fate except sailing cruises for well-to-do "tourists" once it was removed from the safety of that sand berth. Living ships must sail.

Revell, you concluded:

"BTW, I was 6 years old when this happened, and I remember riding aboard the Morgan then as she was towed back up the Mystic River to her new floating berth."

Now that's a great story! I know your father worked at the museum for many years. He wasn't yet President in 1974, was he? I was a volunteer in the summer of 1978 and then a paid employee at the planetarium, working with [Don Treworgy and Sue Howell](#) through my high school and college summers.

Frank Reed  
Conanicut Island USA

## 38Talk Message w198

### Re: Calling All 38ers - Need Your Help!

**From:** Emily Sanborn

**Date:** 2014 Jul 6, 13:28 -0400

The link is bringing me to a Thank You For Completing The Survey page...it won't let me see the survey.

On Sunday, July 6, 2014, Robert Wallace <[NoReply\\_Wallace@fer3.com](mailto:NoReply_Wallace@fer3.com)> wrote:

| Hi Michelle,

I had had my voyage and would like to see your link.

Bob Wallace

---

**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) [mailto:[38Talk@fer3.com](mailto:38Talk@fer3.com)] **On Behalf Of** Michelle Moon  
**Sent:** Saturday, July 05, 2014 9:36 PM  
**To:** Robert Wallace  
**Subject:** [38Talk] Calling All 38ers - Need Your Help!

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Thank you all in advance for sharing a bit about your thoughts & experiences!

**Emily Sanborn**  
**Science Teacher**  
South Kent School  
40 Bulls Bridge Road, South Kent, CT 06785  
[www.southkentschool.org](http://www.southkentschool.org)  
Cell: 781-254-0274

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## 38Talk Message w199

### Re: Any photos yet?

**From:** Revell Carr

**Date:** 2014 Jul 6, 13:55 -0400

Frank, Thanks so much for the great info and analysis. That ship has had a remarkable "life." In 1974 my dad was the chief curator at the Seaport, and he worked closely with people like John Leavitt, Maynard Bray and Waldo Johnston and many other wonderful historians and preservationists to figure out how best to preserve the living ship.

Rev

On Sun, Jul 6, 2014 at 1:26 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

Revell, you wrote:

*"I'm pretty sure that photo is from late 1974 or early 75. She had been in a sand berth at what is now Chubb's Wharf from the time she arrived in Mystic until January 1974, at which time she was carefully excavated from the sand, and moved to the DuPont Shipyard for her first major restoration as a museum ship. I believe these photos are when she returned to the newly constructed Chubb's Wharf, afloat again."*

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*I agree, and yet... there was an inevitable logic here, too. When the decision was made in the early 1970s to remove the Morgan from her sand berth, it was a conservation decision with profound consequences. Rather than being a historical artifact, the Morgan necessarily became a living ship. Protected in sand, nearly everything below the waterline was "original fabric" (19th century wood) and a lot above the waterline, too. It was estimated that the vessel was 50-60% original fabric. But after re-floating, it became necessary to restore and replace planks and beams and everything else on a regular basis. Now the Morgan is less than 20% original fabric and by some estimates only 10% original fabric (mostly the massive keel). Is this an old vessel? By the standards of living ships, yes, it is. On wooden vessels, rotten planks get replaced. But by the standards of other artifacts, it surely isn't a historical "artifact". If someone sold you a desk manufactured in 1841 and then explained after you bought it, that 90% of the wood had been replaced within the past thirty years, you might be appalled! The Charles W. Morgan has become a literal [Ship of Theseus](#) (though it certainly has a stronger claim to being an old vessel than the [US Brig Niagara](#) --is that vessel the second oldest in the USA, as Erie Maritime maintains, or is the Charles W. Morgan, as Mystic Seaport claims?). As a completely restored and renewed sailing vessel, some have argued that the Morgan **must** sail, at least for one last summer and maybe more. And even in 1974, I remember some curmudgeonly locals arguing that it had no other fate except sailing cruises for well-to-do "tourists" once it was removed from the safety of that sand berth. Living ships must sail.*

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Frank Reed  
Conanicut Island USA

--  
James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030

## 38Talk Message w200

**Re: Theseus' Ship; the Morgan; Fluid Texts**

**From:** John Bryant

**Date:** 2014 Jul 6, 18:20 +0000

Dear Frank,

Your delicious explanation is fascinating, and adds more depth to what I anticipate will be one of the deeper experiences of my life: sailing on this vessel.

You raise the parallel to Theseus' Ship, which is an old paradox that has been used in other fields, in particular one that I am engaged in, when I am not writing this Melville biography, and that is Textual Scholarship and the creative process, in particular a field of study I sort of inaugurated called "the fluid text." The idea is that a written work exists in multiple versions, and over time a text will "evolve" through various versions that the author has no control over but which reveal fascinating aspects of our culture. Translation is one such "revision" of a text into a thoroughly different "version." And any form of adaptation—Moby-Dick appears as a children's book, games, films, plays, operas, music—also generates numerous versions of the work.

The fluid text approach is not to say that the original of MD is any less important, only that the many versions of it are also an important way of mapping how a culture reads MD. Anyway, I have used Theseus' Ship in talking about fluid texts to ask how far along, from one version to the next can we go, before we find that the version in hand is no longer a version of the original but another original of its own. And my answer to this is "only when we forget the links that connect the versions." In short, memory is what keeps Theseus's Ship still identifiable as Theseus's ship, even though every plank and line has been replaced. And only memory, or our making histories of fluid texts, keeps us conscious of the "version" being a version.

So what I draw from this is that the Morgan is like Theseus's Ship, which is like Moby-Dick. We keep generating versions of them and if we keep remembering our continued and evolving experience of the Morgan, we won't scoff simply because the planks under our feet are not the very molecules that were first placed there. Culture is memory, and things like the 38th Voyage keep culture alive because it creates new memories about the same object, or version of the original object. So a new plank is a version of the old plank, and the person who placed the new plank is a version of the first ship's carpenter who placed the old plank; and we voyagers are versions of the original whalers, at least to the extent that we can relate our experience to theirs, critically and with imagination.

But having said this, I want to know how many of us will want to see, touch, and feel some part of that 10-20% of the ship that Frank tells us is "original." Can we touch the keel, without jumping over board. (Melville, or rather Ishmael, has a chapter on the risks of knowing what the whale's spout is: you risk death finding out; but I won't get into that.)

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <NoReply\_FrankReed@fer3.com>  
**Sent:** Sunday, July 6, 2014 1:26 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Any photos yet?

Revell, you wrote:

"I'm pretty sure that photo is from late 1974 or early 75. She had been in a sand berth at what is now Chubb's Wharf from the time she arrived in Mystic until January 1974, at which time she was carefully excavated from the sand, and moved to the DuPont Shipyard for her first major restoration as a museum ship. I believe these photos are when she returned to the newly constructed Chubb's Wharf, afloat again."

You're very close. There are three key bits of evidence in those [two photos I posted](#).

First clue: the Morgan is afloat. As you note, this means that we must be past the refloating which happened late one night in early 1974. I grew up in Noank, and I was ten at the time. This was big news around the water cooler in the fourth grade the following day! For those unfamiliar with this part of the story, the Morgan was berthed high and dry in sand during her years at Colonel Green's estate in South Dartmouth through the 1930s. She was briefly floated to be towed to Mystic in November of 1941. And then she was once again high and dry in a sand berth from then on until early 1974. There was great suspense locally when she was re-floated forty years ago: would the keel be broken? would she sink right to the bottom of the Mystic

River? But even after the various restorations in the 1970s and 80s, the Morgan never once left the Mystic River estuary after 1941 until May of this year, and she was only rarely away from Chubbs Wharf, as in the photos, from 1974 to 2014.

Second clue: the faux gunports are gone. If you look at photos of the Morgan through most of the 20th century, she was painted in a style that was apparently popular during and after the US Civil War with alternating black and white squares along her sides resembling gunports that were originally designed to make the vessel look menacing but probably were little more than fashion. After the first restoration in the 1970s, she was re-painted in the plain black with white trim that we see today, a scheme which is found in most photos of the Morgan during her later whaling career. Some of you probably know the schooner "Mystic Whaler". It's a steel-hulled day-sail tourism schooner which was launched in the 1960s, and it was considered a shameless attempt to mislead folks looking for Mystic Seaport at that time (decades later, all is forgiven). It was painted with that faux gunport scheme to more closely resemble the Morgan, and it still has that paint scheme to this day. Hey, whatever happened to that part of the 38th Voyage plan? Wasn't the Mystic Whaler supposed to accompany the Morgan on at least some portion of the voyage?

Third clue: big windows on the stern! These were considered historically inaccurate and during the restoration in the 1980s, if I remember correctly, they were replaced with two small portholes, as we see today.

So that pins things down: after 1974 and before about 1985. The actual photo dates (on the back of the prints --I no longer have the negatives) were September, 1978. For a few years in this period, there was a "ritual" of turning the ship for even weathering once a season. That's what we're seeing here: a nice sunny afternoon when the Morgan was turned around in the channel just west of Chubbs Wharf and then brought back port side against the wharf (bow in). It was a rare sight.

Revell, you added:

"When I think about how uncertain people were back then about just floating the Morgan it's amazing to think that 40 years later we're actually sailing her, it is mind boggling."

I agree, and yet... there was an inevitable logic here, too. When the decision was made in the early 1970s to remove the Morgan from her sand berth, it was a conservation decision with profound consequences. Rather than being a historical artifact, the Morgan necessarily became a living ship. Protected in sand, nearly everything below the waterline was "original fabric" (19th century wood) and a lot above the waterline, too. It was estimated that the vessel was 50-60% original fabric. But after re-floating, it became necessary to restore and replace planks and beams and everything else on a regular basis. Now the Morgan is less than 20% original fabric and by some estimates only 10% original fabric (mostly the massive keel). Is this an old vessel? By the standards of living ships, yes, it is. On wooden vessels, rotten planks get replaced. But by the standards of other artifacts, it surely isn't a historical "artifact". If someone sold you a desk manufactured in 1841 and then explained after you bought it, that 90% of the wood had been replaced within the past thirty years, you might be appalled! The Charles W. Morgan has become a literal [Ship of Theseus](#) (though it certainly has a stronger claim to being an old vessel than the [US Brig Niagara](#) --is that vessel the second oldest in the USA, as Erie Maritime maintains, or is the Charles W. Morgan, as Mystic Seaport claims?). As a completely restored and renewed sailing vessel, some have argued that the Morgan *must* sail, at least for one last summer and maybe more. And even in 1974, I remember some curmudgeonly locals arguing that it had no other fate except sailing cruises for well-to-do "tourists" once it was removed from the safety of that sand berth. Living ships must sail.

Revell, you concluded:

"BTW, I was 6 years old when this happened, and I remember riding aboard the Morgan then as she was towed back up the Mystic River to her new floating berth."

Now that's a great story! I know your father worked at the museum for many years. He wasn't yet President in 1974, was he? I was a volunteer in the summer of 1978 and then a paid employee at the planetarium, working with [Don Treworgy and Sue Howell](#) through my high school and college summers.

Frank Reed  
Conanicut Island USA

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## 38Talk Message w201

### Indian Mariners Project blog

**From:** Jason Mancini

**Date:** 2014 Jul 6, 13:50 -0400

Hi all:

I'm writing from the Inupiat Village of Point Lay in northern Alaska where I've been spending time with Kalimiut friends for the past week and a half. If anyone is interested in seeing what I've been up to (along with two Mashantucket Pequot students I brought) or learning a little about the subsistence whaling cultures here please feel free to check out my blog/journal. It's at <http://indianmarinersproject.com/2014/06/29/alaska-cultural-exchange-summer-2014-field-journal/>. If you look in the July 2013 archives tab, you'll find more from my visit here last summer.

It's in the mid-upper 30s here, so will be looking forward to warmer temps on the Morgan.

Cheers,

Jason

## 38Talk Message w202

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Matthew Bullard

**Date:** 2014 Jul 6, 13:37 -0600

On Jul 6, 2014, at 12:31 PM, "John Bryant" wrote:

*But having said this, I want to know how many of us will want to see, touch, and feel some part of that 10-20% of the ship that Frank tells us is "original." Can we touch the keel, without jumping over board. (Melville, or rather Ishmael, has a chapter on the risks of knowing what the whale's spout is: you risk death finding out; but I won't get into that.*

This has been a fascinating discussion. I think it is important to note that while the Morgan might be down to her last 10-20% original fabric, she has always been a ship. Whether or not this or that plank is original might not be as important as the fact that there has \*always\* been a plank there, and that collection of planks (and other stuff) has always resembled more or less the ship that was launched in New Bedford in 1841. I don't think the same can be said about the brig Niagara and I'm not sure about the Constitution (pretty sure she has never been fully deconstructed).

Matthew Stackpole said it best about the virtues of wooden ships: they are endlessly renewable. I took great comfort knowing that I was walking in the same spaces as my ancestors, even if some of the wood wasn't exactly the same.

But you can go down in the hold and plainly see and touch original fabric without having to swim down and find the keel. There are some vertical support beams that are clearly very old and worn that have been left in place, and I was told they were original during our 30 April orientation day.

Matthew

## 38Talk Message w203

### Re: 1918-1919 Voyage Map combined with global model results

**From:** Betsy Hoffman Hundahl

**Date:** 2014 Jul 6, 15:46 -0400

Michael and Frank,

I have been following with interest your navigational research and work here. I love the element of "play" to these interactive maps and charts.

I am looking forward to my voyage starting on Tuesday night from Mass Maritime with a transit on Wednesday to Provincetown.

I am doing a project which is using some of the visuals from charts I am finding online of weather and online charts for navigational purposes.

From a purely visual point of view; I find these charts beautiful and I hope to be able to call attention to them as such with my final project.

Thank you for sharing.

On Jun 24, 2014, at 1:16 PM, Michael Whitney wrote:

*I've been working to combine maps of the 1918-1919 Voyage in the North Atlantic with results from a global atmospheric model for winds and air temperatures at the same times. There are interactive Google Maps and a YouTube Movie that can be found at <http://cprime.uconn.edu/research-projects/charles-w-morgan-voyages/>. Let me know what you think.*

## 38Talk Message w204

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Richard French

**Date:** 2014 Jul 6, 16:15 -0400

John,

Many thanks for your comments - I've been collecting translations of "Moby Dick" whenever I go abroad, and although I can't say that I am a master of each language, I'm fascinated by the various renditions of this great novel. I've just finished reading (in translation, alas) Cervantes' great "Don Quijote," and comparing 5 different translations along the way - each with its own strengths and singularities. I hope that there will be an opportunity to have a 'reunion' of the Voyagers so that we can meet again with others who have taken part in this transforming adventure, and share our interests in art, literature, science, sailing, whaling, history, and culture.

Dick

On Sun, Jul 6, 2014 at 2:31 PM, John Bryant <[NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)> wrote:

*Dear Frank,*

*Your delicious explanation is fascinating, and adds more depth to what I anticipate will be one of the deeper experiences of my life: sailing on this vessel.*

*You raise the parallel to Theseus' Ship, which is an old paradox that has been used in other fields, in particular one that I am engaged in, when I am not writing this Melville biography, and that is Textual Scholarship and the creative process, in particular a field of study I sort of inaugurated called "the fluid text." The idea is that a written work exists in multiple versions, and over time a text will "evolve" through various versions that the author has no control over but which reveal fascinating aspects of our culture. Translation is one such "revision" of a text into a thoroughly different "version." And any form of adaptation—Moby-Dick appears as a children's book, games, films, plays, operas, music—also generates numerous versions of the work.*

*The fluid text approach is not to say that the original of MD is any less important, only that the many versions of it are also an important way of mapping how a culture reads MD. Anyway, I have used Theseus' Ship in talking about fluid texts to ask how far along, from one version to the next can we go, before we find that the version in hand is no longer a version of the original but another original of its own. And my answer to this is "only when we forget the links that connect the versions." In short, memory is what keeps Theseus's Ship still identifiable as Theseus's ship, even though every plank and line has been replaced. And only memory, or our making histories of fluid texts, keeps us conscious of the "version" being a version.*

*So what I draw from this is that the Morgan is like Theseus's Ship, which is like Moby-Dick. We keep generating versions of them and if we keep remembering our continued and evolving experience of the Morgan, we won't scoff simply because the planks under our feet are not the very molecules that were first placed there. Culture is memory, and things like the 38th Voyage keep culture alive because it creates new memories about the same object, or version of the original object. So a new plank is a version of the old plank, and the person who placed the new plank is a version of the first ship's carpenter who placed the old plank; and we voyagers are versions of the original whalers, at least to the extent that we can relate our experience to theirs, critically and with imagination.*

*But having said this, I want to know how many of us will want to see, touch, and feel some part of that 10-20% of the ship that Frank tells us is "original." Can we touch the keel, without jumping over board. (Melville, or rather Ishmael, has a chapter on the risks of knowing what the whale's spout is: you risk death finding out; but I won't get into that.)*

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**To:** John L. Bryant

**Subject:** [38Talk] Re: Any photos yet?

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You're very close. There are three key bits of evidence in those [two photos I posted](#).

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Frank Reed  
Conanicut Island USA

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
(781) 283-3583

38Talk Message w205

I'm bringing Joe Froggers instead of Doughnuts

**From:** Betsy Hoffman Hundahl  
**Date:** 2014 Jul 6, 13:31 -0700

I am preparing for my voyage to Provincetown from Mass Maritime which begins Tuesday night; (we were postponed a day). Today I baked some "joe frogger" cookies to bring for voyagers and crew. It's my way of bringing a little bit of home with me. These are a tradition in Marblehead, Mass. where I come from for fishermen to take out on long voyages. I work for the Marblehead Museum and we feature them at some of our events. I just posted on our website about their origin and history and included a recipe; visit: <http://www.marbleheadmuseum.org/j-o-j-s-joe-froggers-are-back/>

**Attached File:**



### 38Talk Message w206

**Re: Theseus' Ship; the Morgan; Fluid Texts**

**From:** John Bryant  
**Date:** 2014 Jul 6, 21:23 +0000

Yes! somehow the Morgan occupies a very real space even though the material that makes the space is not "original." I also like the infinite renewability of wooden ships idea. I'll be looking for those original timbers, too.

yrs,

John

John Bryant, Professor of English  
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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Matthew Bullard <NoReply\_Bullard@fer3.com>  
**Sent:** Sunday, July 6, 2014 4:41 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

On Jul 6, 2014, at 12:31 PM, "John Bryant" wrote:

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Matthew

## 38Talk Message w207

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** John Bryant

**Date:** 2014 Jul 6, 21:26 +0000

Dear Dick,

I brought back from Rome two new Italian translations of Moby-Dick: we had to buy an extra piece of luggage. (We also brought back a bottle of wine.) Hope we can meet in person some day.

yrs,

John

John Bryant, Professor of English  
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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Richard French <NoReply\_French@fer3.com>

**Sent:** Sunday, July 6, 2014 4:47 PM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

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"When I think about how uncertain people were back then about just floating the Morgan it's amazing to think that 40 years later we're actually sailing her, it is mind boggling."

I agree, and yet... there was an inevitable logic here, too. When the decision was made in the early 1970s to remove the Morgan from her sand berth, it was a conservation decision with profound consequences. Rather than being a historical artifact, the Morgan necessarily became a living ship. Protected in sand, nearly everything below the waterline was "original fabric" (19th century wood) and a lot above the waterline, too. It was estimated that the vessel was 50-60% original fabric. But after re-floating, it became necessary to restore and replace planks and beams and everything else on a regular basis. Now the Morgan is less than 20% original fabric and by some estimates only 10% original fabric (mostly the massive keel). Is this an old vessel? By the standards of living ships, yes, it is. On wooden vessels, rotten planks get replaced. But by the standards of other artifacts, it surely isn't a historical "artifact". If someone sold you a desk manufactured in 1841 and then explained after you bought it, that 90% of the wood had been replaced within the past thirty years, you might be appalled! The Charles W. Morgan has become a literal [Ship of Theseus](#) (though it certainly has a stronger claim to being an old vessel than the [US Brig Niagara](#) --is that vessel the second oldest in the USA, as Erie Maritime maintains, or is the Charles W. Morgan, as Mystic Seaport claims?). As a completely restored and renewed sailing vessel, some have argued that the Morgan **must** sail, at least for one last summer and maybe more. And even in 1974, I remember some curmudgeonly locals arguing that it had no other fate except sailing cruises for well-to-do "tourists" once it was removed from the safety of that sand berth. Living ships must sail.

Revell, you concluded:

"BTW, I was 6 years old when this happened, and I remember riding aboard the Morgan then as she was towed back up the Mystic River to her new floating berth."

Now that's a great story! I know your father worked at the museum for many years. He wasn't yet President in 1974, was he? I was a volunteer in the summer of 1978 and then a paid employee at the planetarium, working with [Don Treworgy and Sue Howell](#) through my high school and college summers.

Frank Reed  
Conanicut Island USA

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
(781) 283-3583

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## 38Talk Message w208

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Peter Whittemore

**Date:** 2014 Jul 6, 17:45 -0400

For what it's worth: Just to put a hand on the Morgan's gunwale is to shake hands with the keel. It has a firm grip. Peter W.

---

From: NoReply\_Bryant@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Sun, 6 Jul 2014 11:31:21 -0700  
Subject: [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

Dear Frank,  
Your delicious explanation is fascinating, and adds more depth to what I anticipate will be one of the deeper experiences of my life: sailing on this vessel.

You raise the parallel to Theseus' Ship, which is an old paradox that has been used in other fields, in particular one that I am engaged in, when I am not writing this Melville biography, and that is Textual Scholarship and the creative process, in particular a field of study I sort of inaugurated called "the fluid text." The idea is that a written work exists in multiple versions, and over time a text will "evolve" through various versions that the author has no control over but which reveal fascinating aspects of our culture. Translation is one such "revision" of a text into a thoroughly different "version." And any form of adaptation—Moby-Dick appears as a children's book, games, films, plays, operas, music—also generates numerous versions of the work.

The fluid text approach is not to say that the original of MD is any less important, only that the many versions of it are also an important way of mapping how a culture reads MD. Anyway, I have used Theseus' Ship in talking about fluid texts to ask how far along, from one version to the next can we go, before we find that the version in hand is no longer a version of the original but another original of its own. And my answer to this is "only when we forget the links that connect the versions." In short, memory is what keeps Theseus's Ship still identifiable as Theseus's ship, even though every plank and line has been replaced. And only memory, or our making histories of fluid texts, keeps us conscious of the "version" being a version.

So what I draw from this is that the Morgan is like Theseus's Ship, which is like Moby-Dick. We keep generating versions of them and if we keep remembering our continued and evolving experience of the Morgan, we won't scoff simply because the planks under our feet are not the very molecules that were first placed there. Culture is memory, and things like the 38th Voyage keep culture alive because it creates new memories about the same object, or version of the original object. So a new plank is a version of the old plank, and the person who placed the new plank is a version of the first ship's carpenter who placed the old plank; and we voyagers are versions of the original whalers, at least to the extent that we can relate our experience to theirs, critically and with imagination.

But having said this, I want to know how many of us will want to see, touch, and feel some part of that 10-20% of the ship that Frank tells us is "original." Can we touch the keel, without jumping over board. (Melville, or rather Ishmael, has a chapter on the risks of knowing what the whale's spout is: you risk death finding out; but I won't get into that.)

yrs,  
John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
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Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <NoReply\_FrankReed@fer3.com>  
**Sent:** Sunday, July 6, 2014 1:26 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Any photos yet?

Revell, you wrote:

"I'm pretty sure that photo is from late 1974 or early 75. She had been in a sand berth at what is now Chubb's Wharf from the time she arrived in Mystic until January 1974, at which time she was carefully excavated from the sand, and moved to the DuPont Shipyard for her first major restoration as a museum ship. I believe these photos are when she returned to the newly constructed Chubb's Wharf, afloat again."

You're very close. There are three key bits of evidence in those [two photos I posted](#).

First clue: the Morgan is afloat. As you note, this means that we must be past the refloating which happened late one night in early 1974. I grew up in Noank, and I was ten at the time. This was big news around the water cooler in the fourth grade the following day! For those unfamiliar with this part of the story, the Morgan was berthed high and dry

in sand during her years at Colonel Green's estate in South Dartmouth through the 1930s. She was briefly floated to be towed to Mystic in November of 1941. And then she was once again high and dry in a sand berth from then on until early 1974. There was great suspense locally when she was re-floated forty years ago: would the keel be broken? would she sink right to the bottom of the Mystic River? But even after the various restorations in the 1970s and 80s, the Morgan never once left the Mystic River estuary after 1941 until May of this year, and she was only rarely away from Chubbs Wharf, as in the photos, from 1974 to 2014.

Second clue: the faux gunports are gone. If you look at photos of the Morgan through most of the 20th century, she was painted in a style that was apparently popular during and after the US Civil War with alternating black and white squares along her sides resembling gunports that were originally designed to make the vessel look menacing but probably were little more than fashion. After the first restoration in the 1970s, she was re-painted in the plain black with white trim that we see today, a scheme which is found in most photos of the Morgan during her later whaling career. Some of you probably know the schooner "Mystic Whaler". It's a steel-hulled day-sail tourism schooner which was launched in the 1960s, and it was considered a shameless attempt to mislead folks looking for Mystic Seaport at that time (decades later, all is forgiven). It was painted with that faux gunport scheme to more closely resemble the Morgan, and it still has that paint scheme to this day. Hey, whatever happened to that part of the 38th Voyage plan? Wasn't the Mystic Whaler supposed to accompany the Morgan on at least some portion of the voyage?

Third clue: big windows on the stern! These were considered historically inaccurate and during the restoration in the 1980s, if I remember correctly, they were replaced with two small portholes, as we see today.

So that pins things down: after 1974 and before about 1985. The actual photo dates (on the back of the prints --I no longer have the negatives) were September, 1978. For a few years in this period, there was a "ritual" of turning the ship for even weathering once a season. That's what we're seeing here: a nice sunny afternoon when the Morgan was turned around in the channel just west of Chubbs Wharf and then brought back port side against the wharf (bow in). It was a rare sight.

Revell, you added:

"When I think about how uncertain people were back then about just floating the Morgan it's amazing to think that 40 years later we're actually sailing her, it is mind boggling."

I agree, and yet... there was an inevitable logic here, too. When the decision was made in the early 1970s to remove the Morgan from her sand berth, it was a conservation decision with profound consequences. Rather than being a historical artifact, the Morgan necessarily became a living ship. Protected in sand, nearly everything below the waterline was "original fabric" (19th century wood) and a lot above the waterline, too. It was estimated that the vessel was 50-60% original fabric. But after re-floating, it became necessary to restore and replace planks and beams and everything else on a regular basis. Now the Morgan is less than 20% original fabric and by some estimates only 10% original fabric (mostly the massive keel). Is this an old vessel? By the standards of living ships, yes, it is. On wooden vessels, rotten planks get replaced. But by the standards of other artifacts, it surely isn't a historical "artifact". If someone sold you a desk manufactured in 1841 and then explained after you bought it, that 90% of the wood had been replaced within the past thirty years, you might be appalled! The Charles W. Morgan has become a literal [Ship of Theseus](#) (though it certainly has a stronger claim to being an old vessel than the [US Brig Niagara](#) --is that vessel the second oldest in the USA, as Erie Maritime maintains, or is the Charles W. Morgan, as Mystic Seaport claims?). As a completely restored and renewed sailing vessel, some have argued that the Morgan *must* sail, at least for one last summer and maybe more. And even in 1974, I remember some curmudgeonly locals arguing that it had no other fate except sailing cruises for well-to-do "tourists" once it was removed from the safety of that sand berth. Living ships must sail.

Revell, you concluded:

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Now that's a great story! I know your father worked at the museum for many years. He wasn't yet President in 1974, was he? I was a volunteer in the summer of 1978 and then a paid employee at the planetarium, working with [Don Treworgy and Sue Howell](#) through my high school and college summers.

Frank Reed

Conanicut Island USA

## 38Talk Message w209

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Peter Whittemore

**Date:** 2014 Jul 6, 18:15 -0400

That the "space" the Morgan occupies is as real as any one timber of her hull might be, is a fascinating metafizzical and cosmically quizzical enigma.

From MD, the end of Chapter 70 "The Sphynx":

" O Nature and O soul of man! how far beyond all utterance are your linked analogies! not the smallest atom stirs or lives in matter, but has its duplicate cunning in mind."

also from Chapt 121 Midnight-The Forecastle Bulwarks:

Flask to Stubb, "Didn't you once say that whatever ship Ahab sails in, that ship should pay something extra on its insurance policy, just as though it were loaded powder barrels aft and boxes of lucifers forward? Stop, now; didn't you say so?"

"Well, suppose I did? What then? I've part changed my flesh since that time, Why not my mind?"

So the space the Morgan occupies, like the figure-ground drawing where it's the faces that show us the vase, carries our individual and collective memory reality of the ship, and as we change each day, body and mind, so does the Morgan, hull and space/memory. Maybe we need to encounter that the Morgan can be newly re-launched every day.

I better stop there. Peter W.

---

From: NoReply\_Bryant@fer3.com

To: peterwhittemore@hotmail.com

Date: Sun, 6 Jul 2014 14:31:20 -0700

Subject: [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

Yes! somehow the Morgan occupies a very real space even though the material that makes the space is not "original." I also like the infinite renewability of wooden ships idea. I'll be looking for those original timbers, too.

yrs,

John

John Bryant, Professor of English  
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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Matthew Bullard <NoReply\_Bullard@fer3.com>  
**Sent:** Sunday, July 6, 2014 4:41 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

On Jul 6, 2014, at 12:31 PM, "John Bryant" wrote:

*But having said this, I want to know how many of us will want to see, touch, and feel some part of that 10-20% of the ship that Frank tells us is "original." Can we touch the keel, without jumping over board. (Melville, or rather Ishmael, has a chapter on the risks of knowing what the whale's spout is: you risk death finding out; but I won't get into that.*

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Matthew Stackpole said it best about the virtues of wooden ships: they are endlessly renewable. I took great comfort knowing that I was walking in the same spaces as my ancestors, even if some of the wood wasn't exactly the same.

But you can go down in the hold and plainly see and touch original fabric without having to swim down and find the keel. There are some vertical support beams that are clearly very old and worn that have been left in place, and I was told they were original during our 30 April orientation day.

Matthew

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## 38Talk Message w210

### Memorabilia

**From:** Richard French  
**Date:** 2014 Jul 6, 18:40 -0400

Has anyone else been tempted to take things on board, to commemorate the voyage? Postage stamps to the moon and back, flags from the summit of Everest... I once had the plan to bring home vials of water from every body of water I visited, and I still have the habit of bringing home small bits of animal bones found in the hills nearby the astronomical observatories around the world where I've carried out observations. There is something about having a tangible piece of 'there' back here. Photographs, sketches, and memories all help, of course! So far, all I've come up with is to take my favorite copy of Moby Dick - not very original!

I'm curious to know if I'm alone, or if others have felt the same way about this trip.

Dick

---

## 38Talk Message w211

### Re: Memorabilia

**From:** John Bryant  
**Date:** 2014 Jul 6, 23:06 +0000

We could ask everybody to sign a copy of MD--preferably my edition ;)—and donate it to the Melville Society Archive, located in New Bedford, or to Mystic Seaport Museum.

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Richard French <NoReply\_French@fer3.com>  
**Sent:** Sunday, July 6, 2014 6:51 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Memorabilia

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Dick

---

## 38Talk Message w212

### Re: Memorabilia

**From:** Michael Owen  
**Date:** 2014 Jul 6, 19:09 -0400

Hadn't thought about it, 'till now, Dick. It's an interesting question. The first thing that came to mind was my Myerchin knife, marlinespike and leather sheath emblazoned with a whale logo. We'll see what else I can think of...

I'm interested to hear what others might bring. Parrots? Ivory prosthetic leg? Hand-made coffin?

Mike  
On Jul 6, 2014, at 6:51 PM, Richard French wrote:

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*Dick*

---

## 38Talk Message w213

### Re: Memorabilia

**From:** Peter Whittemore  
**Date:** 2014 Jul 6, 19:31 -0400

By all means bring the copy aboard. I bought and donated a Rockwell Kent "junior" edition for the boat's library and Mystic's collection and I got those aboard to sign it, as I hope you next voyagers will also. add a sheet of paper if nec. Peter W.

---

From: NoReply\_French@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Sun, 6 Jul 2014 15:51:09 -0700  
Subject: [38Talk] Memorabilia

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Dick

## 38Talk Message w214

### Re: Memorabilia

**From:** Michelle Moon

**Date:** 2014 Jul 6, 16:53 -0700

You remind me of an anecdote. Also through the auspices of Mystic Seaport, I was fortunate enough to sail once on a USS Constitution Turnaround Cruise. During the entire cruise, a few service members were tasked with continually running an American flag (not the ensign, an additional flag) up and down a flag-halyard. They would run one flag up, bring it right back down, fold it, unpack a new flag, run it up, bring it down, fold it, etc. They must have gone through hundreds of flags during the few hours we were out. When I asked about it, I learned that it was to generate a stock of "flags flown aboard the Constitution under sail" for commemorative gifts for cadets and officers. So no, you're not alone - we do really seem to value the stories that link these objects together. This connects to some of the thoughts people have shared about the Morgan's "originality." Is a 2014 quarter that has sailed aboard the Morgan physically different from a 2014 Quarter that stayed shoreside? Not appreciably. But the story of the person who takes the quarter aboard, remembers it, hands it down to someone else with the accompanying tale - that distinguishes that quarter from every other quarter, as long as the tale is remembered.

## 38Talk Message w215

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Michelle Moon

**Date:** 2014 Jul 6, 19:47 -0400

Hi everyone,

I've been really interested to read the literary perspective on the significance of "originality" and fluid texts. Though it's new to me regarding literature, it mirrors a discussion in the world of museum theory - what does it mean for an object to be "authentic" or "original," and how much does that matter? Is an object's "realness" located in its materiality, or in the meanings constructed around it? (Plymouth Rock is a great example. It doesn't seem to have had anything to do with the Separatist colonists, but it has aggregated significant meanings over the decades, and is still an object with strong valence associated with a particular set of ideas and values despite its lack of a "real" Pilgrim history).

Though objects do contain physical evidence which can yield information through human inquiry, very little meaning inheres in an object itself. We read meanings into objects, and maintain (or attempt to maintain) those meanings through a process of remembering and communicating about them. Few historic sites contain all original fabric. Many historic objects have been repaired, added to, chipped away at, or fundamentally changed. What does it mean to say an object, then, is "real?" This all gets pretty epistemological pretty quickly, but in general, it is the meanings we center on an object - and the agreements we have about it - as we focus activity on it that lend it "realness" or authenticity. It is one thing to stage the celebratory 38th Voyage of the Charles W. Morgan on the Charles W. Morgan. It would be another thing to stage the 38th Voyage of the Charles W. Morgan on the QEII. I would venture that most of us agree to perceive more important linkages, more continuity, more intentionality in the Morgan as object and as an intersection of a specific set of incidents and events through time - even with new pieces all over - than we would in the QEII.

Michelle Moon

[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Sun, Jul 6, 2014 at 6:31 PM, Peter Whittmore <[NoReply\\_Whittmore@fer3.com](mailto:NoReply_Whittmore@fer3.com)> wrote:

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*From MD, the end of Chapter 70 "The Sphynx":*

*"O Nature and O soul of man! how far beyond all utterance are your linked analogies! not the smallest atom stirs or lives in matter, but has its duplicate cunning in mind."*

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*So the space the Morgan occupies, like the figure-ground drawing where it's the faces that show us the vase, carries our individual and collective memory reality of the ship, and as we change each day, body and mind, so does the Morgan, hull and space/memory. Maybe we need to encounter that the Morgan can be newly re-launched every day.*

*I better stop there. Peter W.*

---

*From:* [NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)

*To:* [peterwhittmore@hotmail.com](mailto:peterwhittmore@hotmail.com)

*Date:* Sun, 6 Jul 2014 14:31:20 -0700

*Subject:* [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

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**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) <[38Talk@fer3.com](mailto:38Talk@fer3.com)> on behalf of Matthew Bullard <[NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)>  
**Sent:** Sunday, July 6, 2014 4:41 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

On Jul 6, 2014, at 12:31 PM, "John Bryant" wrote:

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*Matthew*

## 38Talk Message w216

### **Re: Indian Mariners Project blog - interested in chatting with you!**

**From:** Emily Schimelman

**Date:** 2014 Jul 6, 20:32 -0400

Hi Jason,

I am a 4<sup>th</sup> grade teacher in Hamden, Connecticut and have worked with the Mystic Seaport staff to create a year long unit and partnership focused on whales and whaling in America. This summer my students are reading "Ice Whale" by Jean Craighead George for their required summer read. The story begins in Barrow, Alaska in 1848 and focuses on a boy from the Yup'ik tribe who witnessed the birth of a bowhead whale. He is then banished from his land, as punishment, for guiding Yankee Whalers to the spot where many of the whales had migrated, hence killing them. You may have already read the book!

When you have the time, I would love to speak with you about helping my class in Connecticut connect with a class in (Barrow, or somewhere else) Alaska to form some sort of learning and working relationship. I currently teach a year long unit on maritime history and whaling, as I mentioned before, and I/we would absolutely

be thrilled to be able to learn from students IN Alaska, who may know a thing or two about subsistence whaling and whaling culture there.

Even if you are not able to help connect me to a school, I would be so appreciative just to have time to speak with you and hear about what you are doing. Perhaps *you* would be interested in skypping with my class this coming year and teaching us what you know! I would love to be able to create a deeper connection to the novel "Ice Whale" and when I saw your email this afternoon, a light bulb went off in my head.

Please feel free to email me at either

[Emily.zeid@gmail.com](mailto:Emily.zeid@gmail.com)

[eschimelman@hamdenhall.org](mailto:eschimelman@hamdenhall.org)

Thank you so much. I really enjoyed looking at your blog!

I depart on the Charles W. Morgan on Tuesday and am sailing from Mass Maritime to Provincetown. I couldn't be more excited!

I look forward to hearing from you,

Emily Schimelman

<http://www.jeancraigheadgeorge.com/new.html>

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**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Jason Mancini

**Sent:** Sunday, July 06, 2014 4:40 PM

**To:** emily.zeid@gmail.com

**Subject:** Indian Mariners Project blog

Hi all:

I'm writing from the Inupiat Village of Point Lay in northern Alaska where I've been spending time with Kalimiut friends for the past week and a half. If anyone is interested in seeing what I've been up to (along with two Mashantucket Pequot students I brought) or learning a little about the subsistence whaling cultures here please feel free to check out my blog/journal. It's at <http://indianmarinersproject.com/2014/06/29/alaska-cultural-exchange-summer-2014-field-journal/>. If you look in the July 2013 archives tab, you'll find more from my visit here last summer.

It's in the mid-upper 30s here, so will be looking forward to warmer temps on the Morgan.

Cheers,

Jason

## 38Talk Message w217

### **Re: Theseus' Ship; the Morgan; Fluid Texts**

**From:** Richard French

**Date:** 2014 Jul 6, 21:24 -0400

There's an old joke about an axe that was handed down from generation to generation, even though it had had three handles and two axe heads replaced along the way. Communities deal with this same issue with 'historic' houses - many of those in my suburban community have somehow accreted air conditioners, lead-free paint, and of modernity along the way, while somehow maintaining their claims to historicity.

I will be taking a portable sextant on board that was made in the late 1700's. It is in perfect working order except for a stripped thread on a crucial screw that clamps the index arm, noticed too late for a restorer to 'improve' the sextant so that it could be used for this trip, but some have argued that it should be left as is.

This reminds me of a related issue in musical performance, and whether one is doing violence to Bach's keyboard music by playing it on a modern piano - see this fascinating discussion with Andras Schiff about this, and the responses on line from the purists! <http://www.youtube.com/watch?v=TdzLWKuo0YA>. And when one moves on to vocal music and opera, it's clear that compelling modern performances are often completely different from those that were contemporary at the time the music was composed.

Lots to think about, both while we are on board and afterwards! I do hope that someone will give some thought to finding ways for those of us in nearby communities to get together to discuss our experiences. I'd be happy to host a gathering at our home in Needham, MA, if there is enough interest.

Dick

On Sun, Jul 6, 2014 at 8:06 PM, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*Hi everyone,*

*I've been really interested to read the literary perspective on the significance of "originality" and fluid texts. Though it's new to me regarding literature, it mirrors a discussion in the world of museum theory - what does it mean for an object to be "authentic" or "original," and how much*

does that matter? Is an object's "realness" located in its materiality, or in the meanings constructed around it? (Plymouth Rock is a great example. It doesn't seem to have had anything to do with the Separatist colonists, but it has aggregated significant meanings over the decades, and is still an object with strong valence associated with a particular set of ideas and values despite its lack of a "real" Pilgrim history).

Though objects do contain physical evidence which can yield information through human inquiry, very little meaning inheres in an object itself. We read meanings into objects, and maintain (or attempt to maintain) those meanings through a process of remembering and communicating about them. Few historic sites contain all original fabric. Many historic objects have been repaired, added to, chipped away at, or fundamentally changed. What does it mean to say an object, then, is "real?" This all gets pretty epistemological pretty quickly, but in general, it is the meanings we center on an object - and the agreements we have about it - as we focus activity on it that lend it "realness" or authenticity. It is one thing to stage the celebratory 38th Voyage of the Charles W. Morgan on the Charles W. Morgan. It would be another thing to stage the 38th Voyage of the Charles W. Morgan on the QEII. I would venture that most of us agree to perceive more important linkages, more continuity, more intentionality in the Morgan as object and as an intersection of a specific set of incidents and events through time - even with new pieces all over - than we would in the QEII.

Michelle Moon  
[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Sun, Jul 6, 2014 at 6:31 PM, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

That the "space" the Morgan occupies is as real as any one timber of her hull might be, is a fascinating metafizzical and cosmically quizzical enigma.

From MD, the end of Chapter 70 "The Sphynx":

" O Nature and O soul of man! how far beyond all utterance are your linked analogies! not the smallest atom stirs or lives in matter, but has its duplicate cunning in mind."

also from Chapt 121 Midnight-The Forecastle Bulwarks:

Flask to Stubb, "Didn't you once say that whatever ship Ahab sails in, that ship should pay something extra on its insurance policy, just as though it were loaded powder barrels aft and boxes of lucifers forward? Stop, now; didn't you say so?"

"Well, suppose I did? What then? I've part changed my flesh since that time, Why not my mind?"

So the space the Morgan occupies, like the figure-ground drawing where it's the faces that show us the vase, carries our individual and collective memory reality of the ship, and as we change each day, body and mind, so does the Morgan, hull and space/memory. Maybe we need to encounter that the Morgan can be newly re-launched every day.

I better stop there. Peter W.

---

From: [NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)  
To: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)  
Date: Sun, 6 Jul 2014 14:31:20 -0700

Subject: [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

Yes! somehow the Morgan occupies a very real space even though the material that makes the space is not "original." I also like the infinite renewability of wooden ships idea. I'll be looking for those original timbers, too.  
yrs,  
John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: [516.463.5470](tel:516.463.5470)

---

**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) <[38Talk@fer3.com](mailto:38Talk@fer3.com)> on behalf of Matthew Bullard <[NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)>  
**Sent:** Sunday, July 6, 2014 4:41 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

On Jul 6, 2014, at 12:31 PM, "John Bryant" wrote:

*But having said this, I want to know how many of us will want to see, touch, and feel some part of that 10-20% of the ship that Frank tells us is "original." Can we touch the keel, without jumping over board. (Melville, or rather Ishmael, has a chapter on the risks of knowing what the whale's spout is: you risk death finding out; but I won't get into that.*

*This has been a fascinating discussion. I think it is important to note that while the Morgan might be down to her last 10-20% original fabric, she has always been a ship. Whether or not this or that plank is original might not be as important as the fact that there has \*always\* been a plank there, and that collection of planks (and other stuff) has always resembled more or less the ship that was launched in New Bedford in 1841. I don't think the same can be said about the brig Niagara and I'm not sure about the Constitution (pretty sure she has never been fully deconstructed).*

*Matthew Stackpole said it best about the virtues of wooden ships: they are endlessly renewable. I took great comfort knowing that I was walking in the same spaces as my ancestors, even if some of the wood wasn't exactly the same.*

*But you can go down in the hold and plainly see and touch original fabric without having to swim down and find the keel. There are some vertical support beams that are clearly very old and worn that have been left in place, and I was told they were original during our 30 April orientation day.*

Matthew

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
(781) 283-3583

## 38Talk Message w218

### Re: Memorabilia

**From:** Ger Tysk

**Date:** 2014 Jul 06, 21:17 -0400

I'm sailing on the New Bedford to Mass Maritime leg (schedule for tomorrow but now pushed back to Tuesday) and am bringing my copy of the Moby-Dick card game - it was a Kickstarter game about half a year ago that some of you might remember. If any of my fellow voyagers would like to play I think we can get at least one good game in ")

Ger

Sent from my Samsung Galaxy Tab@|PRO

----- Original message -----

**From:** Peter Whittemore

**Date:** 07/06/2014 7:36 PM (GMT-05:00)

**To:** ger.tysk@gmail.com

**Subject:** [38Talk] Re: Memorabilia

By all means bring the copy aboard. I bought and donated a Rockwell Kent "junior" edition for the boat's library and Mystic's collection and I got those aboard to sign it, as I hope you next voyagers will also. add a sheet of paper if nec. Peter W.

---

**From:** NoReply\_French@fer3.com  
**To:** peterwhittemore@hotmail.com  
**Date:** Sun, 6 Jul 2014 15:51:09 -0700  
**Subject:** [38Talk] Memorabilia

Has anyone else been tempted to take things on board, to commemorate the voyage? Postage stamps to the moon and back, flags from the summit of Everest.. I once had the plan to bring home vials of water from every body of water I visited, and I still have the habit of bringing home small bits of animal bones found in the hills nearby the astronomical observatories around the world where I've carried out observations. There is something about having a tangible piece of 'there' back here. Photographs, sketches, and memories all help, of course! So far, all I've come up with is to take my favorite copy of Moby Dick - not very original!

I'm curious to know if I'm alone, or if others have felt the same way about this trip.

Dick

## 38Talk Message w219

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Michelle Moon

**Date:** 2014 Jul 6, 21:35 -0400

A great idea to get together for further discussion! I am also open to hosting a gathering in Salem, MA. Lots to do and see here related to maritime enterprise (and literature).

And because I can't resist tagging onto the mention of axe handles, here's Gary Snyder's poem "Axe Handles" --

One afternoon the last week in April  
Showing Kai how to throw a hatchet  
One-half turn and it sticks in a stump.  
He recalls the hatchet-head  
Without a handle, in the shop  
And go gets it, and wants it for his own.  
A broken-off axe handle behind the door  
Is long enough for a hatchet,  
We cut it to length and take it  
With the hatchet head  
And working hatchet, to the wood block.  
There I begin to shape the old handle  
With the hatchet, and the phrase  
First learned from Ezra Pound  
Rings in my ears!  
"When making an axe handle  
the pattern is not far off."  
And I say this to Kai  
"Look: We'll shape the handle  
By checking the handle  
Of the axe we cut with-"  
And he sees. And I hear it again:  
It's in Lu Ji's Wen Fu, fourth century  
A.D. "Essay on Literature"-in the  
Preface: "In making the handle Of an axe  
By cutting wood with an axe  
The model is indeed near at hand.-  
My teacher Shih-hsiang Chen  
Translated that and taught it years ago  
And I see: Pound was an axe,  
Chen was an axe, I am an axe  
And my son a handle, soon  
To be shaping again, model  
And tool, craft of culture,  
How we go on.

Michelle Moon

[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Sun, Jul 6, 2014 at 9:31 PM, Richard French <[NoReply\\_French@fer3.com](mailto:NoReply_French@fer3.com)> wrote:

*There's an old joke about an axe that was handed down from generation to generation, even though it had had three handles and two axe heads replaced along the way. Communities deal with this same issue with 'historic' houses - many of those in my suburban community have somehow accreted air conditioners, lead-free paint, and of modernity along the way, while somehow maintaining their claims to historicity.*

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*Lots to think about, both while we are on board and afterwards! I do hope that someone will give some thought to finding ways for those of us in nearby communities to get together to discuss our experiences. I'd be happy to host a gathering at our home in Needham, MA, if there is enough interest.*

Dick

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Though objects do contain physical evidence which can yield information through human inquiry, very little meaning inheres in an object itself. We read meanings into objects, and maintain (or attempt to maintain) those meanings through a process of remembering and communicating about them. Few historic sites contain all original fabric. Many historic objects have been repaired, added to, chipped away at, or fundamentally changed. What does it mean to say an object, then, is "real?" This all gets pretty epistemological pretty quickly, but in general, it is the meanings we center on an object - and the agreements we have about it - as we focus activity on it that lend it "realness" or authenticity. It is one thing to stage the celebratory 38th Voyage of the Charles W. Morgan on the Charles W. Morgan. It would be another thing to stage the 38th Voyage of the Charles W. Morgan on the QEII. I would venture that most of us agree to perceive more important linkages, more continuity, more intentionality in the Morgan as object and as an intersection of a specific set of incidents and events through time - even with new pieces all over - than we would in the QEII.

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[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

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From MD, the end of Chapter 70 "The Sphynx":

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So the space the Morgan occupies, like the figure-ground drawing where it's the faces that show us the vase, carries our individual and collective memory reality of the ship, and as we change each day, body and mind, so does the Morgan, hull and space/memory. Maybe we need to encounter that the Morgan can be newly re-launched every day.

I better stop there. Peter W.

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To: [peterwhitemore@hotmail.com](mailto:peterwhitemore@hotmail.com)  
Date: Sun, 6 Jul 2014 14:31:20 -0700

Subject: [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

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John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
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Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: [516.463.5470](tel:516.463.5470)

---

**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) <[38Talk@fer3.com](mailto:38Talk@fer3.com)> on behalf of Matthew Bullard  
<[NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)>

**Sent:** Sunday, July 6, 2014 4:41 PM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

On Jul 6, 2014, at 12:31 PM, "John Bryant" wrote:

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*Matthew*

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
[\(781\) 283-3583](tel:781-283-3583)

---

## 38Talk Message w220

### Re: Memorabilia

**From:** Wyn Kelley

**Date:** 2014 Jul 7, 01:11 +0000

I'm bringing *Moby-Dick* and an edition of Melville's poems. I understand this impulse completely!

Wyn Kelley  
Literature Section  
14N-413

Massachusetts Institute of Technology  
77 Massachusetts Avenue  
Cambridge, MA 02139  
617-253-7655

On Jul 6, 2014, at 7:26 PM, Michael Owen wrote:

*Hadn't thought about it, 'till now, Dick. It's an interesting question. The first thing that came to mind was my Myerchin knife, marlinespike and leather sheath emblazoned with a whale logo. We'll see what else I can think of...*

*I'm interested to hear what others might bring. Parrots? Ivory prosthetic leg? Hand-made coffin?*

*Mike*

*On Jul 6, 2014, at 6:51 PM, Richard French wrote:*

*Has anyone else been tempted to take things on board, to commemorate the voyage? Postage stamps to the moon and back, flags from the summit of Everest... I once had the plan to bring home vials of water from every body of water I visited, and I still have the habit of bringing home small bits of animal bones found in the hills nearby the astronomical observatories around the world where I've carried out observations. There is something about having a tangible piece of 'there' back here. Photographs, sketches, and memories all help, of course! So far, all I've come up with is to take my favorite copy of Moby Dick - not very original!*

*I'm curious to know if I'm alone, or if others have felt the same way about this trip.*

*Dick*

## 38Talk Message w221

### Re: Indian Mariners Project blog - interested in chatting with you!

**From:** Wyn Kelley

**Date:** 2014 Jul 7, 01:20 +0000

Emily, you might write to the New Bedford Whaling Museum about this idea--maybe to Bob Rocha (science curator). They had an ECHO grant for years to create partnerships with museums and schools in Barrow, Alaska and also in Hawaii--in programming about whaling.

Wyn Kelley  
Literature Section  
14N-413  
Massachusetts Institute of Technology  
77 Massachusetts Avenue  
Cambridge, MA 02139  
617-253-7655

On Jul 6, 2014, at 9:01 PM, Emily Schimelman wrote:

*Hi Jason,*

*I am a 4<sup>th</sup> grade teacher in Hamden, Connecticut and have worked with the Mystic Seaport staff to create a year long unit and partnership focused on whales and whaling in America. This summer my students are reading "Ice Whale" by Jean Craighead George for their required summer read. The story begins in Barrow, Alaska in 1848 and focuses on a boy from the Yup'ik tribe who witnessed the birth of a bowhead whale. He is then banished from his land, as punishment, for guiding Yankee Whalers to the spot where many of the whales had migrated, hence killing them. You may have already read the book!*

*When you have the time, I would love to speak with you about helping my class in Connecticut connect with a class in (Barrow, or*

somewhere else) Alaska to form some sort of learning and working relationship. I currently teach a year long unit on maritime history and whaling, as I mentioned before, and I/we would absolutely be thrilled to be able to learn from students IN Alaska, who may know a thing or two about subsistence whaling and whaling culture there.

Even if you are not able to help connect me to a school, I would be so appreciative just to have time to speak with you and hear about what you are doing. Perhaps you would be interested in skypeing with my class this coming year and teaching us what you know! I would love to be able to create a deeper connection to the novel "Ice Whale" and when I saw your email this afternoon, a light bulb went off in my head.

Please feel free to email me at either

[Emily.zeid@gmail.com](mailto:Emily.zeid@gmail.com)

[eschimelman@hamdenhall.org](mailto:eschimelman@hamdenhall.org)

Thank you so much. I really enjoyed looking at your blog!

I depart on the Charles W. Morgan on Tuesday and am sailing from Mass Maritime to Provincetown. I couldn't be more excited!

I look forward to hearing from you,

Emily Schimelman

<http://www.jeancraigheadgeorge.com/new.html>

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From: [38Talk@fer3.com](mailto:38Talk@fer3.com) [mailto:[38Talk@fer3.com](mailto:38Talk@fer3.com)] On Behalf Of Jason Mancini

Sent: Sunday, July 06, 2014 4:40 PM

To: [emily.zeid@gmail.com](mailto:emily.zeid@gmail.com)

Subject: Indian Mariners Project blog

Hi all:

I'm writing from the Inupiat Village of Point Lay in northern Alaska where I've been spending time with Kalimiut friends for the past week and a half. If anyone is interested in seeing what I've been up to (along with two Mashantucket Pequot students I brought) or learning a little about the subsistence whaling cultures here please feel free to check out my blog/journal. It's at

<http://indianmarinersproject.com/2014/06/29/alaska-cultural-exchange-summer-2014-field-journal/>. If you look in the July 2013 archives tab, you'll find more from my visit here last summer.

It's in the mid-upper 30s here, so will be looking forward to warmer temps on the Morgan.

Cheers,

Jason

## 38Talk Message w222

### Re: Memorabilia

**From:** Matthew Bullard

**Date:** 2014 Jul 6, 19:55 -0600

I gave this subject some thought before my leg from the Vineyard to New Bedford. I chose to wear my late grandfather's train conductor hat, which he always wore when sailing. I also packed a sea bag that I acquired as a deck hand aboard the J-Class yacht Endeavour. I was fortunate enough to land that summer job in 1990 when I was 16. It was my first time away from home, and as it happens, my first sail was from Newport to New Bedford harbor where Endeavour spent a few nights hauled out at Fairhaven shipyard, not far from where the Morgan spent her last years before moving over to Round Hill in South Dartmouth.

Matthew

On Sun, Jul 6, 2014 at 7:36 PM, Ger Tysk wrote:

> I'm sailing on the New Bedford to Mass Maritime leg (schedule for tomorrow  
> but now pushed back to Tuesday) and am bringing my copy of the Moby-Dick  
> card game - it was a Kickstarter game about half a year ago that some of you  
> might remember. If any of my fellow voyagers would like to play I think we  
> can get at least one good game in ")

>  
> Ger

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> Sent from my Samsung Galaxy Tab@|PRO

>  
>  
> ----- Original message -----  
> From: Peter Whittemore  
> Date: 07/06/2014 7:36 PM (GMT-05:00)  
> To: ger.tysk@gmail.com  
> Subject: [38Talk] Re: Memorabilia

> By all means bring the copy aboard. I bought and donated a Rockwell Kent  
> "junior" edition for the boat's library and Mystic's collection and I got  
> those aboard to sign it, as I hope you next voyagers will also. add a sheet  
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> From: NoReply\_French@fer3.com  
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> Subject: [38Talk] Memorabilia

> Has anyone else been tempted to take things on board, to commemorate the  
> voyage? Postage stamps to the moon and back, flags from the summit of  
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> of water I visited, and I still have the habit of bringing home small bits  
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> about having a tangible piece of 'there' back here. Photographs, sketches,  
> and memories all help, of course! So far, all I've come up with is to take  
> my favorite copy of Moby Dick - not very original!

> I'm curious to know if I'm alone, or if others have felt the same way about  
> this trip.

> Dick

---

## 38Talk Message w223

### ADMIN: 38Talk emails and posting codes

**From:** Frank Reed

**Date:** 2014 Jul 6, 19:42 -0700

Hello everyone,

SHORT VERSION: To suspend 38Talk emails, send a blank email to [NoMail@fer3.com](mailto:NoMail@fer3.com).

LONG VERSION: We had a couple of days last week with only one or two messages each day, but nearly *forty* were posted to 38Talk in the past 24 hours. It's all fascinating to me and, I hope, most of you, but for some of you this may be overwhelming if you're receiving messages as individual emails. If you prefer, you can:

- follow 38Talk messages entirely through the [message boards](#),
- adjust your [settings](#) and receive emails at an alternate email address,
- turn off all email either via [settings](#) or by sending a blank email to [NoMail@fer3.com](mailto:NoMail@fer3.com),
- sign up for daily email digests instead of individual emails via [settings](#).

To make any changes to settings, you'll need your posting code which you can get [here](#). When you post a message through the web site, if you use your code, messages appear immediately. If you use your name and email address, there is a slight "message moderation" delay. And please remember that you can [contact me directly](#) if you have any problems, questions, or requests at all. I can change almost anything that you all require. Finally, I apologize for the interruption in these fascinating discussions.

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

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## 38Talk Message w224

### Re: FW: Morgan Letter

**From:** Robert Wallace

**Date:** 2014 Jul 7, 02:43 +0000

Yes, I was very happy to see your great letter in the Standard Times too.

Bob W

---

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Peter Whittemore  
**Sent:** Saturday, July 05, 2014 10:21 PM  
**To:** Robert Wallace  
**Subject:** [38Talk] Re: FW: Morgan Letter

Matthew ....Thanks for noting the letter got in the Times. Maybe with a picture of the boat tacking in Buzzard's Bay....? Peter W.

---

From: [NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)  
To: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)  
Date: Sat, 5 Jul 2014 17:41:14 -0700  
Subject: [38Talk] Re: FW: Morgan Letter

Thank you, John. Peter's piece was finally published in the Standard Times just the other day.

Matthew Bullard

On Sat, Jul 5, 2014 at 2:49 PM, John Bryant wrote:  
> I enjoyed Peter's and Matthew's pieces.  
>  
>  
> John Bryant, Professor of English  
> Founding Editor, Leviathan: A Journal of Melville Studies  
> Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
> Director, Melville Electronic Library  
> Director, Hofstra Digital Research Center  
> Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

> From: [38Talk@fer3.com](mailto:38Talk@fer3.com) on behalf of Veronica Lawlor

> Sent: Monday, June 30, 2014 10:16 AM  
> To: John L. Bryant

> Subject: [38Talk] Re: FW: Morgan Letter

> It definitely was!

> On Sat, Jun 28, 2014 at 2:21 PM, Peter Whittemore wrote:

>> Thanks Veronica, hope the inspiration was colorful. Peter G W

>> From: [NoReply\\_Lawlor@fer3.com](mailto:NoReply_Lawlor@fer3.com)

>> To: peterwhittemore---.com

>> Date: Sat, 28 Jun 2014 10:31:15 -0700

>> Subject: [38Talk] Re: FW: Morgan Letter

>> Hello Peter,  
>> Your letter is beautiful, thank you for sharing it. I am here at New Bedford today with some of the artists from Dalvero Academy, and I read your letter to them this morning as inspiration before our day of drawing the ship.  
>> Best,  
>> Veronica

>> Sent from my iPhone

>> On Jun 27, 2014, at 7:01 PM, "Peter Whittemore" wrote:

>> This is the letter I sent last night for the New Bedford Standard-Times "letters to the editor" column, or maybe even a guest editorial column (with pictures of the boat?) Steve Urbon passed it on to the top editor today so I hope it shows up in the weekend edition, for all of our benefit. Peter Whittemore

>> From: peterwhittemore---.com

>> To: peterwhittemore---.com; surbon{at}s-t.com

>> Subject: FW: Morgan

>> Date: Thu, 26 Jun 2014 23:25:53 -0400

>> From: peterwhittemore---.com

>> To: peterwhittemore---.com

>> Subject: Morgan

>> Date: Tue, 22 Apr 2014 15:09:11 -0400

>> A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who has ever dreamt of the one of a kind voyage we have just been privileged to experience sailing on the Charles W. Morgan whaleship from Vineyard Haven back home to New Bedford Harbor.

>> I am the great-great-grandson of Herman Melville, author of "Moby Dick". He left this port, which in the 1840's was the richest city in the world, on the whaleship Acushnet like many a young man, going out to find work in the energy sector, as they do today in the shale oil fields of the Dakotas. It has been the thrill of a lifetime to be among the crew sailing into this port, blood coursing in our veins like the singing of the rigging, with the joy of the creation filling our souls like the wind in the sails. We did not catch sight of the great White Whale, but believe me, he's still out there.

>> Melville sailed in 1841, just four months before the Chas W Morgan was launched. One might say the Acushnet of New Bedford launched the novel



Sent from my Samsung Galaxy Tab®/PRO

----- Original message -----

From: Peter Whittemore

Date: 07/06/2014 7:36 PM (GMT-05:00)

To: [ger.tysk@gmail.com](mailto:ger.tysk@gmail.com)

Subject: [38Talk] Re: Memorabilia

*By all means bring the copy aboard. I bought and donated a Rockwell Kent "junior" edition for the boat's library and Mystic's collection and I got those aboard to sign it, as I hope you next voyagers will also. add a sheet of paper if nec. Peter W.*

---

From: [NoReply\\_French@fer3.com](mailto:NoReply_French@fer3.com)

To: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)

Date: Sun, 6 Jul 2014 15:51:09 -0700

Subject: [38Talk] Memorabilia

*Has anyone else been tempted to take things on board, to commemorate the voyage? Postage stamps to the moon and back, flags from the summit of Everest.. I once had the plan to bring home vials of water from every body of water I visited, and I still have the habit of bringing home small bits of animal bones found in the hills nearby the astronomical observatories around the world where I've carried out observations. There is something about having a tangible piece of 'there' back here. Photographs, sketches, and memories all help, of course! So far, all I've come up with is to take my favorite copy of Moby Dick - not very original!*

*I'm curious to know if I'm alone, or if others have felt the same way about this trip.*

Dick

## 38Talk Message w226

### Re: Memorabilia

**From:** Edward Baker

**Date:** 2014 Jul 06, 20:43 -0700

A photo of the keel - original wood - meeting the new stem

---

Edward Baker  
Executive Director  
New London County Historical Society  
Shaw Mansion  
11 Blinman Street  
New London, CT 06320  
860.443.1209  
[www.newlondonhistory.org](http://www.newlondonhistory.org)

#### Attached File:



## 38Talk Message w227

### Re: 38Talk] Indian Mariners Project blog - interested in chatting with y

**From:** UNK

**Date:** 2014 Jul 07, 05:26 -0400

Hi Emily,

I am looking forward to connecting with you on our transit leg this week. I too teach a year-long unit on whales and whaling. My students are third graders in Cambridge, MA. We take our students on a "mock voyage" around the globe with each of them playing a role on our "ship" (the Arabella). I love your idea of connecting with a class in Barrow and will be interested to

hear what you learn from Jason. We had author (Whaling Season) and whale scientist Peter Lourie come speak with our class few years ago and we skyped with some scientists in Barrow at the time who were working with the whalers. it was fascinating. As Wyn also mentioned, the New Bedford Whaling Museum has an ongoing partnership with people in Barrow and may be able to be very helpful too.

See you on the ship on Tuesday evening!

Betsy

**38Talk@fer3.com** writes:

Hi Jason,

I am a 4<sup>th</sup> grade teacher in Hamden, Connecticut and have worked with the Mystic Seaport staff to create a year long unit and partnership focused on whales and whaling in America. This summer my students are reading "Ice Whale" by Jean Craighead George for their required summer read. The story begins in Barrow, Alaska in 1848 and focuses on a boy from the Yup'ik tribe who witnessed the birth of a bowhead whale. He is then banished from his land, as punishment, for guiding Yankee Whalers to the spot where many of the whales had migrated, hence killing them. You may have already read the book!

When you have the time, I would love to speak with you about helping my class in Connecticut connect with a class in (Barrow, or somewhere else) Alaska to form some sort of learning and working relationship. I currently teach a year long unit on maritime history and whaling, as I mentioned before, and I/we would absolutely be thrilled to be able to learn from students IN Alaska, who may know a thing or two about subsistence whaling and whaling culture there.

Even if you are not able to help connect me to a school, I would be so appreciative just to have time to speak with you and hear about what you are doing. Perhaps you would be interested in skyping with my class this coming year and teaching us what you know! I would love to be able to create a deeper connection to the novel "Ice Whale" and when I saw your email this afternoon, a light bulb went off in my head.

Please feel free to email me at either

[Emily.zeid@gmail.com](mailto:Emily.zeid@gmail.com)

[eschimelman@hamdenhall.org](mailto:eschimelman@hamdenhall.org)

Thank you so much. I really enjoyed looking at your blog!

I depart on the Charles W. Morgan on Tuesday and am sailing from Mass Maritime to Provincetown. I couldn't be more excited!

I look forward to hearing from you,

Emily Schimelman

<http://www.jeancraigheadgeorge.com/new.html>

**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) [<mailto:38Talk@fer3.com>] **On Behalf Of** Jason Mancini

**Sent:** Sunday, July 06, 2014 4:40 PM

**To:** [emily.zeid@gmail.com](mailto:emily.zeid@gmail.com)

**Subject:** [38Talk] Indian Mariners Project blog

Hi all:

I'm writing from the Inupiat Village of Point Lay in northern Alaska where I've been spending time with Kalimiut friends for the past week and a half. If anyone is interested in seeing what I've been up to (along with two Mashantucket Pequot students I brought) or learning a little about the subsistence whaling cultures here please feel free to check out my blog/journal. It's at <http://indianmarinersproject.com/2014/06/29/alaska-cultural-exchange-summer-2014-field-journal/>. If you look in the July 2013 archives tab, you'll find more from my visit here last summer.

It's in the mid-upper 30s here, so will be looking forward to warmer temps on the Morgan.

Cheers,

Jason

---

## 38Talk Message w228

### Re: Memorabilia

**From:** Michael Dyer

**Date:** 2014 Jul 7, 08:42 -0400

That little scarf piece in the idle is interesting. I wonder why the shipwrights did it that way instead of using one piece of compass timber. I'm sure there's a good reason.

Michael P. Dyer  
Senior Maritime Historian  
New Bedford Whaling Museum  
18 Johnny Cake Hill  
New Bedford, MA 02740  
[mdyer@whalingmuseum.org](mailto:mdyer@whalingmuseum.org)  
(508) 717-6837  
Office located at 791 Purchase St.

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Edward Baker

**Sent:** Monday, July 07, 2014 12:21 AM

**To:** Michael Dyer

**Subject:** [38Talk] Re: Memorabilia

A photo of the keel - original wood - meeting the new stem

---

Edward Baker  
Executive Director  
New London County Historical Society  
Shaw Mansion  
11 Blinman Street  
New London, CT 06320  
860.443.1209  
[www.newlondonhistory.org](http://www.newlondonhistory.org)

## 38Talk Message w229

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Michael Dyer

**Date:** 2014 Jul 7, 08:47 -0400

Dear Michelle:

Mary Malloy is very good in this subject in *Souvenirs of the Fur Trade*. Meanings attached to "real" artifacts shift from original makers to collectors to museum interpretation. From my point of view provenance is everything. Of course throughout, the Richard Ellis theorem of historical lore states: "If a story is told often enough it doesn't really matter whether it happened or not."

My best, MPD

Michael P. Dyer

Senior Maritime Historian

New Bedford Whaling Museum

18 Johnny Cake Hill

New Bedford, MA 02740

[mdyer@whalingmuseum.org](mailto:mdyer@whalingmuseum.org)

(508) 717-6837

Office located at 791 Purchase St.

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Michelle Moon

**Sent:** Sunday, July 06, 2014 8:06 PM

**To:** Michael Dyer

**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

Hi everyone,

I've been really interested to read the literary perspective on the significance of "originality" and fluid texts. Though it's new to me regarding literature, it mirrors a discussion in the world of museum theory - what does it mean for an object to be "authentic" or "original," and how much does that matter? Is an object's "realness" located in its materiality, or in the meanings constructed around it? (Plymouth Rock is a great example. It doesn't seem to have had anything to do with the Separatist colonists, but it has aggregated significant meanings over the decades, and is still an object with strong valence associated with a particular set of ideas and values despite its lack of a "real" Pilgrim history).

Though objects do contain physical evidence which can yield information through human inquiry, very little meaning inheres in an object itself. We read meanings into objects, and maintain (or attempt to maintain) those meanings through a process of remembering and communicating about them. Few historic sites contain all original fabric. Many historic objects have been repaired, added to, chipped away at, or fundamentally changed. What does it mean to say an object, then, is "real?" This all gets pretty epistemological pretty quickly, but in general, it is the meanings we center on an object - and the agreements we have about it - as we focus activity on it that lend it "realness" or authenticity. It is one thing to stage the celebratory 38th Voyage of the Charles W. Morgan on the Charles W. Morgan. It would be another thing to stage the 38th Voyage of the Charles W. Morgan on the QEII. I would venture that most of us agree to perceive more important linkages, more continuity, more intentionality in the Morgan as object and as an intersection of a specific set of incidents and events through time - even with new pieces all over - than we would in the QEII.

Michelle Moon

[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Sun, Jul 6, 2014 at 6:31 PM, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

That the "space" the Morgan occupies is as real as any one timber of her hull might be, is a fascinating metafizzical and cosmically quizzical enigma.

From MD, the end of Chapter 70 "The Sphynx":

" O Nature and O soul of man! how far beyond all utterance are your linked analogies! not the smallest atom stirs or lives in matter, but has its duplicate cunning in mind."

also from Chapt 121 Midnight-The Forecastle Bulwarks:

Flask to Stubb, "Didn't you once say that whatever ship Ahab sails in, that ship should pay something extra on its insurance policy, just as though it were loaded powder barrels aft and boxes of lucifers forward? Stop, now; didn't you say so?"

"Well, suppose I did? What then? I've part changed my flesh since that time, Why not my mind?"

So the space the Morgan occupies, like the figure-ground drawing where it's the faces that show us the vase, carries our individual and collective memory reality of the ship, and as we change each day, body and mind, so does the Morgan, hull and space/memory. Maybe we need to encounter that the Morgan can be newly re-launched every day.

I better stop there. Peter W.

From: [NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)  
To: [peterwhitemore@hotmail.com](mailto:peterwhitemore@hotmail.com)  
Date: Sun, 6 Jul 2014 14:31:20 -0700

Subject: [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

Yes! somehow the Morgan occupies a very real space even though the material that makes the space is not "original." I also like the infinite renewability of wooden ships idea. I'll be looking for those original timbers, too.

yrs,  
John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: [516.463.5470](tel:516.463.5470)

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**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) <[38Talk@fer3.com](mailto:38Talk@fer3.com)> on behalf of Matthew Bullard <[NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)>  
**Sent:** Sunday, July 6, 2014 4:41 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

On Jul 6, 2014, at 12:31 PM, "John Bryant" wrote:

*But having said this, I want to know how many of us will want to see, touch, and feel some part of that 10-20% of the ship that Frank tells us is "original." Can we touch the keel, without jumping over board. (Melville, or rather Ishmael, has a chapter on the risks of knowing what the whale's spout is: you risk death finding out; but I won't get into that.*

This has been a fascinating discussion. I think it is important to note that while the Morgan might be down to her last 10-20% original fabric, she has always been a ship. Whether or not this or that plank is original might not be as important as the fact that there has \*always\* been a plank there, and that collection of planks (and other stuff) has always resembled more or less the ship that was launched in New Bedford in 1841. I don't think the same can be said about the brig Niagara and I'm not sure about the Constitution (pretty sure she has never been fully deconstructed).

Matthew Stackpole said it best about the virtues of wooden ships: they are endlessly renewable. I took great comfort knowing that I was walking in the same spaces as my ancestors, even if some of the wood wasn't exactly the same.

But you can go down in the hold and plainly see and touch original fabric without having to swim down and find the keel. There are some vertical support beams that are clearly very old and worn that have been left in place, and I was told they were original during our 30 April orientation day.

Matthew

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38Talk Message w230

**Re: Theseus' Ship; the Morgan; Fluid Texts**

**From:** Michelle Moon  
**Date:** 2014 Jul 7, 08:01 -0700

It's probably not a coincidence that Mary Malloy taught my museum history course...! She is great on this topic.

## 38Talk Message w231

### Re: Echo

**From:** Elizabeth James-Perry

**Date:** 2014 Jul 7, 11:24 -0400

Yes, both my brother and myself participated in the ECHO projects both as traditional craftspeople working in textiles and jewelry, and Jonathan was sent by PEM (Salem) as a Massachusetts Native rep (Aquinnah Wampanoag) for the cultural performing arts tour for a couple of years. In the artist residency, I had a chance to collaborate with Indigenous Hawaiian weavers and featherworks, and with Lalla Williams a Kodiak island Native artist who works with fish skin garment design, gut fabrics, and furs. Boy oh boy did I enjoy getting into those materials! And for myself, I brought bronze turkey feather, handspun milkweed cordage, corn husk, basswood and other textured materials. The two weeks allowed ample time to share stories, language and history. There was a catalog produced from the 3 different residencies, and booklets (perhaps film?) of the performances. Some of the performances revolved around the theme of island/coastal communities that hunted whale, and the next on storytelling, and then cuisine.

Regards,  
Elizabeth James-Perry

---

From: NoReply\_Kelley@fer3.com  
To: marineart@hotmail.com  
Date: Sun, 6 Jul 2014 19:16:01 -0700  
Subject: [38Talk] Re: Indian Mariners Project blog - interested in chatting with you!

Emily, you might write to the New Bedford Whaling Museum about this idea--maybe to Bob Rocha (science curator). They had an ECHO grant for years to create partnerships with museums and schools in Barrow, Alaska and also in Hawaii--in programming about whaling.

Wyn Kelley  
Literature Section  
14N-413  
Massachusetts Institute of Technology  
77 Massachusetts Avenue  
Cambridge, MA 02139  
617-253-7655

On Jul 6, 2014, at 9:01 PM, Emily Schimelman wrote:

*Hi Jason,*

*I am a 4<sup>th</sup> grade teacher in Hamden, Connecticut and have worked with the Mystic Seaport staff to create a year long unit and partnership focused on whales and whaling in America. This summer my students are reading "Ice Whale" by Jean Craighead George for their required summer read. The story begins in Barrow, Alaska in 1848 and focuses on a boy from the Yup'ik tribe who witnessed the birth of a bowhead whale. He is then banished from his land, as punishment, for guiding Yankee Whalers to the spot where many of the whales had migrated, hence killing them. You may have already read the book!*

*When you have the time, I would love to speak with you about helping my class in Connecticut connect with a class in (Barrow, or somewhere else) Alaska to form some sort of learning and working relationship. I currently teach a year long unit on maritime history and whaling, as I mentioned before, and I/we would absolutely be thrilled to be able to learn from students IN Alaska, who may know a thing or two about subsistence whaling and whaling culture there.*

*Even if you are not able to help connect me to a school, I would be so appreciative just to have time to speak with you and hear about what you are doing. Perhaps you would be interested in skypeing with my class this coming year and teaching us what you know! I would love to be able to create a deeper connection to the novel "Ice Whale" and when I saw your email this afternoon, a light bulb went off in my head.*

*Please feel free to email me at either*  
[Emily.zeid@gmail.com](mailto:Emily.zeid@gmail.com)  
[eschimelman@hamdenhall.org](mailto:eschimelman@hamdenhall.org)

*Thank you so much. I really enjoyed looking at your blog!  
I depart on the Charles W. Morgan on Tuesday and am sailing from Mass Maritime to Provincetown. I couldn't be more excited!*

*I look forward to hearing from you,  
Emily Schimelman*

<http://www.jeancraigheadgeorge.com/new.html>

---

From: [38Talk@fer3.com](mailto:38Talk@fer3.com) [mailto:[38Talk@fer3.com](mailto:38Talk@fer3.com)] On Behalf Of Jason Mancini  
Sent: Sunday, July 06, 2014 4:40 PM  
To: [emily.zeid@gmail.com](mailto:emily.zeid@gmail.com)  
Subject: Indian Mariners Project blog

Hi all:

I'm writing from the Inupiat Village of Point Lay in northern Alaska where I've been spending time with Kalimiut friends for the past week and a half. If anyone is interested in seeing what I've been up to (along with two Mashantucket Pequot students I brought) or learning a little about the subsistence whaling cultures here please feel free to check out my blog/journal. It's at <http://indianmarinersproject.com/2014/06/29/alaska-cultural-exchange-summer-2014-field-journal/>. If you look in the July 2013 archives tab, you'll find more from my visit here last summer.

It's in the mid-upper 30s here, so will be looking forward to warmer temps on the Morgan.

Cheers,

Jason

---

## 38Talk Message w232

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Jamie Jones

**Date:** 2014 Jul 7, 12:17 -0400

Dear fellow Voyagers,

I'm finding this conversation on Theseus' Ship and fluid texts very exciting, and I hope we'll have the opportunity to continue it in the future through this forum and others. I'm currently writing my first book, a scholarly monograph, on what I'm provisionally calling the cultural afterlife of the US industrial whaling industry. I chronicle representations of the whaling industry from its peak of productivity through its decline and commemoration, through the disciplinary perspectives of literary studies and visual culture. So these conversations on how we try to come into contact with the past are fascinating and really generative for my research.

I was a Voyager on the Newport-Martha's Vineyard leg (and how I wish that my time on the Morgan was still ahead of me!). I approached the ship with a strong desire to see what was "original" and "authentic." But I have to admit that I was captivated by the ways the ship has been fitted out for its 2014 voyage, and I wished I'd lingered in the engine room and in the hold, where C19 ship architecture and even some of that original framing comes into contact with C21 plumbing. I was reminded of what Marcel Duchamp said (or what was said about his work), that the "only works of art America has given are her plumbing and her bridges." Modernist snobbery aside, the plumbing in the hold of the Morgan IS a work of art.

I'll be curious to hear how any of you perceived and experienced the confluence of the present and past on the Morgan, whether you perceived a sense of anachronism or of objects out of time. And, Michelle, please keep me in mind if you convene a conversation on Theseus' Morgan in Salem.

I look forward to continuing the conversation, and I look forward, too, to hearing much more about the Voyages yet to come!

Warm wishes,  
Jamie

Jamie L. Jones

Research Fellow/Lecturer, Department of English  
University of Michigan  
[Jamie.L.Jones@gmail.com](mailto:Jamie.L.Jones@gmail.com)  
Tel. 617-359-2918

On Mon, Jul 7, 2014 at 11:06 AM, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*It's probably not a coincidence that Mary Malloy taught my museum history course...! She is great on this topic.*

---

## 38Talk Message w233

### Re: Indian Mariners Project blog - interested in chatting with you!

**From:** Emily Sanborn

**Date:** 2014 Jul 7, 12:16 -0400

All of this sounds great and, as a teacher, I would like to hear more...but I think you were trying to reach the other Emily.

:)

On Monday, July 7, 2014, Betsy Leahy <[NoReply\\_BetsyLeahy@fer3.com](mailto:NoReply_BetsyLeahy@fer3.com)> wrote:

Hi Emily,  
I am looking forward to connecting with you on our transit leg this week. I too teach a year-long unit on whales and whaling. My students are third graders in Cambridge, MA. We take our students on a "mock voyage" around the globe with each of them playing a role on our "ship" (the Arabella). I love your idea of connecting with a class in Barrow and will be interested to hear what you learn from Jason. We had author (Whaling Season) and whale scientist Peter Lourie come speak with our class few years ago and we skyped with some scientists in Barrow at the time who were working with the whalers. It was fascinating. As Wyn also mentioned, the New Bedford Whaling Museum has an ongoing partnership with people in Barrow and may be able to be very helpful too.

See you on the ship on Tuesday evening!

Betsy

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Even if you are not able to help connect me to a school, I would be so appreciative just to have time to speak with you and hear about what you are doing. Perhaps you would be interested in skyping with my class this coming year and teaching us what you know! I would love to be able to create a deeper connection to the novel "Ice Whale" and when I saw your email this afternoon, a light bulb went off in my head.

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[Emily.zeid@gmail.com](mailto:Emily.zeid@gmail.com)

[eschimelman@hamdenhall.org](mailto:eschimelman@hamdenhall.org)

Thank you so much. I really enjoyed looking at your blog!

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I look forward to hearing from you,

Emily Schimelman

<http://www.jeancraigheadgeorge.com/new.html>

**From:** [38Talk@fer3.com](mailto:38Talk@fer3.com) [<mailto:38Talk@fer3.com>] On Behalf Of Jason Mancini

**Sent:** Sunday, July 06, 2014 4:40 PM

**To:** [emily.zeid@gmail.com](mailto:emily.zeid@gmail.com)

**Subject:** [38Talk] Indian Mariners Project blog

Hi all:

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It's in the mid-upper 30s here, so will be looking forward to warmer temps on the Morgan.

Cheers,

Jason

Emily Sanborn  
Science Teacher  
South Kent School  
40 Bulls Bridge Road, South Kent, CT 06785  
[www.southkentschool.org](http://www.southkentschool.org)  
Cell: 781-254-0274

## 38Talk Message w234

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Jason Smith

**Date:** 2014 Jul 7, 11:34 -0700

I've been following this thread with much interest as my project examines the ways in which the Morgan has been commemorated, exhibited, restored, and now sailed again and what that might have to do not only with remembering the American maritime past, but with contemporary issues of economics, politics, and culture. I hope that some of you don't mind me using some of the content in this email thread in an article manuscript I am working on for publication in an academic journal. Of course, I would contact you at the appropriate time if I quote your words to be sure that you and your ideas are not misrepresented.

The question of the Morgan's materiality and, indeed, its originality is fascinating. On the one hand, as Michelle has said, objects like the Morgan are constitutive of the meanings we give and have given to them. On the other, why is the question of original material so often asked? Why should we care if it is 10% original, or 40% original? Some people certainly do. Is there some threshold after which the vessel is not real, or genuine, or authentic? If I am treading a deck, the planking of which was laid in the 1980s, am I still walking the same deck as an ancestor who was a member of the crew 150 years ago? Does it matter? Does it affect the sort of transcendent historical experience that many people seek when visiting a battlefield, ship, house,

etc? People will place particular (and peculiar?) weight on the originality of the keel as that is the backbone, and perhaps the soul, of the ship. Of course, the irony is that visitors can't see or touch this original fabric. According to this reasoning, the Morgan's keel has survived and, therefore, so has the 1841 ship itself. If, some day, every piece of wood in the Morgan is replaced and not original 1841 material, or even original to refits during the vessel's active service life, is it still the Morgan, or is it something else? A replica? On the other hand, as Matthew Stackpole has said and others have referred to, if a wooden ship is meant to be infinitely renewable, then there is a sort of natural continuity about the the "realness" of this vessel no matter the age of the material elements that constitute it. These are questions that I am trying to get at in my article, not, of course, to answer for myself, but to get a sense of why this materiality is so important to people or not.

Perhaps more voyagers might weigh in on this. And would anyone recommend secondary works on these questions, perhaps from museum studies or elsewhere as I am not trained as a public historian. I see that Mary Malloy's book has been suggested and will get my hands on it. Any others?

Many thanks!

Jason Smith

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## 38Talk Message w235

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:** Peter Whittemore

**Date:** 2014 Jul 7, 15:50 -0400

Jamie:

Response to third paragraph of yours:

A man named Nick Mullins, a fourth generation underground coal miner is currently travelling the country with his wife and two (8 and 10) sons, to educate people about the scourge of mountaintop removal coal mining practices. He was on Commonwealth Journal, a UMass radio show carried by WUMB last night, 7/6/14, and he spoke of recently bringing his family and effort to New Bedford. He said he was struck by a film shown in the basement of the Seamen's Bethel on the history of New Bedford, as it portrayed "The City That Lit the World". He was struck because currently the Coal Industry is using the slogan "We Keep the Lights On."

Mountaintop removal is to the coal problem and the environment as factory ships with cannon fired exploding harpoons were to the whaling industry and the species decline. Interesting parallel and timing synchronicity, eh? I'd like to see his effort promoted and encouraged. Peter

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From: NoReply\_JamieJones@fer3.com

To: peterwhittemore@hotmail.com

Date: Mon, 7 Jul 2014 10:36:14 -0700

Subject: [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

Dear fellow Voyagers,

I'm finding this conversation on Theseus' Ship and fluid texts very exciting, and I hope we'll have the opportunity to continue it in the future through this forum and others. I'm currently writing my first book, a scholarly monograph, on what I'm provisionally calling the cultural afterlife of the US industrial whaling industry. I chronicle representations of the whaling industry from its peak of productivity through its decline and commemoration, through the disciplinary perspectives of literary studies and visual culture. So these conversations on how we try to come into contact with the past are fascinating and really generative for my research.

I was a Voyager on the Newport-Martha's Vineyard leg (and how I wish that my time on the Morgan was still ahead of me!). I approached the ship with a strong desire to see what was "original" and "authentic." But I have to admit that I was captivated by the ways the ship has been fitted out for its 2014 voyage, and I wished I'd lingered in the engine room and in the hold, where C19 ship architecture and even some of that original framing comes into contact with C21 plumbing. I was reminded of what Marcel Duchamp said (or what was said about his work), that the "only works of art America has given are her plumbing and her bridges." Modernist snobbery aside, the plumbing in the hold of the Morgan IS a work of art.

I'll be curious to hear how any of you perceived and experienced the confluence of the present and past on the Morgan, whether you perceived a sense of anachronism or of objects out of time. And, Michelle, please keep me in mind if you convene a conversation on Theseus' Morgan in Salem.

I look forward to continuing the conversation, and I look forward, too, to hearing much more about the Voyages yet to come!

Warm wishes,

Jamie

Jamie L. Jones

Research Fellow/Lecturer, Department of English

University of Michigan

[Jamie.L.Jones@gmail.com](mailto:Jamie.L.Jones@gmail.com)

Tel. 617-359-2918

On Mon, Jul 7, 2014 at 11:06 AM, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*It's probably not a coincidence that Mary Malloy taught my museum history course...! She is great on this topic.*

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## 38Talk Message w236

### Re: Theseus' Ship; the Morgan; Fluid Texts

**From:**

Mike Vogel

Date: 2014 Jul 7, 17:48 -0400

As a lighthouse preservationist, I'm finding it easier to preserve original fabric these days than I did when my main interest (but not preservation practice) was historic ships. Wooden ships recycle fabric more quickly than masonry towers, of course, but even as a sailor I was intrigued by the thought that folks could argue that ships like the *Constitution* or *Constellation* or *Niagara* weren't "real" because rotted parts had been replaced. What was the alternative, sinking? As a sailor, I didn't see the sense in that -- of course ships needed renewing, constantly, and from almost the minute they were launched.

But what about an artifact that isn't physically real at all, but a void? I carry some emotional scars from that debate! The issue in question was the Commercial Slip in Buffalo, a waterway of immense historical importance. The Erie Canal, a 19th Century engineering marvel that opened the heartlands and made NYC the nation's top port, never actually connected to the Great Lakes; Commercial Slip was the most important of the short connecting slips that linked the dead end of the canal, at right angles, to Buffalo Harbor and the Lakes.

Over time, like the canal itself in the urban setting of Buffalo, the slip was filled in and nearly forgotten. When Buffalo launched its dramatic and successful rebirth of the Canal District into a destination called Canalside a few years back, there was much debate over the incorporation of history and heritage into the what was essentially a blank-slate rebuild (no buildings remained, just the site). Some of that centered on the old Commercial Slip, which had had some exploratory archaeology that revealed there was something, but not much, left underground.

As the newspaper's editorial page editor at the time, I took a strong stand for preservation -- and lost. Our argument was that the remnants of the slip should be preserved as an archaeological park, and we supported the government plan to create a replica slip adjacent to it to interpret the history. The preservation community mounted a brilliant public campaign under the slogan "Do the Real Thing," which they defined as unearthing the slip's few surviving limestone blocks, using the best and deepest of them to line the top of a new stone wall (minus any wooden pilings or docks) that defined the real place where the final version of the slip once was, and then rewatering the whole thing. Ironically, that kind of destruction is the antithesis of preservation, but after a (metaphorically) bloody fight the preservationists carried the day and the result is a highly successful, albeit gentrified, version of the canal.

I have pondered this, and -- appropriate to this thread -- the use of the "Real Thing" slogan. As a campaign theme, it worked beautifully because the natural inclination is to assume that the opposite of the real thing is a fake thing. But this debate really was about two real things -- one grounded in the authenticity of the artifact, and the other in the authenticity of place. We do indeed choose the meanings we want, to make things real.

In retrospect, I am glad I lost (and am saying so in a magazine this fall, in an essay on the importance of history and heritage in waterfront redevelopment). For what did take shape down there, in the real place, is a conceptual reconstruction that offers a far better chance to retell the stories of a rich and colorful and historically important district -- a better chance to highlight history and heritage. Ironically, in retirement now, I am writing scripts that are about to debut in that district as the voices of characters who lived and worked in that district, and who now will come to life and tell their stories once you use your smart phone to scan a plaque with a QR code.

In short, I'm no longer sure what the real thing is anymore, but willing to concede it might come in many forms and substances -- depending on what meaning we are willing to attribute to them to make them real.

Mike Vogel

Boston to Mass Maritime leg, assuming all of you haven't already used up all the real experiences by then.

On Mon, Jul 7, 2014 at 4:01 PM, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

Jamie:

Response to third paragraph of yours:

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---

From: [NoReply\\_JamieJones@fer3.com](mailto:NoReply_JamieJones@fer3.com)

To: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)

Date: Mon, 7 Jul 2014 10:36:14 -0700

Subject: [38Talk] Re: Theseus' Ship; the Morgan; Fluid Texts

Dear fellow Voyagers,

*I'm finding this conversation on Theseus' Ship and fluid texts very exciting, and I hope we'll have the opportunity to continue it in the future through this forum and others. I'm currently writing my first book, a scholarly monograph, on what I'm provisionally calling the cultural afterlife of the US industrial whaling industry. I chronicle representations of the whaling industry from its peak of productivity through its decline and commemoration, through the disciplinary perspectives of literary studies and visual culture. So these conversations on how we try to come into contact with the past are fascinating and really generative for my research.*

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*I'll be curious to hear how any of you perceived and experienced the confluence of the present and past on the Morgan, whether you perceived a sense of anachronism or of objects out of time. And, Michelle, please keep me in mind if you convene a conversation on Theseus' Morgan in Salem.*

*I look forward to continuing the conversation, and I look forward, too, to hearing much more about the Voyages yet to come!*

Warm wishes,  
Jamie

Jamie L. Jones

Research Fellow/Lecturer, Department of English  
University of Michigan  
[Jamie.L.Jones@gmail.com](mailto:Jamie.L.Jones@gmail.com)  
Tel. [617-359-2918](tel:617-359-2918)

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*It's probably not a coincidence that Mary Malloy taught my museum history course...! She is great on this topic.*

### 38Talk Message w237

#### **Re: Theseus' Ship; the Morgan; Fluid Texts**

**From:** Anne DiMonti

**Date:** 2014 Jul 7, 19:57 -0700

Like the rest of you, I have been fascinating to see your thoughts on this subject. I don't think of the Morgan as bits and pieces made up over the years since 1841. As a sailor, I can tell you there is not a boat that has ever existed that has not been adjusted, repaired or renovated at least a dozen of times since its keel first touched the water.

A ship is not the materials she is made of, rather what she means to those that sail on her. For those of us with a connection to the sea, a ship has a "soul" and becomes a living thing. The sailors out there know what I mean. We name them, care for them, fight with them when they cause problems, call them "she" and look forward to escaping with them when we can. This has not changed since 1841.

I think we can all agree the Morgan has a deep soul that goes beyond her newest planks. That why we are all so honored to be part of this great adventure.

With that said, I have actually had the honor of touching the Morgan's original keel while she was undergoing renovations and still in dry, dock. It was humbling to think of the decades of journeys that piece of wood has taken around the world.

### 38Talk Message w238

#### **Re: Theseus' Ship; the Morgan; Fluid Texts**

**From:** Christine Wenc

**Date:** 2014 Jul 7, 20:23 -0700

I'm a creative nonfiction writer with training in history. I've also thought a lot about theater and performance. In a play, what's "real" as an audience member is your emotional experience of whatever's being performed. (What's "real" to the actors might or might not be the same thing.) All kinds of things go into this experience -- it's a combination of your expectations for the play as well as how the play is written, directed, performed.

Maybe something similar happens when people sort of fetishize a certain kind of authenticity, or imbue all kinds of extra meaning onto something just because it's old or was owned by someone famous (meaning that the object would never have without the provenance). I loved the old fakes & forgeries gallery at the Victoria and Albert Museum in London -- I think because you got to experience, in an exalted museum setting, a bunch of clearly labeled fakes all jumbled together in one room, one "period" juxtaposed against another -- it really messed with the idea of real and unreal, what's worthy of being shown and what wasn't -- the whole traditional museum experience itself. Plus it was also just fun to see how they did it. (I trained for a little while as a decorative arts/furniture restorer at the Fashion Institute of Technology in NYC, and after a short time it really seemed like a good chunk of the fine antiques world, including the most fancy auction houses, were in no small part an elaborate scam made of stories, speculation, and outright fraud. Including the revelation later on that our program chair's PhD was also apparently an exaggeration. On the other hand, people love stories...and he told GREAT stories. His weekly tours of the Met's period rooms were just fantastic.)

Anyway. I wanted to go on this trip mostly to just have the experience of being on a ship like this so that I could get some idea of what it might have been like for people doing the same 150 years ago, sort of like going to a performance. (Diesel fumes from the tugboat aside.) So on that level, it doesn't much matter to me how much wood on the ship is original and how much is restored. I want it to have an authentic form, and be made of authentic materials, but whether the wood has been there for 2 years or 200, I don't care that much.

I'll be writing an essay about medicine on 19th century whaling ships for this project -- I will be on the leg to Provincetown this week. Being sick or injured is a personal, embodied experience. I'm hoping being on the boat will give me just a little bit of insight into what that might have been like, add a 3rd dimension to the many published and archival documents on the subject, maybe in the way that going to play about it also might add something. The physicality of this large wooden sailing ship is what is important to me. (Also hoping that the Bonine will work and I won't have an extra-authentic experience about illness on this trip...)

## 38Talk Message w239

### Re: Memorabilia

**From:** Daniel Payne

**Date:** 2014 Jul 8, 08:00 -0700

I'm not much of a social media-ist (or is it mediac?) but I've thoroughly enjoyed reading the postings thus far and look forward to adding some photos, etc. next week after our P-town to Boston leg. John, I hope you bring a copy of your edition of *Moby-Dick*; I like your idea of a collective signing by our 38th voyagers!

## 38Talk Message w240

### Already arrived at Mass Maritime Academy

**From:** Frank Reed

**Date:** 2014 Jul 8, 10:28 -0700

Hmm. Today's voyage leg appears to have been short. They were outside the hurricane barrier at New Bedford at about 8:00am and arrived at Mass Maritime a few minutes after noon. Is that right? Were there weather concerns? Or was this always planned as a short leg?

-FER

PS: I owe several long replies on longitude, lunars, original fabric, and more, and I will have time later this afternoon to get back to those topics!

## 38Talk Message w241

### FW: Expanded Morgan Letter

**From:** Peter Whittemore

**Date:** 2014 Jul 8, 14:40 -0400

Here's an expanded letter to go to NEH. Hope you enjoy Peter W. MV-NB Leg

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From: peterwhittemore@hotmail.com

To: krystal.rose@mysticseaport.org

Subject: RE: Morgan Letter

Date: Tue, 8 Jul 2014 14:30:29 -0400

Wow, Krystal thanks for the endorsement. The changes are cool and yes Mary K will be proud. Think I should ask NEH for an advance on my novel? Just Kidding. But thanks again and please share your edited version with the wider scope of Mystic folks and I'll forward it to the Talkfer38 site. Again, thanks Peter G. W.

---

From: krystal.rose@mysticseaport.org

To: peterwhittemore@hotmail.com

Subject: RE: Morgan Letter

Date: Tue, 8 Jul 2014 14:24:12 +0000

Dear Peter,

I must say that this piece truly brings a tear to my eye and chills to my skin!! What a marvelous writing to share through NEH. I cannot thank you enough.

I hope you don't mind, but I made a few minor changes... italicized any ship names and italicized and hyphenated *Moby-Dick* when speaking of the title of the book. ( Guess I've spent too much time around Mary K!) Changed version below.

I will pass off to our admin team too, to take a look before I send to NEH.

Many, many thanks for this. It is really lovely. Let me know if you have any hesitation with my changes and I'm happy to use just as you wrote (if admin agrees).

Otherwise, I will send you the post on NEH as soon as they post it online!

Take care,

Krystal

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A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who has ever dreamt of the one of a kind voyage we have just been privileged to experience sailing on the *Charles W. Morgan* whaleship from Vineyard Haven back

home to New Bedford Harbor.

I am the great-great-grandson of Herman Melville, author of *Moby-Dick*. He left this port, which in the 1840's was the richest city in the world, on the whale-ship *Acushnet* like many a young man, going out to find work in the energy sector, as they do today in the shale oil fields of the Dakotas. It has been the thrill of a lifetime to be among the crew sailing into this port, blood coursing in our veins like the singing of the rigging, with the joy of the creation filling our souls like the wind in the sails. We did not catch sight of the great White Whale, but believe me, he's still out there.

Melville sailed in 1841, just four months before the *Charles W. Morgan* was launched. One might say the *Acushnet* of New Bedford launched the novel *Moby-Dick* and the *Morgan* has given me an opportunity to return the story to its source on a "sister" ship. I left New Bedford Tuesday evening on the *SeaStreak*, going to Martha's Vineyard at twenty-six knots and returned the next day, some 173 years earlier, so to speak, at an exhilarating six knots under eight square sails. There were many descendants of former captains, crew and owners aboard and we all agreed the ancestors were smiling down on us all the way into port.

What would Melville have thought and felt on this 2014 38th voyage? Like a stone skipping across Buzzards Bay, I can only touch down on a few observations. I was a greenhorn on that Morgan leg as was Melville setting off on the *Acushnet* in the winter of 1841. The eels-nest of lines, sheets and halyards on the deck, the constant call and response of orders from the captain and crew I'm sure were just as foreign, intimidating, but the boat gets smaller as the ocean opens up ahead out of harbor, and the hull gets as solid as a mountain underfoot. As all the sails were unfurled from their yardarms and clouds of canvas loomed overhead, the boat took on its own power in the same rush of adrenaline that Melville must have felt. When we broke through Quick's Hole in the Elizabethan Islands on a broad reach, we were ahead of time, so the captain decided to let the boat go with the wind for a spell. We tacked around Buzzard's Bay, port, starboard, even managed a wear, or jibe. The *Morgan* was like a six-month old puppy dog chasing a ball in the yard with the Captain tossing it out ahead.

We Voyagers have debated whether the boat with only thirty percent, or even ten percent of the original wood is still "The *Chas. W. Morgan*" of 1841. My hockey playing friend and I used to argue in high school whether if I had Bobby Hull's brain transplanted into my body would I get the slap-shot of the star player. Well, we and Melville, had he been there that day in Buzzard's Bay, would agree that the ship's 1841 whale-chasing spirit came roaring up through the timbers, decks and spars like she was pushing dolphins aside for the hunt. Even the Captain Files, un-Ahab-like, was grinning and wide-eyed with amazement. His Starbuck and Flask, Sam and Rocky, and the crew of Sean and Mary K and Cassie and all were transfixed as if staring at the Doubloon, of Chapter 36 "The Quarter Deck", nailed in the mast, or at that "Spirit-spout" of Chapter 51: ... "somehow seeming at every distinct repetition to be advancing still further and further in our van, this solitary jet seemed forever alluring us on."

While tacking about, as I glanced back at the helm, there was old man Howland, multi-generational descendant of owners, captains and portraits in museums -- an iron grip at the wheel, squat stance and sturdy as the ship itself. He was Bulkington, the mystery hero of only two early chapters in *Moby-Dick*, especially "The Lee Shore," Chapter 23:

"When on that shivering winter's night, the Pequod thrust her vindictive bows into the cold, malicious waves, who should I see standing at her helm but Bulkington!....Take heart, take heart, O Bulkington! Bear thee grimly, demigod! Up from the spray of thy ocean-perishing -- straight up, leaps thy apotheosis!"

Down below decks one might wonder about the authenticity of generator-powered safety lights that kept us from banging our heads and kept the Coast Guard safety regulations for passenger ships fulfilled. But in Chapter 97 of *Moby-Dick*, Melville laughs at the amount of light in the *Pequod's* crew quarters:

"In merchantmen, oil for the sailor is more scarce than the milk of Queens. To dress in the dark, and eat in the dark, and stumble in darkness to his pallet, this is his usual lot. But the whaleman, as he seeks the food of light, so he lives in light. He makes his berth an Aladdin's lamp, and lays him down in it; so that in the pitchiest night the ship's black hull still houses an illumination."

Just this Monday night, July 6, the Commonwealth Journal radio show from UMass' WUMB had on the Mullin Family. Rick, a fourth-generation underground coalminer from West Virginia, his wife and two boys are travelling the country educating people on the dangers and damage done by modern mountain-top removal coal mining. He happened to recount his stop at New Bedford recently where they went to the Seamen's Bethel. In the basement there he watched a history of New Bedford called "The City That Lit the World", and remarked that the coal industry spokespeople this year are using the slogan "We Keep the Lights On." He warned that what happened to New Bedford when the whaling fervor died, is what's going to happen in the Appalachians when the land is stripped bare. Modern mountain-top removal coal mining methods are to coal mining and the environment what the 1900's factory whale-ship with its cannon-fired exploding harpoons was to the whale industry and the sea environment. May the Mullins and the *Chas. W. Morgan* serve as a warning, as Melville also intended with "Moby Dick", a warning to the excesses and unheeded call from the environment for humanity to have more foresight and take more care.

Yes, myself and all the Melville scholars and fans aboard that Vineyard Haven to New Bedford leg of the 38th Voyage could well imagine the Author himself standing at the rigging with us coming into the hurricane barrier at the entrance to New Bedford Harbor. I didn't get to the top of the mast as he

did, but I felt the lure of the sea's trance-like pull as he described in Chapt. 35, "The Mast Head":

"Let me make a clean breast of it here, and frankly admit that I kept but sorry guard. With the problem of the universe revolving in me, how could I - being left completely to myself at such a thought-engendering altitude, how could I but lightly hold my obligations to observe all whale-ships' standing orders, "Keep your weather eye open and sing out every time.".....There is no life in thee, now, except that rocking life imparted by a gently rolling ship: by her, borrowed from the sea; by the sea, from the inscrutable tides of God. But while this sleep, this dream is on ye, move your foot or hand an inch; slip your hold at all; and your identity comes back in horror. Over Descartian vortices you hover. And perhaps at mid-day, in the fairest weather, with one half-throttled shriek you drop through that transparent air into the summer sea, no more to rise forever. Heed it well, ye Pantheists!"

Historians say oil was first exploited by Alexander the Great as weapon, an ancient napalm if you can imagine. Coal certainly fired steamship engines for war flotillas. Even our space program began with missiles for weapons before we really began to value the research capacities. One may wonder, "Can a whale-killing ship like the *Morgan* do the same? Can we let this 38th Voyage serve as a wakeup call to address the abuse of fish species and ocean resources? Can this Voyage in 2014 make up for so much damage done to date? While the peacetime use of the military, that once built the interstate highway system we all rely on, now founders and seems to not respond to New Orleans' plight or the refitting of the infrastructure it built, and while the Space Shuttle program and NASA's budget founders, and the energy industry drills on to apparent oblivion, thanks to all for the Mystic Seaport Museum and the magnificent rejuvenation of the *Chas. W. Morgan*, so we might see that the American Enterprise can be redirected to look forward, not as a museum piece, but as a ship's bell in the fog, a warning call to rebuild our purpose with not tonight's profits in mind but the seventh generation to come.

You might think this a great opportunity for one of the family to plug the book *Moby-Dick*, as if we ever made a dime on your copy purchase. The book sold 800 copies in Melville's lifetime, and was so panned by the critics of the day that the copyright ran out never to be renewed. So please all of you from high school kids to ancient mariners who read Melville's epic, and who should be grateful for such open-source adventure and wisdom, read it twice at least and read it in your later years when the depth of the ocean and the depth of your soul is so much richer. And if you've gained value from the journey, please send that dime and then some to the New Bedford Whaling Museum, and to the Berkshire Historical Society's home at Arrowhead, in Pittsfield Mass where *Moby-Dick* was written, and to the great people of Mystic Seaport whose hard work, with blisters and splinters to show for it, brought this great day to the Seven Seas. Please support these efforts to keep the literature and the sea alive.

Oh Lord this madness and thy mysteries are so great and my brain is so small. Give me the words of my ancestors that I might make us all see that Melville's novel *Moby-Dick* walks these docks as we speak, day and night, walks the cobblestone streets of New Bedford and Nantucket and walks the halls of Wall Street and the corridors of Congress, calling us like Elijah the Prophet and Ishmael the Beholder, and Father Mapple in his sermon on Jonah, calling us to speak the truth to falsity. We need not speak the truth to power because truth is the ultimate power, but we must speak the truth to falsity as we see the oceans fill with plastic and pollution, as we see whale fishing continue beyond any reason, and as we witness industrial enterprise crushing the American soul once so joyous in its freedoms. Moby Dick still plies these waters calling us to wake up and smell the seaweed, breathe in the beauty and to step up and act to sustain our Earth.

Thank you Mystic Seaport, crew of the *Charles W. Morgan* and to those who love the sea and the life it has given us all. Thanks for showing us that we can rebuild and rededicate ourselves to a revival of the American spirit in view of a sustainable future for the seas that continue to feed the world.

Peter Gansevoort Whittemore  
Cohasset MA  
1-781-383-6568

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**From:** Peter Whittemore [mailto:peterwhittemore@hotmail.com]  
**Sent:** Tuesday, July 08, 2014 12:17 AM  
**To:** Krystal Rose; Peter Whittemore  
**Subject:** FW: Morgan Letter

Krystal, here is an expanded writing, hopefully applicable, do let me know. I can add edit or change to suit your purposes and will wait for your response before sending it around the 38thfer site. Peter.

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From: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)  
To: [surbon@s-t.com](mailto:surbon@s-t.com)  
Subject: FW: Morgan Letter  
Date: Wed, 2 Jul 2014 15:22:09 -0400

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From: [peterwhitemore@hotmail.com](mailto:peterwhitemore@hotmail.com)

To: [peterwhitemore@hotmail.com](mailto:peterwhitemore@hotmail.com)

Subject: Morgan

Date: Tue, 22 Apr 2014 15:09:11 -0400

A top-gallant salute to the Port of New Bedford, Mayor Mitchell, to the Captain, crew, craftsmen and staff of Mystic Seaport, and to anyone who has ever dreamt of the one of a kind voyage we have just been privileged to experience sailing on the Charles W. Morgan whaleship from Vineyard Haven back home to New Bedford Harbor.

I am the great-great-grandson of Herman Melville, author of "Moby Dick". He left this port, which in the 1840's was the richest city in the world, on the whale-ship Acushnet like many a young man, going out to find work in the energy sector, as they do today in the shale oil fields of the Dakotas. It has been the thrill of a lifetime to be among the crew sailing into this port, blood coursing in our veins like the singing of the rigging, with the joy of the creation filling our souls like the wind in the sails. We did not catch sight of the great White Whale, but believe me, he's still out there.

Melville sailed in 1841, just four months before the Chas W Morgan was launched. One might say the Acushnet of New Bedford launched the novel Moby Dick and the Morgan has given me an opportunity to return the story to its source on a "sister" ship. I left New Bedford Tuesday evening on the SeaStreak, going to Martha's Vineyard at twenty-six knots and returned the next day, some 173 years earlier, so to speak, at an exhilarating six knots under eight square sails. There were many descendants of former captains, crew and owners aboard and we all agreed the ancestors were smiling down on us all the way into port.

What would Melville have thought and felt on this 2014 38th voyage? Like a stone skipping across Buzzards Bay, I can only touch down on a few observations. I was a greenhorn on that Morgan leg as was Melville setting off on the Acushnet in the winter of 1841. The eels-nest of lines, sheets and halyards on the deck, the constant call and response of orders from the captain and crew I'm sure were just as foreign, intimidating, but the boat gets smaller as the ocean opens up ahead out of harbor, and the hull gets as solid as a mountain underfoot. As all the sails were unfurled from their yardarms and clouds of canvas loomed overhead, the boat took on it's own power in the same rush of adrenaline that Melville must have felt. When we broke through Quick's Hole in the Elizabethan Islands on a broad reach, we were ahead of time, so the captain decided to let the boat go with the wind for a spell. We tacked around Buzzard's Bay, port, starboard, even managed a wear, or jibe. The Morgan was like a six-month old puppy dog chasing a ball in the yard with the Captain tossing it out ahead.

We Voyagers have debated whether the boat with only thirty percent, or even ten percent of the original wood is still "The Chas. W. Morgan" of 1841. My hockey playing friend and I used to argue in high school whether if I had Bobby Hull's brain transplanted into my body would I get the slap-shot of the star player. Well, we and Melville, had he been there that day in Buzzard's Bay, would agree that the ship's 1841 whale-chasing spirit came roaring up through the timbers, decks and spars like she was pushing dolphins aside for the hunt. Even the Captain Files, un-Ahab-like, was grinning and wide-eyed with amazement. His Starbuck and Flask, Sam and Rocky, and the crew of Sean and Mary K and Cassie and all were transfixed as if staring at the Doubloon, of Chapter 36 "The Quarter Deck", nailed in the mast, or at that "Spirit-spout" of Chapter 51: ...somehow seeming at every distinct repetition to be advancing still further and further in our van, this solitary jet seemed for ever alluring us on."

While tacking about, as I glanced back at the helm, there was old man Howland, multi-generational descendant of owners, captains and portraits in museums -- an iron grip at the wheel, squat stance and sturdy as the ship itself. He was Bulkington, the mystery hero of only two early chapters in Moby Dick, especially the Lee Shore, Chapter 23:

"When on that shivering winter's night, the Pequod thrust her vindictive bows into the cold, malicious waves, who should I see standing at her helm but Bulkington!...Take heart, take heart, O Bulkington! Bear thee grimly, demigod! Up from the spray of thy ocean-perishing -- straight up, leaps thy apotheosis!"

Down below decks one might wonder about the authenticity of generator-powered safety lights that kept us from banging our heads and kept the Coast Guard safety regulations for passenger ships fulfilled. But in Chapter 97 of Moby Dick Melville laughs at the amount of light in the Pequod's crew quarters:

"In merchantmen, oil for the sailor is more scarce than the milk of Queens. To dress in the dark, and eat in the dark, and stumble in darkness to his pallet, this is his usual lot. But the whaleman, as he seeks the food of light, so he lives in light. He makes his berth an Aladdin's lamp, and lays him down in it; so that in the pitchiest night the ship's black hull still houses an illumination."

Just this Monday night, July 6, the Commonwealth Journal radio show from UMass' WUMB had on the Mullin Family . Rick, a fourth-generation underground coalminer from West Virginia, his wife and two boys are travelling the country educating people on the dangers and damage done by modern mountain-top removal coal mining. He happened to recount his stop at New Bedford recently where they went to the Seamen's Bethel. In the basement there he watched a history of New Bedford called "The City That Lit the World", and remarked that the coal industry spokespeople this year are using the slogan "We Keep the Lights On." He warned that what happened to New Bedford when the whaling fervor died, is what's going to happen in the Appalachians when the land is stripped bare. Modern mountain-top removal coal mining methods are to coal mining and the environment what the 1900's factory whale-ship with its cannon-fired exploding harpoons was to the whale industry and the sea environment. May the Mullins and the Chas. W. Morgan serve as a warning, as Melville also intended with "Moby Dick", a warning to the excesses and unheeded call from the environment for humanity to have more foresight and take more care.

Yes, myself and all the Melville scholars and fans aboard that Vineyard Haven to New Bedford leg of the 38th Voyage could well imagine the Author himself standing at the rigging with us coming into the hurricane barrier at the entrance to New Bedford Harbor. I didn't get to the top of the mast as he did, but I felt the lure of the sea's trance-like pull as he described in Chapt.35, "The Mast Head":

"Let me make a clean breast of it here, and frankly admit that I kept but sorry guard. With the problem of the universe revolving in me, how could I - being left completely to myself at such a thought-engendering altitude, how could I but lightly hold my obligations to observe all whale-ships' standing orders, "Keep your weather eye open and sing out every time.".....There is no life in thee, now, except that rocking life imparted by a gently rolling ship: by her, borrowed from the sea; by the sea, from the inscrutable tides of God. But while this sleep, this dream is on ye, move your foot or hand an inch; slip your hold at all; and your identity comes back in horror. Over Descartian vortices you hover. And perhaps at mid-day, in the fairest weather, with one half-throttled shriek you drop through that transparent air into the summer sea, no more to rise forever. Heed it well, ye Pantheists!"

Historians say oil was first exploited by Alexander the Great as weapon, an ancient napalm if you can imagine. Coal certainly fired steamship engines for war flotillas. Even our space program began with missiles for weapons before we really began to value the research capacities. One may wonder, "Can a whale-killing ship like the Morgan do the same? Can we let this 38th Voyage serve as a wakeup call to address the abuse of fish species and ocean resources? Can this Voyage in 2014 make up for so much damage done to date? While the peacetime use of the military, that once built the interstate highway system we all rely on, now founders and seems to not respond to New Orleans' plight or the refitting of the infrastructure it built, and while the Space Shuttle program and NASA's budget founders, and the energy industry drills on to apparent oblivion, thanks to all for the Mystic Seaport Museum and the magnificent rejuvenation of the Chas. W. Morgan, so we might see that the American Enterprise can be redirected to look forward, not as a museum piece, but as a ship's bell in the fog, a warning call to rebuild our purpose with not tonight's profits in mind but the seventh generation to come.

You might think this a great opportunity for one of the family to plug the book Moby Dick, as if we ever made a dime on your copy purchase. The book sold 800 copies in Melville's lifetime, and was so panned by the critics of the day that the copyright ran out never to be renewed. So please all of you from high school kids to ancient mariners who read Melville's epic, and who should be grateful for such open-source adventure and wisdom, read it twice at least and read it in your later years when the depth of the ocean and the depth of your soul is so much richer. And if you've gained value from the journey, please send that dime and then some to the New Bedford Whaling Museum, and to the Berkshire Historical Society's home at Arrowhead, in Pittsfield Mass where Moby Dick was written, and to the great people of Mystic Seaport whose hard work, with blisters and splinters to show for it, brought this great day to the Seven Seas. Please support these efforts to keep the literature and the sea alive.

Oh Lord this madness and thy mysteries are so great and my brain is so small. Give me the words of my ancestors that I might make us all see that Melville's novel "Moby Dick" walks these docks as we speak, day and night, walks the cobblestone streets of New Bedford and Nantucket and walks the halls of Wall Street and the corridors of Congress, calling us like Elijah the Prophet and Ishmael the Beholder, and Father Mapple in his sermon on Jonah, calling us to speak the truth to falsity. We need not speak the truth to power because truth is the ultimate power, but we must speak the truth to falsity as we see the oceans fill with plastic and pollution, as we see whale fishing continue beyond any reason, and as we witness industrial enterprise crushing the American soul once so joyous in its freedoms. Moby Dick still plies these waters calling us to wake up and smell the seaweed, breathe in the beauty and to step up and act to sustain our Earth.

Thank you Mystic Seaport, crew of the Charles W. Morgan and to those who love the sea and the life it has given us all. Thanks for showing us that we can rebuild and rededicate ourselves to a revival of the American spirit in view of a sustainable future for the seas that continue to feed the world.

Peter Gansevoort Whittemore  
Cohasset MA  
1-781-383-6568

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38Talk Message w242

**Re: Already arrived at Mass Maritime Academy**

**From:** Ger Tysk  
**Date:** 2014 Jul 8, 16:09 -0400

It was apparently the shortest leg of the voyage so it was always going to be short...the original plan was to leave around noon and catch the tide at 6pm but Capt Files decided to leave earlier and catch the noon tide. We made amazing time and sailed most of the way there- staysails set, lower and upper topgallants until the halfway point and then they let loose the main and the spanker for a bit before the pilot came on.

Ger

On Jul 8, 2014, at 1:31 PM, "Frank Reed" <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Hmm. Today's voyage leg appears to have been short. They were outside the hurricane barrier at New Bedford at about 8:00am and arrived at Mass Maritime a few minutes after noon. Is that right? Were there weather concerns? Or was this always planned as a short leg?*

*-FER*

*PS: I owe several long replies on longitude, lunars, original fabric, and more, and I will have time later this afternoon to get back to those topics!*

### 38Talk Message w243

#### **Re: Already arrived at Mass Maritime Academy**

**From:** Mike Bancroft  
**Date:** 2014 Jul 8, 16:34 -0400

Captain was trying to time arrival at slack at the CC Canal due to currents. However, we did have a great untethered sail, wore ship, tacked (which I have never done before on a square rigger) and actually was headed out to sea from New Bedford under sail. Flew everything but royals and mizzen topsail. Great time was had by all and the ship sails and responds much better than I imagined.

v/r,  
Mike Bancroft

To: [mikebancroft@msn.com](mailto:mikebancroft@msn.com)  
Date: Tue, 8 Jul 2014 10:31:03 -0700  
Subject: [38Talk] Already arrived at Mass Maritime Academy

*Hmm. Today's voyage leg appears to have been short. They were outside the hurricane barrier at New Bedford at about 8:00am and arrived at Mass Maritime a few minutes after noon. Is that right? Were there weather concerns? Or was this always planned as a short leg?*

*-FER*

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### 38Talk Message w244

#### **Re: Already arrived at Mass Maritime Academy**

**From:** Ger Tysk  
**Date:** 2014 Jul 8, 17:22 -0400

Here's a photo I got of the foremast this morning at sunrise as we were getting ready to board the guests at New Bedford State Pier.  
<https://www.flickr.com/photos/diamondcrevasse/14607206582/>

Ger

2014-07-08 16:51 GMT-04:00 Mike Bancroft <[NoReply\\_Bancroft@fer3.com](mailto:NoReply_Bancroft@fer3.com)>:

*Captain was trying to time arrival at slack at the CC Canal due to currents. However, we did have a great untethered sail, wore ship, tacked (which I have never done before on a square rigger) and actually was headed out to sea from New Bedford under sail. Flew everything but royals and mizzen topsail. Great time was had by all and the ship sails and responds much better than I imagined.*

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Mike Bancroft

To: [mikebancroft@msn.com](mailto:mikebancroft@msn.com)  
Date: Tue, 8 Jul 2014 10:31:03 -0700  
Subject: [38Talk] Already arrived at Mass Maritime Academy

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*PS: I owe several long replies on longitude, lunars, original fabric, and more, and I will have time later this afternoon to get back to those topics!*

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
Breaking All The Rules: Cosplay and the Art of Self-Expression  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w245

**Re: Already arrived at Mass Maritime Academy**

**From:** John Bryant

**Date:** 2014 Jul 8, 22:17 +0000

Whoa! That's a great one.

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Ger Tysk <NoReply\_GerTysk@fer3.com>  
**Sent:** Tuesday, July 8, 2014 5:51 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Already arrived at Mass Maritime Academy

Here's a photo I got of the foremast this morning at sunrise as we were getting ready to board the guests at New Bedford State Pier.  
<https://www.flickr.com/photos/diamondcrevasse/14607206582/>

Ger

2014-07-08 16:51 GMT-04:00 Mike Bancroft <[NoReply\\_Bancroft@fer3.com](mailto:NoReply_Bancroft@fer3.com)>:

*Captain was trying to time arrival at slack at the CC Canal due to currents. However, we did have a great untethered sail, wore ship, tacked (which I have never done before on a square rigger) and actually was headed out to sea from New Bedford under sail. Flew everything but royals and mizzen topsail. Great time was had by all and the ship sails and responds much better than I imagined.*

v/r,  
Mike Bancroft

To: [mikebancroft@msn.com](mailto:mikebancroft@msn.com)  
Date: Tue, 8 Jul 2014 10:31:03 -0700  
Subject: [38Talk] Already arrived at Mass Maritime Academy

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-FER

*PS: I owe several long replies on longitude, lunars, original fabric, and more, and I will have time later this afternoon to get back to those topics!*

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>

[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)

Facebook! <http://www.facebook.com/ChouWaCosplay>

Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w246

### Has the Morgan become ubiquitous?

**From:** Frank Reed

**Date:** 2014 Jul 9, 07:14 -0700

Last night, my neighbor sent me an email describing a ship sailing past the "Jamestown Farmer's Market" heading up the West Passage into Narragansett Bay late on Monday afternoon. She wrote:

*on Monday at the market all of a sudden a beautiful ship goes by and everyone got excited and ran to look - coming out from the pavilion to look, take pictures - people were wondering if it was "that Morgan ship" - was it??!!*

Unless we are *superstitiously inclined* and willing to believe that the *Morgan* has become *ubiquitous*, capable of sailing on many New England bays at once\*, then no, not the Morgan. Apparently my neighbor was referring to a three-masted topsail schooner (or barkentine) with a mostly white hull that will be spending a lot of time in and near Narragansett Bay this season. Funny thing is, this isn't the first time that this particular vessel has been confused with the Morgan. Those excited observers Monday evening were presumably watching the tall ship *Mystic* which, like the *Morgan* was trapped on the Mystic River for some years, and many visitors to Mystic strolling across the drawbridge have innocently pointed at the *Mystic* and said "Oh, there's that old whaleship." They're both beautiful ships, but the difference in age is substantial. The *Mystic* was built (or launched) in 2007. A [press release](#) from OHPRI explains why the *Mystic* is local this summer. I see from their schedule that they'll be visiting the Cape Cod Canal Centennial celebration, so there will be another chance to see the *Charles W. Morgan* and the *Mystic* together in just three weeks.

Frank Reed  
Conanicut Island USA

\* Yes, that was a shameless Moby-Dick reference.

## 38Talk Message w247

### Re: Has the Morgan become ubiquitous?

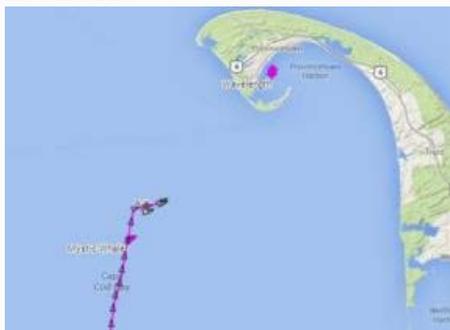
**From:** Frank Reed

**Date:** 2014 Jul 9, 09:06 -0700

The Morgan is fast approaching Provincetown Harbor ([from the AIS on Mystic Seaport's web site](#)). Looks like 5-7 knots for the three hours since they exited the Cape Cod Canal.

Frank Reed

#### Attached File:



## 38Talk Message w248

### Re: Has the Morgan become ubiquitous?

**From:** Richard French

**Date:** 2014 Jul 9, 12:53 -0400

This is fantastic! I hope there will still be some good breeze by Saturday!  
Dick

On Wed, Jul 9, 2014 at 12:11 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

The Morgan is fast approaching Provincetown Harbor ([from the AIS on Mystic Seaport's web site](#)). Looks like 5-7 knots for the three hours since they exited the Cape Cod Canal.

Frank Reed

Attached File:



(CWM-approaching-provincetown.jpg: [Open and save](#))

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
(781) 283-3583

## 38Talk Message w249

### Re: Moonlit nights before Stellwagen...

**From:** Frank Reed

**Date:** 2014 Jul 9, 10:02 -0700

A few days ago, John Bryant, you asked:  
"what do you mean by "shoot lunars"?" "

Lunars were a method for determining longitude. The Moon's position relative to the Sun or other stars functions like the hand of a great clock in the sky. A navigator would hold a sextant more or less "sideways" and measure the angle between the limb of the Moon and the limb of the Sun. As the Moon travels around the sky, the angle from the Sun increases from near 0° at New Moon to near 180° at Full Moon and then back to zero again at the following New Moon. The rate of change is just about 13° per day so if we can carefully and accurately measure the angle between the Moon and the Sun (or a group of selected stars), then we can measure absolute time (today we refer to this absolute time as "UT" or Universal Time though modern navigators still habitually refer to it as GMT or Greenwich Mean Time). By comparing absolute time with local or "sundial" time, we can get our longitude --how far away we are from the Prime Meridian. Every hour difference between GMT and local time is equal to 15° difference in longitude. In short, when shooting "lunars", the Moon becomes our chronometer.

Lunars were quite popular aboard American vessels (frugal Yankees preferred them over expensive chronometers), and they were an enabling technology for New England whaleships like the Morgan. I like to characterize whaling as an almost "Stone Age" activity --groups of men with pointy sticks killing enormous animals at great peril-- but when the Morgan was sailing, these were "hunters with logarithms". They employed some of the greatest discoveries of late 18th century mathematics and astronomy to sail the globe. Aboard the Morgan, lunars were used on at least the first voyage and probably on a couple of later voyages, but I should add that lunars were already in decline in the 1840s and nearly vanished after 1850 as chronometers became more common and less expensive.

Lunars have had a somewhat infamous reputation as exceedingly difficult sights with long mathematical calculations --the sort of thing that only a real mathematician could enjoy and certainly not an average mariner. But that's legend. The mathematical work of "clearing" a lunar was not substantially different from the work for a common "time sight" (for local time) which every practicing navigator learned in the 19th century.

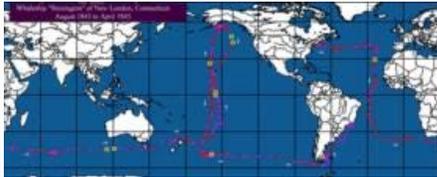
I've previously posted a map of the first voyage of the Charles W. Morgan showing the locations on that voyage where they used lunars for longitude. I'm including another map that I created (below) showing the voyage of the whaleship Stonington of New London, also highlighting lunars (yellow squares). As I say, lunars were declining rapidly in the 1840s, and you can see that the captain of the Stonington only checked his longitude with lunars occasionally. For a more interesting example, I'm also including my map of the voyage of the Bounty from 1787 until the mutiny in the western Pacific in 1789. William Bligh was a skillful navigator, and you can see that he used lunars frequently on that voyage as a check on the early chronometer that he also had on board.

Lunars are popular again today among navigation enthusiasts because they demand more attention in adjusting and using a sextant, and they're the best way to assess a sextant's accuracy. It's also interesting to note that Jim Lovell shot lots of lunars aboard Apollo 8 in 1968 on the first space flight to the Moon. Of course, by then, there was no doubt about GMT. Shooting lunars in the Apollo era was a means of double-checking the spacecraft's trajectory. Myself, I've been working on (and promoting) a method of fixing a vessel's position at sea using visual observations of artificial satellites which is very similar to that "Space Age" use of lunars.

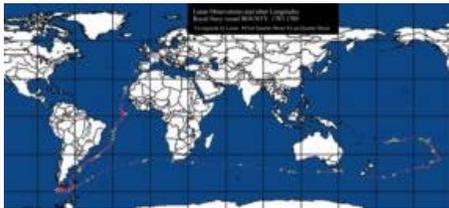
Joshua Slocum, during his circumnavigation, famously shot a lunar in 1897, decades after they had become obsolete. Lunars have a certain charm since they allow a navigator to determine a vessel's position entirely by astronomical mean, with no "blackbox" chronometer in the mix. And Slocum in 'Sailing Alone Around the World' wrote a nice epitaph for lunars as historically practiced: "The work of the lunarian, though seldom practised in these days of chronometers, is beautifully edifying, and there is nothing in the realm of navigation that lifts one's heart up more in adoration."

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

**Attached File:**



**Attached File:**



## 38Talk Message w250

### Re: Moonlit nights before Stellwagen...

**From:** Ger Tysk

**Date:** 2014 Jul 9, 13:52 -0400

Frank's email reminded me of a great book for anyone who's interested in the development of determining longitude and chronometers: Dava Sobel's "Longitude." The book is a history of John Harrison's invention of the chronometer, but also contains interesting facts about the history of navigational instruments and lunars, among other things :)

(regular book) [http://www.amazon.com/Longitude-Genius-Greatest-Scientific-Problem/dp/080271529X/ref=pd\\_cp\\_b\\_0](http://www.amazon.com/Longitude-Genius-Greatest-Scientific-Problem/dp/080271529X/ref=pd_cp_b_0)

(with more photos and illustrations) [http://www.amazon.com/Illustrated-Longitude-Greatest-Scientific-Problem/dp/B00450V1G8/ref=sr\\_1\\_1?sr=books&ie=UTF8&qid=1404928202&sr=1-1&keywords=the+illustrated+longitude](http://www.amazon.com/Illustrated-Longitude-Greatest-Scientific-Problem/dp/B00450V1G8/ref=sr_1_1?sr=books&ie=UTF8&qid=1404928202&sr=1-1&keywords=the+illustrated+longitude)

Ger

2014-07-09 13:06 GMT-04:00 Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)>:

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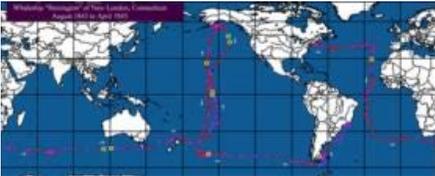
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Frank Reed  
ReedNavigation.com  
Conanicut Island USA

Attached File:



(025-stonington-lunars.png: [Open and save](#))

Attached File:



(011-bounty-lunars-chart.png: [Open and save](#))

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
Breaking All The Rules: Cosplay and the Art of Self-Expression  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w251

### Re: Moonlit nights before Stellwagen...

**From:** Michael Dyer

**Date:** 2014 Jul 9, 15:23 -0400

In this particular journal kept onboard the ship *Rodman* of New Bedford, 1830-1833, KWM #766, the keeper would draw little celestial figures in the margins whenever a lunar sight was taken. These were taken at all hours of the day and night, but more frequently during the day. We hold a number of copies of *Ward's Lunar Tables* published between 1834 and the mid-1850s all of which were carried on shipboard. Many of them have whole pages of calculations penciled in them. It appears from the entries in the *Rodman* journal that the keeper combined chronometer readings with his lunar observations.

Michael P. Dyer

Senior Maritime Historian

New Bedford Whaling Museum

18 Johnny Cake Hill

New Bedford, MA 02740

[mdyer@whalingmuseum.org](mailto:mdyer@whalingmuseum.org)

(508) 717-6837

Office located at 791 Purchase St.

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Frank Reed

**Sent:** Wednesday, July 09, 2014 1:06 PM

**To:** Michael Dyer

**Subject:** [38Talk] Re: Moonlit nights before Stellwagen...

A few days ago, John Bryant, you asked:  
"what do you mean by "shoot lunars"?"

Lunars were a method for determining longitude. The Moon's position relative to the Sun or other stars functions like the hand of a great clock in the sky. A navigator would hold a sextant more or less "sideways" and measure the angle between the limb of the Moon and the limb of the Sun. As the Moon travels around the sky, the angle from the Sun increases from near 0° at New Moon to near 180° at Full Moon and then back to zero again at the following New Moon. The rate of change is just about 13° per day so if we can carefully and accurately measure the angle between the Moon and the Sun (or a group of selected stars), then we can measure absolute time (today we refer to this absolute time as "UT" or Universal Time though modern navigators still habitually refer to it as GMT or Greenwich Mean Time). By comparing absolute time with local or "sundial" time, we can get our longitude --how far away we are from the Prime Meridian. Every hour difference between GMT and local time is equal to 15° difference in longitude. In short, when shooting "lunars", the Moon becomes our chronometer.

Lunars were quite popular aboard American vessels (frugal Yankees preferred them over expensive chronometers), and they were an enabling technology for New England whaleships like the *Morgan*. I like to characterize whaling as an almost "Stone Age" activity --groups of men with pointy sticks killing enormous animals at great peril-- but when the *Morgan* was sailing, these were "hunters with logarithms". They employed some of the greatest discoveries of late 18th century mathematics and astronomy to sail the globe. Aboard the *Morgan*, lunars were used on at least the first voyage and probably on a couple of later voyages, but I should add that lunars were already in decline in the 1840s and nearly vanished after 1850 as chronometers became more common and less expensive.

Lunars have had a somewhat infamous reputation as exceedingly difficult sights with long mathematical calculations --the sort of thing that only a real mathematician could enjoy and certainly not an average mariner. But that's legend. The mathematical work of "clearing" a lunar was not substantially different from the work for a common "time sight" (for local time) which every practicing navigator learned in the 19th century.

I've previously posted a map of the first voyage of the *Charles W. Morgan* showing the locations on that voyage where they used lunars for longitude. I'm including another map that I created (below) showing the voyage of the whaleship *Stonington* of New London, also highlighting lunars (yellow squares). As I say, lunars were declining rapidly in the 1840s, and you can see that the captain of the *Stonington* only checked his longitude with lunars occasionally. For a more interesting example, I'm also including my map of the voyage of the *Bounty* from 1787 until the mutiny in the western Pacific in 1789. William Bligh was a skillful navigator, and you can see that he used lunars frequently on that voyage as a check on the early chronometer that he also had on board.

Lunars are popular again today among navigation enthusiasts because they demand more attention in adjusting and using a sextant, and they're the best way to assess a sextant's accuracy. It's also interesting to note that Jim Lovell shot lots of lunars aboard *Apollo 8* in 1968 on the first space flight to the Moon. Of course, by then, there was no doubt about GMT. Shooting lunars in the *Apollo* era was a means of double-checking the spacecraft's trajectory. Myself, I've been working on (and promoting) a method of fixing a vessel's position at sea using visual observations of artificial satellites which is very similar to that "Space Age" use of lunars.

Joshua Slocum, during his circumnavigation, famously shot a lunar in 1897, decades after they had become obsolete. Lunars have a certain charm since they allow a navigator to determine a vessel's position entirely by astronomical means, with no "blackbox" chronometer in the mix. And Slocum in 'Sailing Alone Around the World' wrote a nice epitaph for lunars as historically practiced: "The work of the lunarian, though seldom practised in these days of chronometers, is beautifully edifying, and there is nothing in the realm of navigation that lifts one's heart up more in adoration."

Frank Reed

ReedNavigation.com

Conanicut Island USA

Attached File: [000251.kwm766susan.tif](#) (no preview available)

## 38Talk Message w252

### Re: Moonlit nights before Stellwagen...

**From:** John Bryant

**Date:** 2014 Jul 9, 20:43 +0000

Dear Frank,

I suspected something like this, but not the richness of detail in your response. There is quite a history of technology, math, astronomy, and so-called legend. Thanks for the thorough response.

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

---

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <NoReply\_FrankReed@fer3.com>

**Sent:** Wednesday, July 9, 2014 1:06 PM

**To:** John L. Bryant

**Subject:** [38Talk] Re: Moonlit nights before Stellwagen...

A few days ago, John Bryant, you asked:  
"what do you mean by "shoot lunars"?"

Lunars were a method for determining longitude. The Moon's position relative to the Sun or other stars functions like the hand of a great clock in the sky. A navigator would hold a sextant more or less "sideways" and measure the angle between the limb of the Moon and the limb of the Sun. As the Moon travels around the sky, the angle from the Sun increases from near 0° at New Moon to near 180° at Full Moon and then back to zero again at the following New Moon. The rate of change is just about 13° per day so if we can carefully and accurately measure the angle between the Moon and the Sun (or a group of selected stars), then we can measure absolute time (today we refer to this absolute time as "UT" or Universal Time though modern navigators still habitually refer to it as GMT or Greenwich Mean Time). By comparing absolute time with local or "sundial" time, we can get our longitude --how far away we are from the Prime Meridian. Every hour difference between GMT and local time is equal to 15° difference in longitude. In short, when shooting "lunars", the Moon becomes our chronometer.

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Lunars have had a somewhat infamous reputation as exceedingly difficult sights with long mathematical calculations --the sort of thing that only a real mathematician could enjoy and certainly not an average mariner. But that's legend. The mathematical work of "clearing" a lunar was not substantially different from the work for a common "time sight" (for local time) which every practicing navigator learned in the 19th century.

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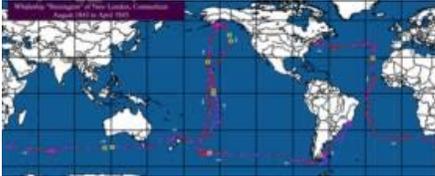
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Frank Reed  
ReedNavigation.com  
Conanicut Island USA

**Attached File:**



(025-stonington-lunars.png: [Open and save](#))

**Attached File:**



(011-bounty-lunars-chart.png: [Open and save](#))

## 38Talk Message w253

### **Re: Moonlit nights before Stellwagen...**

**From:** Frank Reed  
**Date:** 2014 Jul 9, 18:39 -0700

Michael Dyer, you wrote:

"In this particular journal kept onboard the ship Rodman of New Bedford, 1830-1833, KWM #766, the keeper would draw little celestial figures in the margins whenever a lunar sight was taken."

That logbook author was into colors! The symbols for Sun and Moon (with facial features on the Moon and the exaggerated horns arcing around to make a C shape) were common enough, but that's the first example I've seen where the "artist" used colors for the symbols. I'm attaching a little snippet from a logbook from 1809 (log of the Reaper, Mystic Seaport's collection). Also, it appears that the large TIFF image you attached previously got corrupted somewhere, so I am also attaching what I could get from that file for reference. It cuts off just below the colorful "celestial figures" for the Sun and Moon.

You added:

"These were taken at all hours of the day and night, but more frequently during the day."

I've looked through dozens of logbooks chasing down lunars and my rough estimate (without any detailed statistics) is that about 85% of lunars were shot in daylight, but some individual navigators had a clear preference for shooting lunars at night. Celestial navigation was primarily a daytime activity in the 19th century.

"We hold a number of copies of Ward's Lunar Tables published between 1834 and the mid-1850s all of which were carried on shipboard."

And one of them is on display for the general public, isn't it? At least it was when I last visited a few years ago. There was quite a cottage industry in lunars tables. Part of Nathaniel Bowditch's fame developed from his unique lunars tables, and they certainly were a selling point for early editions of the "New American Practical Navigator" (though contrary to legend, Bowditch neither invented lunars nor revolutionized them). I have speculated that part of the reputation for complexity of lunars arose from the great variety of tables and methods, not all of which were effective.

You added:

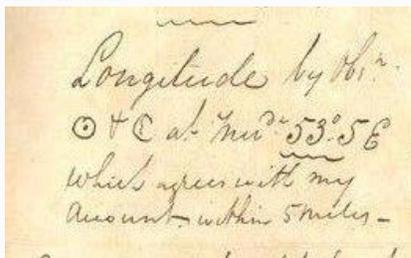
"Many of them have whole pages of calculations penciled in them. It appears from the entries in the Rodman journal that the keeper combined chronometer readings with his lunar observations.

Those "scrap paper" calculations are the most fun. An intriguing puzzle is distinguishing classroom exercises from calculations worked at sea for actual longitude determination. There's a logbook at Mystic Seaport with dozens and dozens of pages of lunar calculations that begin with classroom exercises and then transition at some point --and I am not quite sure exactly where-- to actual navigation work. Alas, the calculations are not tied to the logbook entries in every case. Without that context, they're little more than pages of accounting work.

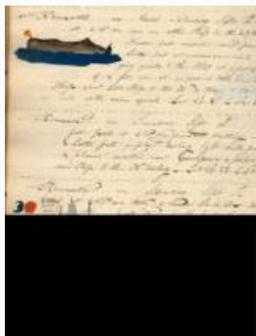
I would very much like to sit down and talk with you about examples of lunars you've seen in the collection there. I've explored some logbooks at New Bedford Whaling but without any guide... Maybe after the voyage... Tomorrow night is fo'c's'l night for me.

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

**Attached File:**



**Attached File:**



## 38Talk Message w254

### Re: Moonlit nights before Stellwagen...

**From:** Richard French  
**Date:** 2014 Jul 9, 22:39 -0400

Frank and Michael,  
Please count me in if you get together to discuss lunars! I've become captivated by the subject and I've been doing some independent derivations of the method to see how close I come to the tabular versions. If the weather cooperates, I'll attempt lunars with Saturn and Mars on Friday night - alas, Frank's arrival night does not look promising, weather-wise, although Friday itself looks like a good sailing day. In any event, let's think about getting together after our voyagers to compare notes. I'd very much like to have a chance to look at some historical log books and to sort out the process of decoding the arithmetic.  
Dick

On Wed, Jul 9, 2014 at 9:41 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Michael Dyer, you wrote:  
"In this particular journal kept onboard the ship Rodman of New Bedford, 1830-1833, KWM #766, the keeper would draw little celestial figures in the margins whenever a lunar sight was taken."  
That logbook author was into colors! The symbols for Sun and Moon (with facial features on the Moon and the exaggerated horns arcing around to make a C shape) were common enough, but that's the first example I've seen where the "artist" used colors for the symbols. I'm attaching a little snippet from a logbook from 1809 (log of the Reaper, Mystic Seaport's collection).*

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"Many of them have whole pages of calculations penciled in them. It appears from the entries in the Rodman journal that the keeper combined chronometer readings with his lunar observations.

Those "scrap paper" calculations are the most fun. An intriguing puzzle is distinguishing classroom exercises from calculations worked at sea for actual longitude determination. There's a logbook at Mystic Seaport with dozens and dozens of pages of lunar calculations that begin with classroom exercises and then transition at some point --and I am not quite sure exactly where-- to actual navigation work. Alas, the calculations are not tied to the logbook entries in every case. Without that context, they're little more than pages of accounting work.

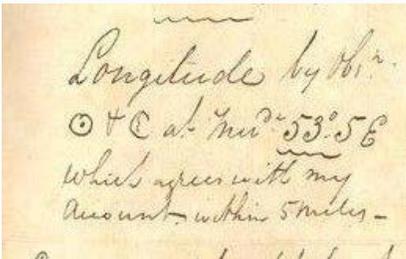
I would very much like to sit down and talk with you about examples of lunars you've seen in the collection there. I've explored some logbooks at New Bedford Whaling but without any guide... Maybe after the voyage... Tomorrow night is fo'c's'l night for me.

Frank Reed

ReedNavigation.com

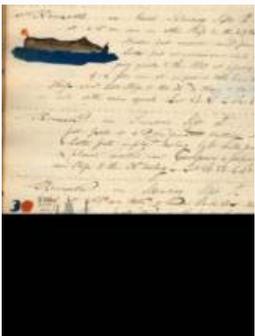
Conanicut Island USA

Attached File:



(lunar-symbols-1809.jpg: [Open and save](#))

Attached File:



(000251.kwm766susan.jpg: [Open and save](#))

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
(781) 283-3583

## 38Talk Message w255

**Arrived.**

**From:** Frank Reed

**Date:** 2014 Jul 10, 12:15 -0700

Here's the Charles W. Morgan and the Mystic Whaler alongside in Provincetown Harbor about 15 minutes ago.

-Frank R

**Attached File:**



## 38Talk Message w256

**Re: Arrived.**

**From:** Richard French

**Date:** 2014 Jul 10, 15:32 -0400

keep those pictures coming! Very exciting! Best of luck with your day on board.  
Dick

On Thu, Jul 10, 2014 at 3:16 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Here's the Charles W. Morgan and the Mystic Whaler alongside in Provincetown Harbor about 15 minutes ago.*

*-Frank R*

**Attached File:**



(image.jpg: [Open and save](#))

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
(781) 283-3583

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## 38Talk Message w257

### Aboard

**From:** Frank Reed

**Date:** 2014 Jul 10, 17:06 -0700

A few quick photos.

**Attached File:**



**Attached File:**



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## 38Talk Message w258

### Morning briefing on the Morgan

**From:** Frank Reed

**Date:** 2014 Jul 11, 04:45 -0700

Overcast and a bit chilly. It was stifling last night in the focsl so it's a nice change!

-Frank R

**Attached File:**



Attached File:



### 38Talk Message w259

#### Re: Moonlit nights before Stellwagen...

**From:** Jason Smith

**Date:** 2014 Jul 11, 05:48 -0700

Michael or Frank,

I'm wondering if you've ever come across any mention of either Matthew Fontaine Maury's charts or navigation manual or the use of charts made by Charles Wilkes' US Exploring Expedition in any antebellum logbooks or mariner's journals. My dissertation, which I am turning into a book, in part, examines the ways in which American mariners used naval science in the antebellum era to inform their understandings of natural processes at sea. It's a project completely different from my 38th Voyager Project, but your discussion of lunars and their mention in logbooks made me think of my other project. I'd appreciate your insight if you have a chance.

Many thanks!

Jason

### 38Talk Message w260

#### Re: Moonlit nights before Stellwagen...

**From:** Michael Dyer

**Date:** 2014 Jul 11, 10:47 -0400

Dear Jason:

Actually, it's the other way around – we have several logbooks that New Bedford masters transcribed for Matthew Fontaine Maury. Likewise, Maury interviewed Daniel McKenzie and Francis Post for his whaling related section of the Wind and Current book. Wilkes, hmmm. We have quite a good collection of Wilkes charts and I can't remember whether any of them have the voyage tracks of whaling vessels or other notations indicating use. I'll look into that – or you can if you wish – you're certainly welcome to research our collections for your work. Yankee masters, being Yankee masters, had a tendency to use and re-use charts and other aids to navigation for a long time after their publication. So that we see 1830s charts still in use in the 1860s and later. I believe that this was a technique used more for whaling reference than navigation *per se*. Many charts have notations of where whales were taken. There's a very fine one on exhibit in the Bourne Building second floor showing tracks and whales taken on the coast of Patagonia. We do not have a large enough collection of Wilkes or Maury to know whether whalers carried these books on shipboard. We have been collecting them for the title, not as objects, unlike many of our other published aids to navigation that are chock full of whalers' notations.

Best regards, MPD

Michael P. Dyer  
Senior Maritime Historian  
New Bedford Whaling Museum  
18 Johnny Cake Hill  
New Bedford, MA 02740  
[mdyer@whalingmuseum.org](mailto:mdyer@whalingmuseum.org)  
(508) 717-6837  
Office located at 791 Purchase St.

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Jason Smith  
**Sent:** Friday, July 11, 2014 9:26 AM  
**To:** Michael Dyer  
**Subject:** [38Talk] Re: Moonlit nights before Stellwagen...

Michael or Frank,

I'm wondering if you've ever come across any mention of either Matthew Fontaine Maury's charts or navigation manual or the use of charts made by Charles Wilkes' US Exploring Expedition in any antebellum logbooks or mariner's journals. My dissertation, which I am turning into a book, in part, examines the ways in which American mariners used naval science in the antebellum era to inform their understandings of natural processes at sea. It's a project completely different from my 38th Voyager Project, but your discussion of lunars and their mention in logbooks made me think of my other project. I'd appreciate your insight if you have a chance.

Many thanks!

Jason

This message (including any attachments) is intended only for the use of the individual or entity to which it is addressed and may contain information that is non-public, proprietary, privileged, confidential, and exempt from disclosure under applicable law or may constitute as attorney work product. If you are not the intended recipient, you are hereby notified that any use, dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, notify us immediately by telephone and (i) destroy this message if a facsimile or (ii) delete this message immediately if this is an electronic communication. Thank you

## 38Talk Message w261

### Re: Morning briefing on the Morgan

**From:** Matthew Bullard  
**Date:** 2014 Jul 11, 12:21 -0600

Frank, just watched you on oceanslive.org--great going!! Looks like you had a terrific day under FULL sail with whales.

Best,

Matthew Bullard

On Fri, Jul 11, 2014 at 5:51 AM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Overcast and a bit chilly. It was stifling last night in the focsl so it's a nice change!*

*-Frank R*

*Attached File:*



(20140711\_073523.jpg: [Open and save](#))

Attached File:



(20140711\_073407.jpg: [Open and save](#))

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## 38Talk Message w262

### **Sometimes everything just works out**

**From:** Frank Reed

**Date:** 2014 Jul 11, 12:07 -0700

The overcast cleared off. I got in plenty of sights. But gee, all those whales stole the show! Everything worked out beautifully. You'll be seeing photos of today's sail for the next 25 years!

Frank Reed  
Stellwagen Bank USA

Attached File:



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## 38Talk Message w263

### **She's coming back in to ptown**

**From:** Kate Sheridan

**Date:** 2014 Jul 11, 15:46 -0400

Getting a good view from the 3rd floor of the PTown library right now. :D

Sent from my phone. Please excuse any autocorrect mishaps.

---

## 38Talk Message w264

### **Re: Sometimes everything just works out**

**From:** Peter Whittemore

**Date:** 2014 Jul 11, 16:18 -0400

These whales do seem to be a forgiving lot. Me we be worthy . Peter

---

From: NoReply\_FrankReed@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Fri, 11 Jul 2014 12:11:03 -0700  
Subject: [38Talk] Sometimes everything just works out

The overcast cleared off. I got in plenty of sights. But gee, all those whales stole the show! Everything worked out beautifully. You'll be seeing photos of today's sail for the next 25 years!

Frank Reed  
Stellwagen Bank USA

**Attached File:**



(20140711\_142841.jpg: [Open and save](#))

## 38Talk Message w265

### Re: Sometimes everything just works out

**From:** Veronica Lawlor  
**Date:** 2014 Jul 11, 16:56 -0400

I thought the same thing, seems like they came right up to the ship without hesitation.

Sent from my iPhone

On Jul 11, 2014, at 4:31 PM, "Peter Whittmore" <[NoReply\\_Whittmore@fer3.com](mailto:NoReply_Whittmore@fer3.com)> wrote:

*These whales do seem to be a forgiving lot. Me we be worthy. Peter*

---

*From:* [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)  
*To:* [peterwhittmore@hotmail.com](mailto:peterwhittmore@hotmail.com)  
*Date:* Fri, 11 Jul 2014 12:11:03 -0700  
*Subject:* [38Talk] Sometimes everything just works out

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*Frank Reed  
Stellwagen Bank USA*

**Attached File:**



(20140711\_142841.jpg: [Open and save](#))

## 38Talk Message w266

### News

**From:** Edward Baker  
**Date:** 2014 Jul 11, 14:17 -0700

Seven minute newscast apparently shot on the Vineyard-to-New Bedford leg captures the activity pretty well:

<http://www.wfsb.com/story/25944792/charles-w-morgan-continues-its-38th-journey>

---

Edward Baker  
Executive Director  
New London County Historical Society  
Shaw Mansion  
11 Blinman Street  
New London, CT 06320  
860.443.1209  
[www.newlondonhistory.org](http://www.newlondonhistory.org)

### 38Talk Message w267

**Re: Moonlit nights before Stellwagen...**

**From:** Mike Bancroft

**Date:** 2014 Jul 11, 08:17 -0700

I have not run across specific mention in the logbooks, but when you look at the routes there was definately an understanding of prevailing winds and currents.

However, there is significant Maury charts and information at the mystic seaport research site engine, and I am sure you are aware of the Navy site which has a significant bibliography. In case not, here it is - [http://www.history.navy.mil/library/online/maury\\_mat\\_bene.htm](http://www.history.navy.mil/library/online/maury_mat_bene.htm)

### 38Talk Message w268

**Amazing shots of the Morgan, the whaleboat, and whales:Stellwagen Bank yesterday (July 11, 2014)**

**From:** Mary K. Bercaw Edwards

**Date:** 2014 Jul 12, 09:38 -0700

Dear 38th Voyagers:

If you have not yet seen this video of yesterday's sail amongst the whales on Stellwagen Bank, including the lowering of a whaleboat, you should:

<http://www.mysticseaport.org/news/2014/morgan-sails-among-whales-on-stellwagen-bank/>

I have also attached an amazing photograph, taken by Andy Price, of a whaleboat with a whale fluking in front of it.

There are also wonderful photos in the *New London Day's* photo gallery:

<http://www.theday.com/apps/pbcs.dll/gallery?Site=NL&Date=20140711&Category=MEDIA02&ArtNo=711009999&Ref=PH&Profile=1017>

Those in the whaleboat om Fri., July 11, were Sean Bercaw (boatheader), Alex Lawson (after oar), Randy Patterson (tub oar), Mary K Bercaw Edwards (midships oar), Aaron Gralnik (bow oar), and Chris Gauld (boatsteerer oar).

What a pleasure it has been to sail with so many of you!

Mary K. Bercaw Edwards (one of 21 staff sailing deckhands--who are different from the pro crew: we are Mystic Seaport staff who each sail on 1/3 of the transit legs--and one-half of the whaleboat logistics team).

**Attached File:**



### 38Talk Message w269

**Re: Amazing shots of the Morgan, the whaleboat, and whales:Stellwagen Bank yesterday (July 11, 2014)**

**From:** Michael Owen

**Date:** 2014 Jul 12, 13:50 -0400

Absolutely Fantastic! Thanks for posting!

Michael

On Jul 12, 2014, at 12:56 PM, 38Talk Messages wrote:

*Dear 38th Voyagers:*

*If you have not yet seen this video of yesterday's sail amongst the whales on Stellwagen Bank, including the lowering of a whaleboat, you should:*

<http://www.mysticseaport.org/news/2014/morgan-sails-among-whales-on-stellwagen-bank/>

*I have also attached an amazing photograph, taken by Andy Price, of a whaleboat with a whale fluking in front of it.*

*There are also wonderful photos in the New London Day's photo gallery:*

[http://www.theday.com/apps/pbcs.dll/gallery?](http://www.theday.com/apps/pbcs.dll/gallery?Site=NL&Date=20140711&Category=MEDIA02&ArtNo=711009999&Ref=PH&Profile=1017)

[Site=NL&Date=20140711&Category=MEDIA02&ArtNo=711009999&Ref=PH&Profile=1017](http://www.theday.com/apps/pbcs.dll/gallery?Site=NL&Date=20140711&Category=MEDIA02&ArtNo=711009999&Ref=PH&Profile=1017)

*Those in the whaleboat om Fri., July 11, were Sean Bercaw (boatheader), Alex Lawson (after oar), Randy Patterson (tub oar), Mary K Bercaw Edwards (midships oar), Aaron Gralnik (bow oar), and Chris Gauld (boatsteerer oar).*

*What a pleasure it has been to sail with so many of you!*

*Mary K. Bercaw Edwards (one of 21 staff sailing deckhands--who are different from the pro crew: we are Mystic Seaport staff who each sail on 1/3 of the transit legs--and one-half of the whaleboat logistics team).*

*Attached File:*



*(Whaleboat-with-whale-flukes..jpg: [Open and save](#))*

## 38Talk Message w270

### Sunrise aboard the Morgan today

**From:** Frank Reed

**Date:** 2014 Jul 12, 11:36 -0700

Dick French sent me this photo early today. I hope he doesn't mind me posting it to 38Talk.

Frank Reed  
Conanicut Island USA

**Attached File:**



---

### 38Talk Message w271

#### **A Voyage Summary**

**From:** Michelle Moon

**Date:** 2014 Jul 12, 11:43 -0700

Hi all,

I posted a summary of my voyage experience at Exposure (a web app). Hope you enjoy it!

Thank you as well for the web surveys. They are GREAT.

<https://mnmoon.exposure.co/morgan38>

---

### 38Talk Message w272

#### **Re: Sunrise aboard the Morgan today**

**From:** Michael Owen

**Date:** 2014 Jul 12, 11:53 -0700

Alright, let's start a little friendly sunrise competition. I'll add more photos in the coming days. I've been replying to people in my cohort, mistakenly believing it was on 38Talk. This has to be the experience of a lifetime for most of us! Thanks Mystic Seaport. You are my heroes!

**Attached File:**



---

### 38Talk Message w273

#### **Re: Amazing shots of the Morgan, the whaleboat, andwhales:Stellwagen Bank yesterday (July 11, 2014)**

**From:** Christine Wenc

**Date:** 2014 Jul 12, 12:14 -0700

This is so fantastic. "Thar she blows!" Just wonderful!!

---

### 38Talk Message w274

#### **Re: Sunrise aboard the Morgan today**

**From:** Michelle Moon

**Date:** 2014 Jul 12, 12:16 -0700

Here is a sunrise competition entry from me!

**Attached File:**



**Attached File:**



---

## 38Talk Message w275

### Re: A Voyage Summary

**From:** Peter Whittemore

**Date:** 2014 Jul 12, 15:31 -0400

Way cool Michelle, Thanks, Peter G W

---

From: NoReply\_MichelleMoon@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Sat, 12 Jul 2014 11:46:03 -0700  
Subject: [38Talk] A Voyage Summary

Hi all,  
I posted a summary of my voyage experience at Exposure (a web app). Hope you enjoy it!  
Thank you as well for the web surveys. They are GREAT.  
<https://mnmoon.exposure.co/morgan38>

---

## 38Talk Message w276

### Re: Sunrise aboard the Morgan today

**From:** Ger Tysk

**Date:** 2014 Jul 12, 15:27 -0400

Sure, I'll jump on board!  
~Ger (New Bedford to Mass Maritime)

2014-07-12 15:11 GMT-04:00 Michael Owen <[NoReply\\_MichaelOwen@fer3.com](mailto:NoReply_MichaelOwen@fer3.com)>:

*Alright, let's start a little friendly sunrise competition. I'll add more photos in the coming days. I've been replying to people in my cohort, mistakenly believing it was on 38Talk. This has to be the experience of a lifetime for most of us! Thanks Mystic Seaport. You are my heroes!*

*Attached File:*



(IMG\_2835.JPG: [Open and save](#))

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>

Breaking All The Rules: Cosplay and the Art of Self-Expression

Facebook! <http://www.facebook.com/ChouWaCosplay>

Twitter! <http://www.twitter.com/GerTysk>

**Attached File:**



**Attached File:**



---

## 38Talk Message w277

### Re: A Voyage Summary

**From:** Edward Baker

**Date:** 2014 Jul 12, 12:26 -0700

Thanks Michelle. Good show.

---

Edward Baker  
Executive Director  
New London County Historical Society  
Shaw Mansion

11 Blinman Street  
New London, CT 06320  
860.443.1209  
[www.newlondonhistory.org](http://www.newlondonhistory.org)

----- Original Message -----

Subject: [38Talk] A Voyage Summary

From: "Michelle Moon" <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)>

Date: Sat, July 12, 2014 2:46 pm

To: [edward@newlondonhistory.org](mailto:edward@newlondonhistory.org)

Hi all,

I posted a summary of my voyage experience at Exposure (a web app). Hope you enjoy it!

Thank you as well for the web surveys. They are GREAT.

<https://mnmoon.exposure.co/morgan38>

## 38Talk Message w278

### Re: Sunrise aboard the Morgan today

From: Lesley Walker

Date: 2014 Jul 12, 20:56 +0100

Here is my dawn photo from Vineyard Haven



Dr Lesley Walker

Heritage Consultant

[lesleywalker@mac.com](mailto:lesleywalker@mac.com)

+44 (0)7748500933

<http://lesleybw.wordpress.com>

38th Voyager, "Charles W. Morgan" 1841 whaling ship, Vineyard Haven to New Bedford, Mass. USA June 2014

Sent from my iPad

On 12 Jul 2014, at 20:31, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*Here is a sunrise competition entry from me!*

Attached File:



(IMG\_8812.JPG: [Open and save](#))

Attached File:



(IMG\_8815.JPG: [Open and save](#))

## 38Talk Message w279

### 38th Voyager Blog

**From:** Lesley Walker

**Date:** 2014 Jul 12, 21:59 +0100

Thought I would share my blogsite with you. Comments welcome!

<http://lesleybw.wordpress.com/2014/07/11/voyaging-the-city-that-lit-the-world/>

Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
+44 (0)7748500933  
<http://lesleybw.wordpress.com>

## 38Talk Message w280

### Manjiro's "Bowditch"

**From:** Frank Reed

**Date:** 2014 Jul 12, 16:46 -0700

While I'm thinking of it, Ger Tysk (or anyone else), do you have any information on Nakahama John Manjiro's translation of Nathaniel Bowditch's "New American Practical Navigator"? I'm a fan of Manjiro's story, and, of course, interested in navigation. I have heard that none of the translations survive, but that could easily be wrong. Are there any portions that have survived? Any commentaries on it or reviews of it?

Frank Reed  
Conanicut Island USA

## 38Talk Message w281

### Re: Manjiro's "Bowditch"

**From:** Ger Tysk

**Date:** 2014 Jul 12, 20:04 -0400

Great question. To my knowledge I don't know if there are any surviving copies of it either. I'm actually going to Japan in 2 weeks to visit Manjiro's hometown. I'm hoping to speak with Hayato Sakurai, who interned at the NBWM a while back and created their exhibit on Manjiro and now works as an archivist. I'll let you know if he has some information.

Ger

On Jul 12, 2014, at 7:56 PM, "Frank Reed" <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*While I'm thinking of it, Ger Tysk (or anyone else), do you have any information on Nakahama John Manjiro's translation of Nathaniel Bowditch's "New American Practical Navigator"? I'm a fan of Manjiro's story, and, of course, interested in navigation. I have heard that none of the translations survive, but that could easily be wrong. Are there any portions that have survived? Any commentaries on it or reviews of it?*

*Frank Reed  
Conanicut Island USA*

## 38Talk Message w282

### Stellwagen Day 2: Lots of whales

**From:** Frank Reed

**Date:** 2014 Jul 13, 07:13 -0700

Check out the [video](#) from yesterday. Whales close to the ship, feeding and breaching. Looks like fun! By the way, it's interesting to me that both Stellwagen sails so far have spent their sailing time just five or six nautical miles north of the Cape. I'm not sure that we were even within the official boundaries of the [Stellwagen Bank National Marine Sanctuary](#). Fortunately the whales do not know the boundaries either.

The Morgan is currently on a third sailing day from Provincetown, not in the original voyage plan. From the AIS it appears that they're sailing much further southwest into Cape Cod Bay before (presumably) heading north to the whale-watching grounds.

Frank Reed  
Conanicut Island USA

## 38Talk Message w283

### Re: Stellwagen Day 2: Lots of whales

**From:** John Bryant

**Date:** 2014 Jul 13, 14:47 +0000

Very exciting; I had not expected to see whales, and hope they might emerge on the P'town to Boston leg.

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)>

**Sent:** Sunday, July 13, 2014 10:16 AM

**To:** John L. Bryant

**Subject:** [38Talk] Stellwagen Day 2: Lots of whales

Check out the [video](#) from yesterday. Whales close to the ship, feeding and breaching. Looks like fun! By the way, it's interesting to me that both Stellwagen sails so far have spent their sailing time just five or six nautical miles north of the Cape. I'm not sure that we were even within the official

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Frank Reed  
Conanicut Island USA

## 38Talk Message w284

### SD1: before sailing

**From:** Frank Reed

**Date:** 2014 Jul 13, 09:16 -0700

Stellwagen Day 1 (SD1) of the 38th Voyage of the Morgan, began with the "voyage to the voyage". Myself, I drove to Boston to catch the high-speed ferry. I decided to dive deep into 21st century navigation and let the Google app on my phone tell me what roads to drive to get there from southern Rhode Island. It's a simple enough route. I've driven it before, and there was 45 minutes of leeway in my schedule to arrive by 1:00pm. I expected I would arrive at 12:15 or earlier. No problem. But the app informed me that I would arrive at 12:20... then 12:35... Then, as I was approaching Providence, the ETA shot up to 1:05. Panic! At that point the software proposed an alternate route (to avoid an accident near I-95/I-495 and the long traffic jam leading to it). Should I trust the technology and take unfamiliar roads with a dozen turns and changes? Sure. Why not? It's 21st century technology at its best. Sextants are fun, but GPS is a blessing. I followed its directions and even travelled a quarter mile on a dirt road, but it worked and got me around the traffic mess to arrive on the dock in Boston at 12:20. There in Boston I chatted with a photo/video team from Mystic Seaport who were scheduled to stay aboard the Mystic Whaler that night. There's a huge team of people behind the 38th Voyage documenting it all.

I boarded the ferry and shot Lisa Gilbert a text (Dr. Gilbert is Mystic Seaport coordinator for our voyage group) saying that I was aboard. I wasn't entirely sure I would recognize her so I looked for someone reading a text and then looking around. That worked! I said hello to her and fellow voyager, Gary Wikfors, and we settled in on the ferry. We jetted across to Provincetown at a cruising speed of about 32 knots. As we rounded Long Point, south of Provincetown Harbor, I found the masts of the Morgan beyond the sand dunes through my little spotting scope. Entering the harbor, it was a bit surreal to see the Morgan, with the Mystic Whaler alongside, so very far from Mystic Seaport. That got me wondering... when was the last time that the Charles W. Morgan was north of 42° N latitude? Upon arrival in Provincetown, I had a couple of hours to kill, but burdened by my gear, including an octant and a sextant, I really couldn't walk around much, so I camped on the beach in the shade of the pier and waded among the hermit crabs at low tide.

Our pre-voyage beach meeting was scheduled for 5:15 on the beach, so the other voyagers came down and joined me at my beach camp where Lisa filled us in on the plans for the evening, and we all introduced ourselves (see the photo below). The weather was changeable that afternoon (this was Thursday, July 10), alternating between mostly cloudy and muggy and bright sun/hot and muggy. Since my project involves celestial navigation and seeing the Moon in the early evening, I was hoping for clear skies.

We were all impressed, and I think also amused by the contrast, when the boat arrived to take us out to the Morgan. I don't think any of us were expecting to board a yacht tender that clearly spent its days attached to a mega-yacht. This mega-yacht is Rena which has accompanied the Morgan on the 38th Voyage. It's a great white whale of a vessel, and we assume that this is where the "money" rides along to observe the outcome of this very expensive and audacious project from a luxurious perch. When the two massive outboard engines on the Rena tender roared to life, I had the distinct impression that we were in a time machine, flying down a time tunnel, taking us back to the 19th century. Amid oohs and aahs and "I can't believe we're really doing this" from other voyagers, as the Morgan loomed ahead, we pulled up to the small mooring dock in the middle of Provincetown Harbor. We found a little confusion there. Apparently we were not expected to arrive at that time (see the photo below). But no matter, schedules are made to be broken. We boarded and waited for our orientation talk.

Everybody's favorite crew member, third mate Rocky, gave us our orientation and safety tour of the Morgan as sunset approached. As she led us below, I noticed a young crew member walking around barefoot, so I asked if we could, too (when not under sail). And, oh yes, that was something I had to do! A few others were also soon walking around barefoot on deck. For me that was an experience that was not only "authentic" and "experiential" but it also was a way of saying "I live here tonight".

After stowing our stuff in the fo'c's'l, we finally got back up on deck and discovered that the clouds were clearing. We were treated to a serene sunset that lighted the ship and her rigging beautifully. The temperature was perfect. The air was calm. And there weren't even flies or mosquitoes to bother us since we were a good distance out from shore. In the photo below, you can actually see the serenity on Anne's face as the Sun goes down.

After sunset it was time for me to get to work. I tossed a string with a fishing sinker over the side to measure the "height of eye" for an observer on the main deck. See, the Earth is a big round ball, so when you look out to the sea horizon from a point that's not right on the surface, the visible horizon is lower than it should be by a small fraction of a degree, and that little correction to the altitudes of the Sun and stars varies with height of eye (the correction in minutes or arc --or nautical miles in a fix-- is nearly equal to the square root of the height of eye in feet, thanks to a numerical coincidence). I tossed my line over the side looking for the splash as the sinker hit the water (harder to see than expected) and then hauled it back up to read the height. The previous night I had marked off my length of twine, stretched across my apartment, with a red mark every five feet. I was a little surprised to find that the height of eye is only about fourteen feet on the Morgan.

As twilight deepened, the Moon emerged from the clouds and soon there were stars out, too. But this was nearly Full Moon, and just offshore from the bright lights of Provincetown, so nothing spectacular. I shot a bunch of "lunars," measuring the angle between the Moon and the planets Saturn and Mars which were both easy targets even early in twilight. And I showed a few other voyagers how a sextant works. A couple took some altitudes of Mars for practice. As part of my project, I also observed two passes of artificial satellites determining our position within one nautical mile --no sextant needed, just

a quick visual observation compared against predicted positions.

Lights out and quiet ship were called at 10:00pm and after chatting on deck with other voyagers in increasingly hushed voices, it was time to head below. I slept from about 10:30 until roughly 2:00am and then found myself wide awake. The bunks in the fo'c's'l were snug little coffins. I would estimate the air temperature was around 80 degrees or more in my part of the cabin. I rolled my pillow over to the cool side again and again until I realized that there was no cool side left. O the misery of stifling air and no way to crawl out from a tiny bunk! An hour later, I could not live without some news from the 21st century. I could barely reach, but I managed to twist my arm on an improbable angle and feel around in my bag below my bunk for that familiar metal and plastic frame... five inches of super-technology that could save the night: my smartphone. And of course, in Provincetown Harbor, we were in 4G Internet country, so I soon was back in contact with the information universe. I posted a little note on Facebook, checked the weather, read about the economic crisis in Portugal, and generally re-assured myself that the world did not end at the margins of my coffin-bunk. Around 5:45, coherent thoughts were slowly replaced by dream logic, and I realized with relief that I was drifting off to sleep again. An hour later, a voice sang out, "Good Morning in the fo'c's'l! It is 6:45. Time to wake up. On deck it's overcast, and a bit chilly. Good morning in the fo'c's'l!" And we all began the process of extricating ourselves from our bunks...

More to follow.

Frank Reed  
Conanicut Island USA

**Attached File:**



**Attached File:**



**Attached File:**



**Re: SD1: before sailing****From:** John Bryant**Date:** 2014 Jul 13, 16:43 +0000

Excellent reading, Frank, and useful.

Your details about finding the cool side of the pillow sounds familiar to me.

I hope to learn more on board the ship about navigation.

yrs,

John

John Bryant, Professor of English

Founding Editor, *Leviathan: A Journal of Melville Studies*

Consulting Editor, The Melville Society, <http://melvillesociety.org/>

Director, Melville Electronic Library

Director, Hofstra Digital Research Center

Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <NoReply\_FrankReed@fer3.com>**Sent:** Sunday, July 13, 2014 12:17 PM**To:** John L. Bryant**Subject:** [38Talk] SD1: before sailing

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More to follow.

Frank Reed  
Conanicut Island USA

Attached File:



(Stell-day-1-beach-meeting.jpg: [Open and save](#))

Attached File:



(Stell-day-1-boarding-schedule.jpg: [Open and save](#))

**Attached File:**



(Stell-day-1-sunset.jpg: [Open and save](#))

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## 38Talk Message w286

### Whaleboat, Whale, Wow!

**From:** Frank Reed

**Date:** 2014 Jul 13, 09:50 -0700

This one speaks for itself. Was this taken yesterday?

This photo is currently in the animated rotation at [mysticseaport.org](http://mysticseaport.org), but I couldn't find it in a gallery of images. Has anyone found a link to a complete gallery of some sort of images on the official web site? It all seems a bit scattershot!

Frank Reed  
Conanicut Island USA

**Attached File:**



---

## 38Talk Message w287

### Morgan Blogging

**From:** John Bryant

**Date:** 2014 Jul 13, 10:58 -0700

Dear fellow Voyagers,

My project is to blog as a Melville biographer about my experiences, and I've already submitted some pre-boarding postings. You can check out my blog at [www.misterstubb.wordpress.com](http://www.misterstubb.wordpress.com).

I'm also eager to link my blog to any and all other Morgan blogs (and vice versa, if you wish), so please send me your link so I can add them.

yrs,

John

---

## 38Talk Message w288

### OceansLive video

**From:** Frank Reed

**Date:** 2014 Jul 13, 13:42 -0700

The OceansLive crew have posted a [video \[link edited\]](#) created from their live broadcast with Lisa Gilbert, me, Michael Whitney, and "last but not least" famous marine biologist [Sylvia Earle](#).

Frank Reed  
Conanicut Island USA

## 38Talk Message w289

### SD1: sailing and whaling

**From:** Frank Reed

**Date:** 2014 Jul 13, 15:00 -0700

Continuing from [my earlier message...](#)

After our wake-up call, it was time for a quick 'hoe bath' in the little sink (three toilets, one sink). There was a nice breakfast of pancakes and bacon and fruit over on the Mystic Whaler, which was tied up right alongside. Given my lack of sleep, I was happy for the early morning overcast and a little chill in the air. You won't be seeing an entry in the informal sunrise photo contest from Stellwagen Day 1. Lisa, Anne, and Gary sampled and examined a little plankton and added some entries in the 'critter log' that's been kept on each sailing leg. Guests and others then boarded and we had some safety discussions, and then the tugboat Sirius began towing us out of Provincetown Harbor. Sails were set, but for the first couple of hours there was barely any wind. As we rounded the west shore of the "fist" of the Cape, the Sun came out, and I began shooting sights with my octant, c.1840, and my modern sextant. That was my job: to provide visuals for the hired cameramen, and I hope they got what they needed. We Voyagers chatted and learned from each other. Really interesting. Some voyagers took turns at the helm. Around 10:30 (?), approaching whale-watching territory, the tow was dropped and more sails were set. It was much more pleasant, both aesthetically and also simply because those huge sails provided some shade from the hot sun.

About 11:00, now a few miles north of the Cape, Barbara Bosworth began setting up her large format camera. Other cameras are magnetically drawn to Professor Bosworth and her camera like compass needles aligning with a stronger magnetic field. We were talking about the visual possibilities of the sky and ocean, and she joked that it would be nice if a whale would pop up in frame during those rare moments when her camera takes an exposure. I agreed to call a whale... "Here whale, whale, whale..." Sure. That'll work. I walked away and a few seconds later over my shoulder, I heard an unmistakable sound. It was that hollow, pipe-organ "Hhhhoosh" of a whale blowing! I ran back, and less than a hundred feet away, a whale was surfacing and breathing. This was our first whale of the day and the Morgan's first whale of the century. Anne DiMonti, 38th Voyager with cetacean expertise, identified it as a Minke whale. To my untrained eye, it looked like a smaller than average humpback whale. It was 15:06 GMT on July 11, 2014; the first whale encountered by the Charles W. Morgan in ninety years. I heard from some crew that a couple of them were watching it from the rigging and could make out its full shape from above as it swam along just below the surface.

Taylor Sahl assured me when we chatted on the prep day, April 30, at Mystic Seaport that he was confident we would see whales and probably quite a few. He knew what he was talking about from personal experience in the whale biz. And that whale-watching business was actually a bit helpful for us looking for whales since the whale-watching crews seemed to have skill at finding whales. We saw many spouts and surfacing whales near other vessels about a mile from us. We made time for lunch (see photo below) in the middle of all this fun. With so much activity, I couldn't find anyone to pay attention to that most important traditional celestial navigation ritual, the sight for latitude at high noon (around 12:50 EDT), but I got my sights and found our latitude anyway. Meanwhile, a whaleboat was lowered and Sean Bercau and his crew found themselves closer to a humpback than they could believe. Thanks to the telephoto effect collapsing distance, there are now some amazing photos in Mystic Seaport's collection showing whaleboats nearly on top of whales. These images will serve Mystic Seaport in a thousand ways for decades to come. Mission accomplished.

One humpback whale appeared dramatically close to the Morgan's port side, less than a hundred feet out. Some nice photos and videos were captured from Rena which was trailing us. A bit later, a whale (possibly the same one) appeared on the starboard side and momentarily slapped the water with its flukes. Naturally, everyone wanted to interpret that as a message to the Morgan. Someone called it "apology accepted". I saw it more as a "screw you, whaleship! And don't come back!" In reality, of course, the whale was just grazing among the delicious fishes of Stellwagen Bank...

As the day wore on, it was time to head south and conduct interviews and assess the significance of the day. More to follow.

Frank Reed  
Conanicut Island USA

#### Attached File:



#### Attached File:



Attached File:



Attached File:



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Attached File:



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Attached File:



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## 38Talk Message w290

### Re: SD1: Re: sailing and whaling, Veterans League

**From:** Peter Whittemore

**Date:** 2014 Jul 13, 22:42 -0400

Some of us veteran Voyagers, (I'm from the class of VH-NB leg), have talked about having Morgan Withdrawals that linger. Mine will forever. We could be jealous of those of you who are out in Stellwagen among the whales these past days, but believe me we feel the gunwale under our elbows and the rush of a sighting just as much as you do. It's almost as if the Desmond Tutu of whales has organized the Truth and Reconciliation Committee to come to the Morgan and look the former enemy in the eye and say, "Seeking forgiveness? Make amends by rebuilding and taking better care of our house....." Peter G. W.

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**From:** NoReply\_FrankReed@fer3.com

**To:** peterwhittemore@hotmail.com

**Date:** Sun, 13 Jul 2014 15:06:14 -0700

**Subject:** [38Talk] SD1: sailing and whaling

Continuing from [my earlier message...](#)

After our wake-up call, it was time for a quick 'hoe bath' in the little sink (three toilets, one sink). There was a nice breakfast of pancakes and bacon and fruit over on the Mystic Whaler, which was tied up right alongside. Given my lack of sleep, I was happy for the early morning overcast and a little chill in the air. You won't be seeing an entry in the informal sunrise photo contest from Stellwagen Day 1. Lisa, Anne, and Gary sampled and examined a little plankton and added some entries in the 'critter log' that's been kept on each sailing leg. Guests and others then boarded and we had some safety discussions, and then the tugboat Sirius began towing us out of Provincetown Harbor. Sails were set, but for the first couple of hours there was barely any wind. As we rounded the west shore of the "fist" of the Cape, the Sun came out, and I began shooting sights with my octant, c.1840, and my modern sextant. That was my job: to provide visuals for the hired cameramen, and I hope they got what they needed. We Voyagers chatted and learned from each other. Really interesting. Some voyagers took turns at the helm. Around 10:30 (?), approaching whale-watching territory, the tow was dropped and more sails were set. It was much more pleasant, both aesthetically and also simply because those huge sails provided some shade from the hot sun.

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As the day wore on, it was time to head south and conduct interviews and assess the significance of the day. More to follow.

Frank Reed

Conanicut Island USA

**Attached File:**



(Stell-day-1-lunch.jpg: [Open and save](#))

**Attached File:**



(Stell1-Flukes-Morgan-Port-Bow-MS.jpg: [Open and save](#))

**Attached File:**



(Stell-day-1-sails.jpg: [Open and save](#))

**Attached File:**



(Stell-day-1-helm.jpg: [Open and save](#))

**Attached File:**



(Stell-day-1-morning-briefing.jpg: [Open and save](#))

**Attached File:**



(Stell-day-1-sirius.jpg: [Open and save](#))

**Attached File:**



(Stell-day-1-boat-and-flukes-MS.jpg: [Open and save](#))

**Attached File:**



(Stell-day-1-whale-to-port-MS.jpg: [Open and save](#))

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## 38Talk Message w291

### Re: She's coming back in to ptown

**From:** Kate Sheridan

**Date:** 2014 Jul 14, 11:11 -0700

Here are the best photos I got from the library friday.

**Attached File:**



Attached File:



Attached File:



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## 38Talk Message w292

### More whaleboat, whale, wow!

**From:** Frank Reed

**Date:** 2014 Jul 14, 15:54 -0700

There's a new [gallery of images](http://mysticseaport.org) at mysticseaport.org. The captions say that many of these photos were taken on July 13, but I am fairly sure they are actually from Saturday, July 12 since the images files themselves have "7-12" in the filenames and since the Morgan did not go anywhere near Stellwagen yesterday (July 13). I am attaching copies of two of the best.

Frank Reed

Attached File:



Attached File:



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### 38Talk Message w293

**Re: More whaleboat, whale, wow!**

**From:** Anne DiMonti

**Date:** 2014 Jul 14, 18:38 -0700

Incredible! Thank you for sharing Frank!

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### 38Talk Message w294

**Re: Morgan Blogging**

**From:** Robert Wallace

**Date:** 2014 Jul 14, 19:15 -0700

Hello John,

Glad to see your blog is up and running. Have really enjoyed what I have seen. Today I just posted the 6 entries in Part 3 of my blog and have finally posted the first entry of Part 4 (about the voyage itself). My blog address is

<http://mobyart.wordpress.com/>

Bob Wallace

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### 38Talk Message w295

**Mystic Seaport Day at Fenway Park**

**From:** Frank Reed

**Date:** 2014 Jul 15, 10:04 -0700

The Morgan and accompanying vessels are currently just a few miles outside Boston Harbor. They should be among the Harbor Islands in about an hour. The high-speed ferry "Provincetown IV" that transported some of us to/from Provincetown has apparently gone out to meet the group (they just slowed down and turned to match course with the little fleet).

I have found that it can be difficult to explain this "voyage" to people who are outside the core market. If you're talking to people who enjoy maritime history or tall ships, it's easy. But otherwise, the replies are often in the range "oh... that's nice. You went whale-watching. What did that cost you? We did that a couple of years ago..." So how do we expand the audience? How do we persuade people who are outside the core market that this is a significant event? One way may be to point out that the captain of the Charles W. Morgan, Captain Kip Files, will be tossing out the first pitch this Friday night at Fenway Park. I think everybody understands Red Sox fame. Here's the description from mysticseaport.org:

"The [Boston Red Sox](#) have named July 18, 2014 Mystic Seaport Night – A Whale of a Game! The Red Sox will honor the *Charles W. Morgan* and her visit to Boston Harbor during their home game against the Kansas City Royals Friday, July 18, at 7:10 p.m.

The *Morgan*'s Captain Kip Files is slated to throw out the first pitch, the Mystic Little League and Mystic Sea Scouts will be on the field for the national anthem, videos about the *Morgan* and her recent trip to [NOAA's Stellwagen Bank National Marine Sanctuary](#) will be shown on the Jumbotron, and there will be special activities in the Kids Clubhouse. Mystic Seaport will also have a display table set up on the concourse near Gates A and B."

Anyone going?

Frank Reed  
Conanicut Island USA

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### 38Talk Message w296

**Re: Mystic Seaport Day at Fenway Park**

**From:** Michelle Moon

**Date:** 2014 Jul 15, 11:56 -0700

Hi Frank,

You raise an interesting point about general interest in maritime history and/or whaling. It's something I've been thinking a great deal about. Many of us are so impassioned about the topic that it can be difficult, and discouraging, to understand that our interests are not more widely embraced by the general public.

As a museum professional, I think about audience a lot. How do we expand the audience or "core market?" There are multiple ways to tackle this question. First, I think we have to acknowledge the history of celebrations of the maritime as a hallmark of the colonial revival, with its imagery of rugged, hardy, and almost always Anglo-Saxon males. The multicultural history of labor at sea was largely whitewashed throughout the 20th century. Though scholarship in the last few decades has corrected these old notions about who worked at sea, many nonwhite people aren't aware of any resonance the age of sail may have for them. Since our institutions, as well, struggle to attract and maintain nonwhite participation, there is a self-selection of audience into and out of maritime museum environments. Pop culture has played its part, too - Hollywood's imagery has largely been of white mariners.

There are also class issues. That links somewhat to geographical issues. Opportunities to get out on the water are limited for people who did not grow up with access to the generally middle- and upper-class resources of boats, yacht clubs, and sailing camps, or who did not grow up near the water. These are additional reasons that most forms of sailing activity can simply feel foreign to many people - even those who avidly make use of excursion boats like whale watches, ferries, and even cruises.

There's also a gendered component. People still routinely express surprise at seeing women on tall ship and schooner crews, even though women today make up a majority of the traditional-rig workforce. Girls and women who don't grow up with access to sailing experiences may not realize how well they would like it, and assume that it is not for them, again because of the primarily male imagery around sailing in mass culture.

Despite all of this, sailing does have a romance that seems enduring. I was in just about all of the above categories growing up, though at least I did grow up in a coastal area, and yet for some reason (probably reading, and general love of salt water) I knew that I wanted to get out onto the water, and as an adult made inroads into maritime culture. What causes an individual without ready access to the conditions that readily encourage a love of the maritime to develop that spark of interest? My co-voyager Mike Bancroft talked about museum settings as inspiration. A self-described "kid from the Midwest," he was captivated by the Morgan on a visit to Mystic Seaport. It's certainly an argument for providing more youth the kinds of access to maritime history and maritime experience that he had. Mike and I also talked more generally about museums as places that make life-changing encounters possible.

This topic is a focus of some recent museum research. Museum and library scholar Keirsten Latham has been studying the "numinous experience" in museums - something she refers to as the "Lincoln's hat moment," after the experiences reported by people who come across Lincoln's stovepipe hat in the Smithsonian Museum of American History. A numinous museum experience, in her definition, is "a deeply meaningful, transcendent encounter" with an object. She conducted hundreds of interviews with people who had that type of experience in an effort to discern patterns, and has published her work in a dissertation ([http://www.academia.edu/187458/Numinous\\_Experiences\\_with\\_Museum\\_Objects](http://www.academia.edu/187458/Numinous_Experiences_with_Museum_Objects)) and most recently, a book with Elee Wood titled "The Objects of Experience: Transforming Visitor-Object Encounters in Museums." (<http://www.lcoastpress.com/book.php?id=483>) The Visitor Studies Association (<http://www.visitorstudies.org/>) is a professional association of museum & library staff who study visitor impacts and often report on life-changing museum encounters and what can make them happen. I also really enjoy the work of Reach Advisors (<http://reachadvisors.com/>), who look at all sorts of tourist interactions with museums and other attractions and do deep analysis as to what makes them rewarding (or not).

The question of how to get a broader public interested is not unique to maritime history. Currently, almost all history organizations are struggling to find a way to reignite interest in the American past. Historic houses, especially, are seeking ways to reinvent themselves. Being a resource for people to explore issues of contemporary personal relevance is one key strategy. That's one of the reasons I've so admired the work of Mystic Seaport in putting the 38th Voyage together - connecting with thinkers and actors who care about the oceans, whales, literature, technology, history, and science, because all of these fields offer multiple, strong links with maritime experience. Interdisciplinary approaches, open-ended programs like the 38th Voyage with its range of multiple project outcomes, and direct relevance to current concerns like marine conservation and the ethics of extractive industry can all help a project that might otherwise be for a niche, specialty audience one of greater import to a wider audience. And, of course, supporting museums, supporting access to the water, and making sure most American kids have some kind of meaningful maritime opportunity can make a difference. The story I heard in New Bedford about a man who brought his son out at dawn to sit on the hurricane wall and watch the Morgan come in was memorable. Over the hours it took from the first sight of the vessel to docking, he said, "I told him everything I knew about the Morgan, then everything I knew about whaling, then everything I knew about New Bedford, and then I ran out of things I knew and we just watched." I suspect that if the Morgan ever makes a return visit, that kid will care about it. This is one of the reasons I believe museums are so essential: they are rich, layered, public sites that can create very powerful personal experiences. In the end, it is personal experience -whether it starts in the pages of a book, on the seawall with your grandfather, at Mystic Seaport or beachcombing on Coney Island - that makes us care about the things we care about.

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## 38Talk Message w297

### Re: Mystic Seaport Day at Fenway Park

**From:** Peter Whittemore

**Date:** 2014 Jul 15, 15:19 -0400

I just watched the Morgan sail into the Boston Channel, past where I live in Cohasset and then I drove to Hull, Fort Revere, and watched her glide by Boston Light, covered in scaffolding alas, She's under tow but ten or twelve sails full and looking like 1841 as Jets fly out of Logan Airport overhead. Good pitching to Cap't Files tonite and welcome to Boston Harbor. She's probably off Castle Island right now for any South Boston natives that want a view and docking within an hour. That craft is so beautiful.....Peter G.W.

---

From: NoReply\_FrankReed@fer3.com

To: peterwhittemore@hotmail.com

Date: Tue, 15 Jul 2014 10:06:16 -0700

Subject: [38Talk] Mystic Seaport Day at Fenway Park

The Morgan and accompanying vessels are currently just a few miles outside Boston Harbor. They should be among the Harbor Islands in about an hour. The high-speed ferry "Provincetown IV" that transported some of us to/from Provincetown has apparently gone out to meet the group (they just slowed down and turned to match course with the little fleet).

I have found that it can be difficult to explain this "voyage" to people who are outside the core market. If you're talking to people who enjoy maritime history or tall ships, it's easy. But otherwise, the replies are often in the range "oh... that's nice. You went whale-watching. What did that cost you? We did that a couple of years ago..." So how do we expand the audience? How do we persuade people who are outside the core market that this is a significant event? One way may be to point out that the captain of the Charles W. Morgan, Captain Kip Files, will be tossing out the first pitch this Friday night at Fenway Park. I think everybody understands Red Sox fame. Here's the description from [mysticseaport.org](http://mysticseaport.org):

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Anyone going?

Frank Reed

Conanicut Island USA

## 38Talk Message w298

### Re: Mystic Seaport Day at Fenway Park

**From:** Frank Reed

**Date:** 2014 Jul 15, 13:09 -0700

Did you get any photos from Cohasset, Peter?

Both the Morgan and the tug Sirius have not reported AIS positions in a long time, but if we assume that Rena is still close to the Morgan, then the fleet has passed the New England Aquarium now and may have arrived near USS Constitution. I notice in the track that they tacked back to the southeast for about half an hour near Spectacle Island... waiting for the tide? posing for the cameras? :)

Frank Reed

PS: Just to clarify, Captain Files will throw out the first pitch *Friday evening* around 7pm before the game against the KC Royals.

## 38Talk Message w299

### Re: Mystic Seaport Day at Fenway Park

**From:** Lesley Walker

**Date:** 2014 Jul 15, 21:13 +0100

Thanks for this eye witness view Peter - I am missing her mightily now I am back In UK on my tugboat.

Dr Lesley Walker

Heritage Consultant

+44 (0)7748500933

[lesleywalker@mac.com](mailto:lesleywalker@mac.com)

Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)

Sent from my iPhone

On 15 Jul 2014, at 20:33, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

*I just watched the Morgan sail into the Boston Channel, past where I live in Cohasset and then I drove to Hull, Fort Revere, and watched her glide by Boston Light, covered in scaffolding alas, She's under tow but ten or twelve sails full and looking like 1841 as Jets fly out of Logan Airport overhead. Good pitching to Cap't Files tonite and welcome to Boston Harbor. She's probably off Castle Island right now for any South Boston natives that want a view and docking within an hour. That craft is so beautiful.....Peter G.W.*

---

**From:** [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)

**To:** [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)

**Date:** Tue, 15 Jul 2014 10:06:16 -0700

**Subject:** [38Talk] Mystic Seaport Day at Fenway Park

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Anyone going?

Frank Reed

Conanicut Island USA

## 38Talk Message w300

### Re: Mystic Seaport Day at Fenway Park

From: Ger Tysk

Date: 2014 Jul 15, 17:36 -0400

I went out to Castle Island to see her come in to Boston this afternoon. Here are two shots I got of her just past the Boston Harbor Islands, and then passing Logan Airport.

Ger

2014-07-15 16:31 GMT-04:00 Lesley Walker <[NoReply\\_Walker@fer3.com](mailto:NoReply_Walker@fer3.com)>:

*Thanks for this eye witness view Peter - I am missing her mightily now I am back In UK on my tugboat.*

*Dr Lesley Walker*

*Heritage Consultant*

*+44 (0)7748500933*

*[lesleywalker@mac.com](mailto:lesleywalker@mac.com)*

*Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)*

*Sent from my iPhone*

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*From: [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)*

*To: [peterwhittmore@hotmail.com](mailto:peterwhittmore@hotmail.com)*

*Date: Tue, 15 Jul 2014 10:06:16 -0700*

*Subject: [38Talk] Mystic Seaport Day at Fenway Park*

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*Seaport will also have a display table set up on the concourse near Gates A and B."*

*Anyone going?*

*Frank Reed*

*Conanicut Island USA*

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
Breaking All The Rules: Cosplay and the Art of Self-Expression  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

**Attached File:**



**Attached File:**



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**38Talk Message w301**

**Re: Morgan Blogging**

**From:** Veronica Lawlor

**Date:** 2014 Jul 16, 06:42 -0700

Hello John, so nice to meet you and share the experience of sailing to Boston with you! Looking forward to reading your post-voyage thoughts. Best, Veronica

On Sun, Jul 13, 2014 at 11:11 AM, John Bryant <[NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)> wrote:

*Dear fellow Voyagers,*

*My project is to blog as a Melville biographer about my experiences, and I've already submitted some pre-boarding postings. You can check out my blog at [www.misterstubb.wordpress.com](http://www.misterstubb.wordpress.com).*

*I'm also eager to link my blog to any and all other Morgan blogs (and vice versa, if you wish), so please send me your link so I can add them.*

*yrs,*

*John*

--  
Veronica Lawlor  
Studio 1482  
917-449-9425  
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[www.studio1482.com/#veronica](http://www.studio1482.com/#veronica)  
[www.veronicalawlor.com](http://www.veronicalawlor.com)

---

**38Talk Message w302**

## Re: Mystic Seaport Day at Fenway Park

**From:** Veronica Lawlor

**Date:** 2014 Jul 16, 06:43 -0700

Wonderful photos!

It was a glorious voyage to Boston. We spent a good majority of it in fog - white sails and white prow moving forward into a white environment. It felt so spiritual.

On Tue, Jul 15, 2014 at 2:56 PM, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:

*I went out to Castle Island to see her come in to Boston this afternoon. Here are two shots I got of her just past the Boston Harbor Islands, and then passing Logan Airport.*

Ger

2014-07-15 16:31 GMT-04:00 Lesley Walker <[NoReply\\_Walker@fer3.com](mailto:NoReply_Walker@fer3.com)>:

*Thanks for this eye witness view Peter - I am missing her mightily now I am back In UK on my tugboat.*

Dr Lesley Walker  
Heritage Consultant  
[+44 \(0\)7748500933](tel:+4407748500933)  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)

Sent from my iPhone

On 15 Jul 2014, at 20:33, Peter Whittmore <[NoReply\\_Whittmore@fer3.com](mailto:NoReply_Whittmore@fer3.com)> wrote:

*I just watched the Morgan sail into the Boston Channel, past where I live in Cohasset and then I drove to Hull, Fort Revere, and watched her glide by Boston Light, covered in scaffolding alas, She's under tow but ten or twelve sails full and looking like 1841 as Jets fly out of Logan Airport overhead. Good pitching to Cap't Files tonite and welcome to Boston Harbor. She's probably off Castle Island right now for any South Boston natives that want a view and docking within an hour. That craft is so beautiful.....Peter G.W.*

---

**From:** [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)  
**To:** [peterwhittmore@hotmail.com](mailto:peterwhittmore@hotmail.com)  
**Date:** Tue, 15 Jul 2014 10:06:16 -0700  
**Subject:** [38Talk] Mystic Seaport Day at Fenway Park

*The Morgan and accompanying vessels are currently just a few miles outside Boston Harbor. They should be among the Harbor Islands in about an hour. The high-speed ferry "Provincetown IV" that transported some of us to/from Provincetown has apparently gone out to meet the group (they just slowed down and turned to match course with the little fleet). I have found that it can be difficult to explain this "voyage" to people who are outside the core market. If you're talking to people who enjoy maritime history or tall ships, it's easy. But otherwise, the replies are often in the range "oh... that's nice. You went whale-watching. What did that cost you? We did that a couple of years ago..." So how do we expand the audience? How do we persuade people who are outside the core market that this is a significant event? One way may be to point out that the captain of the Charles W. Morgan, Captain Kip Files, will be tossing out the first pitch this Friday night at Fenway Park. I think everybody understands Red Sox fame. Here's the description from [mysticseaport.org](http://mysticseaport.org):  
"The [Boston Red Sox](http://www.bostonredsox.com) have named July 18, 2014 Mystic Seaport Night – A Whale of a Game! The Red Sox will honor the Charles W. Morgan and her visit to Boston Harbor during their home game against the Kansas City Royals Friday, July 18, at 7:10 p.m. The Morgan's Captain Kip Files is slated to throw out the first pitch, the Mystic Little League and Mystic Sea Scouts will be on the field for the national anthem, videos about the Morgan and her recent trip to [NOAA's Stellwagen Bank National Marine Sanctuary](http://www.noaa.gov) will be shown on the Jumbotron, and there will be special activities in the Kids Clubhouse. Mystic Seaport will also have a display table set up on the concourse near Gates A and B."  
Anyone going?  
Frank Reed  
Conanicut Island USA*

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>

*Breaking All The Rules: Cosplay and the Art of Self-Expression*

Facebook! <http://www.facebook.com/ChouWaCosplay>

Twitter! <http://www.twitter.com/GerTysk>

Attached File:



(img/000300.boston01s.jpg: [Open and save](#))

Attached File:



(img/000300.boston03s.jpg: [Open and save](#))

--  
Veronica Lawlor

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917-449-9425

[veronica@studio1482.com](mailto:veronica@studio1482.com)

[www.studio1482.com/#veronica](http://www.studio1482.com/#veronica)

[www.veronicalawlor.com](http://www.veronicalawlor.com)

---

## 38Talk Message w303

### Re: Mystic Seaport Day at Fenway Park

**From:** Wyn Kelley

**Date:** 2014 Jul 16, 14:00 +0000

Beautiful, Ger. I wish I'd been there.

Wyn Kelley

Literature Section

14N-413

Massachusetts Institute of Technology

77 Massachusetts Avenue

Cambridge, MA 02139

617-253-7655

On Jul 15, 2014, at 5:56 PM, Ger Tysk wrote:

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Ger

2014-07-15 16:31 GMT-04:00 Lesley Walker <[NoReply\\_Walker@fer3.com](mailto:NoReply_Walker@fer3.com)>:

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Dr Lesley Walker  
Heritage Consultant  
[+44 \(0\)7748500933](tel:+4407748500933)  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)

Sent from my iPhone

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To: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)  
Date: Tue, 15 Jul 2014 10:06:16 -0700  
Subject: [38Talk] Mystic Seaport Day at Fenway Park

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"The [Boston Red Sox](#) have named July 18, 2014 Mystic Seaport Night – A Whale of a Game! The Red Sox will honor the Charles W. Morgan and her visit to Boston Harbor during their home game against the Kansas City Royals Friday, July 18, at 7:10 p.m.

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Anyone going?

Frank Reed

Conanicut Island USA

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
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Twitter! <http://www.twitter.com/GerTysk>

Attached File:



(img/000300.boston01s.jpg: [Open and save](#))

Attached File:



(img/000300.boston03s.jpg: [Open and save](#))

---

### 38Talk Message w304

#### Re: Morgan Blogging

**From:** Lesley Walker

**Date:** 2014 Jul 16, 07:06 -0700

Hi John

My blog address is <http://lesleybw.wordpress.com> - working on my voyage postings at the moment - sidetracked by article deadlines on the voyage!

best wishes

Lesley

Vineyard Haven to New Bedford

---

### 38Talk Message w305

#### Re: Mystic Seaport Day at Fenway Park

**From:** Lucy Bellwood

**Date:** 2014 Jul 16, 09:07 -0700

Frank & Michelle:

You both raise excellent points! This is something that's on my mind a great deal as well, since my goal is to bring maritime culture and modern tall ship sailing to life [through comics](#) -- a medium not typically associated with living history or traditional nautical activities.

I will say it's been a great treat to interact with members of the non-seagoing public at conventions across the US and Canada and see their eyes light up when they encounter these stories in print and realize that yes, this is still a thing happening in the world and yes, they can go and do it too. It's also gratifying to see mariners delighting in an accurate representation of their experiences in a medium normally confined to fabricated tales of piracy, but I think reaching people who wouldn't otherwise know much about tall ships is the more exciting of the two.

I grew up on the West Coast, very near the ocean, yet it took me till high school to realize that I could actually crew aboard a square rigger. My hope is that drawing comics about these experiences can reach people younger than I was and expose them to the possibility of that world in an engaging, accessible format. Ideally the comic I produce about the Voyage will contribute to that dialogue, and I do hope you'll all take full advantage of using it to explain the nature of the journey to interested parties.

Cheers,  
Lucy

## 38Talk Message w306

### Re: Mystic Seaport Day at Fenway Park

**From:** Peter Whittemore

**Date:** 2014 Jul 16, 14:54 -0400

Alas I'm not a neo-Luddite, but I am hopelessly trapped in analog land, so no photos for you all. The delay could have been traffic in the Harbor, A ferry from the Islands park took off ahead of the ship, for one, but cruise liners may have been a factor.

---

From: NoReply\_FrankReed@fer3.com

To: peterwhittemore@hotmail.com

Date: Tue, 15 Jul 2014 13:16:15 -0700

Subject: [38Talk] Re: Mystic Seaport Day at Fenway Park

Did you get any photos from Cohasset, Peter?

Both the Morgan and the tug Sirius have not reported AIS positions in a long time, but if we assume that Rena is still close to the Morgan, then the fleet has passed the New England Aquarium now and may have arrived near USS Constitution. I notice in the track that they tacked back to the southeast for about half an hour near Spectacle Island... waiting for the tide? posing for the cameras? :)

Frank Reed

PS: Just to clarify, Captain Files will throw out the first pitch *Friday evening* around 7pm before the game against the KC Royals.

## 38Talk Message w307

### Re: Mystic Seaport Day at Fenway Park

**From:** Wyn Kelley

**Date:** 2014 Jul 16, 18:35 +0000

Lovely post, Michelle. I too was talking with someone at MIT (writing an article about the voyage for the School of Humanities, Arts, and Social Sciences newsletter) about how white maritime audiences often are and how widely different from the whaling crews, whose sailors came from all over the world. This writer was surprised to hear that that "dead white male" author Herman Melville received his most formative experiences among islanders from many parts of the globe--all nations, colors, languages, and beliefs. The old preconceptions die hard.

Wyn Kelley

Literature Section

14N-413

Massachusetts Institute of Technology

77 Massachusetts Avenue

Cambridge, MA 02139

617-253-7655

On Jul 15, 2014, at 3:16 PM, Michelle Moon wrote:

*Hi Frank,*

*You raise an interesting point about general interest in maritime history and/or whaling. It's something I've been thinking a great deal about. Many of us are so impassioned about the topic that it can be difficult, and discouraging, to understand that our interests are not more widely embraced by the general public.*

*As a museum professional, I think about audience a lot. How do we expand the audience or "core market?" There are multiple ways to tackle this question. First, I think we have to acknowledge the history of celebrations of the maritime as a hallmark of the colonial revival, with its imagery of rugged, hardy, and almost always Anglo-Saxon males. The multicultural history of labor at sea was largely whitewashed throughout the 20th century. Though scholarship in the last few decades has corrected these old notions about who worked at sea, many nonwhite people aren't aware of any resonance the age of sail may have for them. Since our institutions, as well, struggle to attract and maintain nonwhite participation, there is a self-selection of audience into and out of maritime museum environments. Pop culture has played its part, too - Hollywood's imagery has largely been of white mariners.*

*There are also class issues. That links somewhat to geographical issues. Opportunities to get out on the water are limited for people who did not grow up with access to the generally middle- and upper-class resources of boats, yacht clubs, and sailing camps, or who did not grow up near the water. These are additional reasons that most forms of sailing activity can simply feel foreign to many people - even those who avidly make use of excursion boats like whale watches, ferries, and even cruises.*

*There's also a gendered component. People still routinely express surprise at seeing women on tall ship and schooner crews, even though women today make up a majority of the traditional-rig workforce. Girls and women who don't grow up with access to sailing experiences may not realize how well they would like it, and assume that it is not for them, again because of the primarily male imagery around sailing in mass culture.*

Despite all of this, sailing does have a romance that seems enduring. I was in just about all of the above categories growing up, though at least I did grow up in a coastal area, and yet for some reason (probably reading, and general love of salt water) I knew that I wanted to get out onto the water, and as an adult made inroads into maritime culture. What causes an individual without ready access to the conditions that readily encourage a love of the maritime to develop that spark of interest? My co-voyager Mike Bancroft talked about museum settings as inspiration. A self-described "kid from the Midwest," he was captivated by the Morgan on a visit to Mystic Seaport. It's certainly an argument for providing more youth the kinds of access to maritime history and maritime experience that he had. Mike and I also talked more generally about museums as places that make life-changing encounters possible.

This topic is a focus of some recent museum research. Museum and library scholar Keirsten Latham has been studying the "numinous experience" in museums - something she refers to as the "Lincoln's hat moment," after the experiences reported by people who come across Lincoln's stovepipe hat in the Smithsonian Museum of American History. A numinous museum experience, in her definition, is "a deeply meaningful, transcendent encounter" with an object. She conducted hundreds of interviews with people who had that type of experience in an effort to discern patterns, and has published her work in a dissertation ([http://www.academia.edu/187458/Numinous\\_Experiences\\_with\\_Museum\\_Objects](http://www.academia.edu/187458/Numinous_Experiences_with_Museum_Objects)) and most recently, a book with Elee Wood titled "The Objects of Experience: Transforming Visitor-Object Encounters in Museums." (<http://www.lcoastpress.com/book.php?id=483>) The Visitor Studies Association (<http://www.visitorstudies.org/>) is a professional association of museum & library staff who study visitor impacts and often report on life-changing museum encounters and what can make them happen. I also really enjoy the work of Reach Advisors (<http://reachadvisors.com/>), who look at all sorts of tourist interactions with museums and other attractions and do deep analysis as to what makes them rewarding (or not).

The question of how to get a broader public interested is not unique to maritime history. Currently, almost all history organizations are struggling to find a way to reignite interest in the American past. Historic houses, especially, are seeking ways to reinvent themselves. Being a resource for people to explore issues of contemporary personal relevance is one key strategy. That's one of the reasons I've so admired the work of Mystic Seaport in putting the 38th Voyage together - connecting with thinkers and actors who care about the oceans, whales, literature, technology, history, and science, because all of these fields offer multiple, strong links with maritime experience. Interdisciplinary approaches, open-ended programs like the 38th Voyage with its range of multiple project outcomes, and direct relevance to current concerns like marine conservation and the ethics of extractive industry can all help a project that might otherwise be for a niche, specialty audience one of greater import to a wider audience. And, of course, supporting museums, supporting access to the water, and making sure most American kids have some kind of meaningful maritime opportunity can make a difference. The story I heard in New Bedford about a man who brought his son out at dawn to sit on the hurricane wall and watch the Morgan come in was memorable. Over the hours it took from the first sight of the vessel to docking, he said, "I told him everything I knew about the Morgan, then everything I knew about whaling, then everything I knew about New Bedford, and then I ran out of things I knew and we just watched." I suspect that if the Morgan ever makes a return visit, that kid will care about it. This is one of the reasons I believe museums are so essential: they are rich, layered, public sites that can create very powerful personal experiences. In the end, it is personal experience -whether it starts in the pages of a book, on the seawall with your grandfather, at Mystic Seaport or beachcombing on Coney Island - that makes us care about the things we care about.

## 38Talk Message w308

### Simultaneous whaleboat-whale-wow images

**From:** Frank Reed

**Date:** 2014 Jul 16, 12:30 -0700

I get a kick out of photo analysis, so humor me here...

I've noticed that two of the 'wow' photos are nearly simultaneous, separated by maybe half a second or even less, taken from dramatically different vantage points. The first was posted early in the morning on July 13 at mysticseaport.org, and it must have been taken on Saturday, July 12, perhaps by a photographer aboard the *Morgan* or the *Mystic Whaler* from some considerable distance:



I wondered when I first saw it whether this was a photo of one whale or two.

If we look at this second photo, below, apparently taken from aboard *Rena*, you can see the fluke of the larger whale, probably the mother, towards the right, and the rest of her faintly visible below the water, and toward the center of the frame, the smaller whale, probably her calf. Notice that the positions and poses of the crew in the whaleboat are exactly the same in the two images. I can't detect any differences at all! The first photo must have been taken at almost exactly the same instant from a lower vantage point far to the left ("left" as seen in the second photo) looking over the whaleboat towards the pair of whales beyond it. The flukes on the left behind the whaleboat in the first photo are the mother's and the body and dorsal fin on the right in the first photo are the calf's.



Given the huge number of photos and video being captured, I would imagine there are quite a few near-simultaneous cases like this. In fact, there's another vessel just out of frame in the second photo here. You can see its shadow and a little reflection of it in the water towards the upper right of the image. Did a photographer aboard that vessel capture this exact same instant?

Frank Reed  
[ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)  
Conanicut Island USA

PS: small point: this appears to confirm what I noticed previously. The images labeled as "July 13" in the gallery at [mysticseaport.org](http://mysticseaport.org) are actually from July 12.

### 38Talk Message w309

#### Provincetown to Boston

**From:** Frank Reed  
**Date:** 2014 Jul 16, 13:45 -0700

There's a nice [gallery of photos at bostonglobe.com](http://gallery.of.photos.at.bostonglobe.com) showing the Morgan moored in Boston and also some photos taken on the occasionally foggy voyage across from Provincetown. There's also a photo there of Veronica Lawlor as she "worked on her art".

Frank Reed  
Conanicut Island USA

### 38Talk Message w310

#### WGBH coverage

**From:** Frank Reed  
**Date:** 2014 Jul 18, 11:11 -0700

Here's the first video I've seen from Heather Goldstone's WGBH team who were with us watching whales just north of Cape Cod on Friday, July 11: <http://wgbhnews.org/post/charles-w-morgan-century-old-whaler-returns-sea>.

Along with the guest oceanographers, Joe Roman and Sylvia Earle, one of our "38th Voyagers" team, Anne DiMonti, is interviewed extensively as a cetacean expert. Heather Goldstone notes in this piece that there wasn't much celebration when we saw the first whale, the lone Minke whale, from the Morgan at 11:06 am EDT, July 11, 2014. I would agree with that. It was hard to recognize at the time that this was a key moment in the voyage... but, of course, I spell out the date and time now in exact detail to emphasize just that.

Frank Reed  
Conanicut Island USA

### 38Talk Message w311

#### NPR Science Friday: 38th Voyager / Cetologist

**From:** John Bryant  
**Date:** 2014 Jul 18, 11:55 -0700

Just caught the tail end of a Science Friday segment on whales, and the guest--whose name I did not hear but I think he might be a "Jeff"—said he had been on the Morgan on the Stellwagen leg. Can anyone tell me who that was? (He had lots to say about whale poop, and other ecological contributions of whales.

Also: I've posted my P'town to Boston photos in a public album on Facebook. Some of you have seen them, but if you haven't and would like to the URL is [https://www.facebook.com/john.bryant.520900/media\\_set?set=a.320097001498462.100004944936630.&type=3](https://www.facebook.com/john.bryant.520900/media_set?set=a.320097001498462.100004944936630.&type=3)

yrs,  
John

### 38Talk Message w312

**Re: NPR Science Friday: 38th Voyager / Cetologist**

**From:** Michelle Moon

**Date:** 2014 Jul 18, 15:14 -0400

Hi all,

John, is this the show description? Is there a possibility you heard Joe Roman, who was lead scholar on the 38th Voyage planning?

<http://www.sciencefriday.com/segment/07/18/2014/scientists-call-whales-the-engineers-of-the-ocean-ecosystem.html>

Michelle Moon

[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

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*yrs,*

*John*

**38Talk Message w313**

**Re: NPR Science Friday: 38th Voyager / Cetologist**

**From:** John Bryant

**Date:** 2014 Jul 18, 19:28 +0000

Yes! The program's host sort of mumbled Joe's name.

He gave a very interesting and obviously well-informed description of whales: what they ingest and what they leave behind, including their bones. Thanks for clarifying.

yrs,

John

John Bryant, Professor of English

Founding Editor, *Leviathan: A Journal of Melville Studies*

Consulting Editor, The Melville Society, <http://melvillesociety.org/>

Director, Melville Electronic Library

Director, Hofstra Digital Research Center

Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)>

**Sent:** Friday, July 18, 2014 3:21 PM

**To:** John L. Bryant

**Subject:** [38Talk] Re: NPR Science Friday: 38th Voyager / Cetologist

Hi all,

John, is this the show description? Is there a possibility you heard Joe Roman, who was lead scholar on the 38th Voyage planning?

<http://www.sciencefriday.com/segment/07/18/2014/scientists-call-whales-the-engineers-of-the-ocean-ecosystem.html>

Michelle Moon  
[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

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*yrs,*

*John*

## 38Talk Message w314

### Re: NPR Science Friday: 38th Voyager / Cetologist

**From:** Veronica Lawlor

**Date:** 2014 Jul 19, 01:19 -0400

Loved the photos John, a great reportage of our journey!

Sent from my iPhone

On Jul 18, 2014, at 2:56 PM, "John Bryant" <[NoReply\\_Bryant@fer3.com](mailto:NoReply_Bryant@fer3.com)> wrote:

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*[https://www.facebook.com/john.bryant.520900/media\\_set?set=a.320097001498462.100004944936630&type=3](https://www.facebook.com/john.bryant.520900/media_set?set=a.320097001498462.100004944936630&type=3)*

*yrs,*

*John*

## 38Talk Message w315

### ADMIN: 38Talk emails and posting codes

**From:** Frank Reed

**Date:** 2014 Jul 19, 19:42 -0700

A reminder...

Hello everyone,

SHORT VERSION: To suspend 38Talk emails, send a blank email to [NoMail@fer3.com](mailto:NoMail@fer3.com).

LONG VERSION: If you prefer, you can:

- follow 38Talk messages entirely through the [message boards](#),
- adjust your [settings](#) and receive emails at an alternate email address,
- turn off all email either via [settings](#) or by sending a blank email to [NoMail@fer3.com](mailto:NoMail@fer3.com),
- sign up for daily email digests instead of individual emails via [settings](#).

To make any changes to settings, you'll need your posting code which you can get [here](#). When you post a message through the web site, if you use your code, messages appear immediately. If you use your name and email address, there is a slight "message moderation" delay. And please remember that you can [contact me directly](#) if you have any problems, questions, or requests at all. I can change almost anything that you all require. Finally, I apologize for

the interruption in these fascinating discussions.

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

### 38Talk Message w316

#### Audio Recording on the Morgan

**From:** Dante Francomano  
**Date:** 2014 Jul 20, 05:05 -0700

Hi All,

I am going to be on the Boston-Mass Maritime leg this coming week, and I will be recording audio throughout the voyage. I was hoping to use one stationary microphone to record the general soundscape and another that is more portable to capture more detailed samples. However, I only have one portable audio recorder--does anyone have any ideas as to where I might be able to borrow another (something along the lines of the zoom h4)?

Thanks!

Dante

### 38Talk Message w317

#### Re: Audio Recording on the Morgan

**From:** Amanda Thackray  
**Date:** 2014 Jul 20, 09:46 -0700

Hi Dante!

I will be with you on the Boston leg. Looking forward. As a last resort, I've found that the recording device on the iphone actually does an ok recording ...especially if you cover it with a light cloth (so it doesn't record wind interference). Good luck finding your gear!

Amanda

### 38Talk Message w318

#### Re: Audio Recording on the Morgan

**From:** Michelle Moon  
**Date:** 2014 Jul 20, 09:50 -0700

At my job we often rent this kind of audiovisual equipment. One company we use frequently is Talamas in Newton, MA. <http://www.talamas.com/>

### 38Talk Message w319

#### More coverage of the 38th Voyage - from Wellesley College

**From:** Richard French  
**Date:** 2014 Jul 21, 12:17 -0400

<http://www.wellesley.edu/news/2014/july/node/44221>

Dick French

### 38Talk Message w320

#### Boston Globe Story about family link to Morgan

**From:** Michelle Moon  
**Date:** 2014 Jul 21, 11:55 -0700

Didn't want anyone to miss this terrific story. I volunteered on the Morgan Saturday while this family stood and talked - their conversation was so very interesting I wished I could just jump in. But the story is even more fascinating - a great glimpse into one of the many lives touched deeply by the whaling industry and the Morgan in particular.

<http://www.bostonglobe.com/metro/2014/07/20/charles-morgan-brings-history-life-for-family-whose-roots-america-began-ship/oqPs97CwWWUjjbmVPKNTjI/story.html>

### 38Talk Message w321

#### Black Mariners Blog

**From:** Charles Foy  
**Date:** 2014 Jul 21, 13:12 -0500

Voyagers:

Part of my project is to blog about the lives of black mariners. You can access my blog at [uncoveringhiddenlives.wordpress.com](http://uncoveringhiddenlives.wordpress.com)

Charlie

Charles R. Foy  
Associate Professor,  
Early American and Atlantic History  
Eastern Illinois University  
600 Lincoln Avenue  
Charleston, IL 61920  
(347) 200-9893  
[http://www.eiu.edu/history/faculty\\_foy.php](http://www.eiu.edu/history/faculty_foy.php)  
<https://uncoveringhiddenlives.wordpress.com>

---

## 38Talk Message w322

### ADMIN: please consider a donation to 38Talk operations

**From:** Frank Reed  
**Date:** 2014 Jul 21, 12:41 -0700

I apologize for begging, but that is what I am doing.

I have funded the 38Talk message boards and email services out of my own pocket. Today I found some lint in said pocket... In addition to direct costs, I've committed over 100 hours of my labor to building and launching this discussion community. I would *sincerely* appreciate donations to 38Talk operations costs. [Here's a link: http://www.fer3.com/contribute.aspx?gid=38Talk](http://www.fer3.com/contribute.aspx?gid=38Talk).

Thank you in advance! And I apologize for the interruption.

Frank Reed  
Conanicut Island USA

---

## 38Talk Message w323

### Re: Black Mariners Blog

**From:** Veronica Lawlor  
**Date:** 2014 Jul 21, 12:50 -0700

Interesting, thank you for the link. I'm especially fascinated to read how ozenbrig was a mark of identity.

---

## 38Talk Message w324

### Re: please consider a donation to 38Talk operations

**From:** Rebecca Gilbert  
**Date:** 2014 Jul 21, 16:23 -0400

Just as a suggestion, why don't we create an invite-only Facebook group where we can continue these discussions for free in perpetuity?

I'd be happy to create one, everyone just needs to have a facebook account which is very easy to create, I assure you. Plus, your inbox won't be flooded with emails (unless you really want it to) but you can check the group homepage whenever you need a dose of maritime nerdiness. And Frank won't be out more money.

Cheers,  
Bex

**Rebecca B. Gilbert**  
Master of Environmental Management, Candidate 2016  
**Yale School of Forestry & Environmental Studies**  
Williams College, Geosciences and Maritime Studies  
[rebecca.gilbert@yale.edu](mailto:rebecca.gilbert@yale.edu)  
<http://www.linkedin.com/pub/rebecca-b-gilbert/15/774/82>

On Mon, Jul 21, 2014 at 3:46 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*I apologize for begging, but that is what I am doing.*

*I have funded the 38Talk message boards and email services out of my own pocket. Today I found some lint in said pocket... In addition to direct costs, I've committed over 100 hours of my labor to building and launching this discussion community. I would sincerely appreciate donations to 38Talk operations costs. [Here's a link: http://www.fer3.com/contribute.aspx?gid=38Talk](http://www.fer3.com/contribute.aspx?gid=38Talk).*

*Thank you in advance! And I apologize for the interruption.*

## 38Talk Message w325

### Re: please consider a donation to 38Talk operations

**From:** Frank Reed

**Date:** 2014 Jul 21, 15:17 -0700

Hello Bex,

You suggested: "why don't we create an invite-only Facebook group where we can continue these discussions for free in perpetuity?"

Uh-oh! I did not mean to create the impression that 38Talk was in any danger of vanishing. That is not even remotely the case. I've been managing online communities since the mid-1990s. Most recently, I have been managing the NavList community under the same conditions and systems as the present 38Talk for the past *nine years*. There are very few communities on the Internet that have been around for nine years. Even Facebook (astronomically larger, of course) has been open to the public for a bit less time than that.

Facebook groups are great for what they are. But they tend to be light, or rather lite. Serious discussions never work on Facebook. I've watched this for many years. It's a great place to "like" a photo of a sunset or to "like" a video of sails in the wind, but that's where it usually ends. It's no place for discussions beyond one or two sentence replies. In addition, Facebook discussions are not quite free since FB drops advertising on every page, and the algorithms used to populate those ad blocks are driven by content you post in your group. As for Facebook being around for "perpetuity", yes, the company and its basic social media operations will undoubtedly be around for years and probably decades. But any single feature, including any group you may imagine, can be removed, re-arranged, re-targeted in any fashion that Facebook management sees fit, and you as group members have no recourse whatsoever. I use Facebook myself ([friend me up!](#)), but it is a commercial operation with a voracious appetite for growth and little regard for its members personal needs or desires, apart from the generation of advertising revenues.

Finally, why "invite-only"? I say, invite everyone who may be interested. That's one small way to guarantee lasting value for the 38th Voyage. Don't shut the public out; invite them in! And incidentally, *Google is already indexing these 38Talk messages*.

The *huge* advantage of a community like 38Talk compared to a Facebook group is that you have someone to complain to. If it's offline or if you're not receiving messages the way you want to, you contact me. And I fix it right away. Good luck finding anyone, anywhere on the staff of Facebook who will pay attention to individual concerns.

You also wrote:

"Plus, your inbox won't be flooded with emails (unless you really want it to) but you can check the group homepage whenever you need a dose of maritime nerdiness."

Just to clarify, 38Talk offers the *option* of receiving messages by email, but it is by no means the only way to follow the group. If your inbox is "flooded", then you may have missed some previous messages. You can check the homepage for 38Talk anytime you want, [right here](#). And you can turn off emails or adjust your settings, perhaps switching to daily digests easily ([instructions here](#)).

And you concluded:

"And Frank won't be out more money."

Asking for donations is always risky. But that's all it was... Wikipedia regularly asks for donations, thus saving us from more advertisements. And that's the model for 38Talk. Donations help, but they're not essential. If you can't make a donation or simply don't feel like it, that's no problem at all. NavList donations generally support 38Talk, too. A quick thanks to those 38Talk members who have already contributed!! It really helps.

Frank Reed  
Conanicut Island USA

## 38Talk Message w326

### Re: please consider a donation to 38Talk operations

**From:** Matthew Bullard

**Date:** 2014 Jul 21, 16:55 -0600

And to add one more bit, there already is a Facebook group for the 38th Voyagers set up, I believe, by someone at Mystic Seaport.

Matthew Bullard

On Mon, Jul 21, 2014 at 4:21 PM, Frank Reed wrote:  
> Hello Bex,  
>  
> You suggested: "why don't we create an invite-only Facebook group where we  
> can continue these discussions for free in perpetuity?"  
>

> Uh-oh! I did not mean to create the impression that 38Talk was in any danger  
> of vanishing. That is not even remotely the case. I've been managing online  
> communities since the mid-1990s. Most recently, I have been managing the  
> NavList community under the same conditions and systems as the present  
> 38Talk for the past nine years. There are very few communities on the  
> Internet that have been around for nine years. Even Facebook (astronomically  
> larger, of course) has been open to the public for a bit less time than  
> that.  
>  
> Facebook groups are great for what they are. But they tend to be light, or  
> rather lite. Serious discussions never work on Facebook. I've watched this  
> for many years. It's a great place to "like" a photo of a sunset or to  
> "like" a video of sails in the wind, but that's where it usually ends. It's  
> no place for discussions beyond one or two sentence replies. In addition,  
> Facebook discussions are not quite free since FB drops advertising on every  
> page, and the algorithms used to populate those ad blocks are driven by  
> content you post in your group. As for Facebook being around for  
> "perpetuity", yes, the company and its basic social media operations will  
> undoubtedly be around for years and probably decades. But any single  
> feature, including any group you may imagine, can be removed, re-arranged,  
> re-targeted in any fashion that Facebook management sees fit, and you as  
> group members have no recourse whatsoever. I use Facebook myself (friend me  
> up!), but it is a commercial operation with a voracious appetite for growth  
> and little regard for its members personal needs or desires, apart from the  
> generation of advertising revenues.  
>  
> Finally, why "invite-only"? I say, invite everyone who may be interested.  
> That's one small way to guarantee lasting value for the 38th Voyage. Don't  
> shut the public out; invite them in! And incidentally, Google is already  
> indexing these 38Talk messages.  
>  
> The huge advantage of a community like 38Talk compared to a Facebook group  
> is that you have someone to complain to. If it's offline or if you're not  
> receiving messages the way you want to, you contact me. And I fix it right  
> away. Good luck finding anyone, anywhere on the staff of Facebook who will  
> pay attention to individual concerns.  
>  
> You also wrote:  
> "Plus, your inbox won't be flooded with emails (unless you really want it  
> to) but you can check the group homepage whenever you need a dose of  
> maritime nerdiness."  
>  
> Just to clarify, 38Talk offers the option of receiving messages by email,  
> but it is by no means the only way to follow the group. If your inbox is  
> "flooded", then you may have missed some previous messages. You can check  
> the homepage for 38Talk anytime you want, right here. And you can turn off  
> emails or adjust your settings, perhaps switching to daily digests easily  
> (instructions here).  
>  
> And you concluded:  
>  
> "And Frank won't be out more money."  
>  
> Asking for donations is always risky. But that's all it was... Wikipedia  
> regularly asks for donations, thus saving us from more advertisements. And  
> that's the model for 38Talk. Donations help, but they're not essential. If  
> you can't make a donation or simply don't feel like it, that's no problem at  
> all. NavList donations generally support 38Talk, too. A quick thanks to  
> those 38Talk members who have already contributed!! It really helps.  
>  
> Frank Reed  
> Conanicut Island USA  
>  
>  
>  
>

## 38Talk Message w327

### Re: please consider a donation to 38Talk operations

**From:** Veronica Lawlor

**Date:** 2014 Jul 21, 19:07 -0400

I did create a Facebook group, and sent invited out. If you didn't get an email invitation please send me your email address by private message and I'll send one out.

Sent from my iPhone

On Jul 21, 2014, at 6:11 PM, "Rebecca Gilbert" <[NoReply\\_Gilbert@fer3.com](mailto:NoReply_Gilbert@fer3.com)> wrote:

*Just as a suggestion, why don't we create an invite-only Facebook group where we can continue these discussions for free in perpetuity?*

*I'd be happy to create one, everyone just needs to have a facebook account which is very easy to create, I assure you. Plus, your inbox won't be flooded with emails (unless you really want it to) but you can check the group homepage whenever you need a dose of maritime nerdiness. And Frank won't be out more money.*

*Cheers,  
Bex*

**Rebecca B. Gilbert**

*Master of Environmental Management, Candidate 2016  
Yale School of Forestry & Environmental Studies  
Williams College, Geosciences and Maritime Studies*

[rebecca.gilbert@yale.edu](mailto:rebecca.gilbert@yale.edu)  
<http://www.linkedin.com/pub/rebecca-b-gilbert/15/774/82>

On Mon, Jul 21, 2014 at 3:46 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*I apologize for begging, but that is what I am doing.*

*I have funded the 38Talk message boards and email services out of my own pocket. Today I found some lint in said pocket... In addition to direct costs, I've committed over 100 hours of my labor to building and launching this discussion community. I would sincerely appreciate donations to 38Talk operations costs. [Here's a link: http://www.fer3.com/contribute.aspx?gid=38Talk](http://www.fer3.com/contribute.aspx?gid=38Talk).*

*Thank you in advance! And I apologize for the interruption.*

*Frank Reed  
Conanicut Island USA*

---

## 38Talk Message w328

### **Re: Boston Globe Story about family link to Morgan**

**From:** Wyn Kelley

**Date:** 2014 Jul 22, 00:40 +0000

This is wonderful, Michelle! Thank you SO much for posting it!

Wyn Kelley  
Literature Section  
14N-413  
Massachusetts Institute of Technology  
77 Massachusetts Avenue  
Cambridge, MA 02139  
617-253-7655

On Jul 21, 2014, at 2:56 PM, Michelle Moon wrote:

*Didn't want anyone to miss this terrific story. I volunteered on the Morgan Saturday while this family stood and talked - their conversation was so very interesting I wished I could just jump in. But the story is even more fascinating - a great glimpse into one of the many lives touched deeply by the whaling industry and the Morgan in particular.*

<http://www.bostonglobe.com/metro/2014/07/20/charles-morgan-brings-history-life-for-family-whose-roots-america-began-ship/oqPs97CwWWUjjbmVPKNTjI/story.html>

---

## 38Talk Message w329

### **Re: Boston Globe Story about family link to Morgan**

**From:** Charles Foy

**Date:** 2014 Jul 21, 20:26 -0500

Michelle: Thanks for this article. As one whose research focuses on black mariners I really appreciated this piece.  
Charlie Foy

----- Original Message -----

From: "Michelle Moon"

To: [crfoy@eiu.edu](mailto:crfoy@eiu.edu)

Sent: Monday, July 21, 2014 2:56:08 PM

Subject: [38Talk] Boston Globe Story about family link to Morgan

Didn't want anyone to miss this terrific story. I volunteered on the Morgan Saturday while this family stood and talked - their conversation was so very interesting I wished I could just jump in. But the story is even more fascinating - a great glimpse into one of the many lives touched deeply by the whaling industry and the Morgan in particular.

## 38Talk Message w330

### Re: please consider a donation to 38Talk operations

**From:** Lesley Walker

**Date:** 2014 Jul 22, 09:08 +0100

Great idea Bex

Dr Lesley Walker  
Heritage Consultant  
+44 (0)7748500933  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)

Sent from my iPhone

On 21 Jul 2014, at 23:11, Rebecca Gilbert <[NoReply\\_Gilbert@fer3.com](mailto:NoReply_Gilbert@fer3.com)> wrote:

*Just as a suggestion, why don't we create an invite-only Facebook group where we can continue these discussions for free in perpetuity?*

*I'd be happy to create one, everyone just needs to have a facebook account which is very easy to create, I assure you. Plus, your inbox won't be flooded with emails (unless you really want it to) but you can check the group homepage whenever you need a dose of maritime nerdiness. And Frank won't be out more money.*

*Cheers,  
Bex*

**Rebecca B. Gilbert**

*Master of Environmental Management, Candidate 2016  
Yale School of Forestry & Environmental Studies  
Williams College, Geosciences and Maritime Studies  
[rebecca.gilbert@yale.edu](mailto:rebecca.gilbert@yale.edu)  
<http://www.linkedin.com/pub/rebecca-b-gilbert/15/774/82>*

On Mon, Jul 21, 2014 at 3:46 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*I apologize for begging, but that is what I am doing.*

*I have funded the 38Talk message boards and email services out of my own pocket. Today I found some lint in said pocket... In addition to direct costs, I've committed over 100 hours of my labor to building and launching this discussion community. I would sincerely appreciate donations to 38Talk operations costs.  
[Here's a link: http://www.fer3.com/contribute.aspx?gid=38Talk](http://www.fer3.com/contribute.aspx?gid=38Talk).*

*Thank you in advance! And I apologize for the interruption.*

*Frank Reed  
Conanicut Island USA*

## 38Talk Message w331

### Re: Audio Recording on the Morgan

**From:** Gary Wikfors

**Date:** 2014 Jul 22, 12:47 -0400

Dante,  
I hope you solved your microphone problem. If you get a good recording of the crew hauling a line (heave-and-heave-and..." could you send me a wav or mp3? I am composing music, and I would like to use that chant to set the cadence of a tune.  
Thanks, and have fun!

Gary Wikfors  
Stellwagen 1

From: [NoReply\\_Francomano@fer3.com](mailto:NoReply_Francomano@fer3.com)  
To: [gary\\_wikfors@hotmail.com](mailto:gary_wikfors@hotmail.com)  
Date: Sun, 20 Jul 2014 08:21:21 -0700  
Subject: [38Talk] Audio Recording on the Morgan

Hi All,  
I am going to be on the Boston-Mass Maritime leg this coming week, and I will be recording audio throughout the voyage. I was hoping to use one stationary microphone to record the general soundscape and another that is more portable to capture more detailed samples. However, I only have one portable audio recorder--does anyone have any ideas as to where I might be able to borrow another (something along the lines of the zoom h4)?  
Thanks!  
Dante

## 38Talk Message w332

### Re: Boston Globe Story about family link to Morgan

**From:** Robert Wallace  
**Date:** 2014 Jul 22, 21:26 +0000

Yes, thanks for this article Michelle. Very meaningful.

And Charlie your blog entry made me think of all sorts of thigns, including the fact that Frederick Douglass successfully disguised himself as a sailor during his escape from Maryland in 1838 (something he did not reveal until his third autobiography, first published in 1881.

Bob Wallace

---

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Charles Foy  
**Sent:** Monday, July 21, 2014 9:51 PM  
**To:** Robert Wallace  
**Subject:** [38Talk] Re: Boston Globe Story about family link to Morgan

Michelle: Thanks for this article. As one whose research focuses on black mariners I really appreciated this piece.  
Charlie Foy

----- Original Message -----  
From: "Michelle Moon"  
To: [crfoyc@iu.edu](mailto:crfoyc@iu.edu)  
Sent: Monday, July 21, 2014 2:56:08 PM  
Subject: [38Talk] Boston Globe Story about family link to Morgan

Didn't want anyone to miss this terrific story. I volunteered on the Morgan Saturday while this family stood and talked - their conversation was so very interesting I wished I could just jump in. But the story is even more fascinating - a great glimpse into one of the many lives touched deeply by the whaling industry and the Morgan in particular.  
<http://www.bostonglobe.com/metro/2014/07/20/charles-morgan-brings-history-life-for-family-whose-roots-america-began-ship/oqPs97CwWWUjbmVPKNTjI/story.html>

## 38Talk Message w333

### Re: Morgan Blogging

**From:** John Bryant  
**Date:** 2014 Jul 22, 23:29 +0000

Thanks,

I just put a link to your blog on my blog at

[www.misterstubb.wordpress.com](http://www.misterstubb.wordpress.com)

---

### Melville, the Morgan, and Me | My First Day at Sea

My First Day at Sea

[Read more...](#)

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John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center

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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Lesley Walker <NoReply\_Walker@fer3.com>  
**Sent:** Wednesday, July 16, 2014 10:36 AM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Morgan Blogging

Hi John

My blog address is <http://lesleybw.wordpress.com> - working on my voyage postings at the moment - sidetracked by article deadlines on the voyage!

best wishes

Lesley

Vineyard Haven to New Bedford

---

### 38Talk Message w334

#### **Re: Morgan Blogging**

**From:** John Bryant  
**Date:** 2014 Jul 22, 23:54 +0000

Dear Bob,

I'm now "following" your blog, and I've put a widget in my sidebar--listen to me talk like I know what I'm doing--so that there is now a link from mine to yours.

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

---

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Robert Wallace <NoReply\_Wallace@fer3.com>  
**Sent:** Monday, July 14, 2014 10:56 PM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Morgan Blogging

Hello John,

Glad to see your blog is up and running. Have really enjoyed what I have seen. Today I just posted the 6 entries in Part 3 of my blog and have finally posted the first entry of Part 4 (about the voyage itself). My blog address is

<http://mobyart.wordpress.com/>

Bob Wallace

---

### 38Talk Message w335

#### **Cousteau and Letterman**

**From:** Frank Reed

**Date:** 2014 Jul 22, 17:23 -0700

I learned today that Jean-Michel Cousteau, son of Jacques Cousteau, was aboard the Morgan when it sailed into Boston. And last month I understand David Letterman visited the ship and rowed in one of the whaleboats. Have there been any other celebrity sightings during the 38th Voyage? Politicians count only if they are nationally known...

Stuffy museums (especially in New England), among which Mystic Seaport has sometimes been counted, often shun Hollywood and "celebrity". I hope they don't pass up the opportunity to celebrate the celebrity contacts that the *Charles W. Morgan* has made this summer.

Frank Reed

[ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)

Conanicut Island USA

---

## 38Talk Message w336

### Re: Cousteau and Letterman

**From:** Matthew Bullard

**Date:** 2014 Jul 22, 19:55 -0600

I know the Michael Douglas was present for the Morgan's christening and launch in July 2013. I don't know of any other celebrities this summer, but wouldn't be surprised if there were others that visited, especially when she was in Vineyard Haven...

Matthew Bullard

On Tue, Jul 22, 2014 at 6:26 PM, Frank Reed wrote:

> I learned today that Jean-Michel Cousteau, son of Jacques Cousteau, was  
> aboard the Morgan when it sailed into Boston. And last month I understand  
> David Letterman visited the ship and rowed in one of the whaleboats. Have  
> there been any other celebrity sightings during the 38th Voyage? Politicians  
> count only if they are nationally known...

>  
> Stuffy museums (especially in New England), among which Mystic Seaport has  
> sometimes been counted, often shun Hollywood and "celebrity". I hope they  
> don't pass up the opportunity to celebrate the celebrity contacts that the  
> Charles W. Morgan has made this summer.

>  
> Frank Reed  
> [ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)  
> Conanicut Island USA

---

## 38Talk Message w337

### Re: Cousteau and Letterman

**From:** Michelle Moon

**Date:** 2014 Jul 22, 23:17 -0400

The Cousteau participation was part of a larger program that Mystic Seaport developed in partnership with NOAA and the National Marine Sanctuaries, so I don't think they've missed any opportunities with him, at least.

<http://nmsfocean.org/38th-voyage-of-the-morgan>

<http://www.bostonmagazine.com/news/blog/2014/07/16/jean-michel-cousteau-faneuil-hall-panel/>

Michelle Moon

[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Tue, Jul 22, 2014 at 10:11 PM, Matthew Bullard <[NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)> wrote:

*I know the Michael Douglas was present for the Morgan's christening and launch in July 2013. I don't know of any other celebrities this summer, but wouldn't be surprised if there were others that visited, especially when she was in Vineyard Haven...*

Matthew Bullard

On Tue, Jul 22, 2014 at 6:26 PM, Frank Reed wrote:

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>  
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> sometimes been counted, often shun Hollywood and "celebrity". I hope they  
> don't pass up the opportunity to celebrate the celebrity contacts that the  
> Charles W. Morgan has made this summer.

>  
> Frank Reed  
> ReedNavigation.com / HistoricalAtlas.com  
> Conanicut Island USA  
>  
>  
>

---

## 38Talk Message w338

### Re: Audio Recording on the Morgan

**From:** UNK

**Date:** 2014 Jul 23, 06:13 -0400

Dante-

If you send Gary a recording of the crew, I too would love a copy! I was hoping to get some audio recordings of the wind in the sails as well, but did not manage. If you have this and wouldn't mind sending it as well, I would love it. I am an elementary school teacher and we would make use of these when role playing.

Thanks,  
Betsy Leahy Morton

[38Talk@fer3.com](mailto:38Talk@fer3.com) writes:

Dante,

I hope you solved your microphone problem. If you get a good recording of the crew hauling a line (heave-and-heave-and..." could you send me a wav or mp3? I am composing music, and I would like to use that chant to set the cadence of a tune.

Thanks, and have fun!

Gary Wikfors

Stellwagen I

---

**From:** NoReply\_Francomano@fer3.com

**To:** gary\_wikfors@hotmail.com

**Date:** Sun, 20 Jul 2014 08:21:21 -0700

**Subject:** [38Talk] Audio Recording on the Morgan

Hi All,

I am going to be on the Boston-Mass Maritime leg this coming week, and I will be recording audio throughout the voyage. I was hoping to use one stationary microphone to record the general soundscape and another that is more portable to capture more detailed samples. However, I only have one portable audio recorder--does anyone have any ideas as to where I might be able to borrow another (something along the lines of the zoom h4)?

Thanks!

Dante

---

## 38Talk Message w339

### Re: Audio Recording on the Morgan

**From:** Christine Wenc

**Date:** 2014 Jul 23, 11:18 -0700

I would also love a copy. Thank you in advance! --Christine W.

---

## 38Talk Message w340

### Reminder: Post-Voyage Survey!

**From:** Michelle Moon

**Date:** 2014 Jul 23, 17:57 -0700

Hi everyone,

I've just sent a link to the post-voyage survey to the last few batches of Voyagers. In case others have not seen it, the link is here:

<https://www.surveymonkey.com/s/3Z5Q3VW>

I really appreciate your taking a moment to share some thoughts. I have heard from other Voyagers that filling out the survey was a useful part of the processing and reflection

that naturally follows any rich experience. I look forward to learning more about how and what you learned while aboard - and thanks in advance! Please let me know if you encounter any problems. You can email me directly at michellenmoon@gmail.com

## 38Talk Message w341

### Re: Morgan Blogging

**From:** Evan Turk

**Date:** 2014 Jul 24, 11:00 -0700

Hello all!

Such a wonderful experience getting to sail on the Morgan on her first trip into Stellwagen! I've been enjoying reading the conversations and blog posts as well. I posted my contribution with drawings done on board and writing yesterday at my blog:

<http://evanturk.blogspot.com/>

Evan

--

Evan Turk

<http://evanturk.com>

<http://evanturk.blogspot.com>

## 38Talk Message w342

### One voyage leg left

**From:** Frank Reed

**Date:** 2014 Jul 24, 12:31 -0700

The Morgan arrived at Mass Maritime last night around 8pm EDT, if I'm reading the AIS numbers right. That leaves just one sailing leg left, a long sail from Buzzards Bay back to New London. I understand there may be a few more day sails from New London before the process begins of reducing the rig and ballast to get her back to Mystic Seaport.

Frank Reed

Conanicut Island USA

## 38Talk Message w343

### Map of the voyage so far

**From:** Frank Reed

**Date:** 2014 Jul 24, 23:43 -0700

I've mapped out the [AIS data](#) that I've managed to acquire showing the 38th Voyage so far. On the attached map, the larger points (small crosses) are actual data while the smaller dots are my interpolated best guesses in areas where there is no AIS data for the Morgan.

Frank Reed

ReedNavigation.com

Conanicut Island USA

#### Attached File:



## 38Talk Message w344

### Re: Map of the voyage so far

**From:** Wyn Kelley

**Date:** 2014 Jul 25, 09:45 +0000

This is wonderful, Frank. I'm teaching a class called "Mapping Melville," so this will be invaluable.

Wyn Kelley

Literature Section  
14N-413  
Massachusetts Institute of Technology  
77 Massachusetts Avenue  
Cambridge, MA 02139  
617-253-7655

On Jul 25, 2014, at 2:46 AM, Frank Reed wrote:

*I've mapped out the [AIS data](#) that I've managed to acquire showing the 38th Voyage so far. On the attached map, the larger points (small crosses) are actual data while the smaller dots are my interpolated best guesses in areas where there is no AIS data for the Morgan.*

*Frank Reed  
[ReedNavigation.com](#)  
Conanicut Island USA*

*Attached File:*



*(38th-voyage-so-far.jpg: [Open and save](#))*

## 38Talk Message w345

### Charles W. Morgan on Wikipedia

**From:** Frank Reed

**Date:** 2014 Jul 25, 10:54 -0700

A few days ago I checked in on the [Wikipedia page for the Charles W. Morgan](#). For the past five years, I have visited it once every six months or so to see if anyone has worked on it. It's a fairly bad article, and it's an interesting example of Mystic Seaport's continuing problems. Many institutions and organizations hire staff to maintain their Wikipedia pages because of their huge importance on the Internet (if you "google" almost any clearly-defined subject, including the Charles W. Morgan, the Wikipedia article on that subject will be in the top two or three links returned). Journalists, other media, educators, students, potential museum visitors, potential museum donors, and the merely curious *all* read Wikipedia articles. Unfortunately, Mystic Seaport has ignored their various Wikipedia pages or has failed at whatever maintenance has been attempted. While this article includes weirdly trivial details about the hauling of the Morgan from Colonel Green's estate, its entire coverage of the "38th Voyage" reads as follows: "During the summer of 2014 the *Morgan* sailed its 38th voyage around Southern New England and visited its port of origin in New Bedford, MA." That's it. And that's a failure.

-FER

## 38Talk Message w346

### Re: Charles W. Morgan on Wikipedia

**From:** Michelle Moon

**Date:** 2014 Jul 25, 14:39 -0700

Ah, how far we've come. While sitting at my desk at Mystic Seaport way back in 2001, I developed Wikipedia's very first entry for "ship!"

I think I heard about some plans for a Wikipedia edit-a-thon after the voyage. While I agree that it would be ideal for all pages related to museum collections to be rich and up-to-date, as a museum professional (and a digitally savvy one!) myself, I do have to say that it is fairly easy for this to fall some ways down the priority list. Though Wikipedia in concept is easy to edit and open to everyone, in reality it is fairly time-consuming to gather the research and do the number of edits required, and especially once one wades into the community, can be a serious time drain. And while it's indeed a resource accessed by millions seeking information, and important, it's also arguably not the first and most vital place for a museum to invest its most

precious and most constrained resource: staff time. In addition, the editing group on Wikipedia has gotten pretty sophisticated and now carefully polices anything that appears to be work done by a staff member. Often even good, correct edits will be rolled back because of issues of fairness and perceived bias. So the obstacles to having perfectly updated, rich Wikipedia pages are many, even for a large museum.

Many museums, like [my own recently](#), tackle all this by hosting targeted "[edit-a-thons](#)." For these volunteer events, museum staff (usually including curators, librarians, registrars and archivists) assemble documents, photos, video, and other resources in advance. Then, they invite anyone interested to join in for a day or a weekend to take a crash course in the subject matter and begin digitizing, summarizing, editing, and posting. It's amazing what can be accomplished in a short time - and yet, as I recently witnessed, it does take a couple of weeks' worth of staff time and effort to gather the needed materials. The payoff is that the result is much better work - and far better uploaded resources - than the casual home keyboardist can usually provide.

One resource, of course, is all of us. 38th Voyagers themselves could certainly edit the 38th Voyage piece and provide some of the language and materials shared on the Voyage page. I think, in the general spirit of voluntarism that characterizes both this project and Wikipedia, anyone who is interested in editing the Wiki to update it about the restoration and voyage would be contributing a really wonderful outcome to the project.

## 38Talk Message w347

### Re: Charles W. Morgan on Wikipedia

**From:** Kate Sheridan

**Date:** 2014 Jul 25, 18:16 -0400

That's a great idea. As voyagers we can certainly pool our resources to update the page. A lot of us did lots of research in preparation, so we can fix it up.

Sent from my phone. Please excuse any autocorrect mishaps.

On Jul 25, 2014 5:47 PM, "Michelle Moon" <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*Ah, how far we've come. While sitting at my desk at Mystic Seaport way back in 2001, I developed Wikipedia's very first entry for "ship!"*

*I think I heard about some plans for a Wikipedia edit-a-thon after the voyage. While I agree that it would be ideal for all pages related to museum collections to be rich and up-to-date, as a museum professional (and a digitally savvy one!) myself, I do have to say that it is fairly easy for this to fall some ways down the priority list. Though Wikipedia in concept is easy to edit and open to everyone, in reality it is fairly time-consuming to gather the research and do the number of edits required, and especially once one wades into the community, can be a serious time drain. And while it's indeed a resource accessed by millions seeking information, and important, it's also arguably not the first and most vital place for a museum to invest its most precious and most constrained resource: staff time. In addition, the editing group on Wikipedia has gotten pretty sophisticated and now carefully polices anything that appears to be work done by a staff member. Often even good, correct edits will be rolled back because of issues of fairness and perceived bias. So the obstacles to having perfectly updated, rich Wikipedia pages are many, even for a large museum.*

*Many museums, like [my own recently](#), tackle all this by hosting targeted "[edit-a-thons](#)." For these volunteer events, museum staff (usually including curators, librarians, registrars and archivists) assemble documents, photos, video, and other resources in advance. Then, they invite anyone interested to join in for a day or a weekend to take a crash course in the subject matter and begin digitizing, summarizing, editing, and posting. It's amazing what can be accomplished in a short time - and yet, as I recently witnessed, it does take a couple of weeks' worth of staff time and effort to gather the needed materials. The payoff is that the result is much better work - and far better uploaded resources - than the casual home keyboardist can usually provide.*

*One resource, of course, is all of us. 38th Voyagers themselves could certainly edit the 38th Voyage piece and provide some of the language and materials shared on the Voyage page. I think, in the general spirit of voluntarism that characterizes both this project and Wikipedia, anyone who is interested in editing the Wiki to update it about the restoration and voyage would be contributing a really wonderful outcome to the project.*

## 38Talk Message w348

### Video by Ger Tysk of Morgan sailing

**From:** Frank Reed

**Date:** 2014 Jul 26, 10:07 -0700

Ger Tysk, who is presently travelling in Japan, has posted a [video of the Morgan's sails going up and crew working](#). This would have been on the New Bedford to Mass Maritime leg of the voyage, on the morning of July 8.

Frank Reed

## 38Talk Message w349

### Ten days to Mystic

**From:** Frank Reed

**Date:** 2014 Jul 27, 13:46 -0700

Tomorrow is the last official sailing day (as scheduled) of the 38th Voyage. And it's just ten days left until the ship is back at Mystic Seaport. From the itinerary at [mysticseaport.org](http://mysticseaport.org):

- **July 28-30** — Sailing window to New London.
- **July 31, August 1-2** — Day sails off New London (no public passengers)
- **August 6-8** — Sailing window to Mystic. The ship will be towed from New London to Mystic Seaport. An [arrival celebration](#) will be held on Chubb's Wharf to welcome the ship home.

Meanwhile, here's a couple of photos I took yesterday visiting the Massachusetts Maritime Academy. I would have gone aboard the Morgan, but the line was at least a forty-five minute wait. In the photo looking up the Cape Cod Canal from the bow of USCGC Eagle, the Morgan looks a bit small in comparison. It's an illusion, I promise... The ship is not shrinking. I also visited the shore exhibits which were winding down for the day, though they tell me they had a big crowd earlier. Poor "Spouter" the inflatable whale was down for the rest of the afternoon due to winds, but I noticed that the furled umbrellas above the tables nearby (see photo) made nicely scaled "squid" for his dining pleasure.

Frank Reed

Conanicut Island USA

#### Attached File:



#### Attached File:



#### Attached File:



## 38Talk Message w350

## Re: Ten days to Mystic

From: André Duval

Date: 2014 Jul 28, 13:58 -0700

It appears that the "the last official sailing day of the 38th Voyage" has been re-scheduled for tomorrow. I would love to see the vessel sail one more time, but I am back now south of the Tropic of Cancer. And thank for you for posting your photos from the Mass Maritime Academy. The donation box in one photo refers to the "Ambassador to the Whales". That means the Charles W. Morgan, I think. Does this indicate that the Charles W. Morgan will be sailing among the whales again, as embassies must remain among their constituents?? I spoke with representatives of Mystic Seaport while I was in Boston who said the Morgan would probably not sail again. This is not so much an embassy as a "pilgrimage", isn't it? A gentle apologia and now the vessel retires again to the home port to hibernate.

André

---

## 38Talk Message w351

### Re: Ten days to Mystic, and another day before New London

From: Frank Reed

Date: 2014 Jul 29, 10:47 -0700

André, you wrote:

"It appears that the 'the last official sailing day of the 38th Voyage' has been re-scheduled for tomorrow."

Yes, and with a twist! It left Mass Maritime around noon, and it's still in Buzzards Bay *east* of New Bedford. They can't get to New London today, and sure enough, the notice at mysticseaport.org says "**The MORGAN is being towed to New London. She will arrive on Wednesday morning around 10 a.m.**" That means the ship will be spending the night somewhere off-schedule, either near Newport (perhaps at Fort Adams again just for the night), or maybe behind the breakwater at Point Judith in the "Harbor of Refuge", which they could reach by about 7:00pm. Then if they leave just after dawn Wednesday morning, they could arrive at New London by 10:00am.

You commented:

"the donation box in one photo refers to the "Ambassador to the Whales". That means the Charles W. Morgan, I think. Does this indicate that the Charles W. Morgan will be sailing among the whales again, as embassies must remain among their constituents?? I spoke with representatives of Mystic Seaport while I was in Boston who said the Morgan would probably not sail again. This is not so much an embassy as a "pilgrimage", isn't it? A gentle apologia and now the vessel retires again to the home port to hibernate."

I understand that this is still an open issue. The safe statement is that they "have no plans" to sail again, but that doesn't mean they are not eager to do so, and as you say, the vessel cannot be an "ambassador to the whales" unless it sails regularly. It's mostly a question of finding the money. Embassies are expensive! Given the great success of the 38th Voyage so far (and now nearly ended), I suspect they will succeed in finding funding to maintain the Morgan as a seaworthy sailing vessel.

Frank Reed

ReedNavigation.com

Conanicut Island USA

---

## 38Talk Message w352

### Re: Ten days to Mystic, and another day before NewLondon

From: Peter Whittemore

Date: 2014 Jul 29, 16:15 -0400

Might we veteran 38th Voyagers raise the issue of ambassadorship with any and all appropriate entities from classroom penny collections to kickstarter campaigns online and call it the 39th Voyage Fund? Maybe shoot for a bi-annual embassy visit at the Whales' Headquarters? I see the whole 38th Voyage Stellwagen Bank encounter as a Truth and Reconciliation Committee meeting with the former and still oppressed victims of human marine practices.....Peter G. W.

---

From: NoReply\_FrankReed@fer3.com

To: peterwhittemore@hotmail.com

Date: Tue, 29 Jul 2014 10:51:16 -0700

Subject: [38Talk] Re: Ten days to Mystic, and another day before New London

André, you wrote:

"It appears that the 'the last official sailing day of the 38th Voyage' has been re-scheduled for tomorrow."

Yes, and with a twist! It left Mass Maritime around noon, and it's still in Buzzards Bay *east* of New Bedford. They can't get to New London today, and sure enough, the notice at mysticseaport.org says "**The MORGAN is being towed to New London. She will arrive on Wednesday morning around 10 a.m.**" That means the ship will be spending the night somewhere off-schedule, either near Newport (perhaps at Fort Adams again just for the night), or maybe behind the breakwater at Point Judith in the "Harbor of Refuge", which they could reach by about 7:00pm. Then if they leave just after dawn Wednesday morning, they could arrive at New London by 10:00am.

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I understand that this is still an open issue. The safe statement is that they "have no plans" to sail again, but that doesn't mean they are not eager to do so, and as you say, the vessel cannot be an "ambassador to the whales" unless it sails regularly. It's mostly a question of finding the money. Embassies are expensive! Given the great success of the 38th Voyage so far (and now nearly ended), I suspect they will succeed in finding funding to maintain the Morgan as a seaworthy sailing vessel.

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

## 38Talk Message w353

### Re: Ten days to Mystic, and another day before NewLondon

**From:** Lesley Walker

**Date:** 2014 Jul 29, 21:37 +0100

I like this idea Peter!

Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
+44 (0)7748500933  
Tug "Tommy Lee" 1938  
<http://lesleybw.wordpress.com>

On 29 Jul 2014, at 21:31, Peter Whittemore <[NoReply\\_Whittemore@fer3.com](mailto:NoReply_Whittemore@fer3.com)> wrote:

Might we veteran 38th Voyagers raise the issue of ambassadorship with any and all appropriate entities from classroom penny collections to kickstarter campaigns online and call it the 39th Voyage Fund? Maybe shoot for a bi-annual embassy visit at the Whales' Headquarters? I see the whole 38th Voyage Stellwagen Bank encounter as a Truth and Reconciliation Committee meeting with the former and still oppressed victims of human marine practices.....Peter G. W.

---

From: [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)  
To: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)  
Date: Tue, 29 Jul 2014 10:51:16 -0700  
Subject: [38Talk] Re: Ten days to Mystic, and another day before New London

André, you wrote:

"It appears that the 'the last official sailing day of the 38th Voyage' has been re-scheduled for tomorrow."

Yes, and with a twist! It left Mass Maritime around noon, and it's still in Buzzards Bay east of New Bedford. They can't get to New London today, and sure enough, the notice at [mysticseaport.org](http://mysticseaport.org) says "**The MORGAN is being towed to New London. She will arrive on Wednesday morning around 10 a.m.**" That means the ship will be spending the night somewhere off-schedule, either near Newport (perhaps at Fort Adams again just for the night), or maybe behind the breakwater at Point Judith in the "Harbor of Refuge", which they could reach by about 7:00pm. Then if they leave just after dawn Wednesday morning, they could arrive at New London by 10:00am.

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Frank Reed  
[ReedNavigation.com](http://ReedNavigation.com)  
Conanicut Island USA

## 38Talk Message w354

### Re: Ten days to Mystic, and another day before New London

**From:** Frank Reed

**Date:** 2014 Jul 29, 21:00 -0700

Earlier this afternoon, I wrote:

"**The MORGAN is being towed to New London. She will arrive on Wednesday morning around 10 a.m.**" That means the ship will be spending the night somewhere off-schedule, either near Newport (perhaps at Fort Adams again just for the night), or maybe behind the breakwater at Point Judith in the "Harbor of Refuge", which they could reach by about 7:00pm. Then if they leave just after dawn Wednesday morning, they could arrive at New London

by 10:00am."

No time to stop. They're still sailing, now south of Fishers Island, already west of the longitude of Mystic Seaport, and **it looks as if they'll be docked by 1:45am in New London**. I did the ten-minute walk from my apartment to the south end of the island tonight around 7:30 and took a few photos of the Morgan off in the distance. Under tow and sails furled, she seemed asleep (see below). I drove over to Beavertail Point around sunset and watched her in the distance through binoculars. She was really pitching dramatically. Seasickness motion! Must have been swells out there... I got some video but I haven't processed it yet.

Frank Reed  
Conanicut Island USA

**Attached File:**



## 38Talk Message w355

### **Re: Ten days to Mystic, and another day before NewLondon**

**From:** John Bryant  
**Date:** 2014 Jul 30, 15:47 +0000

Just a note to let you all know that I've finished (so far) my blog project on Melville and the Morgan, and you can view it at

[www.misterstubb.wordpress.com](http://www.misterstubb.wordpress.com)

I've also posted on my blog page a list of the other 38th Voyager blogs brought to my attention. If I've missed your blog, and you'd like to have a link to it appear on mine, just let me know.

yrs,

John

John Bryant, Professor of English  
Founding Editor, *Leviathan: A Journal of Melville Studies*  
Consulting Editor, The Melville Society, <http://melvillesociety.org/>  
Director, Melville Electronic Library  
Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

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**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Frank Reed <NoReply\_FrankReed@fer3.com>  
**Sent:** Wednesday, July 30, 2014 12:01 AM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Ten days to Mystic, and another day before New London

Earlier this afternoon, I wrote:

"**The MORGAN is being towed to New London. She will arrive on Wednesday morning around 10 a.m.**" That means the ship will be spending the night somewhere off-schedule, either near Newport (perhaps at Fort Adams again just for the night), or maybe behind the breakwater at Point Judith in the "Harbor of Refuge", which they could reach by about 7:00pm. Then if they leave just after dawn Wednesday morning, they could arrive at New London by 10:00am."

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Frank Reed  
Conanicut Island USA

Attached File:



(CWM-S-of-Conanicut-Island.jpg: [Open and save](#))

## 38Talk Message w356

### 38th Voyage as Franchise Reboot

**From:** Frank Reed

**Date:** 2014 Jul 30, 12:42 -0700

What is the 38th Voyage? How can you define its purpose to a broad audience? Lately, I have been calling it a "franchise reboot" in analogy with the reboots of popular movie and fiction series in recent years, which, I hope, is an analogy that many people can relate to.

Attendance at Mystic Seaport declined steadily, steeply during the 1990s and into the first decade of the 21st century. For a variety of reasons, some external, some internal, the museum had lost its spark and its ability to inspire. "Mystic Seaport" was a childhood memory for many people in New England and elsewhere, but no longer an appealing place to visit or a place to recommend. Certainly not a place for adults. In this respect, it resembled a dying Hollywood movie franchise that spawned sequel after sequel bringing fans back for more with each new release but eventually fading, mired down by tired storylines and characters so familiar that they no longer surprise. A product shifting gradually from child-friendly to merely child-ish. And like a Hollywood movie franchise, at some point you have to throw in the towel, admit that you can't just rework and rewrite; Mystic Seaport could not fall back on its standard model for serving its audiences of visitors, students, and others. We've seen it all before. It was time to "reboot the franchise". In the universe of movies and other fiction series, a reboot is a gamble but one that can pay huge dividends.

Here's how the Wikipedia article describes it:

*Reboots remove any non-essential elements associated with a franchise by starting the franchise's continuity over and trimming it down to the core elements and concepts. For consumers, reboots allow easier entry for newcomers unfamiliar with earlier titles in a series. With reboots, filmmakers revamp and reinvigorate a film series in order to attract new fans and stimulate revenue. A reboot can renew interest in a series that has grown stale, and can be met with positive, mixed, or negative results by both the consumers and film critics.*

The 38th Voyage of the Charles W. Morgan has been functioning as a "reboot" of the Mystic Seaport "franchise" --reinventing its brand, concept, and goal. Mystic Seaport has written off its traditional model as effectively obsolete, its traditional audience as "non-growth". The game now is revolution: downplay whaling history and replace it with eco-conscience, downplay curated exhibits and replace them with experiential learning, emphasize the subjective impression of authenticity over the objective authenticity of historic artifacts. And the Charles W. Morgan itself has been reinvented as part of this revolution. It is no longer a historical artifact, and it has assumed the role it has been destined to fulfill since the early 1970s: it is a living ship, extensively restored, with modern construction and a modern role, while it retains its legacy as a historic vessel.

As with a Hollywood reboot, there is a conflict between the money and power and the artists and fans who honor the original story. Some of you "38th Voyagers" may not be aware how deep the rift was during the past decade. Unique among museums, the staff of Mystic Seaport attempted to form a union in 2012. The unionization vote failed with over 60% voting 'no', but their goal was in many ways part of the same revolution. The staff members who

organized and promoted unionization maintained that their goal was not the usual goal of unions, focusing on higher wages and benefits, but rather they wanted influence and a formal voice in the decision-making process --the directors and actors wanted more seats at the table with the producers and the studio (and many staff whom I have spoken to who voted 'no' agreed with that concept, but they were convinced that a union would inevitably revert to the usual wage and benefits advocacy role). Although this unionization trauma ended two years ago, there are still deep divisions at Mystic Seaport, and the conflict remains. From my perspective, despite the divisions, this is a constructive process. A staff uninterested in big issues is a roomful of sycophants. Mystic Seaport does not need more "yes men" and "yes women". Mystic Seaport needs to have its assumptions questioned if this "reboot" -- this revolution-- is to succeed.

Will it succeed? I personally think they (and "we" as members, and therefore part-owners of the museum) have an excellent chance. The voyage itself was carried out with skill and perfection, and the gods granted us excellent weather and friendly whales. Indeed such skill and perfection and *luck* during the voyage may even have become a weakness. Where was the challenge? Where was the drama to attract media interest? A one-day weather delay departing New Bedford got as much news coverage as any other event during the 38th Voyage. Some of the media coverage has been fantastic (if you haven't seen it, take a look at [this finely-crafted video and well-written, brief article at nationalgeographic.com](#)). And Mystic Seaport has already begun advance sales of its "coffee table book" tribute to the Charles W. Morgan and the 38th Voyage. But the media coverage has also been narrow and shallow. There have been numerous articles and some television coverage, too, within ten miles of each of the ports of call of the 38th Voyage, but have they heard of it in New York? Continuing the Hollywood analogy: "will it play in Peoria?". Even here in Rhode Island, the "Ocean State", most people have only a vague awareness of the 38th Voyage and even Mystic Seaport itself. The success of this reboot all depends on follow-through and pushing this story out to a vastly larger audience. That process, of course, depends on new media. Mystic Seaport's web site now functions professionally after many long years in limbo. Thousands of Facebook followers are thrilled by the photos that have been regularly posted on Mystic Seaport's page there. Meanwhile hundreds of thousands of Wikipedia readers are left wanting. Success in a "reboot" is not guaranteed, but there is powerful inertia and positive energy today at the end of the voyage. The next twelve months will tell.

Frank Reed  
Conanicut Island USA

## 38Talk Message w357

### Re: 38th Voyage as Franchise Reboot

**From:** Michelle Moon

**Date:** 2014 Jul 30, 14:42 -0700

Interesting thoughts, Frank. There is much here to respond to, but I wanted to offer a couple of responses:

First and a minor point, a union effort is not unique among museums. Museums that have seen a union effort within the past decade, or currently have an active union within their workforces, include the Legion of Honor Museum (San Francisco), The Fine Arts Museums of San Francisco, the DuSable Museum (Chicago), The Lower East Side Tenement Museum (NYC), the Smithsonian Institutions (DC), The Museum of Modern Art (NYC), Dumbarton Oaks (DC), the Oakland Museum (CA), and the Metropolitan Museum of Art (NYC), to name a few. It is probably no great surprise that so many attempts have proliferated in an era sadly characterized by the extreme budget and program cuts necessitated by the economic climate, particularly during acute periods such as 2001-03 (following 9/11 and dramatic shifts in funding priorities and attendance) and the painful drastic drops of 2008-09. Museums are wonderful workplaces, but even in an ideal climate they generally do have some unique tensions arising from their unusual character as places where required skill and care levels - even for the most basic functions - are high, and compensation - at every level and of all kinds - is relatively low compared to similar functions in the private sector. Further challenges are caused by the variances of seasonality, project-based 'soft money' funding, and experimentation across the field with varying leadership philosophies over the last few decades. I speak generally of all museums, noting that many Mystic Seaport's difficult experiences have not been unique - though their sincere efforts to address those tensions, strengthen relationships, and get the entire community focused on important projects such as this are laudable, and out of the ordinary. What is clear is that Mystic Seaport is singularly blessed with staff at every level, leaders, volunteers, members, and supporters that care a very great deal about the institution's survival and the quality of its offerings. Many history museums are not so fortunate as to have such an engaged community of support, even if at times that community differs as to how problems might be solved.

But second, and I think important in understanding the position of this and other history museums around the country, attendance decline was also not unique to Mystic Seaport. It is a systemic decline seen across the board in this country's history museums since the mid-1990s, a steady downward trend overall, and only a few institutions have been able to effect a reversal. I don't have much time to elaborate, so I will quote an excerpt and footnote from a paper I just submitted to *The Public Historian*:

"For well over a decade, gloomy professional conversations have noted shrinking annual attendance numbers across major historic-site destinations and local history organizations. Theories abound, from the dropping cost of air travel, to more leisure time choices, demographic fluctuations, lack of interest resulting from poor history education, and steep declines in foundation funding. One, all, or a combination of these causes may be responsible for the existential threat to any one institution, but no matter the specifics, history organizations have been taking desperate measures: layoffs, "austerity" cuts to program budgets and scope, decreased collecting and exhibition activity. Public historians bemoan the relative paucity of resources devoted to their projects by a society that simply seems no longer to care about history. Summarizing a litany of dire predictions in 2007, Cary Carson cited fears within the field that the history museum itself might be obsolete, going the way of the Automat on a "nosedive to oblivion." (Cary Carson, "The End of History Museums: What's Plan B?" *The Public Historian* 30, no. 4 (Fall 2008): 9). Carson's comments reflected the tenor of a painful and protracted era of field-wide introspection and examination. Individual institutions had been noticing attendance declines at least by the late 1990s, but the dramatic events of 2001 disrupted patterns of travel, spending, and leisure time use and sparked serious discussion of the present and future viability of public history institutions. In April 2002, the American Association for State and Local History (AASLH) partnered with The National Trust for Historic Preservation to convene the first Kykuit Summit, a gathering at which leaders in public history began to ponder the questions challenging

the field as a whole. Meanwhile, the Trust's president, Richard Moe, asked the pointed question "Are There Too Many Historic Houses?" in the group's Forum Journal 16, no. 3 (2002). In 2006, original summit partners were joined by the American Association of Museums and the American Architectural Foundation for a "Kykuit II" meeting on the sustainability of historic sites. See <http://download.aaslh.org/historypnews/VogtHNSmr07.pdf>.

These meetings resulted in the development of a standards program for history institutions (AASLH's StEPs) and an AASLH Technical Leaflet including a checklist of "Characteristics of Historic House Museums in Peril," <http://download.aaslh.org/technicalpleaflets/TechpLeafp244.pdf>. Following further blows to endowments and consumer spending following the 2008 economic crisis, and in an attempt to quantify the perceived decline and correct the general lack of reliable and comparable figures on attendance across the field, AAM in 2009 began an Annual Condition of Museums and the Economy (ACME) Survey, revealing continuing financial stress and low participation levels 2009-2012. See <http://www.aam-us.org/resources/research>. The popular press also took note of the crisis in history organizations, publishing pieces like "Struggling to Attract Visitors, Historic Houses May Face Day of Reckoning" (J. Freedom du Lac, Washington Post, December 22, 2012). Finally, in "Attendance Slide: A Call to Action," the consulting group Reach Advisers cited National Endowment for the Arts' Survey of Public Participation in the Arts, saying "museums are losing attendance on both measures of audience share and size," with history museums having lost more than 8 million visitors since their peak. . . . This drying-up of the pipeline imperils. . . history museums, because if it is not reversed, obsolescence lies ahead," [http://reachadvisors.typepad.com/museum\\_audience\\_insight/2013/09/the-attendance-slide-a-call-toaction.html](http://reachadvisors.typepad.com/museum_audience_insight/2013/09/the-attendance-slide-a-call-toaction.html)"

So, we can't attribute the attendance decline and consequent need of a 'reboot' to failings on Mystic Seaport's part alone. Some of the things that have troubled this or any institution are much larger - in many cases, having to do simply with vastly increased consumer choice and opportunity, a decreasing middle class with the easy spending ability that matched the cost of history museums, and a decreasing values gap between those museums and a public transformed by cultural and generational change. The triumphal, simplistic, what some have called "filiopietistic" or ancestor-worshipping modes of the past are no longer sought out uncritically by museum audiences. Personal relevance, and relevance to questions in active public debate, are more important than ever. History museums are struggling to communicate a value proposition to a public that, legitimately, wonders "Why should I care? What do these objects, ideas, histories have to do with the things I care about or that bring me interest and pleasure?" That is a serious question and one museums sorely need to address.

I think the 38th Voyage is a remarkable success in demonstrating that history has something to offer those public questions and the kinds of personal experiences sought by contemporary people. Its interdisciplinarity, broad thematic focus, wise use of media, multiple ways of participating, and daring execution (because it had inherent risks) are an incredibly inspiring example of how museums might reimagine their value proposition, from the ideas they have to offer, to the uses they make of their collection and the experiences they provide their constituencies.

At the same time, I don't think any one finite project is enough on its own to 'reboot' any museum; if there were no further reimagining of the Morgan and the general interpretation of Mystic Seaport's collection, it would be just what it is, a highly unusual standalone event. On the contrary, it is an event that extends forward into the future. I expect and hope that it leaves a lot more ripple effects. It is a dramatic demonstration of what can happen when a history museum shares authority, invites participation, connects disparate fields, and focuses on the emotional power of events and live experience. Because of the imaginative way it was structured, it's actually far too early to be able to measure the outcome of this project for the many who participated in such different ways. The project is unique in that Mystic Seaport pursued its goals while also investing in and embracing open-ended outcomes, in which the museum was willing to cede control, allowing multiple interpretations, readings, and products to emerge - many of which have not yet been fully conceived by their creators, and may not be visible for some time. That is groundbreaking in and of itself.

So instead of asking "did this voyage work to 'reboot' Mystic Seaport?" I would ask "Did this voyage meet its own explicit goals - promote dialogue about whales and ocean conservation, share the Morgan's stories in ways that are harder to get at dockside, host an 'adventure' done with 'academic rigor and authenticity,' among others, and also "Did the voyage allow Mystic Seaport to develop and pilot new kinds of audience engagement, thinking about objects, and interpretive ideas that might help infuse the overall museum experience with new energy?"

The spirit of the voyage will, I think, live on, and have wide impact on the way other projects are conceived. But no single project, no matter how wonderful and attention-getting, can transform an entire institution or, for that matter, an entire field. The only thing that has the power to do that is intent. By applying the philosophical foundations of this project across the field, history museums like Mystic Seaport can continue to develop the ability to ask bigger, more interesting questions, draw in wider audiences, and provide truly memorable and meaningful moments for current and future audiences.

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## 38Talk Message w358

### Maybe a whaling musical?

**From:** Frank Reed

**Date:** 2014 Aug 1, 09:51 -0700

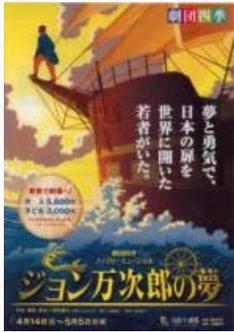
Ger Tysk has been reporting on FB about her visit to Japan. There is a big musical production of the life of John Manjiro in Tokyo *right now*. John Manjiro was a shipwrecked fisherman who was rescued by a Massachusetts whaleship in 1841. He's quite the historical celebrity in Japan and also in the little town of Fairhaven across the bay from New Bedford. The house where he lived briefly has been converted into a small museum... it's just up the street from the lot where Joshua Slocum re-built the *Spray* before his solo circum-navigation over fifty years later.

This musical production is in direct competition with the musical "The Lion King" so it's big money and "family fun". Digging around the Internet and searching on the title "John Manjiro's Dream" in Japanese ジョン万次郎の夢 got me to the theater's [main page for this musical here](#). The links to the [story](#), [characters](#), [image gallery](#), and [history timeline](#) are especially fun. And [here's an entertaining video!](#) Apparently this is a revival of a production which was first staged in Japan forty years ago.

-FER

PS: Ger has explained that they call him "John Manjiro" in Japan and the formal Japanese name "Nakahama Manjiro" is not common.

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38Talk Message w359

**Re: Maybe a whaling musical?**

**From:** Ger Tysk

**Date:** 2014 Aug 2, 02:05 +0900

Thanks Frank! For those wondering what the heck this has to do with anything, Manjiro is the focus of my 38th Voyager project and I am in Japan doing research. :)

Ger

On Aug 2, 2014, at 1:52 AM, "Frank Reed" <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Ger Tysk has been reporting on FB about her visit to Japan. There is a big musical production of the life of John Manjiro in Tokyo right now. John Manjiro was a shipwrecked fisherman who was rescued by a Massachusetts whaleship in 1841. He's quite the historical celebrity in Japan and also in the little town of Fairhaven across the bay from New Bedford. The house where he lived briefly has been converted into a small museum... it's just up the street from the lot where Joshua Slocum re-built the Spray before his solo circum-navigation over fifty years later.*

*This musical production is in direct competition with the musical "The Lion King" so it's big money and "family fun". Digging around the Internet and searching on the title "John Manjiro's Dream" in Japanese [ã,ãfšãf³ä,†æ¬¡éƒŽã](#) @ãæç got me to the theater's [main page for this musical here](#). The links to the [story](#), [characters](#), [image gallery](#), and [history timeline](#) are especially fun. And [here's an entertaining video!](#) Apparently this is a revival of a production which was first staged in Japan forty years ago.*

-FER

*PS: Ger has explained that they call him "John Manjiro" in Japan and the formal Japanese name "Nakahama Manjiro" is not*

common.

Attached File:



(manjiros-dream-poster.jpg: [Open and save](#))

Attached File:



(manjiros-dream-video.jpg: [Open and save](#))

Attached File:



(manjiro-vs-lion-king.jpg: [Open and save](#))

## 38Talk Message w360

### 38th Voyage Resource for Kids

**From:** A E Doyle

**Date:** 2014 Aug 2, 15:05 -0700

Hey, 38th Talk participants,

Thanks for the interesting input on your projects and related ideas! FYI if anyone is interested, a major part of my project for elementary age kids is Flat Stanley Clayton W. Morgan's travel blog, which is not finished yet, but is coming along. We plan to use it as a springboard for science and social studies (and math and reading and writing) activities in the future. Your input is welcome. <http://flatstanleycwm.weebly.com/>

## 38Talk Message w361

### No Argonauts here...

**From:** Frank Reed

**Date:** 2014 Aug 3, 11:57 -0700

From her FB post, I learned of Hester Blum's narrative of her sail on the Morgan four weeks ago. It's a terrific essay, and I highly recommend it: <http://lareviewofbooks.org/essay/18-hours-mast>. A big slice of it revolves around her fascination with the Morgan's professional sailing cew and her sense that she was a bit of an outsider, an unworthy observer, an "Ishmael". One line in particular made me smile:

I became conscious of the collective title for me and my fellow scholars as the “38th Voyagers,” with its grand capitalization. It’s not as though we were the Argonauts.

I know the feeling.

Frank Reed  
Conanicut Island USA

**Attached File:**



## 38Talk Message w362

**Re: No Argonauts here...**

**From:** Robert Wallace  
**Date:** 2014 Aug 3, 19:14 +0000

I am eager to read the essay closely but got 24 blank pages when I tried to print it out, even when I used the print function in the essay. Any advice?

Bob Wallace

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**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Frank Reed  
**Sent:** Sunday, August 03, 2014 3:06 PM  
**To:** Robert Wallace  
**Subject:** [38Talk] No Argonauts here...

From her FB post, I learned of Hester Blum's narrative of her sail on the Morgan four weeks ago. It's a terrific essay, and I highly recommend it: <http://lareviewofbooks.org/essay/18-hours-mast>. A big slice of it revolves around her fascination with the Morgan's professional sailing cew and her sense that she was a bit of an outsider, an unworthy observer, an "Ishmael". One line in particular made me smile:

*I became conscious of the collective title for me and my fellow scholars as the “38th Voyagers,” with its grand capitalization. It’s not as though we were the Argonauts.*

I know the feeling.

Frank Reed  
Conanicut Island USA

**Attached File:**



(la-rev-books.jpg: [Open and save](#))

## 38Talk Message w363

**A narrative of the voyage**

**From:** Hester Blum  
**Date:** 2014 Aug 3, 12:16 -0700

Shipmates, I've loved reading your blogs and responses and following these discussions. I offer today my own narrative of the voyage, which appeared in the *Los Angeles Review of Books*: <http://lareviewofbooks.org/essay/18-hours-mast>. (I also compiled a separate photo narrative: <https://hmlblum.exposure.co/charles-w-morgan>.)

warmly yours,  
Hester

## 38Talk Message w364

### Beware grog-shop landlords and sharks

**From:** Frank Reed

**Date:** 2014 Aug 4, 18:58 -0700

From *The Sailor's Magazine and Naval Journal*, February, 1845 quoting the Boston Journal, immediately after the maiden voyage of the *Charles W. Morgan*:

*A Good Example.—The whaling ship Charles W. Morgan, owned by Charles W. Morgan of New Bedford, and commanded by Capt. Thomas A. Norton of Edgarlow, recently arrived at that port, with a full cargo of oil, after an absence of between three and four years. We learn, that it is the practice, and an excellent practice it is, for the pilots when they board a ship to take with them the temperance pledge, and thus give every sailor an opportunity to record his determination to become a temperance man, to the confusion of all grog-shop landlords and sharks. The pilot on boarding the Charles W. Morgan produced the tee-total pledge, and it was promptly signed by every person on board, from the Captain to the cabinboy!*

*We learn further that the strictest discipline and good order prevailed on board the ship during the passage. Captain Norton proved himself truly the sailor's friend, and nineteen or twenty of the seamen, who, when they shipped knew nothing of navigation, came home well instructed in the theory and practice of the art, and able to navigate and sail a vessel to any part of the world. Twenty-three of the crew and officers belonging to the Martha's Vineyard, and of course were true-blue-seamen, and native Americans. This speaks well for the good people of that island —Boston Journal.*

I'm sure many of you have seen this item before (there's a brief mention in "The Charles W. Morgan" by John F. Leavitt et al.), but as the Morgan is days away from the *grog-shops* of Mystic, Connecticut, I thought it might be worth posting.

Frank Reed  
Conanicut Island USA

## 38Talk Message w365

### Description of a 'spouter' from "Two Years Before the Mast"

**From:** Richard French

**Date:** 2014 Aug 5, 16:42 -0400

I thought you might enjoy the disdainful description of a 'spouter' by Charles W. Dana, in *Two Years Before the Mast* - not much similarity to the Charles W. Morgan on our voyage, at least!

-Dick French

Tuesday, Nov. 10th. Going ashore, as usual, in the gig, just before sundown, to bring off the captain, we found, upon taking in the captain and pulling off again, that our ship, which lay the farthest out, had run up her ensign. This meant "Sail ho!" of course, but as we were within the point we could see nothing. "Give way, boys! Give way! Lay out on your oars, and long stroke!" said the captain; and stretching to the whole length of our arms, bending back again, so that our backs touched the thwarts, we sent her through the water like a rocket. A few minutes of such pulling opened the islands, one after another, in range of the point, and gave us a view of the Canal, where was a ship, under top-gallant sails, standing in, with a light breeze, for the anchorage. Putting the boat's head in the direction of the ship, the captain told us to lay out again; and we needed no spurring, for the prospect of boarding a new ship, perhaps from home, hearing the news and having something to tell of when we got back, was excitement enough for us, and we gave way with a will. Captain Nye, of the *Loriotte*, who had been an old whaler, was in the stern-sheets, and fell mightily into the spirit of it. "Bend your backs and break your oars!" said he. "Lay me on, Captain Bunker!" "There she flukes!" and other exclamations, peculiar to whalers. In the meantime, it fell flat calm, and being within a couple of miles of the ship, we expected to board her in a few moments, when a sudden breeze sprung up, dead ahead for the ship, and she braced up and stood off toward the islands, sharp on the larboard tack, making good way through the water. This, of course, brought us up, and we had only to "ease larboard oars; pull

round starboard!" and go aboard the Alert, with something very like a flea in the ear. There was a light land-breeze all night, and the ship did not come to anchor until the next morning. As soon as her anchor was down, we went aboard, and found her to be the whaleship, Wilmington and Liverpool Packet, of New Bedford, last from the "off-shore ground," with nineteen hundred barrels of oil. A "spouter" we knew her to be as soon as we saw her, by her cranes and boats, and by her stump top-gallant masts, and a certain slovenly look to the sails, rigging, spars and hull; and when we got on board, we found everything to correspond,--spouter fashion. She had a false deck, which was rough and oily, and cut up in every direction by the chimes of oil casks; her rigging was slack and turning white; no paint on the spars or blocks; clumsy seizings and straps without covers, and homeward-bound splices in every direction. Her crew, too, were not in much better order. Her captain was a slab-sided, shamble-legged Quaker, in a suit of brown, with a broad-brimmed hat, and sneaking about decks, like a sheep, with his head down; and the men looked more like fishermen and farmers than they did like sailors.

Though it was by no means cold weather, (we having on only our red shirts and duck trowsers,) they all had on woollen trowsers--not blue and shipshape--but of all colors--brown, drab, grey, aye, and green, with suspenders over their shoulders, and pockets to put their hands in. This, added to guernsey frocks, striped comforters about the neck, thick cowhide boots, woollen caps, and a strong, oily smell, and a decidedly green look, will complete the description. Eight or ten were on the fore-topsail yard, and as many more in the main, furling the topsails, while eight or ten were hanging about the fore-castle, doing nothing. This was a strange sight for a vessel coming to anchor; so we went up to them, to see what was the matter. One of them, a stout, hearty-looking fellow, held out his leg and said he had the scurvy; another had cut his hand; and others had got nearly well, but said that there were plenty aloft to furl the sails, so they were sogering on the fore-castle. There was only one "splicer" on board, a fine-looking old tar, who was in the bunt of the fore-topsail. He was probably the only sailor in the ship, before the mast. The mates, of course, and the boat-steerers, and also two or three of the crew, had been to sea before, but only whaling voyages; and the greater part of the crew were raw hands, just from the bush, as green as cabbages, and had not yet got the hay-seed out of their heads. The mizen topsail hung in the bunt-lines until everything was furled forward. Thus a crew of thirty men were half an hour in doing what would have been done in the Alert with eighteen hands to go aloft, in fifteen or twenty minutes.

We found they had been at sea six or eight months, and had no news to tell us; so we left them, and promised to get liberty to come on board in the evening, for some curiosities, etc. Accordingly, as soon as we were knocked off in the evening and had got supper, we obtained leave, took a boat, and went aboard and spent an hour or two. They gave us pieces of whalebone, and the teeth and other parts of curious sea animals, and we exchanged books with them--a practice very common among ships in foreign ports, by which you get rid of the books you have read and re-read, and a supply of new ones in their stead, and Jack is not very nice as to their comparative value.

## 38Talk Message w366

### Re: Description of a 'spouter' from "Two Years Before the Mast"

**From:** Revell Carr

**Date:** 2014 Aug 6, 11:03 -0400

I think you mean Richard Henry Dana, not Charles W. Dana.

On Tue, Aug 5, 2014 at 4:51 PM, Richard French <[NoReply\\_French@fer3.com](mailto:NoReply_French@fer3.com)> wrote:

*I thought you might enjoy the disdainful description of a 'spouter' by Charles W. Dana, in Two Years Before the Mast" - not much similarity to the Charles W. Morgan on our voyage, at least!*

*-Dick French*

*Tuesday, Nov. 10th. Going ashore, as usual, in the gig, just before sundown, to bring off the captain, we found, upon taking in the captain and pulling off again, that our ship, which lay the farthest out, had run up her ensign. This meant "Sail ho!" of course, but as we were*

within the point we could see nothing. "Give way, boys! Give way! Lay out on your oars, and long stroke!" said the captain; and stretching to the whole length of our arms, bending back again, so that our backs touched the thwarts, we sent her through the water like a rocket. A few minutes of such pulling opened the islands, one after another, in range of the point, and gave us a view of the Canal, where was a ship, under top-gallant sails, standing in, with a light breeze, for the anchorage. Putting the boat's head in the direction of the ship, the captain told us to lay out again; and we needed no spurring, for the prospect of boarding a new ship, perhaps from home, hearing the news and having something to tell of when we got back, was excitement enough for us, and we gave way with a will. Captain Nye, of the Lorient, who had been an old whaler, was in the stern-sheets, and fell mightily into the spirit of it. "Bend your backs and break your oars!" said he. "Lay me on, Captain Bunker!" "There she flukes!" and other exclamations, peculiar to whalers. In the meantime, it fell flat calm, and being within a couple of miles of the ship, we expected to board her in a few moments, when a sudden breeze sprung up, dead ahead for the ship, and she braced up and stood off toward the islands, sharp on the larboard tack, making good way through the water. This, of course, brought us up, and we had only to "ease larboard oars; pull round starboard!" and go aboard the Alert, with something very like a flea in the ear. There was a light land-breeze all night, and the ship did not come to anchor until the next morning. As soon as her anchor was down, we went aboard, and found her to be the whaleship, Wilmington and Liverpool Packet, of New Bedford, last from the "off-shore ground," with nineteen hundred barrels of oil. A "spouter" we knew her to be as soon as we saw her, by her cranes and boats, and by her stump top-gallant masts, and a certain slovenly look to the sails, rigging, spars and hull; and when we got on board, we found everything to correspond,--spouter fashion. She had a false deck, which was rough and oily, and cut up in every direction by the chimes of oil casks; her rigging was slack and turning white; no paint on the spars or blocks; clumsy seizings and straps without covers, and homeward-bound splices in every direction. Her crew, too, were not in much better order. Her captain was a slab-sided, shamble-legged Quaker, in a suit of brown, with a broad-brimmed hat, and sneaking about decks, like a sheep, with his head down; and the men looked more like fishermen and farmers than they did like sailors.

Though it was by no means cold weather, (we having on only our red shirts and duck trowsers,) they all had on woollen trowsers--not blue and shipshape--but of all colors--brown, drab, grey, aye, and green, with suspenders over their shoulders, and pockets to put their hands in. This, added to guernsey frocks, striped comforters about the neck, thick cowhide boots, woollen caps, and a strong, oily smell, and a decidedly green look, will complete the description. Eight or ten were on the fore-topsail yard, and as many more in the main, furling the topsails, while eight or ten were hanging about the fore-castle, doing nothing. This was a strange sight for a vessel coming to anchor; so we went up to them, to see what was the matter. One of them, a stout, hearty-looking fellow, held out his leg and said he had the scurvy; another had cut his hand; and others had got nearly well, but said that there were plenty aloft to furl the sails, so they were sogering on the fore-castle. There was only one "splicer" on board, a fine-looking old tar, who was in the bunt of the fore-topsail. He was probably the only sailor in the ship, before the mast. The mates, of course, and the boat-steerers, and also two or three of the crew, had been to sea before, but only whaling voyages; and the greater part of the crew were raw hands, just from the bush, as green as cabbages, and had not yet got the hay-seed out of their heads. The mizen topsail hung in the bunt-lines until everything was furled forward. Thus a crew of thirty men were half an hour in doing what would have been done in the Alert with eighteen hands to go aloft, in fifteen or twenty minutes.

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and re-read, and a supply of new ones in their stead, and Jack is not very nice as to their comparative value.

--  
James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030

## 38Talk Message w367

### Re: Description of a 'spouter' from "Two Years Before the Mast"

**From:** Richard French

**Date:** 2014 Aug 6, 11:46 -0400

Ha! I have Charles W on the brain after the voyage on the Charles W Morgan!

Sent from my iPhone

On Aug 6, 2014, at 11:31 AM, "Revell Carr" <[NoReply\\_RevellCarr@fer3.com](mailto:NoReply_RevellCarr@fer3.com)> wrote:

*I think you mean Richard Henry Dana, not Charles W. Dana.*

*On Tue, Aug 5, 2014 at 4:51 PM, Richard French <[NoReply\\_French@fer3.com](mailto:NoReply_French@fer3.com)> wrote:*

*I thought you might enjoy the disdainful description of a 'spouter' by Charles W. Dana, in Two Years Before the Mast" - not much similarity to the Charles W. Morgan on our voyage, at least!*

*-Dick French*

*Tuesday, Nov. 10th. Going ashore, as usual, in the gig, just before sundown, to bring off the captain, we found, upon taking in the captain and pulling off again, that our ship, which lay the farthest out, had run up her ensign. This meant "Sail ho!" of course, but as we were within the point we could see nothing. "Give way, boys! Give way! Lay out on your oars, and long stroke!" said the captain; and stretching to the whole length of our arms, bending back again, so that our backs touched the thwarts, we sent her through the water like a rocket. A few minutes of such pulling opened the islands, one after another, in range of the point, and gave us a view of the Canal, where was a ship, under top-gallant sails, standing in, with a light breeze, for the anchorage. Putting the boat's head in the direction of the ship, the captain told us to lay out again; and we needed no spurring, for the prospect of boarding a new ship, perhaps from home, hearing the news and having something to tell of when we got back, was excitement enough for us, and we gave way with a will. Captain Nye, of the Lorient, who had been an old whaler, was in the stern-sheets, and fell mightily into the spirit of it. "Bend your backs and break your oars!" said he. "Lay me on, Captain Bunker!" "There she flukes!" and other exclamations, peculiar to whalers. In the meantime, it fell flat calm, and being within a couple of miles of the ship, we expected to board her in a few moments, when a sudden breeze sprung up, dead ahead for the ship, and she braced up and stood off toward the islands, sharp on the larboard tack, making good way through the water. This, of course, brought us up, and we had only to "ease larboard oars; pull round starboard!" and go aboard the Alert, with something very like a flea in the ear. There was a light land-breeze all night, and the ship did not come to anchor until the next morning. As soon as her anchor was down, we went aboard, and found her to be the whaleship, Wilmington and Liverpool Packet, of New Bedford, last from the "off-shore ground," with nineteen hundred barrels of oil. A "spouter" we knew her to be as soon as we saw her, by her cranes and boats, and by her stump top-gallant masts, and a certain slovenly look to the sails, rigging, spars and hull; and when we got on board, we found everything to correspond,--spouter fashion. She had a false deck, which was rough and oily, and cut up in every direction by the chimes of oil casks; her rigging was slack and turning white; no paint on the spars or blocks; clumsy seizings and straps without covers, and homeward-bound splices*

*in every direction. Her crew, too, were not in much better order. Her captain was a slab-sided, shamle-legged Quaker, in a suit of brown, with a broad-brimmed hat, and sneaking about decks, like a sheep, with his head down; and the men looked more like fishermen and farmers than they did like sailors.*

*Though it was by no means cold weather, (we having on only our red shirts and duck trowsers,) they all had on woollen trowsers--not blue and shipshape--but of all colors--brown, drab, grey, aye, and green, with suspenders over their shoulders, and pockets to put their hands in. This, added to guernsey frocks, striped comforters about the neck, thick cowhide boots, woollen caps, and a strong, oily smell, and a decidedly green look, will complete the description. Eight or ten were on the fore-topsail yard, and as many more in the main, furling the topsails, while eight or ten were hanging about the fore-castle, doing nothing. This was a strange sight for a vessel coming to anchor; so we went up to them, to see what was the matter. One of them, a stout, hearty-looking fellow, held out his leg and said he had the scurvy; another had cut his hand; and others had got nearly well, but said that there were plenty aloft to furl the sails, so they were sogering on the fore-castle. There was only one "splicer" on board, a fine-looking old tar, who was in the bunt of the fore-topsail. He was probably the only sailor in the ship, before the mast. The mates, of course, and the boat-steerers, and also two or three of the crew, had been to sea before, but only whaling voyages; and the greater part of the crew were raw hands, just from the bush, as green as cabbages, and had not yet got the hay-seed out of their heads. The mizen topsail hung in the bunt-lines until everything was furled forward. Thus a crew of thirty men were half an hour in doing what would have been done in the Alert with eighteen hands to go aloft, in fifteen or twenty minutes.*

*We found they had been at sea six or eight months, and had no news to tell us; so we left them, and promised to get liberty to come on board in the evening, for some curiosities, etc. Accordingly, as soon as we were knocked off in the evening and had got supper, we obtained leave, took a boat, and went aboard and spent an hour or two. They gave us pieces of whalebone, and the teeth and other parts of curious sea animals, and we exchanged books with them--a practice very common among ships in foreign ports, by which you get rid of the books you have read and re-read, and a supply of new ones in their stead, and Jack is not very nice as to their comparative value.*

--  
*James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030*

## 38Talk Message w368

### The last whale

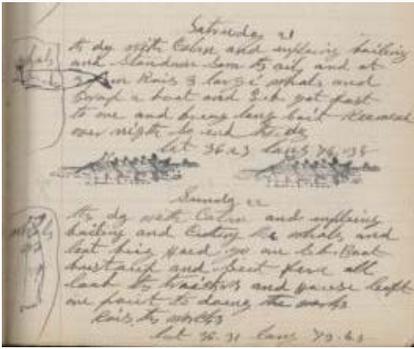
**From:** Frank Reed

**Date:** 2014 Aug 6, 10:04 -0700

As the Morgan is about to be towed back to Mystic Seaport this afternoon, I got it in my head to look up the last whale. I've never paid any attention to the Morgan's whaling voyages after 1906. The captains and mates recording in the logbooks in that period were relatively illiterate and, for my own interest, their navigation work was trivial. The Morgan was a miserable "fishing boat" in the North Atlantic. I'm attaching a page from the last day of whaling ([the original at mysticseaport.org](http://www.mysticseaport.org)). It was May 21, 1921. As you can see, they were still using little whale stamps to mark off the whales taken and the boats lowered. The location of this last episode of whaling surprised me. The position listed, 36° 23' N, 74° 38' W (normally the noon position), places them just off the east coast of the US, near the border of North Carolina and Virginia. The Morgan's last day of whaling was only about 70 nautical miles from Virginia Beach or about 55 miles from the beaches at Kitty Hawk...

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

**Attached File:**



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**38Talk Message w369**

**CBS Evening News (25 minutes from now)**

**From:** Frank Reed

**Date:** 2014 Aug 6, 15:08 -0700

The 38th Voyage will be featured on CBS News this evening. That's less than half an hour away, though I suppose the Morgan story will be later in the half-hour...

Frank Reed

---

**38Talk Message w370**

**Re: CBS Evening News (25 minutes from now)**

**From:** Frank Reed

**Date:** 2014 Aug 6, 21:07 -0700

Here's a [link to the online version of the CBS News segment](#) in case you missed it. It includes video from various voyage legs, and you may be able to spot yourself in there somewhere. I am in the background holding my sextant and on screen for *one whole second*. Richard French is also seen briefly watching whales aboard the Morgan, which is quite coincidental since he is on the NASA Cassini team, and there was a story about Saturn and Cassini earlier in the same broadcast.

Frank Reed  
Conanicut Island USA

---

**38Talk Message w371**

**Re: CBS Evening News (25 minutes from now)**

**From:** Michelle Moon

**Date:** 2014 Aug 7, 00:29 -0400

Thank you so much! We're off the TV grid so I appreciate the link to watch online!

Michelle Moon  
[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Thu, Aug 7, 2014 at 12:16 AM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

Here's a [link to the online version of the CBS News segment](#) in case you missed it. It includes video from various voyage legs, and you may be able to spot yourself in there somewhere. I am in the background holding my sextant and on screen for *one whole second*. Richard French is also seen briefly watching whales aboard the Morgan, which is quite coincidental since he is on the NASA Cassini team, and there was a story about Saturn and Cassini earlier in the same broadcast.

Frank Reed  
Conanicut Island USA

---

**38Talk Message w372**

**A map of the last day, and a sticky spot**

**From:** Frank Reed

**Date:** 2014 Aug 14, 15:30 -0700

One of the challenges for future voyages of the Charles W. Morgan is the restricted navigability of the Mystic River estuary. A narrow channel runs from Mystic Seaport, through the US-1 highway drawbridge and the northeast corridor rail bridge, and then snakes past Mason's Island and the peninsula of Noank before passing between tricky shoals and rocks leading out into Fishers Island Sound. The Morgan has to be rigged down and de-ballasted somewhat in order to make it through this obstacle course. And even so, she got stuck. I didn't see the delay on the outbound leg, which locals tell me lasted a little longer. Coming back upriver last week, the Morgan got stuck for about a minute at the "sticky spot" (see the attached map). That's not long, but this is a serious issue. In order to sail again, the Morgan will have to repeat the ballasting/de-ballasting process in New London before heading out on any sailing treks, and it needs a tow through all of this. Those who are interested in seeing the Morgan sail again may want to investigate the process of convincing the Corps of Engineers (or whoever is responsible --I don't know) to dredge the Mystic River channel deeper and wider. That would certainly simplify the process. Of course there are environmental concerns with any dredging. Is sailing the Morgan worth that cost? And if it means losing a few mooring sites in the anchorages along the channel, would local enthusiasm wane?

The attached map is a continuation of the voyage mapping that I described earlier. I collected the AIS data (GPS positions broadcast by vessels and recorded by shore receivers) for the Morgan, the tug Sirius, and Roann. I combined these points for this very last leg of the voyage. You can see the tight squeeze up the channel to return the Morgan to Mystic Seaport.

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

**Attached File:**



## 38Talk Message w373

**Re: A map of the last day, and a sticky spot**

**From:** Robert Wallace

**Date:** 2014 Aug 21, 12:02 +0000

Hello Frank,

I have now posted the final entry of my whale ship blog. Please feel free to distribute it among the listserve if you wish. I never am sure whether I am writing to the list serve or just to you, so I hope you will get this and sort things out. I have tried to proofread this, but it was all written pretty much on the fly, so if anyone has corrections, I would greatly appreciate receiving them. Thanks so much for creating the listserve. It has been a great gift to us all.

<http://mobyart.wordpress.com/>

Bob Wallace (Martha's Vineyard to New Bedford)

---

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Frank Reed

**Sent:** Thursday, August 14, 2014 6:31 PM

**To:** Robert Wallace

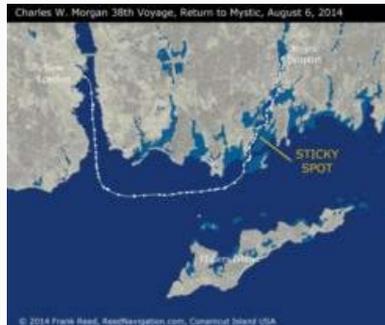
**Subject:** [38Talk] A map of the last day, and a sticky spot

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Frank Reed  
ReedNavigation.com  
Conanicut Island USA

#### Attached File:



(CWM-sticky-spot.jpg: [Open and save](#))

## 38Talk Message w374

### Navigate like the Morgan navigators

**From:** Frank Reed

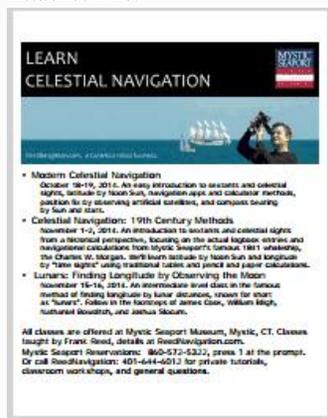
**Date:** 2014 Sep 5, 14:34 -0700

The captains, wives of captains, and mates aboard the Charles W. Morgan all navigated by the Sun from its first voyage starting in 1841 to its last whaling voyage ending in 1921. I've got classes coming up at Mystic Seaport, starting in late October, in which you can learn and use today the actual celestial navigation methods employed aboard the Morgan through those long decades. Details below.

By the way, it's been just a month since the end of the "38th Voyage", and I intend to post a few messages for 38Talk over the weekend. Just a heads-up...

Frank Reed  
Conanicut Island USA

#### Attached File:



## 38Talk Message w375

### Re: Navigate like the Morgan navigators

**From:** Peter Whittemore

**Date:** 2014 Sep 5, 18:27 -0400

Thanks, Frank. I'm still in detox for Morgan withdrawals, but they tell me I'm showing signs of progress and recovery.....

Anyone up for seeing the Morgan sail to Boston for the 2017 Tall Ships show? It'll happen in Boston for four days as the Mayor has just announced, and besides the Constitution, the Morgan could take the Oldest in the Parade prize..... How much money would the Museum need to put out? Any figures from the 38th Voyage in yet?

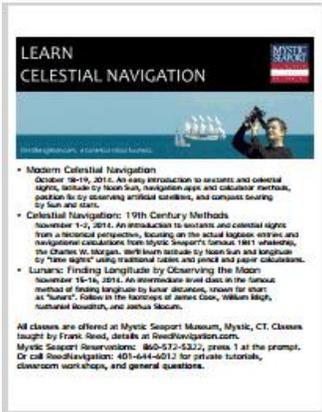
From: NoReply\_FrankReed@fer3.com  
To: peterwhittemore@hotmail.com  
Date: Fri, 5 Sep 2014 14:36:15 -0700  
Subject: [38Talk] Navigate like the Morgan navigators

The captains, wives of captains, and mates aboard the Charles W. Morgan all navigated by the Sun from its first voyage starting in 1841 to its last whaling voyage ending in 1921. I've got classes coming up at Mystic Seaport, starting in late October, in which you can learn and use today the actual celestial navigation methods employed aboard the Morgan through those long decades. Details below.

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Frank Reed

Conanicut Island USA

#### Attached File:



(cel-nav-poster-fall-2014.pdf: [Open and save](#) or [View online](#))

## 38Talk Message w376

### 38th Voyage Blog

**From:** Lesley Walker  
**Date:** 2014 Sep 13, 14:09 +0100

Dear fellow voyagers

have very belatedly posted the third part of my voyage blog - normal life seems to have resumed with a vengeance!

<http://lesleybw.wordpress.com>

Enjoy!

Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
+44 (0)7748500933  
Tug "Tommy Lee" 1938  
<http://lesleybw.wordpress.com>

## 38Talk Message w377

### Re: 38th Voyage Blog

**From:** Robert Wallace  
**Date:** 2014 Sep 16, 11:35 +0000

Great job with the blog Lesley. Your knowledge of sailing terms is impressive! You described so many things so well. And it would be fun to be out in the Mediterranean with you.

Bob

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Lesley Walker  
**Sent:** Saturday, September 13, 2014 11:01 AM

To: Robert Wallace  
Subject: [38Talk] 38th Voyage Blog

Dear fellow voyagers

have very belatedly posted the third part of my voyage blog - normal life seems to have resumed with a vengeance!

<http://lesleybw.wordpress.com>

Enjoy!

Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
+44 (0)7748500933  
Tug "Tommy Lee" 1938  
<http://lesleybw.wordpress.com>

---

## 38Talk Message w378

### Re: 38th Voyage Blog

**From:** Lesley Walker  
**Date:** 2014 Sep 16, 14:38 -0700

Thanks Robert - really appreciate your keeping in touch and giving me some feedback. Out in the Mediterranean sounds great - but two days after I wrote this, the fuel pump failed and we were grounded in a marina off Sardinia for two weeks while it was sent off to be repaired - end of my sailing as I had to return home before it was fixed. Sardinia is a great place to be grounded but I missed the sailing. At least this couldn't have happened on the Charles W Morgan!

---

## 38Talk Message w379

### Science fiction and the Charles W. Morgan

**From:** Frank Reed  
**Date:** 2014 Sep 24, 11:32 -0700

Made you look, right? :) There are a couple of entertaining stories that fit under this general heading that I thought some of you might enjoy.

Back in the 1970s, saving the whales became a social cause, and at least in the US, the whale species at the center of the revival was the humpback whale. Of course most of the whales that swam about the Morgan in July on Stellwagen Bank were humpbacks, so despite the fact that traditional whalships, including the Morgan, almost never hunted humpbacks, being photographed among them still worked since humpbacks remain the darlings of popular culture. The humpback is the poster child of whale conservation. One of the pop culture engines that elevated humpback whales to such a high station was a little movie called "Star Trek IV: the Voyage Home". Remember that one? It came out in 1986. It's very cute, and for folks in their forties today, it may be the film that first attracted them to humpbacks whales. You might think, 'well, it's not that important... it's just some silly science fiction movie.' For a measure of its lasting impact, consider "Whales Weep Not" by D.H. Lawrence. This poem turned up recently in some artwork for a Mystic Seaport press release imagining the layout of the new exhibit that is being planned for the Stillman Building. I can't imagine the whole poem will really be put up on some big lighted screen, considering the explicit sexuality of the middle of it, but the poem or at least its title is relatively well-known in popular culture. Try this: go to google.com and search on "whales weep". As you type, Google's auto-complete feature tries to guess what you're searching for based on popular prior searches (see the attached image). And here's where you can see the lasting impact of that Star Trek movie. Google happily fills in "whales weep not star trek" and, below that in popularity, "whales weep not poem". Star Trek before poem! The opening line of the poem, "They say the sea is cold, but the sea contains the hottest blood of all," was spoken by Captain Kirk (over a pizza dinner, if I remember correctly), and that's what has made the verse more widely known than anything else.

For something a little lighter, how many of you know this whaling song?

*We're whalers on the Moon,  
We carry a harpoon.  
But there ain't no whales so we tell tall tales,  
And we sing our whaling tune...*

I had that going through my head while we were approaching the Morgan aboard the high-tech launch of the yacht *Rena* in Provincetown Harbor back on July 10. It's from the animated, comedy science fiction series "Futurama" (the second episode, which originally aired back in the year 2000). If you're

dying to hear it put to music, [try here](#). My mission is complete if you can't get it out of your head tomorrow. :)

Finally, a little science fiction relevant to the Charles W. Morgan from just last month. Those of you who teach might be able to get some mileage out of this. One of the most popular reboots of a serial in recent history has been the new "Doctor Who" which the BBC has been producing since 2005, with four different actors having played the lead character, known only as "the Doctor". The newest season started in late August (with a new incarnation of the Doctor). In the premier episode of the season, the Doctor actually brings up the 'Ship of Theseus' problem that we chatted about earlier in the summer with respect to restored historic vessels. In short, if you replace every plank and beam of an old ship, is it still an old ship? Certainly in the case of the Charles W. Morgan, the answer is yes, but there are seriously problematic cases including, as one example, Mystic Seaport's earliest acquisition, Annie, a sandbagger racing sloop, which is all new construction, mostly less than fifteen years old, though faithfully rendering the original. If you teach and you have any students who watch "Doctor Who" (that's practically guaranteed), then you might be able to explore this whole issue by asking them about a scene from the first episode of season 8 (series 8, as they say on the BBC) which aired in late August of this year:

A malevolent cyborg has been harvesting body parts from humans and other sources for thousands of years trying to achieve some nebulous, long-forgotten goal. And to explain his bizarre quest, he proclaims defiantly, "I am not dead."

The Doctor tries to denounce him with logic:

*"You are a broom! Question: If you take a broom, you replace the handle, and then later you replace the brush, And you do that over and over again, is it still the same broom? Answer: No, of course it isn't! ...But you can still sweep the floor... which is not strictly relevant, skip that last part."*

The Doctor continues: *"You have replaced every piece of yourself, mechanical and organic, time and time again. There's not a trace of the original you left."* It's the standard "Ship of Theseus" puzzle, or even closer, the parable of "my grandfather's axe". The Doctor's denouncement of the cyborg as no longer having any trace of "the original you" is powerful, yet one suspects it may come back to haunt the Doctor as the story arc for the season continues. I would imagine that the writers will have him contradict his too quickly spoken "no, of course it isn't". For the Doctor himself might be called a "broom" who has regenerated so many times that he no longer can even define who he is himself. Yet he still sweeps the floor. And, back to museum vessels, is Sandbagger Annie still the same boat that it once was? There are other cases in the world of museum ships that are equally extreme. If we restore a vessel too thoroughly, does it become Doctor Who's "broom"? ...Just an opportunity to bring a little modern pop literature, science fiction specifically, to bear on the issue of the identity of museum ships.

Any thoughts?

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

#### Attached File:



#### Attached File:



## 38Talk Message w380

### Article ANMM

**From:** Lesley Walker

**Date:** 2014 Sep 24, 20:14 +0100

Dear fellow Voyagers

The Australian National Maritime Museum's quarterly journal Signals has published my account of the 38th Voyage. Wonderful to see it all in print!

Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
+44 (0)7748500933  
Tug "Tommy Lee" 1938  
<http://lesleybw.wordpress.com>

**Attached File:**



**Attached File:**



**Attached File:**



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**38Talk Message w381**

**Whaling logbook collections**

**From:** Frank Reed  
**Date:** 2014 Sep 25, 14:53 -0700

I used to have this information but can't find it anymore. Could anyone give me a "top ten" or "top five" list of institutions, museums, and/or libraries holding whaling logbooks in the US? Numbers would be great, too, but not essential.

-FER

---

**38Talk Message w382**

**Re: Whaling logbook collections**

**From:** Mary K. Bercaw Edwards  
**Date:** 2014 Sep 25, 15:12 -0700

Largest collection is at New Bedford Whaling Museum. That collection includes the former Kendall Whaling Museum collection.

Another large collection is at the Providence Public Library.

In addition, there are logbooks at Mystic Seaport Museum, the Peabody-Essex Museum, the New Bedford Free Public Library, the Nantucket Historical Association, and the Harvard Libraries (especially the Houghton).

Abstract logs of whaling voyages can be found in the Matthew Fontaine Maury Collection of Abstract Logs of Ships in the Weather Bureau Records, Department of Agriculture Section, National Archives (Record Group 27, M1160).

May I be so bold as to suggest that those interested in logbooks and Herman Melville should read Wilson Heflin's *Herman Melville's Whaling Years* (2004), edited by Thomas Farel Heffernan and myself?

## 38Talk Message w383

### Re: Whaling logbook collections

**From:** Revell Carr  
**Date:** 2014 Sep 25, 19:06 -0400

I think you should look at Stuart Sherman's book *Whaling Logbooks and Journals, 1613-1927: An Inventory of Manuscript Records in Public Collections* (Garland, 1986), which gives a pretty comprehensive look at who owns what. Does anyone know if it's been updated lately?

Here's my vote for the best whaling collections in the US.

1. The New Bedford Whaling Museum/Kendall Institute, New Bedford, MA
2. The Nicholson Collection, Providence Public Library, Providence, RI
3. Nantucket Historical Association, Nantucket, MA
4. G.W. Blunt White Library, Mystic Seaport Museum, Mystic, CT
5. John Hay Library, Brown University, Providence, RI
6. Massachusetts Historical Society, Boston, MA
7. Phillips Library, Peabody Essex Museum, Salem, MA
8. Library of Congress, Washington, DC
9. Huntington Library, Los Angeles, CA
10. New London County Historical Society, New London, CT

On Thu, Sep 25, 2014 at 5:56 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*I used to have this information but can't find it anymore. Could anyone give me a "top ten" or "top five" list of institutions, museums, and/or libraries holding whaling logbooks in the US? Numbers would be great, too, but not essential.*

-FER

--

James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030

## 38Talk Message w384

### Re: Whaling logbook collections

**From:** Peter Whittemore  
**Date:** 2014 Sep 25, 21:43 -0400

If you do get to look at Harvard's Houghton Library ask for Dennis Marnon (sp?) and tell him the Melville folk say "Hi." Peter

---

From: [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)  
To: [peterwhittemore@hotmail.com](mailto:peterwhittemore@hotmail.com)  
Date: Thu, 25 Sep 2014 14:56:03 -0700  
Subject: [38Talk] Whaling logbook collections

I used to have this information but can't find it anymore. Could anyone give me a "top ten" or "top five" list of institutions, museums, and/or libraries holding whaling logbooks in the US? Numbers would be great, too, but not essential.

-FER

## 38Talk Message w385

### 38th voyage writeup

**From:** Ger Tysk  
**Date:** 2014 Sep 25, 21:48 -0400

Hello fellow Voyagers!

For my voyage project I'm working on a photobook combining my experiences from the 38th Voyage with my research on John Manjiro, the first Japanese person to live in the United States and a whaleman and cooper out of Fairhaven, MA. I'm working on the draft now and took the opportunity to do a bare bones mockup that's also a publicly viewable version of my 38th Voyage experience :)

I took the photos over a period of about 6 months, starting from our Voyager orientation back in March up through my month-long trip to Japan in August.

Here's the link, and hope you enjoy. Let me know what you think!  
<https://gertysk.exposure.co/driftng-toward-the-southeast>

Ger

--

[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w386

### Re: Whaling logbook collections

**From:** Peter McCracken  
**Date:** 2014 Sep 25, 22:46 -0400

Finding logbooks in general is a pretty big bugaboo for me. Here are some tools to consider.

I run ShipIndex.org, a website that helps people do research on specific ships. If you know the name of the vessel you're researching, you can find out what books, magazines, websites, etc., mention that ship. There's a free database and a subscription database. But the free database DOES include books *by* or *about* ships, via WorldCat. So if you search in the free database, you can find citations for books by ships – very often, these are logbooks. Sometimes locating the actual manuscript is not easy, however, and I've written a bit about how to take the information from WorldCat, then go to NUCMC, and find the holdings information, here: <http://blog.shipindex.org/2014/01/using-worldcat-records-in-shipindex-org-part-2-finding-books-by-ships/>

About 18 months ago I compiled a list of "Logbook bibliographies" on WorldCat, at <https://www.worldcat.org/profiles/ShipIndex/lists/3051665>, which might also be useful. It's hardly complete, however, since the title that Rev Carr cited was not included. I've fixed that. Generally, these published lists seem to go out of date, but alas there's not much else to use, so they're at least better than nothing, even if some are over 50 years old.

I would love to someday create an online directory of these logbooks and journals, as I believe it would be quite useful. But for the time being, it'll have to wait.

Peter McCracken  
Publisher, ShipIndex.org  
[peter@shipindex.org](mailto:peter@shipindex.org)

Visit ShipIndex.org at the following conferences:

Assn of College & Research Libraries, Booth 168: Portland, OR, 25-27 March 2015

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**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Revell Carr  
**Sent:** Thursday, September 25, 2014 7:51 PM  
**To:** peter@shipindex.org  
**Subject:** [38Talk] Re: Whaling logbook collections

I think you should look at Stuart Sherman's book *Whaling Logbooks and Journals, 1613-1927: An Inventory of Manuscript Records in Public Collections* (Garland, 1986), which gives a pretty comprehensive look at who owns what. Does anyone know if it's been updated lately?

Here's my vote for the best whaling collections in the US.

1. The New Bedford Whaling Museum/Kendall Institute, New Bedford, MA
2. The Nicholson Collection, Providence Public Library, Providence, RI
3. Nantucket Historical Association, Nantucket, MA
4. G.W. Blunt White Library, Mystic Seaport Museum, Mystic, CT
5. John Hay Library, Brown University, Providence, RI
6. Massachusetts Historical Society, Boston, MA
7. Phillips Library, Peabody Essex Museum, Salem, MA
8. Library of Congress, Washington, DC
9. Huntington Library, Los Angeles, CA
10. New London County Historical Society, New London, CT

On Thu, Sep 25, 2014 at 5:56 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

I used to have this information but can't find it anymore. Could anyone give me a "top ten" or "top five" list of institutions, museums, and/or libraries holding whaling logbooks in the US? Numbers would be great, too, but not essential.

-FER

--  
James Revell Carr, Ph.D.  
Associate Professor of Ethnomusicology  
Department of Music Studies  
School of Music, Theater and Dance  
University of North Carolina at Greensboro  
336-334-5030

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## 38Talk Message w387

### Re: Whaling logbook collections

**From:** Lesley Walker

**Date:** 2014 Sep 25, 23:05 -0700

Hi Frank the New Bedford Whaling Museum Library has an online database of its logbook holdings <http://www.whalingmuseum.org/explore/library/logbooks-journals> - which is a good place to start. You can download it and search and select on years, ship, captain, etc which is really useful. Many of their log books are also digitized and online. Providence Library has logbooks on line as well which you can download although they were microfilmed and quite hard to read. Nothing beats the real thing and turning the pages! Mystic Seaport Museum Archive and Library also has a good collection.

---

## 38Talk Message w388

### Re: 38th voyage writeup

**From:** Lesley Walker

**Date:** 2014 Sep 26, 10:56 +0100

Ger, I really enjoyed your photo book - reading another story about the whaling ships and CWM and the global reach of whaling. Thank you for sharing it with us!

Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
+44 (0)7748500933  
Tug "Tommy Lee" 1938  
<http://lesleybw.wordpress.com>

On 26 Sep 2014, at 03:06, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:

*Hello fellow Voyagers!*

*For my voyage project I'm working on a photobook combining my experiences from the 38th Voyage with my research on John Manjiro, the first Japanese person to live in the United States and a whaler and cooper out of Fairhaven, MA. I'm working on the draft now and took the opportunity to do a bare bones mockup that's also a publicly viewable version of my 38th Voyage experience :)*

*I took the photos over a period of about 6 months, starting from our Voyager orientation back in March up through my month-long trip to Japan in August.*

*Here's the link, and hope you enjoy. Let me know what you think!*  
<https://gertysk.exposure.co/driftng-toward-the-southeast>

Ger

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
*Breaking All The Rules: Cosplay and the Art of Self-Expression*  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

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### 38Talk Message w389

#### Photos from P-town to Boston leg of voyage

**From:** Daniel Payne

**Date:** 2014 Sep 27, 10:57 -0700

Ahoy voyagers: Assuming that I managed to do this correctly (about a 50/50 proposition, probably) I've attached a [link to a Flickr album](#) of photos from the P-town to Boston leg of the voyage.

Dan

<https://www.flickr.com/photos/127334178@N05/sets/72157648008747151/>.

---

### 38Talk Message w390

#### Re: Photos from P-town to Boston leg of voyage

**From:** Michael Owen

**Date:** 2014 Sep 27, 19:06 -0400

Great photos! Thanks.

Mike

On Sep 27, 2014, at 2:01 PM, Daniel Payne wrote:

*Ahoy voyagers: Assuming that I managed to do this correctly (about a 50/50 proposition, probably) I've attached a [link to a Flickr album](#) of photos from the P-town to Boston leg of the voyage.*

*Dan*

*<https://www.flickr.com/photos/127334178@N05/sets/72157648008747151/>.*

---

### 38Talk Message w391

#### Re: Photos from P-town to Boston leg of voyage

**From:** Thomas Sullivan

**Date:** 2014 Sep 27, 17:57 -1000

Ahoy Dan,

Great photos! Thank you so very much for sharing them with us.

Fair winds,

Tom Sullivan

Sent from my iPhone

On Sep 27, 2014, at 8:01 AM, "Daniel Payne" <[NoReply\\_DanielPayne@fer3.com](mailto:NoReply_DanielPayne@fer3.com)> wrote:

*Ahoy voyagers: Assuming that I managed to do this correctly (about a 50/50 proposition, probably) I've attached a [link to a Flickr album](#) of photos from the P-town to Boston leg of the voyage.*

*Dan*

*<https://www.flickr.com/photos/127334178@N05/sets/72157648008747151/>.*

---

### 38Talk Message w392

#### Re: Photos from P-town to Boston leg of voyage

**From:** John Bryant

**Date:** 2014 Sep 28, 20:41 +0000

Thanks, Dan; this brought back great memories.

John Bryant, Professor of English

Founding Editor, *Leviathan: A Journal of Melville Studies*

Consulting Editor, The Melville Society, <http://melvillesociety.org/>

Director, Melville Electronic Library

Director, Hofstra Digital Research Center  
Mason 204, Hofstra University, Hempstead, NY 11549; Tel: 516.463.5470

**From:** 38Talk@fer3.com <38Talk@fer3.com> on behalf of Thomas Sullivan <NoReply\_Sullivan@fer3.com>  
**Sent:** Sunday, September 28, 2014 2:49 AM  
**To:** John L. Bryant  
**Subject:** [38Talk] Re: Photos from P-town to Boston leg of voyage

Ahoy Dan,  
Great photos! Thank you so very much for sharing them with us.  
Fair winds,  
Tom Sullivan

Sent from my iPhone

On Sep 27, 2014, at 8:01 AM, "Daniel Payne" <[NoReply\\_DanielPayne@fer3.com](mailto:NoReply_DanielPayne@fer3.com)> wrote:

*Ahoy voyagers: Assuming that I managed to do this correctly (about a 50/50 proposition, probably) I've attached a [link to a Flickr album](#) of photos from the P-town to Boston leg of the voyage.*

*Dan*

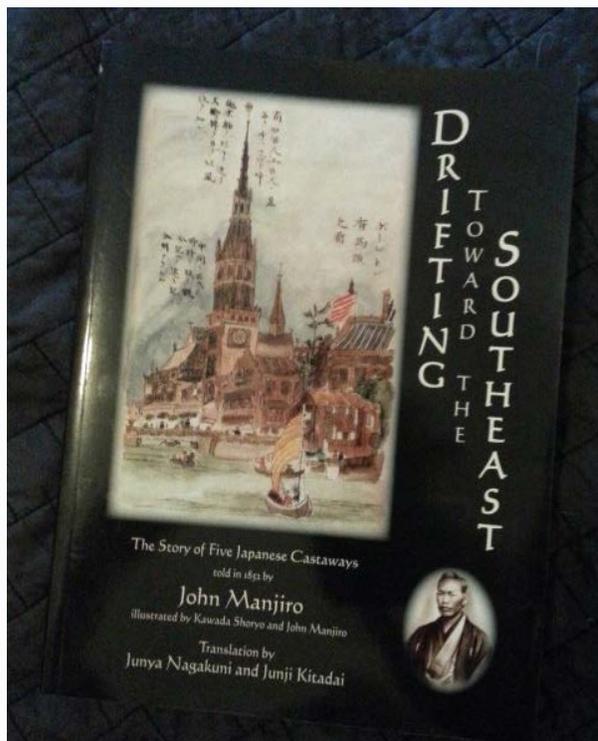
<https://www.flickr.com/photos/127334178@N05/sets/72157648008747151/>.

## 38Talk Message w393

### John Manjiro's translation of Bowditch

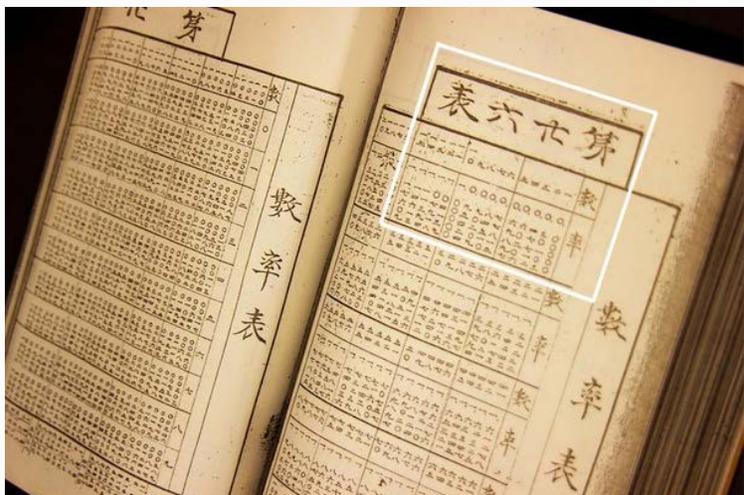
**From:** Frank Reed  
**Date:** 2014 Sep 28, 19:38 -0400

Ger, I've very much enjoyed following your exploration of John Manjiro's life and legacy in New England and in Japan. I included a section on him and his influence on navigation history and connection to whaling history in a presentation I gave at a navigation conference at Mystic Seaport back in 2010. When I moved to New England in 2012, one of my first history pilgrimages was a visit to the so-called "Whitfield-Manjiro Friendship Society" just to see what they had done with the place. It's an [odd little institution](#), but it seems to be extremely popular with Japanese visitors. They have a nice collection of items for sale. I picked up an inexpensive, beautifully illustrated edition of a translation of the story of Manjiro's adventures in whaling and the United States, "Drifting Toward the Southeast". Here's a photo of the cover:



I highly recommend it for anyone else who's interested in learning more about the subject of Ger Tysk's research. The introduction, by the way, is by [Stuart Frank](#).

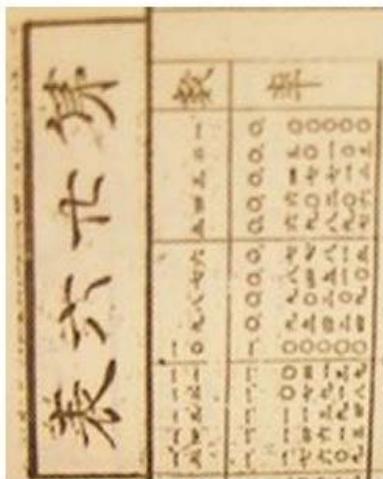
Ger, in [your beautiful photo essay on exposure.co](http://your.beautiful.photo.essay.on.exposure.co), you mention that he "translated The American Practical Navigator, by Nathaniel Bowditch, into Japanese" which, as we've discussed, I'm very interested in. And you note that "an original copy of the translation resides today in the archives of the Japanese Coast Guard." Thanks again for inquiring about this while you were in Japan. Could you tell me, were you able to learn any more about this? Specifically, I notice in your photo essay that you have included a photo of some mathematical tables:



Are these illustrative, sample tables? Or are these claimed to be from "Manjiro's Bowditch"? I don't speak or read any Japanese, but I managed to puzzle out what we're looking at here (what these tables actually contain), and it turns out that they are standard mathematical tables, which had been available in Japan since the 18th century.

Some of you may get a kick out of how I worked this out (English majors, probably not so much... :). I extracted the corner of the tables outlined in white here and rotated them around (see below). I could guess that 0 and 1 were represented by characters similar to the numerals we all use, so that gets us started. Next, tables like this are a lot like modern spreadsheets. There's a column of "entry" numbers where you look up some specific number, which might be an angle or a time or a date or just a pure number, and then next to it there's another number that depends on that entry in some calculated fashion. To decipher the tables we have to figure out the entry numbers and then figure out what's been calculated from those numbers. Of course, when you only know the characters for 0 and 1, you have to do some experimentation ...and some guessing. The first line in the extract of the table says "1" followed by "0' 00000". That is, an entry of 1 apparently yields 0.00000. On the next line, we have some character for some other number, and I guessed that it's the number 2. Next to it, there's a pattern of digits "0' x010x" where x represents a Japanese number symbol that's right at the limit of legibility in the image. And here's where you have to be a little bit familiar with calculations to notice what this might be. The common logarithm of the number 2 is 0.30103". So if that funny character that I've labeled "x" is "3", then we're making progress. So I set up a little spreadsheet to generate a short table of common logarithms, and the pattern matches up perfectly as seen here:

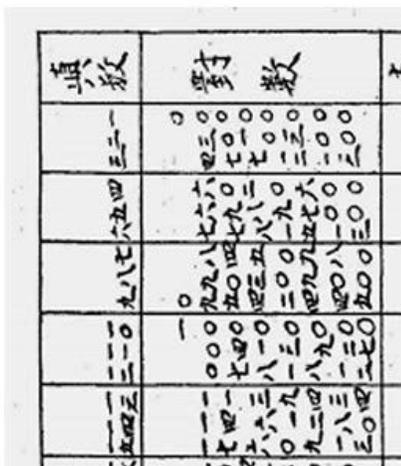
Manjiro's  
"Bowditch"?



Spreadsheet

N	log(N)
1	0.00000
2	0.30103
3	0.47712
4	0.60206
5	0.69897
6	0.77815
7	0.84510
8	0.90309
9	0.95424
10	1.00000
11	1.04139
12	1.07918
13	1.11394
14	1.14613
15	1.17609

Anonymous Tables  
c.1800



The "entry" column in the extract from the table is the numbers 1 through 15, and the longer numbers calculated from those entries are just common logarithms. They all match up perfectly, and, incidentally, like a Rosetta Stone, this match with a modern tables gives me a dictionary of the digits from 0 to 9 in the style of Japanese numerals used in this table.

Logarithms were invented in the early 17th century by John Napier of Edinburgh, Scotland (you've all heard of [Scotland](http://Scotland), right?). Tables of logarithms were already available in China in the early 18th century, and they were apparently known in Japan a decade or two later. The right-hand image above is from a table of logarithms that was known in Japan c.1800. So the problem, then, is that the tables here are generic. They do not necessarily represent tables translated or copied from Bowditch's "New American Practical Navigator". There are, of course, tables of common logarithms in Bowditch, but they would have been found in practically any western book of practical calculation in this era, related to navigation or not. And we know that Japanese mathematicians had acquired a number (how many?) of navigational textbooks from the Dutch at [Dejima](http://Dejima), Nagasaki. The problem from my perspective is that Manjiro's translation of Bowditch's Navigator seems to be rather deeply hidden. If anyone can find me, even a few pages that are definitively from this translation, I would be most grateful. I'm eager to find out what Manjiro actually produced. He surely knew the practical details of basic celestial navigation, but his level of education was very low and a complete translation strikes me as highly unlikely. Did he translate a few chapters of Bowditch? Most of it would have

been useless. Did he translate obsolete sections? Were the tables generated by Japanese mathematicians? It's an interesting puzzle because in less than 60 years Japanese mathematicians were among the world's leading experts in producing navigation tables and mathematical methods. Was Manjiro's Bowditch important to that development? Or was it merely an admirable effort, noteworthy as part of the opening of Japan, but ultimately irrelevant to the generation that followed?

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

## 38Talk Message w394

### **Re: Whaling logbook collections**

**From:** Frank Reed

**Date:** 2014 Sep 28, 17:55 -0700

Thank you all very much for your replies on this topic! I may have more questions in the next few days. Thanks again.

Frank Reed

## 38Talk Message w395

### **Re: John Manjiro's translation of Bowditch**

**From:** Ger Tysk

**Date:** 2014 Sep 28, 21:15 -0400

Hi Frank,

Thanks for the kind words on my essay. The page that you're talking about with the mathematical tables is indeed from Manjiro's translation of Bowditch. A complete copy of the translation is at the John Mung Museum in his hometown of Nakanohama - it's obviously not an original, and the sign that accompanies it makes it very clear that it's only a copy, not the original. I took a photo of it through the glass, thus the reflection of the lights.

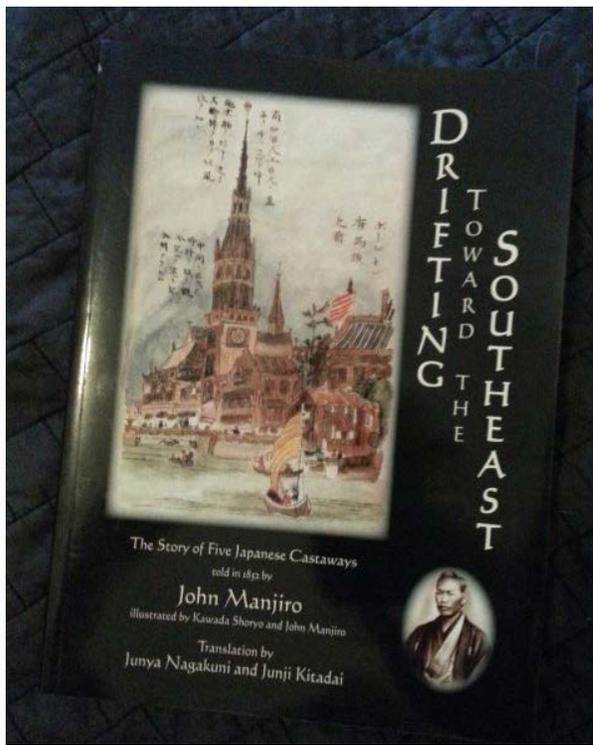
You mention that Manjiro's "level of education was very low" but that's not the case. He might have been an illiterate fisherman when he left Japan, but he eventually became a lecturing professor at Todai University in Tokyo until he died, and as he was fluent in both Japanese and English he was very in demand. He studied military science in Europe (one of many Japanese people who were allowed by the Meiji government to sail abroad and study in foreign countries. Niijima Jo is another famous scholar from Japan who sailed abroad and later founded a university in Japan).

The Japanese also at that time had no navy and no concept of navigation out of view of the shore. Because of their policy of isolation, they never had any need to use celestial navigation, but sailed by following the coastline. All of their trade ships were shallow water ships only, and although they had knowledge of navigation from the Dutch, they had no way to apply it, as Japanese were not allowed to sail on Dutch ships. As a Japanese person who actually knew how to sail and had done it professionally, Manjiro introduced the practical concept of navigation, taught celestial navigation to the Japanese using his translation of Bowditch, and was instrumental in building the Japanese into a naval power.

Ger

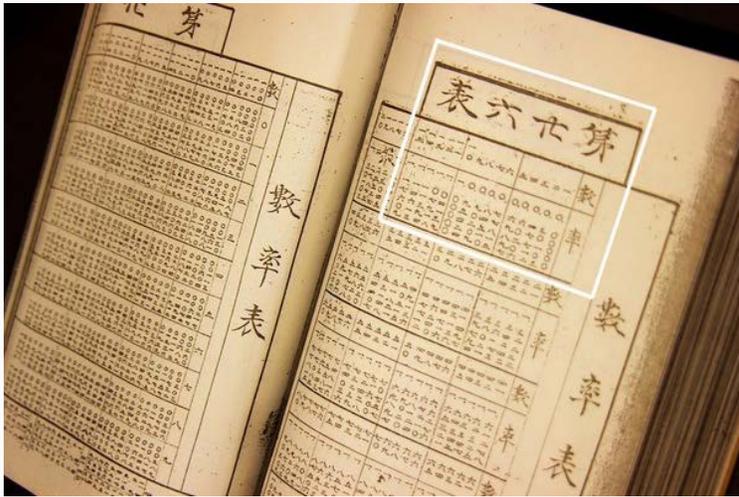
2014-09-28 19:50 GMT-04:00 Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)>:

*Ger, I've very much enjoyed following your exploration of John Manjiro's life and legacy in New England and in Japan. I included a section on him and his influence on navigation history and connection to whaling history in a presentation I gave at a navigation conference at Mystic Seaport back in 2010. When I moved to New England in 2012, one of my first history pilgrimages was a visit to the so-called "Whitfield-Manjiro Friendship Society" just to see what they had done with the place. It's an [odd little institution](#), but it seems to be extremely popular with Japanese visitors. They have a nice collection of items for sale. I picked up an inexpensive, beautifully illustrated edition of a translation of the story of Manjiro's adventures in whaling and the United States, "Drifting Toward the Southeast". Here's a photo of the cover:*



I highly recommend it for anyone else who's interested in learning more about the subject of Ger Tysk's research. The introduction, by the way, is by [Stuart Frank](#).

Ger, in [your beautiful photo essay on exposure.co](#), you mention that he "translated *The American Practical Navigator*, by Nathaniel Bowditch, into Japanese" which, as we've discussed, I'm very interested in. And you note that "an original copy of the translation resides today in the archives of the Japanese Coast Guard." Thanks again for inquiring about this while you were in Japan. Could you tell me, were you able to learn any more about this? Specifically, I notice in your photo essay that you have included a photo of some mathematical tables:



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## Manjiro's "Bowditch"?

## Spreadsheet

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5	0.69897
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7	0.84510
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9	0.95424
10	1.00000
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## Anonymous Tables c.1800

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Frank Reed  
 ReedNavigation.com  
 Conanicut Island USA

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.glysk.com>  
 Breaking All The Rules: Cosplay and the Art of Self-Expression  
 Facebook! <http://www.facebook.com/ChouWaCosplay>  
 Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w396

### Re: John Manjiro's translation of Bowditch

**From:** Frank Reed

**Date:** 2014 Oct 7, 10:20 -0700

Ger Tysk, you wrote:

"A complete copy of the translation is at the John Mung Museum in his hometown of Nakanohama - it's obviously not an original, and the sign that accompanies it makes it very clear that it's only a copy, not the original."

Thank you. The explanation for the display of the unfortunately generic table of logarithms then would probably be something quite mundane... a curator opened the copy to a random page that looked impressive and did not realize that it was information known in Japan long before Manjiro. As I mentioned to you last week in Mystic, the final issue that convinced me is the page layout. The version in your photo from the John Mung Museum is laid out almost exactly like the corresponding page in a contemporary copy of Bowditch (that table did not change for eighty years).

You added:  
 "You mention that Manjiro's "level of education was very low" but that's not the case. He might have been an illiterate fisherman when he

left Japan, but he eventually became a lecturing professor at Todai University in Tokyo until he died"

Well, it's a problem of self-education when it comes to Bowditch. When he arrived back in Japan, he was still illiterate in the Japanese written language, and his knowledge of celestial navigation would have been very basic and probably quite practical. Only about 5% of Bowditch was actually essential to navigation. Navigation is far easier than the size of that book would suggest! But thinking more on it, that process of translation, even if it was a quite literal translation and, in a sense, uninformed, would have been a good way for Manjiro to "bootstrap" himself from the basic level of education required aboard a whaleship to the level required to translate Bowditch competently. Learn as you go. And, as we discussed, in that period, after he was made a samurai, he probably had a huge staff working on the project with him. He could learn Japanese and learn math at the same time.

You wrote:

"The Japanese also at that time had no navy and no concept of navigation out of view of the shore. Because of their policy of isolation, they never had any need to use celestial navigation, but sailed by following the coastline. All of their trade ships were shallow water ships only, and although they had knowledge of navigation from the Dutch, they had no way to apply it, as Japanese were not allowed to sail on Dutch ships."

There is a story from a Dutch vessel c.1810 (which unfortunately I cannot locate) of a Japanese "student of navigation" insisting that he wanted to learn how to determine longitude (since latitude is relatively trivial). As you say, there was almost no need for celestial navigation on sailing vessels. But then there is the wider question of mathematical calculation and astronomical position-finding. A surveyor working on land could benefit as much from the science of celestial navigation as an ocean-going navigator. There were small numbers of mathematical experts in Japan, apparently, who took some interest in these methods and knew about logarithms and so on. They must have been instrumental in making the translation of Bowditch possible.

You concluded:

"As a Japanese person who actually knew how to sail and had done it professionally, Manjiro introduced the practical concept of navigation, taught celestial navigation to the Japanese using his translation of Bowditch, and was instrumental in building the Japanese into a naval power."

Yes. Agreed.

My interest in this topic hinges on the question of the significance of Bowditch's Navigator. In legend, even today, "Bowditch" (the book, not the man) is known as the "bible" of navigation. And it does look rather biblical. But it's a poor textbook, always has been. And there were many other navigation manuals in the 19th century that navigators on whaling ships would have used. For example, Norie's Navigator was very popular in the non-US English-speaking world. One of the best measures of the influence of any book is translation. Books that get translated contain unique content. The wide translation of Moby-Dick is an excellent measure of its influence. The only example of a translation of Bowditch that has ever been attested is Manjiro's translation into Japanese. The significance of that translation bears directly on the significance of Bowditch.

After a decade of hunting, and being told at every turn that all copies had been destroyed, it's wonderful to learn that Manjiro's Bowditch does still exist. I'll have to dig further and see if I can get my hands on some pages that are more unique to the actual navigation content.

Thanks again!

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

## 38Talk Message w397

### Maritime museums: who needs them?

**From:** Frank Reed

**Date:** 2014 Oct 7, 10:32 -0700

"Maritime Museums: Who Needs Them?" is the title of a fascinating article, published by the Nalanda-Sriwijaya Center in Singapore, written a few years ago by Stephen Davies who had been the director of the small maritime museum in Hong Kong. He discusses the great ethnic disparity in interest in maritime history around the globe and the broader question 'why does anybody care about maritime history in the first place?'. What drives this interest? Where does the romance of sailing originate? [Here's a link to the article: http://nsc.iseas.edu.sg/documents/working\\_papers/nscwps011.pdf](http://nsc.iseas.edu.sg/documents/working_papers/nscwps011.pdf). Any thoughts?

Frank Reed

## 38Talk Message w398

### For The Motherboard: The Rubáiyát of Omar Khayyám- The White Review

**From:** Vanessa Hodgkinson

**Date:** 2014 Oct 14, 16:52 +0000

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*FOR THE MOTHERBOARD:  
THE RUBÁIYÁT OF OMAR KHAYYÁM*

Published in  
The White Review  
A Downloadable Artwork and Accompanying Essays  
<http://www.thewhitereview.org/art/for-the-motherboard/>



I am pleased to share with you my second project with the White Review\*. It was published online yesterday, Monday 13th October, 2014.

*For The Motherboard* is a downloadable A4 artwork that contains a new 'translation' of the *Rubaiyat of Omar Khayyam*, with a technological twist.

This A4 page can be printed on any domestic printer and then be turned into a miniature book. I wanted to bring a new digital evolution of to this once-popular and prestigious format. A US Letter version is also available to download on the same page.

<http://www.thewhitereview.org/art/for-the-motherboard/>

Typeset by James Bridle, the download is accompanied by two short essays we have both written, *On the Text* and *On the Type*, giving some context to the work.

Here are a couple of excerpts:

A Note on the Text  
By Vanessa Hodgkinson

*I often compare my pidgin Arabic to my pidgin HTML. These languages intrigue me but I am locked out of their possibility. Despite my best intentions I am never going to master them. I recognise forms, sequences, ways in which they coagulate to have meaning. They both contain a fundamental logic that I admire and wish I could possess. What kind of person might I be if I did read and write in Arabic and was proficient in computer programming! We can only shudder at the thought. But the reality is that despite these languages being constantly on the edges of my everyday experience, I am, and perhaps choose to be, eluded by them.*

## A Note on the Type

By James Bridle

This book takes into account some of the limitations of working at scale across digital devices. The first of these is the display size: in an era of 'retina screens', where the pixel density of our displays begins to surpass in definition the clusters of rods and cones in the human eye, we are still limited in print by the apertures of our ink nozzles. This is not a new problem: For The Motherboard is set in Bell Centennial, a font commissioned by AT&T from the designer Matthew Carter in 1975, to replace Bell Gothic, which it had been using in its phone directories since 1938. Between those years, the number of telephones in the United States alone grew from some [twenty million](#) to around [140 million](#). Carter's Bell Centennial typeface exists because of explosive, networked growth, addressing both this increased technological density, by condensing the character width, and the limitations of contemporary printing, by adding 'ink traps' to the letters, minute nicks in the letterforms to absorb and counter the ink spread caused by rapid printing on newsprint. When printed at sufficient size on coated paper, these traps remain visible, tiny reminders of previous technological limitations.

I'm now based at the Jan Van Eyck Academie in Maastricht where I will be a participant for the next twelve months. Whilst here, I will be working primarily on a new series of wall-based paintings called *Converts*. I look forward to updating you about these in due course.

All the best from the studio,

Vanessa

\*Techno-Primitivism, a collaboration with David Trotter can also be found on The White Review website at [www.thewhitereview.org/art/techno-primitivism](http://www.thewhitereview.org/art/techno-primitivism)

---

[www.vanessahodgkinson.com](http://www.vanessahodgkinson.com)

[News From the Studio](#) by Vanessa Hodgkinson  
Jan Van Eyck Academie, 1 Academieplein Maastricht, Netherlands

Sent to 38Talk@fer3.com — [Unsubscribe](#)

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**TinyLetter**

## 38Talk Message w399

### Pepper and Shuffleboard

**From:** Frank Reed

**Date:** 2014 Oct 21, 17:33 -0700

Humpback whales are catalogued and named, affectionately, based on their "fluke prints". I spent a little time this evening trying to identify the humpback whales from my voyage leg, July 11. The whale which was photographed in that gorgeous image flukes up aligned with the whaleboat was Pepper.



The whale that swam very close to the port side, playing the part of the Loch Ness monster in some photos, and that inspired a "Holy Cow!" from me (which made it into a couple of the videos) was Shuffleboard.



I've read that Pepper is a famous old whale, named in 1976 immediately after Salt. Pepper was probably born in 1973 or earlier back when the Morgan was still stuck in a bank of gravel. Or to put it another way, Pepper was first seen and named *before the halfway mark* in the Charles W. Morgan's 73-year residence at Mystic Seaport.

I'm sure someone else has done this whale identification process so please correct me if I've got it wrong.

Frank Reed

## 38Talk Message w400

### Re: Pepper and Shuffleboard

**From:** André Duval

**Date:** 2014 Oct 22, 10:51 -0700

Frank, how confident can you be that you have identified such individual whales? They don't appear much different to me.

For anyone: who names these whales?! Is there a dataset on the web where I may see a list of identified humpback whales?

Thank you. André.

---

## 38Talk Message w401

### Re: Pepper and Shuffleboard

**From:** Taylor Sahl

**Date:** 2014 Oct 22, 14:42 -0400

Hi Andre, Frank, and anyone else interested,

Frank is absolutely right about Pepper -- it was easy to identify her on the boat on July 11th, mainly because I've seen her so much out on Stellwagen -- but she also has a pretty identifiable fluke pattern not only because of that marking on her right side of her fluke and also because she is one of few whales with an asymmetrical core of black and white. Andre, if you were to look at two clear photos of Pepper and any other whale, it would be pretty obvious to you that those color patterns are quite unique.

(Obviously it is tougher when the tail is almost all white or all black, which many of them are). I am not as familiar with shuffleboard and would have to look at a photo of him/her to confirm.

There is an annual naming conference held in Ptown in the Spring each year where scientists and naturalists come together and vote on the names that have been suggested. The names are based on the markings on their tails. Pepper is a rare exception because she was named not by her tail pigmentation but rather on her close proximity and "friendship" with Salt (who was also named irregularly by her strange, white dorsal fin rather than her fluke).

The WDSCS and Provincetown Center for Coastal Studies should have catalogs online still. It's pretty awesome to see the whole Gulf of Maine catalog, which is probably now up at around 2500 humpbacks or so. Some of the individuals and their names are very clever! (Check out a whale named "Shuttle" and you will see what I mean).

Let me know if you have other questions about this stuff, or if you can't find a catalog.

Taylor

On Wed, Oct 22, 2014 at 1:53 PM, André Duval <[NoReply\\_AndreDuval@fer3.com](mailto:NoReply_AndreDuval@fer3.com)> wrote:

*Frank, how confident can you be that you have identified such individual whales? They don't appear much different to me.*

*For anyone: who names these whales?! Is there a dataset on the web where I may see a list of identified humpback whales?*

*Thank you. André.*

---

## 38Talk Message w402

### Re: Pepper and Shuffleboard

**From:** Thomas Sullivan

**Date:** 2014 Oct 22, 08:14 -1000

Hello All,

A bit of info I've learned while crewing whale watches. Each Humpback has a unique pattern of white on it's tail, as unique as our fingerprints. Since the '70s on Stellwagen Bank/Gulf of Maine they have been photographed, named and catalogued. The names are non-gender based as until a female shows up on Stellwagen with a calf, the gender is not known. The listing is called the North Atlantic Humpback Whale Catalog. As I understand it the names are from people's suggestions and sometimes come from a sort of Rorschach Test of the tail pattern. There is one whale named Nile who's pattern resembled the path of the river. Hope this helps.

Fair winds,

Tom Sullivan

Sent from my iPhone

On Oct 22, 2014, at 7:53 AM, André Duval <[NoReply\\_AndreDuval@fer3.com](mailto:NoReply_AndreDuval@fer3.com)> wrote:

*Frank, how confident can you be that you have identified such individual whales? They don't appear much different to me.*

*For anyone: who names these whales?! Is there a dataset on the web where I may see a list of identified humpback whales?*

*Thank you. André.*

---

## 38Talk Message w403

### Re: Pepper and Shuffleboard

**From:** Michelle Moon

**Date:** 2014 Oct 22, 16:23 -0400

Have a Google, lots online, but not all up-to-date.

North Atlantic Right Whale Catalogue

<http://rwcatalog.neaq.org/Default.aspx>

New England Aquarium North Atlantic Right Whale Catalog

[http://www.neaq.org/conservation\\_and\\_research/projects/endangered\\_species\\_habitats/right\\_whale\\_research/north\\_atlantic\\_right\\_whale\\_catalog.php](http://www.neaq.org/conservation_and_research/projects/endangered_species_habitats/right_whale_research/north_atlantic_right_whale_catalog.php)

Michelle Moon  
[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Wed, Oct 22, 2014 at 2:56 PM, Thomas Sullivan <[NoReply\\_Sullivan@fer3.com](mailto:NoReply_Sullivan@fer3.com)> wrote:

*Hello All,  
A bit of info I've learned while crewing whale watches. Each Humpback has a unique pattern of white on it's tail, as unique as our fingerprints. Since the '70s on Stellwagen Bank/Gulf of Maine they have been photographed, named and catalogued. The names are non-gender based as until a female shows up on Stellwagen with a calf, the gender is not known. The listing is called the North Atlantic Humpback Whale Catalog. As I understand it the names are from people's suggestions and sometimes come from a sort of Rorschach Test of the tail pattern. There is one whale named Nile who's pattern resembled the path of the river. Hope this helps.  
Fair winds,  
Tom Sullivan*

*Sent from my iPhone*

On Oct 22, 2014, at 7:53 AM, André Duval <[NoReply\\_AndreDuval@fer3.com](mailto:NoReply_AndreDuval@fer3.com)> wrote:

*Frank, how confident can you be that you have identified such individual whales? They don't appear much different to me.*

*For anyone: who names these whales?! Is there a dataset on the web where I may see a list of identified humpback whales?*

*Thank you. André.*

## 38Talk Message w404

### Re: Pepper and Shuffleboard

**From:** Kate Sheridan

**Date:** 2014 Oct 22, 16:24 -0400

This is great, I'll check my photos later to see if I have any "different" whales. I think I got more heads and dorsal fins than good tail shots though.

On Wed, Oct 22, 2014 at 2:56 PM, Thomas Sullivan <[NoReply\\_Sullivan@fer3.com](mailto:NoReply_Sullivan@fer3.com)> wrote:

*Hello All,  
A bit of info I've learned while crewing whale watches. Each Humpback has a unique pattern of white on it's tail, as unique as our fingerprints. Since the '70s on Stellwagen Bank/Gulf of Maine they have been photographed, named and catalogued. The names are non-gender based as until a female shows up on Stellwagen with a calf, the gender is not known. The listing is called the North Atlantic Humpback Whale Catalog. As I understand it the names are from people's suggestions and sometimes come from a sort of Rorschach Test of the tail pattern. There is one whale named Nile who's pattern resembled the path of the river. Hope this helps.  
Fair winds,  
Tom Sullivan*

*Sent from my iPhone*

On Oct 22, 2014, at 7:53 AM, André Duval <[NoReply\\_AndreDuval@fer3.com](mailto:NoReply_AndreDuval@fer3.com)> wrote:

*Frank, how confident can you be that you have identified such individual whales? They don't appear much different to me.*

*For anyone: who names these whales?! Is there a dataset on the web where I may see a list of identified humpback whales?*

*Thank you. André.*

--  
Art is the proper task of life. -- Friedrich Nietzsche

## 38Talk Message w405

### Re: Pepper and Shuffleboard

**From:** Frank Reed

**Date:** 2014 Oct 22, 19:18 -0700

Andre,

I felt quite confident in the identifications since there are so many commercial whale watching groups that photograph the whales they see and then post summaries of their observations. There are plenty of photos of Pepper and quite a few of Shuffleboard. Narrowing down to a near-match is the only tricky part. I browsed fluke photos until something caught my eye.

Here's a nice summary of some observations of Shuffleboard putting on a good show just a month after the Morgan was out there: <http://whalewatch.neaq.org/2014/08/2014-sightings-august-11.html>. That's from the New England Aquarium/Boston Harbor Cruises whale watching tours. You can see in the first image below (a screen cap from that page) that the tail markings are clearly the same whale that was along the Morgan's port side on July 11 visible in [Mystic Seaport's "Whale Ho!"](#) video at 00:39, 01:02, and especially from 02:22 to 02:47 (the other images below are screen caps from that video). So as long as the folks from whalewatch.neaq.org have it right, and I believe they do, then this was Shuffleboard. You can see Pepper at 02:03 in that video briefly but much better in the still photo I pointed to last night.

I checked [Mystic Seaport's video from July 12](#), too, and there are a few frames when you can just make out the flukes on a couple of whales, but it's harder to see anything clearly --just the luck of the draw in the photography angles. Can anyone manage an identification in that one? There are bound to be some better images from the support flotilla.

You asked, "Is there a dataset on the web where I may see a list of identified humpback whales?" While there are apparently large offline collections, I haven't been able to find any real database online. In any case, it turns out that the collections of images from the whale watching tours are quite useful since they're often organized as blogs, and you can look at photos for a given year. I looked at photos from this summer to identify Pepper and Shuffleboard. If you want to learn more about these specific whales, try an internet search with the whale's name in quotes; search on something like 'humpback whale "shuffleboard"' for example.

Frank Reed

#### Attached File:



#### Attached File:



#### Attached File:



Attached File:



### 38Talk Message w406

#### Article on my voyage on the Charles W Morgan

**From:** Lesley Walker

**Date:** 2014 Nov 16, 15:07 -0800

Hi all - just wanted to share this with you - my first published article in a commercial journal. My experience with the Charles W Morgan over the past year has really opened up a whole new world for me! This magazine came out a week ago. I didn't chose the title!

Attached File:



### 38Talk Message w407

#### Some photos from the SSV Corwith Cramer Trans-Atlantic crossing

**From:** Ger Tysk

**Date:** 2014 Dec 26, 13:31 -0500

Happy Holidays, Voyagers!

I just got home from a 6-week trans-Atlantic voyage from the Canary Islands to the Caribbean with the Sea Education Association (Woods Hole, MA) aboard the SSV Corwith Cramer. We left Gran Canaria on November 15 and arrived in St. Croix, US Virgin Islands, on December 23. Our captain was none other than Sean Bercaw, who you might remember as the 2nd mate on the Morgan. I have some photos up in an album from flickr and will be adding many more!

<https://www.flickr.com/photos/diamondcrevasse/sets/72157649518393587>

I was aboard the Cramer in a newly created position of "voyager," which meant that I deckhanded and stood watch, but was not a student or hired crew. Tyler

Putman and Matt Porter, two others who sailed aboard the Morgan this summer, came along as well. I'm currently working on a photo essay about the voyage and hope to submit it somewhere to be published. I've never attempted to submit to a magazine before and am not quite sure which publications would welcome such an article. If anyone has suggestions or recommendations I would welcome them :)

It's a bit strange being back on land after 6 weeks on the open ocean, but I'm enjoying clean laundry and sleeping in a real bed again. I hope your holiday season is going wonderfully, and happy new year!

Ger Tysk  
(New Bedford to Mass Maritime leg)

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w408

### Re: Some photos from the SSV Corwith Cramer Trans-Atlantic crossing

**From:** Cristina Baptista

**Date:** 2014 Dec 27, 13:24 -0500

This is so fantastic, Ger! Thank you so much for the update!

Pardon my probably clumsy message, but I'm on my phone (old-fashioned perhaps, but my family doesn't have wifi at the house where I am for the holidays! So, no computer).

I assume you've heard from Katharine about doing a talk about immigrant/foreign experiences and the Voyage in January?! I just need to get time approved to be off work, but I'm in!

Let's catch up soon!

Cris

Cristina J. Baptista, Ph.D  
Writer/Poet & American Literature Teacher

Sent from my iPhone

On Dec 26, 2014, at 1:56 PM, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:

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Ger Tysk  
(New Bedford to Mass Maritime leg)

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Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w409

### Re: Some photos from the SSV Corwith Cramer Trans-Atlantic crossing

**From:** Ger Tysk

**Date:** 2014 Dec 27, 19:23 -0500

Cris!!  
I miss you! Yeah Katherine emailed me about the talk, which sounds fantastic and awesome. I can't wait!!

See you soon and hopefully we can hang out after the talk if you have the whole day off :)

Ger

On Dec 27, 2014, at 6:36 PM, "Cristina Baptista" <[NoReply\\_Baptista@fer3.com](mailto:NoReply_Baptista@fer3.com)> wrote:

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Writer/Poet & American Literature Teacher*

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## 38Talk Message w410

### Re: Some photos from the SSV Corwith Cramer Trans-Atlantic crossing

**From:** Kate Sheridan  
**Date:** 2014 Dec 28, 14:10 -0500

These are great! Looks like it was an amazing time. I was wait listed for that trip, so I'm hoping to get on next time.

Can't wait to see more photos and read the essay.

-Kate

Sent from my phone. Please excuse any autocorrect mishaps.

On Dec 27, 2014 6:37 PM, "Cristina Baptista" <[NoReply\\_Baptista@fer3.com](mailto:NoReply_Baptista@fer3.com)> wrote:

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*Cristina J. Baptista, Ph.D  
Writer/Poet & American Literature Teacher*

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## 38Talk Message w411

### Still working on Voyager Project?

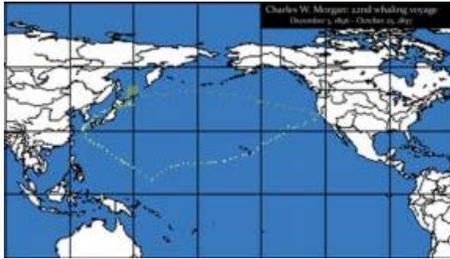
**From:** Frank Reed  
**Date:** 2015 Jan 2, 09:32 -0800

How many of us have not gotten around to completing our Voyager projects? I'm caught between "just get it done" and "make it something significant". Has anyone heard "from authority" at Mystic Seaport if we have a drop-dead deadline for projects? Is there any collection being published or exhibit being planned that requires (or simply benefits from) our Voyager projects by a certain date?

Meanwhile, from one of my classes this past fall, here's a map (attached, below) of the 22nd voyage of the CWM for your viewing pleasure.

Frank Reed  
[ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)  
Conanicut Island USA

**Attached File:**



---

38Talk Message w412

**Re: Still working on Voyager Project?**

**From:** Michelle Moon  
**Date:** 2015 Jan 2, 09:50 -0800

I had heard there was a desire for people to complete projects within the year after the Voyage, but that may have been just one person's thoughts. Personally, I have not completed mine but I had always slated my window to work on it as January/February, so I am still on schedule!

---

38Talk Message w413

**Re: Still working on Voyager Project?**

**From:** Ardrey Manning  
**Date:** 2015 Jan 2, 13:34 -0500

I'm another "hope to complete it January to March" person. The fall was just too busy. I may still need pictures from the Seaport. I took a lot during Fall PILOTS weekend but not all were good enough to use. Glad to hear I'm not the only one. Yes, I also heard, "one year from voyage" due date. When I spoke with Katherine in the fall she wanted to have an exhibit of all the work but didn't give any date. Hope this helps.

Sent from my iPhone  
Ardrey

On Jan 2, 2015, at 13:01, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*I had heard there was a desire for people to complete projects within the year after the Voyage, but that may have been just one person's thoughts. Personally, I have not completed mine but I had always slated my window to work on it as January/February, so I am still on schedule!*

---

38Talk Message w414

**Re: Still working on Voyager Project?**

**From:** Michael Owen  
**Date:** 2015 Jan 2, 11:04 -0800

I recently contacted the folks at the Seaport regarding this question. I sort of thought that many projects had been completed, and wanted to let them know that I was indeed working away. They replied that they had just been discussing when and how to exhibit things and/or have a Voyager Reunion next summer.

I think they will be in touch in the coming weeks or months.

---

38Talk Message w415

**Re: Still working on Voyager Project?**

**From:** Emily Sanborn

**Date:** 2015 Jan 2, 14:04 -0500

I'm hoping for March...

Sent from my iPhone

On Jan 2, 2015, at 2:01 PM, "Ardrey Manning" <[NoReply\\_Manning@fer3.com](mailto:NoReply_Manning@fer3.com)> wrote:

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*Sent from my iPhone  
Ardrey*

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## 38Talk Message w416

### Re: Still working on Voyager Project?

**From:** Matthew Bullard

**Date:** 2015 Jan 2, 13:59 -0700

I'm still working on mine as well. My project is an essay which is turning out to be much longer than I had originally thought. I've got about 80% of the first draft completed and hope to wrap that first draft up this month, with editing and such to follow. I think the target was for completion within the year. I don't know about exhibits--that's probably highly project-specific, though. It was really cool to see the initial flurry of project work right after the voyage ended...

Matt

On Fri, Jan 2, 2015 at 12:36 PM, Emily Sanborn <[NoReply\\_Sanborn@fer3.com](mailto:NoReply_Sanborn@fer3.com)> wrote:

*I'm hoping for March...*

*Sent from my iPhone*

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Ardrey*

On Jan 2, 2015, at 13:01, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*I had heard there was a desire for people to complete projects within the year after the Voyage, but that may have been just one person's thoughts. Personally, I have not completed mine but I had always slated my window to work on it as January/February, so I am still on schedule!*

## 38Talk Message w417

### Re: Still working on Voyager Project?

**From:** Ger Tysk

**Date:** 2015 Jan 2, 16:10 -0500

I've put aside March to work on mine...I had gotten some of it done last fall and then it fell by the wayside, as things often do!

2015-01-02 14:36 GMT-05:00 Emily Sanborn <[NoReply\\_Sanborn@fer3.com](mailto:NoReply_Sanborn@fer3.com)>:

I'm hoping for March...

Sent from my iPhone

On Jan 2, 2015, at 2:01 PM, "Ardrey Manning" <[NoReply\\_Manning@fer3.com](mailto:NoReply_Manning@fer3.com)> wrote:

*I'm another "hope to complete it January to March" person. The fall was just too busy. I may still need pictures from the Seaport. I took a lot during Fall PILOTS weekend but not all were good enough to use. Glad to hear I'm not the only one. Yes, I also heard, "one year from voyage" due date. When I spoke with Katherine in the fall she wanted to have an exhibit of all the work but didn't give any date. Hope this helps.*

Sent from my iPhone  
Ardrey

On Jan 2, 2015, at 13:01, Michelle Moon <[NoReply\\_MichelleMoon@fer3.com](mailto:NoReply_MichelleMoon@fer3.com)> wrote:

*I had heard there was a desire for people to complete projects within the year after the Voyage, but that may have been just one person's thoughts. Personally, I have not completed mine but I had always slated my window to work on it as January/February, so I am still on schedule!*

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w418

### Re: Still working on Voyager Project?

**From:** Lesley Walker

**Date:** 2015 Jan 03, 08:14 +1100

I'm still working on mine too - I think it was 12 months from the voyage!

Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
+44 (0)7748500933  
Tug "Tommy Lee" 1938  
<http://lesleybw.wordpress.com>

Sent from my iPad

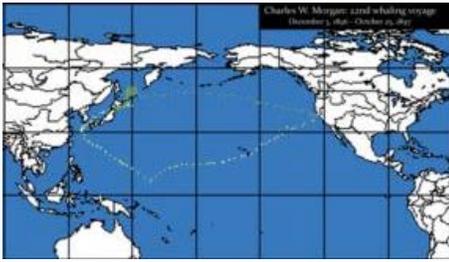
On 3 Jan 2015, at 04:41, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*How many of us have not gotten around to completing our Voyager projects? I'm caught between "just get it done" and "make it something significant". Has anyone heard "from authority" at Mystic Seaport if we have a drop-dead deadline for projects? Is there any collection being published or exhibit being planned that requires (or simply benefits from) our Voyager projects by a certain date?*

*Meanwhile, from one of my classes this past fall, here's a map (attached, below) of the 22nd voyage of the CWM for your viewing pleasure.*

Frank Reed  
[ReedNavigation.com](#) / [HistoricalAtlas.com](#)  
Conanicut Island USA

*Attached File:*



(cwm-1896-97-mod.png: [Open and save](#))

## 38Talk Message w419

### New Bedford Moby-Dick Marathon

**From:** Ger Tysk

**Date:** 2015 Jan 2, 17:25 -0500

I'm curious if anyone will be attending the Moby-Dick Marathon at the New Bedford Whaling Museum this weekend? I'm going and staying for the entire duration (reading at 2:30 AM!) and if anyone else will be there, I'd love to say hi!

Ger

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w420

### Re: Still working on Voyager Project?

**From:** Kate Sheridan

**Date:** 2015 Jan 2, 17:47 -0500

Yeah I heard the year-after deadline also, but I also heard the exhibition was to be in the summer so I imagine it might be good to finish earlier so they can use it.

I got the visual bit done fairly close to the middle of the fall (a small artist book, most of the work was done on board) but I'm still working on writing and thinking about the voyage so I imagine more work will come out of it.

-Kate

Sent from my phone. Please excuse any autocorrect mishaps.

On Jan 2, 2015 5:27 PM, "Lesley Walker" <[NoReply\\_Walker@fer3.com](mailto:NoReply_Walker@fer3.com)> wrote:

*I'm still working on mine too - I think it was 12 months from the voyage!*

*Dr Lesley Walker  
Heritage Consultant  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
[+44 \(0\)7748500933](tel:+4407748500933)  
Tug "Tommy Lee" 1938  
<http://lesleybw.wordpress.com>*

*Sent from my iPad*

On 3 Jan 2015, at 04:41, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

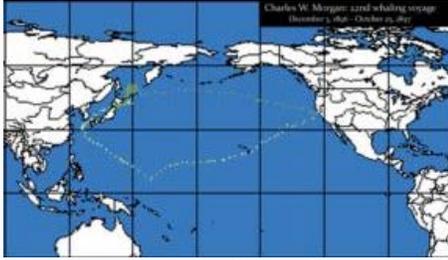
*How many of us have not gotten around to completing our Voyager projects? I'm caught between "just get it done" and "make it something significant". Has anyone heard "from authority" at Mystic Seaport if we have a drop-dead deadline for projects? Is there any collection being published or exhibit being planned that requires (or simply benefits from) our Voyager projects by a certain date?*

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[ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)*

Conanicut Island USA

Attached File:



(cwm-1896-97-mod.png: [Open and save](#))

## 38Talk Message w421

### Re: New Bedford Moby-Dick Marathon

**From:** Matthew Bullard

**Date:** 2015 Jan 2, 16:18 -0700

Ger,

My dad, John Bullard, will be reading. He was not a "voyager" but he did sail on the Morgan on day 1 out of Provincetown. If you see him, do introduce yourself and say hi from me!

Matt

Sent from my iPhone

On Jan 2, 2015, at 3:41 PM, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:

*I'm curious if anyone will be attending the Moby-Dick Marathon at the New Bedford Whaling Museum this weekend? I'm going and staying for the entire duration (reading at 2:30 AM!) and if anyone else will be there, I'd love to say hi!*

Ger

--

[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>

[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)

Facebook! <http://www.facebook.com/ChouWaCosplay>

Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w422

### Re: New Bedford Moby-Dick Marathon

**From:** Mary K. Bercaw Edwards

**Date:** 2015 Jan 3, 03:09 +0000

Hey, Ger. I am here in New Bedford for the Moby-Dick Marathon. I hope you will come to the "Stump the Scholars" at 10 am tomorrow (Sat., Jan. 3) morning. It's great fun. I am one of the scholars, as are both Wyn Kelley and Bob Wallace, who, like you, were 38th Voyagers.

See you at the Marathon--  
Mary K. Bercaw Edwards (sister of Sean Bercaw, second mate of the Morgan and captain of the Corwith Cramer)

P.S. Hi, Matt! I will say "hi" to your dad.

From: 38Talk@fer3.com [38Talk@fer3.com] on behalf of Matthew Bullard [NoReply\_Bullard@fer3.com]  
Sent: Friday, January 02, 2015 6:36 PM  
To: Mary K. Bercaw Edwards  
Subject: [38Talk] Re: New Bedford Moby-Dick Marathon

Ger,

My dad, John Bullard, will be reading. He was not a "voyager" but he did sail on the Morgan on day 1 out of Provincetown. If you see him, do introduce yourself and say hi from me!

Matt

Sent from my iPhone

From: 38Talk@fer3.com [38Talk@fer3.com] on behalf of Ger Tysk [NoReply\_GerTysk@fer3.com]  
Sent: Friday, January 02, 2015 5:41 PM  
To: Mary K. Bercaw Edwards  
Subject: [38Talk] New Bedford Moby-Dick Marathon

I'm curious if anyone will be attending the Moby-Dick Marathon at the New Bedford Whaling Museum this weekend? I'm going and staying for the entire duration (reading at 2:30 AM!) and if anyone else will be there, I'd love to say hi!

Ger

--  
Charles W. Morgan 38th Voyager

Author: <http://www.gltysk.com>  
Breaking All The Rules: Cosplay and the Art of Self-Expression

Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

View and reply to this message

## 38Talk Message w423

### Re: New Bedford Moby-Dick Marathon

**From:** Wyn Kelley  
**Date:** 2015 Jan 3, 03:24 +0000  
See you here, Ger! Hugs, Wyn

On Jan 2, 2015, at 5:41 PM, Ger Tysk wrote:

*I'm curious if anyone will be attending the Moby-Dick Marathon at the New Bedford Whaling Museum this weekend? I'm going and staying for the entire duration (reading at 2:30 AM!) and if anyone else will be there, I'd love to say hi!*

*Ger*

--  
[Charles W. Morgan 38th Voyager](mailto:Charles.W.Morgan@fer3.com)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w424

### Re: Still working on Voyager Project?

**From:** Anne DiMonti  
**Date:** 2015 Jan 3, 06:57 -0800

I have finished 2 of my 4 projects. I should be done with the last of my projects by end of February 2015. I got an email from the Seaport a couple months or so ago (I'm sure you all did as well) asking for project updates but, have not heard anything since then about a deadline.

## 38Talk Message w425

### Re: Still working on Voyager Project?

**From:** Mary Wayss  
**Date:** 2015 Jan 03, 10:18 -0500

Hi All  
In the legal paperwork we had to sign, it states that it is a year from the sailing date it needed to be turned into Mystic.  
Best wishes and happy new year!  
Mary

Sent from my iPhone

On Jan 2, 2015, at 12:41 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*How many of us have not gotten around to completing our Voyager projects? I'm caught between "just get it done" and "make it something significant". Has anyone heard "from authority" at Mystic Seaport if we have a drop-dead deadline for projects? Is there any collection being published or exhibit being planned that requires (or simply benefits from) our Voyager projects by a*

certain date?

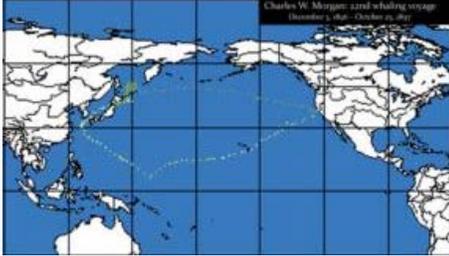
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Frank Reed

[ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)

Conanicut Island USA

Attached File:



(cwm-1896-97-mod.png: [Open and save](#))

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### 38Talk Message w426

#### Re: Still working on Voyager Project?

**From:** Ted Slampyak

**Date:** 2015 Jan 3, 07:51 -0800

I'm so relieved to hear I'm not the only one! With a new baby and so much work -- and frankly not knowing where to begin -- I've been putting it off too.

I'm finishing up a book I'm illustrating that should be done in two weeks, and I plan to start tackling this project then.

---

### 38Talk Message w427

#### Moby-Dick marathon: listen online NOW

**From:** Frank Reed

**Date:** 2015 Jan 3, 08:51 -0800

The New Bedford Whaling Museum's Moby-Dick marathon is online. Here's the schedule:

<http://www.whalingmuseum.org/programs/moby-dick-marathon/2015-moby-dick-marathon-schedule-events>.

And the link to live audio streaming:

<http://www.whalingmuseum.org/moby-dick-marathon-livestream-2015>

Frank Reed

Conanicut Island USA

---

### 38Talk Message w428

#### Re: New Bedford Moby-Dick Marathon

**From:** Peter Whittemore

**Date:** 2015 Jan 3, 21:45 -0500

Good deal and good for you....the marathon is almost as much fun as the Morgan trip, but it lasts longer!!

Peter

---

From: NoReply\_GerTysk@fer3.com

To: peterwhittemore@hotmail.com

Date: Fri, 2 Jan 2015 14:41:32 -0800

Subject: [38Talk] New Bedford Moby-Dick Marathon

I'm curious if anyone will be attending the Moby-Dick Marathon at the New Bedford Whaling Museum this weekend? I'm going and staying for the entire duration (reading at 2:30 AM!) and if anyone else will be there, I'd love to say hi!

Ger

--

[Charles W. Morgan 38th Voyager](mailto:Charles.W.Morgan@fer3.com)

Author: <http://www.gltysk.com>  
Breaking All The Rules: Cosplay and the Art of Self-Expression  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w429

### Re: Still working on Voyager Project?

**From:** Lesley Walker

**Date:** 2015 Jan 4, 11:31 -0800

Just wanted to share this - thank you Steve White, your acknowledgement is very much appreciated!

#### Attached File:



## 38Talk Message w430

### Re: Still working on Voyager Project?

**From:** Frank Reed

**Date:** 2015 Jan 9, 13:59 -0800

I wanted to thank you all for your replies on this topic. I feel better --able to create something interesting, rather than pressured by an imaginary elapsed deadline!

Frank Reed  
ReedNavigation.com / HistoricalAtlas.com  
Conanicut Island USA

## 38Talk Message w431

### Mystic Seaport vessel tours

**From:** Frank Reed

**Date:** 2015 Jan 9, 14:10 -0800

Mystic Seaport's "Winter Vessel Tours" strike me as an innovative way of "selling" Mystic Seaport during the winter months. I'm a big believer in packaging. This creates a nice "bite-sized" package for visitors: a tour of the vessels, both the Morgan as well as those currently undergoing restoration, including Mayflower II (from Plymouth, under contract).



Our Winter Vessel Tours continue Saturday and Sunday,  
January 10-11 from 1-2:30 pm: <http://bit.ly/1HSiWUn>.



Just passing this along...

Frank Reed  
ReedNavigation.com  
Conanicut Island USA

---

### 38Talk Message w432

#### **38th Voyage on CV?**

**From:** Michelle Moon  
**Date:** 2015 Jan 11, 16:42 -0800

Hi all, has anyone gotten around to updating their CV with 38th Voyage information? Did you list your participation and if so, under what heading? Or will you just be listing the products of your participation? Would love to hear how others are tackling that question.

---

### 38Talk Message w433

#### **Re: 38th Voyage on CV?**

**From:** Kate Sheridan  
**Date:** 2015 Jan 11, 20:05 -0500

On my artist CV I listed it under "awards and residencies".  
I'll also list any shows/exhibits mystic has with my project in it separately under the heading "selected exhibitions".

Interested to see what everyone else is doing.  
-Kate

Sent from my phone. Please excuse any autocorrect mishaps.

Hi all, has anyone gotten around to updating their CV with 38th Voyage information? Did you list your participation and if so, under what heading? Or will you just be listing the products of your participation? Would love to hear how others are tackling that question.

---

### 38Talk Message w434

**Re: 38th Voyage on Common-Place.org****From:** Karim Tiro**Date:** 2015 Jan 12, 02:46 +0000

I hope 2015 is treating everyone well thus far.

Common-Place.org, a website devoted to early American studies, devoted the 'First Person' section of its latest issue to the 38th Voyage. There are Voyager essays by Hester Blum, Wyn Kelley, and me.

They can be found here: <http://www.common-place.org>.

Best,

Karim

Karim M. Tiro, Ph.D.  
Professor and Chair  
Department of History  
Xavier University  
1 Academic Mall  
Cincinnati, OH 45207-5161 USA

**38Talk Message w435****Re: 38th Voyage on CV?****From:** Amanda Thackray**Date:** 2015 Jan 11, 19:59 -0800

Yup, same as Kate, I've listed it as a residency.

Best,

Amanda

**38Talk Message w436****Re: 38th Voyage on Common-Place.org****From:** Robert Wallace**Date:** 2015 Jan 12, 08:40 -0800

Hello Karim,

I loved reading your story. I live across the river from you and teach in the English department at NKU. Let's get together.

My response to the voyage was a blog: <https://mobyart.wordpress.com/>

Hope to meet with you soon. Bob Wallace, [wallacer@nku.edu](mailto:wallacer@nku.edu)

**38Talk Message w437****Re: 38th Voyage on Common-Place.org****From:** Michelle Moon**Date:** 2015 Jan 12, 09:01 -0800

All the pieces were such good reads and so different. I continue to be amazed at the diversity of perspectives each person developed from this one unique experience!

**38Talk Message w438****Re: 38th Voyage on CV?****From:** Anne DiMonti**Date:** 2015 Jan 13, 07:15 -0800

Hi Michelle,

I have listed it under "Professional Development" . I hope that helps!

## 38Talk Message w439

### 38th voyage project: John Manjiro book on Kickstarter

**From:** Ger Tysk

**Date:** 2015 Apr 27, 17:01 -0400

Hello Voyagers!

Hope your projects are going well so far. I'm writing about my own Voyager project, a photography book/biography about the life of John Manjiro, the first Japanese person to live in America. He came to Fairhaven, Mass aboard the whaleship John Howland, and my voyage aboard the Morgan was to collect material and photographs for this book. He later returned to Japan and was instrumental in the opening of Japan to the West.

I'm funding the book's publication through Kickstarter, and I'd be grateful if you could visit the page and share the link. Thank you!!!!!!

<https://www.kickstarter.com/projects/gltysk/manjiro/>

Ger Tysk  
(New Bedford to Mass Maritime)

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w440

### Re: 38th voyage project: John Manjiro book on Kickstarter

**From:** Frank Reed

**Date:** 2015 May 7, 15:20 -0700

It's a nail-biter watching the numbers add up! I see you're getting close with just seven days to go, but that must be nerve-wracking. Here's another copy of a message I've posted for the [NavList community](#)...

John Manjiro translated Nathaniel Bowditch's "New American Practical Navigator" into Japanese in the 1850s (as far as I know, the only full translation of the book into another language). Who was he? We've discussed him before in NavList messages, but for now, you can learn more about him by watching the Kickstarter video by my colleague Ger Tysk here: <https://www.kickstarter.com/projects/gltysk/manjiro>. She has written a book about John Manjiro's life, and is working on a Kickstarter campaign for an initial publication run. The video on the page explains it very nicely. Like me, Ger Tysk was one of the invited scholars/enthusiasts/fanatics or "Voyagers" aboard the whaleship Charles W. Morgan last summer during the "38th Voyage" along the coast of New England. I consider this a worthy cause, so please consider [kicking a little donation](#) to her publication project.

Frank Reed  
Conanicut Island USA

PS: In the background of the first screen cap below, you can see the masts of vessels at Mystic Seaport over Ger Tysk's shoulder, including the masts of the Charles W. Morgan. You'll notice that the Mystic River estuary is some sort of solid white mass, almost like a glacier. This is what happens to salt water when you leave it out in the cold for too long... for far, far, far too long!

#### Attached File:



(gltysk.jpg: [Open and save](#))

#### Attached File:



(gltysk1.jpg: [Open and save](#))

## 38Talk Message w441

### Re: 38th voyage project: John Manjiro book onKickstarter

**From:** Susan Funk

**Date:** 2015 May 7, 22:36 +0000

Thanks for the reminder Frank. I've made my pledge this evening.

Susan

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Frank Reed

**Sent:** Thursday, May 07, 2015 6:27 PM

**To:** Susan Funk

**Subject:** [38Talk] Re: 38th voyage project: John Manjiro book on Kickstarter

It's a nail-biter watching the numbers add up! I see you're getting close with just seven days to go, but that must be nerve-wracking. Here's another copy of a message I've posted for the [NavList community](#)...

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Frank Reed  
Conanicut Island USA

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## 38Talk Message w442

### Azores & John Manjiro book

**From:** Lesley Walker

**Date:** 2015 May 08, 07:32 +0100

I have pledged too. Looks wonderful.

A second thing - I am off to the Azores this morning ex UK. Flying to Terceira then sailing on a friend's yacht - we will hopefully get to Horta and Faial as well. I am hoping to see whales! If anyone has any tips for Azores etc please email me!

Sorry I will miss 17th May  
Best wishes  
Lesley

Dr Lesley Walker  
Heritage Consultant  
+44 (0)7748500933  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)

Sent from my iPhone

On 27 Apr 2015, at 22:21, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:

Hello Voyagers!

Hope your projects are going well so far. I'm writing about my own Voyager project, a photography book/biography about the life of John Manjiro, the first Japanese person to live in America. He came to Fairhaven, Mass aboard the whaleship John Howland, and my voyage aboard the Morgan was to collect material and photographs for this book. He later returned to Japan and was instrumental in the opening of Japan to the West.

I'm funding the book's publication through Kickstarter, and I'd be grateful if you could visit the page and share the link. Thank you!!!!!!  
<https://www.kickstarter.com/projects/gltysk/manjiro/>

*Ger Tysk  
(New Bedford to Mass Maritime)*

--  
[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
[Breaking All The Rules: Cosplay and the Art of Self-Expression](#)  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w443

### Re: Azores & John Manjiro book

**From:** Ger Tysk

**Date:** 2015 May 8, 12:35 -0400

Thank you Frank, Susan, Lesley, and everyone else who has pledged! I'm 95% funded, with only \$168 to go, which is amazingly exciting. There are still 7 days left to pledge, so if you haven't pledged, you have time to chip in for a book even after the project is 100% funded. I'll have a few new photos from my upcoming final book draft this afternoon, and I posted another update yesterday with more photos.

<https://www.kickstarter.com/projects/gltysk/manjiro/updates>

As always, I'm so glad to be a part of the Voyager community and hope to see many of you at the reunion on the 17th.

Lesley, have a wonderful time in the Azores. I've never been there, but I am very jealous of your upcoming whale adventures.

Ger

2015-05-08 7:01 GMT-04:00 Lesley Walker <[NoReply\\_Walker@fer3.com](mailto:NoReply_Walker@fer3.com)>:

*I have pledged too. Looks wonderful.*

*A second thing - I am off to the Azores this morning ex UK. Flying to Terceira then sailing on a friend's yacht - we will hopefully get to Horta and Faial as well. I am hoping to see whales! If anyone has any tips for Azores etc please email me!*

*Sorry I will miss 17th May  
Best wishes  
Lesley*

*Dr Lesley Walker  
Heritage Consultant  
[+44 \(0\)7748500933](tel:+4407748500933)  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)*

*Sent from my iPhone*

*On 27 Apr 2015, at 22:21, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:*

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Ger Tysk  
(New Bedford to Mass Maritime)

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[Charles W. Morgan 38th Voyager](#)

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Twitter! <http://www.twitter.com/GerTysk>

## 38Talk Message w444

### Re: Azores & John Manjiro book

**From:** Matthew Bullard

**Date:** 2015 May 8, 16:45 -0600

Ger, I just sent in a pledge--best of luck finishing off the project--and it looks like you're over the top! I'll be sorry to miss the reunion--would have been fun to meet voyagers from the other legs of the trip...

Matt Bullard

On Fri, May 8, 2015 at 11:16 AM, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:

*Thank you Frank, Susan, Lesley, and everyone else who has pledged! I'm 95% funded, with only \$168 to go, which is amazingly exciting. There are still 7 days left to pledge, so if you haven't pledged, you have time to chip in for a book even after the project is 100% funded. I'll have a few new photos from my upcoming final book draft this afternoon, and I posted another update yesterday with more photos.*  
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*Lesley, have a wonderful time in the Azores. I've never been there, but I am very jealous of your upcoming whale adventures.*

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2015-05-08 7:01 GMT-04:00 Lesley Walker <[NoReply\\_Walker@fer3.com](mailto:NoReply_Walker@fer3.com)>:

*I have pledged too. Looks wonderful.*

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*Sorry I will miss 17th May  
Best wishes  
Lesley*

*Dr Lesley Walker  
Heritage Consultant  
+44 (0)7748500933  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)*

*Sent from my iPhone*

On 27 Apr 2015, at 22:21, Ger Tysk <[NoReply\\_GerTysk@fer3.com](mailto:NoReply_GerTysk@fer3.com)> wrote:

Hello Voyagers!

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returned to Japan and was instrumental in the opening of Japan to the West.

I'm funding the book's publication through Kickstarter, and I'd be grateful if you could visit the page and share the link. Thank you!!!!!!

<https://www.kickstarter.com/projects/gltysk/manjiro/>

Ger Tysk  
(New Bedford to Mass Maritime)

--

[Charles W. Morgan 38th Voyager](#)

Author: <http://www.gltysk.com>  
*Breaking All The Rules: Cosplay and the Art of Self-Expression*  
Facebook! <http://www.facebook.com/ChouWaCosplay>  
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--

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## 38Talk Message w445

### Re: Azores & John Manjiro book

**From:** Ger Tysk

**Date:** 2015 May 12, 12:14 -0400

Thank you everyone who backed the project! It's currently 110% funded with 3 days to go. If you're interested in a book, you've got time to get one.

Again, many thanks for everyone's support and I can't wait to get the books out.

Ger

On May 8, 2015, at 7:06 PM, Matthew Bullard <[NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)> wrote:

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## 38Talk Message w446

### Re: Azores & John Manjiro book

**From:** Robert Wallace

**Date:** 2015 May 12, 16:46 +0000

I tried to write to you but don't know if you got it. Is this a live email. I think it bounced back to me.

I tried to pledge on line but it asked for my email password, which it did not seem appropriate to give.

If you get this, can you reserve one book for me and bill me directly.

Bob Wallace

---

**From:** 38Talk@fer3.com [mailto:[38Talk@fer3.com](mailto:38Talk@fer3.com)] **On Behalf Of** Ger Tysk  
**Sent:** Tuesday, May 12, 2015 12:42 PM  
**To:** Robert Wallace

**Subject:** [38Talk] Re: Azores & John Manjiro book

Thank you everyone who backed the project! It's currently 110% funded with 3 days to go. If you're interested in a book, you've got time to get one.

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2015.0.5863 / Virus Database: 4342/9753 - Release Date: 05/12/15

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## 38Talk Message w447

### Voyagers gathering this weekend?

**From:** Frank Reed

**Date:** 2015 May 13, 18:40 -0700

Is there a "Voyagers" gathering happening on Sunday? I'll be at Mystic Seaport, but I'm teaching my "Easy Astro Photos" class both days at the Planetarium. If anyone wants to swing by and say 'hi'... I don't take a break for lunch when I work. :). Also there's still room in that class if you know anyone who might be interested. Details here: <http://www.reednavigation.com/astro-photo-class/>.

Frank Reed

PS: Here's the full moon ten days ago:

**Attached File:**



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## 38Talk Message w448

### Re: Voyagers gathering this weekend?

**From:** Richard French

**Date:** 2015 May 13, 22:04 -0400

Yes, there is a reunion that day, Frank, and I plan to attend. Hope to see you there!

Dick

On Wed, May 13, 2015 at 9:41 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Is there a "Voyagers" gathering happening on Sunday? I'll be at Mystic Seaport, but I'm teaching my "Easy Astro Photos" class both days at the Planetarium. If anyone wants to swing by and say 'hi'... I don't take a break for lunch when I work. :). Also there's still room in that class if you know anyone who might be interested. Details here: <http://www.reednavigation.com/astro-photo-class/>.*

Frank Reed

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Attached File:



(full-moon-may-3-2015.jpg: [Open and save](#))

--  
Richard G. French  
Dean of Academic Affairs  
McDowell and Whiting Professor of Astrophysics  
Cassini Radio Science Team Leader  
341A Green Hall, Wellesley College  
Wellesley, MA 02481-8203  
(781) 283-3583

## 38Talk Message w449

### Re: Voyagers gathering this weekend?

**From:** Kate Sheridan

**Date:** 2015 May 14, 00:40 -0400

I will also be going to the Voyagers event!

-Kate

Sent from my phone. Please excuse any autocorrect mishaps.

On May 13, 2015 9:42 PM, "Frank Reed" <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

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Frank Reed

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(full-moon-may-3-2015.jpg: [Open and save](#))

## 38Talk Message w450

### Re: Voyagers gathering this weekend?

**From:** Ardrey Manning

**Date:** 2015 May 14, 02:04 -0400

I'll be at the Seaport for PILOTS weekend and join the Reunion later in the morning. Is anyone staying to use the Special collections on Monday? I'd love to have company for dinner Sunday night.

Ardrey Manning

Sent from my iPad

On May 14, 2015, at 1:01 AM, Kate Sheridan <[NoReply\\_Sheridan@fer3.com](mailto:NoReply_Sheridan@fer3.com)> wrote:

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*-Kate*

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*Frank Reed*

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*(full-moon-may-3-2015.jpg: [Open and save](#))*

## 38Talk Message w451

### Re: Voyagers gathering this weekend?

**From:** Katharine Mead

**Date:** 2015 May 14, 14:48 +0000

Hello all!

Yes, we are holding a 38<sup>th</sup> Voyagers Symposium and Reunion this Sunday, May 17. We have about 25 of you signed up to attend! For those that may have missed the RSVP, you are certainly welcome (and let me know here or via email at [katharine.mead@mysticseaport.org](mailto:katharine.mead@mysticseaport.org) if you have questions). Here's the brief agenda:

9 am: meet at the Morgan for some optional morning rigging climbing and whaleboat rowing

10am: start presentations in the Stephens Room (Stillman Building 3<sup>rd</sup> floor)

First updates from us at Mystic Seaport, followed by 5-minute presentations on completed or ongoing work from Voyagers

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4pm: concluding on the Morgan with the demonstration squad's "dogwatch" music and presentation. Group photo and mingling on the ship.

-Katharine

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Ardrey Manning  
**Sent:** Thursday, May 14, 2015 2:22 AM  
**To:** Katharine Mead  
**Subject:** [38Talk] Re: Voyagers gathering this weekend?

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Sent from my iPad

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*Frank Reed*

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*Attached File:*



*(full-moon-may-3-2015.jpg: [Open and save](#))*

## 38Talk Message w452

### Re: Voyagers gathering this weekend?

**From:** Daniel Payne  
**Date:** 2015 May 14, 16:15 +0000

Hi Katharine:  
I'm sorry to say that I've had something unexpected come up and won't be able to make it to Mystic for our reunion this weekend. I hope everything goes off splendidly (and that you enjoy your trip to Geneseo)!  
All the best,  
Dan

Daniel G. Payne, J.D., Ph.D.  
Professor  
Department of English  
SUNY Oneonta  
319 Netzer Administration Building  
108 Ravine Parkway  
Oneonta, NY 13820  
607.436.3442

“When the Pleiades and the wind in the grass are no longer a part of the human spirit,  
A part of very flesh and bone, man becomes, as it were, a kind of cosmic outlaw,  
Having neither the completeness and integrity of the animal

nor the birthright of a true humanity.”  
Henry Beston, *The Outermost House*

**From:** 38Talk@fer3.com [mailto:38Talk@fer3.com] **On Behalf Of** Katharine Mead  
**Sent:** Thursday, May 14, 2015 11:52 AM  
**To:** Payne, Daniel  
**Subject:** [38Talk] Re: Voyagers gathering this weekend?

Hello all!

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*Frank Reed*

## 38Talk Message w453

### Re: Voyagers gathering this weekend?

**From:** Mary Wayss

**Date:** 2015 May 14, 12:01 -0400

Hi Katherine

I would love to join but unfortunately, my art show is in 3 weeks and I am working on that all weekend.

All the best,

Mary

Sent from my iPhone

On May 14, 2015, at 11:51 AM, Katharine Mead <[NoReply\\_KatharineMead@fer3.com](mailto:NoReply_KatharineMead@fer3.com)> wrote:

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(full-moon-may-3-2015.jpg: [Open and save](#))

## Re: Voyagers gathering this weekend?

**From:** Joe Forbrich

**Date:** 2015 May 15, 21:03 -0400

Dear Katharine and Jonathan

Hope you are well. I am regretfully unable to attend the reunion/symposium on the 17th due to my job acting in a play called "Airline Highway" on Broadway.

I am hard at work on my project, and am resolved to have a finished script by June 1st. My next job is to hire a director and start rehearsing. Two questions: what kind of format would be most helpful to the museum? A live performance at some point, or a videotaped one? I realize it would all be contingent upon whether or not you think it's up to snuff. I could send a finished script for your perusement, though it will change as rehearsals progress. My second question is, do you have a record of the crew members for the 1849-53 voyage? Their names and positions would be most helpful. Thank you for your assistance.

Sincerely

Joe Forbrich

[www.whaleshipessex.com](http://www.whaleshipessex.com)

[www.joeforbrich.com](http://www.joeforbrich.com)

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**Sent:** Thursday, May 14, 2015 2:22 AM

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**Subject:** [38Talk] Re: Voyagers gathering this weekend?

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*Sent from my phone. Please excuse any autocorrect mishaps.*

On May 13, 2015 9:42 PM, "Frank Reed" <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Is there a "Voyagers" gathering happening on Sunday? I'll be at Mystic Seaport, but I'm teaching my "Easy Astro Photos" class both days at the Planetarium. If anyone wants to swing by and say 'hi'... I don't take a break for lunch when I work. :). Also there's still room in that class if you know anyone who might be interested. Details here:*

*<http://www.reednavigation.com/astro-photo-class/>.*

*Frank Reed*

*PS: Here's the full moon ten days ago:*

**Attached File:**



(full-moon-may-3-2015.jpg: [Open and save](#))

## 38Talk Message w455

### Re: Voyagers gathering this weekend?

**From:** Elysa Engelman

**Date:** 2015 May 16, 06:12 -0700

Hello Joe!

I can answer your second question.

You can find the most complete list of all the *Morgan's* historic crews from Voyages 1-37 here:

<http://library.mysticseaport.org/exhibits/morganindex.cfm>.

Click "Voyage" in red to have the names arranged by voyage.

We're creating a touchscreen version of this database for the upcoming "Voyaging in the Wake of the Whalers" exhibit, so museum visitors can search by name, birthplace, place of residence, and year.

We'll miss you tomorrow but best of luck with your new production --

Elysa

## 38Talk Message w456

### Re: Voyagers gathering this weekend?

**From:** Elizabeth James-Perry

**Date:** 2015 May 16, 09:36 -0400

Hello Elyssa et al,

I have prior commitments (working on a public art project in Salem based in tradit tattooing) but hope everyone has a pleasant day tomorrow. Also I am traveling this week, but will be submitting completed artwork to Mystic in the beginning of June.

Thanks,  
Elizabeth James Perry

Sent from my iPhone

On May 16, 2015, at 9:32 AM, Elysa Engelman <[NoReply\\_Engelman@fer3.com](mailto:NoReply_Engelman@fer3.com)> wrote:

*Hello Joe!*

*I can answer your second question.*

*You can find the most complete list of all the Morgan's historic crews from Voyages 1-37 here:*

*<http://library.mysticseaport.org/exhibits/morganindex.cfm>.*

*Click "Voyage" in red to have the names arranged by voyage.*

*We're creating a touchscreen version of this database for the upcoming "Voyaging in the Wake of the Whalers" exhibit, so museum visitors can search by name, birthplace, place of residence, and year.*

*We'll miss you tomorrow but best of luck with your new production --*

*Elysa*

---

### 38Talk Message w457

#### **Re: Azores & John Manjiro book**

**From:** Emily Carreiro

**Date:** 2015 May 16, 05:05 -0700

If you're a seafood fan, you have to try fresh grilled lapis in the Azores! (Pronounced lah-pish)

I've only been to Sao Miguel, but I am jealous of the gorgeous scenery you will see!

---

### 38Talk Message w458

#### **Re: Azores & John Manjiro book**

**From:** Lesley Walker

**Date:** 2015 May 16, 15:14 -0700

Thanks Emily! Have been eating lots of good food here but haven't tried lapis. I am in Lajes, Pico right now but spent the day in Horta - whaling factory, scrimshaw museum ... Love the Azores and would love to spend more time here. Was very special being here and thinking of Charles W Morgan's voyages. Went whale watching yesterday and saw fin and sperm whales for the first time.

---

### 38Talk Message w459

#### **Re: Voyagers gathering this weekend?**

**From:** Joe Forbrich

**Date:** 2015 May 18, 08:03 -0400

Thanks Elysa!  
Hope the reunion went well.  
Sincerely  
Joe

Sent from my iPhone

On May 16, 2015, at 9:31 AM, Elysa Engelman <[NoReply\\_Engelman@fer3.com](mailto:NoReply_Engelman@fer3.com)> wrote:

*Hello Joe!*

*I can answer your second question.*

*You can find the most complete list of all the Morgan's historic crews from Voyages 1-37 here:*

*<http://library.mysticseaport.org/exhibits/morganindex.cfm>*

*Click "Voyage" in red to have the names arranged by voyage.*

*We're creating a touchscreen version of this database for the upcoming "Voyaging in the Wake of the Whalers" exhibit, so museum visitors can search by name, birthplace, place of residence, and year.*

*We'll miss you tomorrow but best of luck with your new production --*

*Elysa*

---

### 38Talk Message w460

#### **38th Voyager Dante Francomano Performance NEXT Friday on the CWM!!**

**From:** Krystal Rose

**Date:** 2015 Jun 4, 08:31 -0700

Hi Voyagers!

Please help me in spreading the word about a very exciting performance coming up on the *Morgan* next week! This will be filmed and shared on the 38th Voyager Website in the near future.

Thanks!

Krystal Rose (Coordinator, Boston to Mass Maritime)

#### **CETACEAN CITATIONS**

Original Composition by *Charles W. Morgan* 38<sup>th</sup> Voyager and Composer to Be Performed aboard the *Morgan*

Friday, June 12, 2015, 4-4:30 pm

Join us **Friday, June 12 at 4 pm** for a unique experience aboard the whaleship *Charles W. Morgan*. 38<sup>th</sup> Voyager and composer, Dante Francomano, has written *Cetacean Citations*, a contemporary concert piece that will be premiered onboard the *Morgan* by a group of ten musicians. Jointly inspired by the soundscapes of whales and whaling and sounds he recorded during the *Morgan's* 38<sup>th</sup> Voyage in the summer of 2014, Francomano has crafted a piece that traces the history of relationships between humanity, whales, and the larger natural world. Verbal quotations explicitly mark the progression of these relationships, and they recognize the impact of whales and whaling on American culture. Interwoven with these quotations, a saxophone quartet, trombone trio, and two percussionists (who frequently employ the *Morgan* herself as an instrument) give voice to the drama of whaling and its role as a cultural crossroads.

Dante Francomano has substantial experience in musical study, performance, and composition, and he approaches all of his projects with creativity and energy. He is originally from Plainville, MA, and he was a [38th Voyager](#) aboard the *Charles W. Morgan* during the ship's transit from Boston, MA, to Buzzards Bay, MA, on July 23, 2014. He recently graduated from Middlebury College in Vermont, where he received a B.A. in Music, and in the fall he will begin a Ph.D. at Purdue University where he will be working at the Center for Global Soundscapes.

**Performers:** Patrick Francomano, voice; Erik Anundson, soprano saxophone (sop. sax); Ben Porter, alto saxophone (alto sax); Tyler Appel, tenor saxophone (ten. sax); Zach Robarge, baritone saxophone (bari. sax); Brian Marland, trombone; Lucas Avidan, trombone; Max Schneider, bass trombone; Joel Feier, percussion; Tim Noonan, percussion.

Attached File:



---

## 38Talk Message w461

### Morgan Homecoming Essay

**From:** Matthew Bullard

**Date:** 2015 Jun 23, 20:13 -0600

Fellow 38th Voyagers,

At long last and just before the one-year anniversary of the *Morgan's* return to New Bedford, I've completed my project which is a narrative essay (linked below to Google Docs) on what it means to me to come home. I hope those who choose to read it will enjoy it.

Warmest regards,

Matthew Bullard

[https://drive.google.com/open?id=1Z\\_q3fInZ3JazpUm\\_3TMNCEOpg8ksV3NeHrJwdN02ttc&authuser=0](https://drive.google.com/open?id=1Z_q3fInZ3JazpUm_3TMNCEOpg8ksV3NeHrJwdN02ttc&authuser=0)

or

<http://tinyurl.com/nh6vvtl>

---

## 38Talk Message w462

### Re: Morgan Homecoming Essay

**From:** Mike Vogel

**Date:** 2015 Jul 1, 12:15 -0400

Well-written and touching piece, Matthew. Thanks for opening your life to us.

- Mike Vogel

On Tue, Jun 23, 2015 at 10:26 PM, Matthew Bullard <[NoReply\\_Bullard@fer3.com](mailto:NoReply_Bullard@fer3.com)> wrote:

| *Fellow 38th Voyagers,*

At long last and just before the one-year anniversary of the Morgan's return to New Bedford, I've completed my project which is a narrative essay (linked below to Google Docs) on what it means to me to come home. I hope those who choose to read it will enjoy it.

Warmest regards,

Matthew Bullard

[https://drive.google.com/open?id=1Z\\_q3ftnZ3IazpUm\\_3TMNCEOp8ksV3NeHrJwdN02ttc&authuser=0](https://drive.google.com/open?id=1Z_q3ftnZ3IazpUm_3TMNCEOp8ksV3NeHrJwdN02ttc&authuser=0)

or

<http://tinyurl.com/nh6vvtl>

## 38Talk Message w463

### Black maritime history tour in Boston July 18

**From:** Emily Button Kambic

**Date:** 2015 Jul 8, 11:40 -0400

Hello fellow Voyagers! I hope you are all well and love hearing about your progress. I'm writing to let you know that I will be giving a free maritime history walking tour coming up in Boston on July 18 called "The Black Sea," which grew out of my Voyager project. If you or anyone you know is interested in joining, please do come and pass it on. More information below and attached!

Best,  
Emily

The Black Sea: African Americans on the Boston Waterfront  
Boston African American National Historic Site  
Tour meets on July 18, 11 AM, at the Samuel Adams statue in front of Faneuil Hall; 75 minutes

In the 19th century, Boston's North End - best known for pasta and Paul Revere today - was a gritty waterfront neighborhood known as the Black Sea. On July 18, the Boston African American National Historic Site will be offering a special free tour of Black maritime history along the North End's Freedom Trail: from reimagining Faneuil Hall as a site of the slave trade, to visiting the places where the city's first African American landowners and mariners lived and worked, to understanding Black Atlantic global connections and service in the United States Navy from 1812 to 1865. Please join us in front of the Samuel Adams statue at Faneuil Hall at 11 AM on Saturday, July 18, to learn these lesser known stories of the Freedom Trail.

#### Attached File:



## 38Talk Message w464

### Re: Black maritime history tour in Boston July 18

**From:** Michelle Moon

**Date:** 2015 Jul 8, 12:21 -0400

This sounds great! Do you happen to have a Facebook listing I can share?

Michelle Moon  
[michellenmoon@gmail.com](mailto:michellenmoon@gmail.com)

On Wed, Jul 8, 2015 at 12:16 PM, Emily Button Kambic <[NoReply\\_Kambic@fer3.com](mailto:NoReply_Kambic@fer3.com)> wrote:

*Hello fellow Voyagers! I hope you are all well and love hearing about your progress. I'm writing to let you know that I will be giving a free maritime history walking tour coming up in Boston on July 18 called "The Black Sea," which grew out of my*

*Voyager project. If you or anyone you know is interested in joining, please do come and pass it on. More information below and attached!*

*Best,  
Emily*

*The Black Sea: African Americans on the Boston Waterfront  
Boston African American National Historic Site  
Tour meets on July 18, 11 AM, at the Samuel Adams statue in front of Faneuil Hall; 75 minutes*

*In the 19th century, Boston's North End - best known for pasta and Paul Revere today - was a gritty waterfront neighborhood known as the Black Sea. On July 18, the Boston African American Historic Site will be offering a special free tour of Black maritime history along the North End's Freedom Trail: from reimagining Faneuil Hall as a site of the slave trade, to visiting the places where the city's first African American landowners and mariners lived and worked, to understanding Black Atlantic global connections and service in the United States Navy from 1812 to 1865. Please join us in front of the Samuel Adams statue at Faneuil Hall at 11 AM on Saturday, July 18, to learn these lesser known stories of the Freedom Trail.*

**Attached File:**



(img/000463.boston-black-sea.pdf: [Open and save](#) or [View online](#))

## 38Talk Message w465

**Re: Black maritime history tour in Boston July 18**

**From:** Frank Reed

**Date:** 2015 Jul 8, 09:44 -0700

Just so you all know, with or without a separate FB listing, you can also share Emily's announcement by passing along the link to her message here: <http://fer3.com/38Talk/m2.aspx/w463> (for a Facebook post, you just copy and paste that URL into your posting and the FB software will automatically generate a simple preview and link).

Frank Reed  
Conanicut Island USA

## 38Talk Message w466

**Re: Black maritime history tour in Boston July 18**

**From:** Betsy Leahy

**Date:** 2015 Jul 8, 13:09 -0400

Emily-

This sounds fascinating and so relevant to my teaching. I wish I was going to be in town. If my plans change, I will definitely get back in touch and aim to join you.

Betsy

On Wed, Jul 8, 2015 at 12:16 PM, Emily Button Kambic <[NoReply\\_Kambic@fer3.com](mailto:NoReply_Kambic@fer3.com)> wrote:

*Hello fellow Voyagers! I hope you are all well and love hearing about your progress. I'm writing to let you know that I will be giving a free maritime history walking tour coming up in Boston on July 18 called "The Black Sea," which grew out of my Voyager project. If you or anyone you know is interested in joining, please do come and pass it on. More information below and attached!*

*Best,  
Emily*

*The Black Sea: African Americans on the Boston Waterfront*  
Boston African American National Historic Site  
Tour meets on July 18, 11 AM, at the Samuel Adams statue in front of Faneuil Hall; 75 minutes

*In the 19th century, Boston's North End - best known for pasta and Paul Revere today - was a gritty waterfront neighborhood known as the Black Sea. On July 18, the Boston African American Historic Site will be offering a special free tour of Black maritime history along the North End's Freedom Trail: from reimagining Faneuil Hall as a site of the slave trade, to visiting the places where the city's first African American landowners and mariners lived and worked, to understanding Black Atlantic global connections and service in the United States Navy from 1812 to 1865. Please join us in front of the Samuel Adams statue at Faneuil Hall at 11 AM on Saturday, July 18, to learn these lesser known stories of the Freedom Trail.*

Attached File:



(img/000463.boston-black-sea.pdf: [Open and save](#) or [View online](#))

## 38Talk Message w467

### Re: Black maritime history tour in Boston July 18

**From:** Emily Button Kambic

**Date:** 2015 Jul 8, 15:33 -0400

Thanks Michelle and Frank! I'll send a FB link shortly, our social media coordinator's going to be putting one up soon, and I'd really appreciate your sharing.

-Emily

On Wed, Jul 8, 2015 at 12:51 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

*Just so you all know, with or without a separate FB listing, you can also share Emily's announcement by passing along the link to her message here:*

*<http://fer3.com/38Talk/m2.aspx/w463> (for a Facebook post, you just copy and paste that URL into your posting and the FB software will automatically generate a simple preview and link).*

*Frank Reed  
Conanicut Island USA*

## 38Talk Message w468

### Re: Black maritime history tour in Boston July 18

**From:** Lesley Walker

**Date:** 2015 Jul 08, 22:13 +0100

Would love to go but Boston is a bit far from the UK! Hope it goes well.  
Lesley

Dr Lesley Walker  
Heritage Consultant  
+44 (0)7748500933  
[lesleywalker@mac.com](mailto:lesleywalker@mac.com)  
Blog - [lesleybw.wordpress.com](http://lesleybw.wordpress.com)

Sent from my iPhone

On 8 Jul 2015, at 17:16, Emily Button Kambic <[NoReply\\_Kambic@fer3.com](mailto:NoReply_Kambic@fer3.com)> wrote:

Hello fellow Voyagers! I hope you are all well and love hearing about your progress. I'm writing to let you know that I will be giving a free maritime history walking tour coming up in Boston on July 18 called "The Black Sea," which grew out of my Voyager project. If you or anyone you know is interested in joining, please do come and pass it on. More information below and attached!

Best,  
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**Attached File:**



(img/000463.boston-black-sea.pdf: [Open and save](#) or [View online](#))

## 38Talk Message w469

### Re: Facebook event for Black maritime history tour in Boston July 18

**From:** Emily Button Kambic

**Date:** 2015 Jul 9, 14:35 -0400

Hi again,

Here is the Facebook event link: <https://m.facebook.com/events/1617949375144892/>

Thanks for your interest!

Cheers,

Emily

On Jul 8, 2015 3:33 PM, "Emily Button Kambic" <[emily.l.button@gmail.com](mailto:emily.l.button@gmail.com)> wrote:

Thanks Michelle and Frank! I'll send a FB link shortly, our social media coordinator's going to be putting one up soon, and I'd really appreciate your sharing.

-Emily

On Wed, Jul 8, 2015 at 12:51 PM, Frank Reed <[NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)> wrote:

Just so you all know, with or without a separate FB listing, you can also share Emily's announcement by passing along the link to her message here:

<http://fer3.com/38Talk/m2.aspx/w463> (for a Facebook post, you just copy and paste that URL into your posting and the FB software will automatically generate a simple preview and link).

Frank Reed

Conanicut Island USA

## 38Talk Message w470

### Anniversary of the whale

**From:** Frank Reed

**Date:** 2015 Jul 11, 12:02 -0700

A short message to mark an anniversary...

One year ago today, on July 11, 2014 at 11:06 in the morning Eastern Time, while sailing in light breezes on the southern edge of Stellwagen Bank, a few miles north of Cape Cod's northernmost tip, a Minke whale surfaced just a short distance off the starboard side of the Charles W. Morgan (you can re-read my fish story explaining how I, the famous whale-whisperer, called the whale [here](#)). It was the first whale of the 38th Voyage and apparently the first whale seen from the deck of the Morgan in 90 years. Later in the day we saw many humpback whales including [Shuffleboard and Pepper](#). Pepper is the whale in this perfect photo:



... Boats lowered. None taken.

Frank Reed

[ReedNavigation.com](#) / [HistoricalAtlas.com](#)

Conanicut Island USA

## 38Talk Message w471

### Re: Anniversary of the whale

**From:** Gary Wikfors

**Date:** 2015 Jul 11, 15:47 -0400

Unforgettable!

---

From: NoReply\_FrankReed@fer3.com  
To: gary\_wikfors@hotmail.com  
Date: Sat, 11 Jul 2015 12:06:42 -0700  
Subject: [38Talk] Anniversary of the whale

A short message to mark an anniversary...

One year ago today, on July 11, 2014 at 11:06 in the morning Eastern Time, while sailing in light breezes on the southern edge of Stellwagen Bank, a few miles north of Cape Cod's northernmost tip, a Minke whale surfaced just a short distance off the starboard side of the Charles W. Morgan (you can re-read my fish story explaining how I, the famous whale-whisperer, called the whale [here](#)). It was the first whale of the 38th Voyage and apparently the first whale seen from the deck of the Morgan in 90 years. Later in the day we saw many humpback whales including [Shuffleboard and Pepper](#). Pepper is the whale in this perfect photo:



... Boats lowered. None taken.

Frank Reed

[ReedNavigation.com](#) / [HistoricalAtlas.com](#)

Conanicut Island USA

## 38Talk Message w472

### Re: Anniversary of the whale

**From:** Anne DiMonti

**Date:** 2015 Jul 12, 07:48 -0400

I can't believe it was a year ago. Lifetime memory I will never forget!

All the best to my fellow voyagers!

Anne DiMonti

Sent from my iPhone

On Jul 11, 2015, at 4:26 PM, Gary Wikfors <[NoReply\\_Wikfors@fer3.com](mailto:NoReply_Wikfors@fer3.com)> wrote:

*Unforgettable!*

---

*From:* [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)

*To:* [gary\\_wikfors@hotmail.com](mailto:gary_wikfors@hotmail.com)

*Date:* Sat, 11 Jul 2015 12:06:42 -0700

*Subject:* [38Talk] Anniversary of the whale

*A short message to mark an anniversary...*

*One year ago today, on July 11, 2014 at 11:06 in the morning Eastern Time, while sailing in light breezes on the southern edge of Stellwagen Bank, a few miles north of Cape Cod's northernmost tip, a Minke whale surfaced just a short distance off the starboard side of the Charles W. Morgan (you can re-read my fish story explaining how I, the famous whale-whisperer, called the whale [here](#)). It was the first whale of the 38th Voyage and apparently the first whale seen from the deck of the Morgan in 90 years. Later in the day we saw many humpback whales including [Shuffleboard and Pepper](#). Pepper is the whale in this perfect photo:*



*... Boats lowered. None taken.*

*Frank Reed*

*[ReedNavigation.com](http://ReedNavigation.com) / [HistoricalAtlas.com](http://HistoricalAtlas.com)*

*Conanicut Island USA*

## 38Talk Message w473

### Re: Anniversary of the whale

**From:** Kate Sheridan

**Date:** 2015 Jul 12, 14:24 -0400

What an amazing memory, can't believe its been a year!  
Here are some of the photos I took then as well.

On Sun, Jul 12, 2015 at 9:16 AM, Anne DiMonti <[NoReply\\_DiMonti@fer3.com](mailto:NoReply_DiMonti@fer3.com)> wrote:

*I can't believe it was a year ago. Lifetime memory I will never forget!*

*All the best to my fellow voyagers!*

*Anne DiMonti*

*Sent from my iPhone*

*On Jul 11, 2015, at 4:26 PM, Gary Wikfors <[NoReply\\_Wikfors@fer3.com](mailto:NoReply_Wikfors@fer3.com)> wrote:*

*Unforgettable!*

---

*From:* [NoReply\\_FrankReed@fer3.com](mailto:NoReply_FrankReed@fer3.com)

*To:* [gary\\_wikfors@hotmail.com](mailto:gary_wikfors@hotmail.com)

*Date:* Sat, 11 Jul 2015 12:06:42 -0700

*Subject:* [38Talk] Anniversary of the whale

*A short message to mark an anniversary...*

*One year ago today, on July 11, 2014 at 11:06 in the morning Eastern Time, while sailing in light breezes on the southern edge of Stellwagen Bank, a few miles north of Cape Cod's northernmost tip, a Minke whale surfaced just a short distance*

off the starboard side of the Charles W. Morgan (you can re-read my fish story explaining how I, the famous whale-whisperer, called the whale [here](#)). It was the first whale of the 38th Voyage and apparently the first whale seen from the deck of the Morgan in 90 years. Later in the day we saw many humpback whales including [Shuffleboard and Pepper](#). Pepper is the whale in this perfect photo:



... Boats lowered. None taken.

Frank Reed

[ReedNavigation.com](#) / [HistoricalAtlas.com](#)

Conanicut Island USA

--  
Art is the proper task of life. -- Friedrich Nietzsche

**Attached File:**



**Attached File:**



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38Talk Message w474

**Re: Anniversary of the whale**

**From:** Frank Reed

**Date:** 2015 Jul 12, 12:09 -0700

Awesome!

And also a little comical. I just want to yell at him: "Turn around!!!"



Frank Reed

---

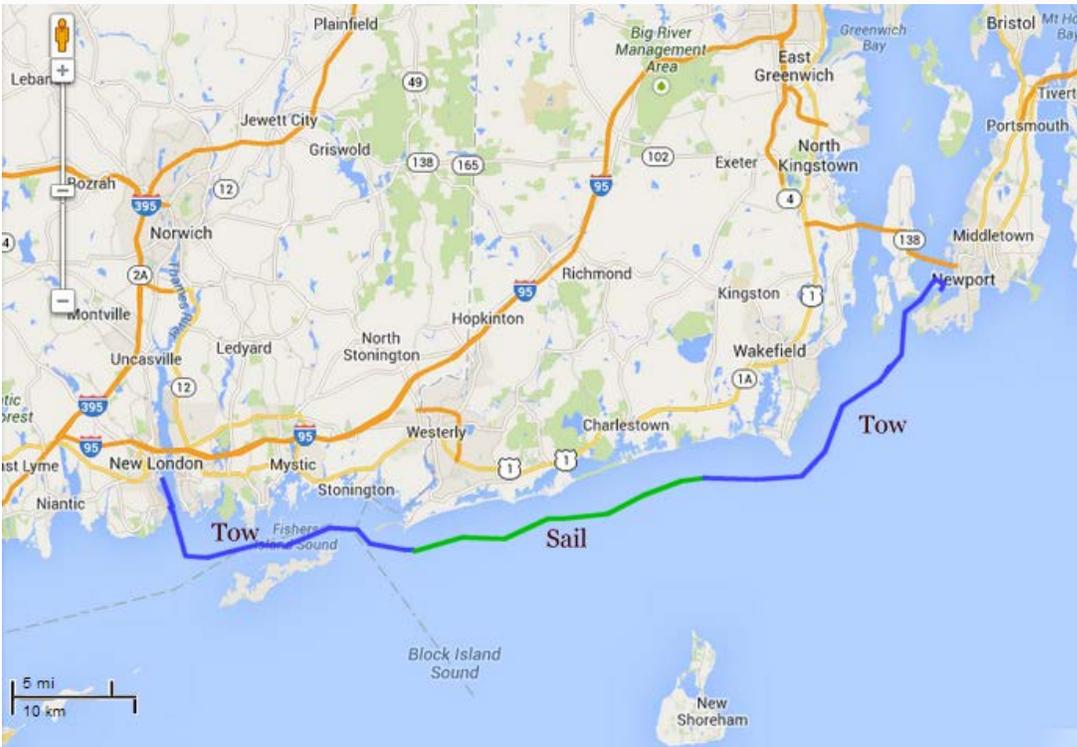
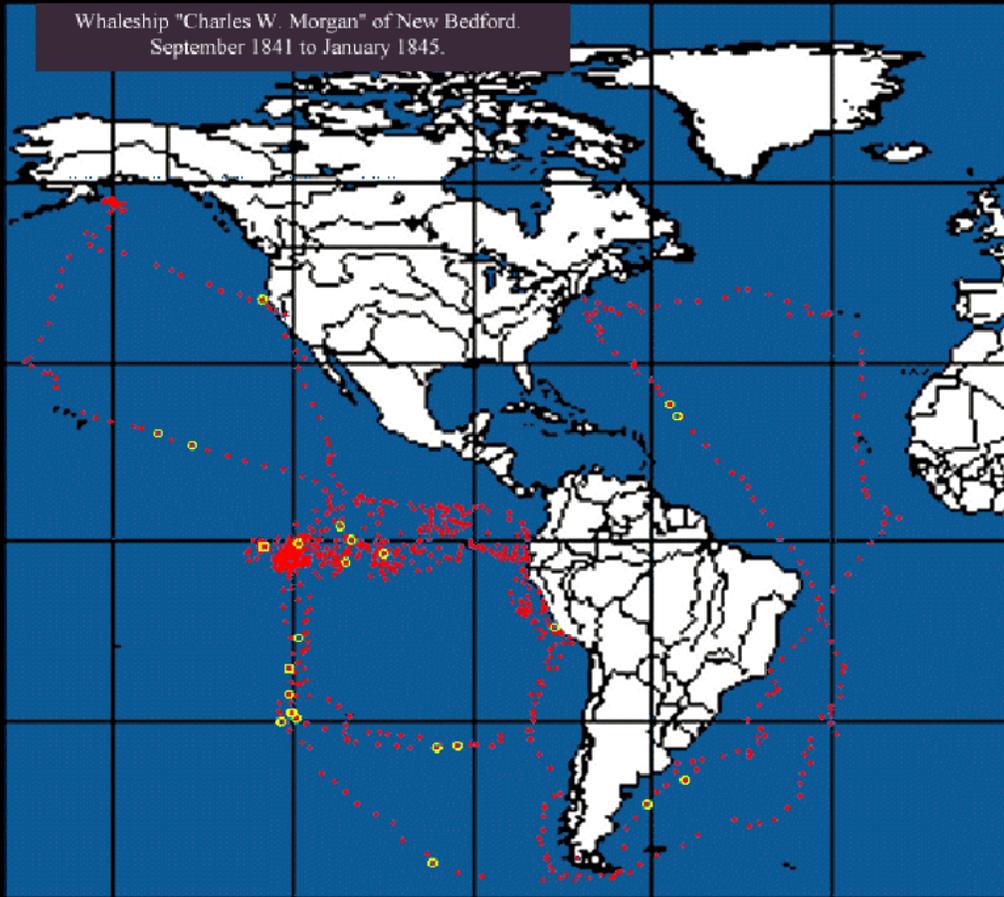
Photos & Images from 38Talk







Whaleship "Charles W. Morgan" of New Bedford.  
September 1841 to January 1845.





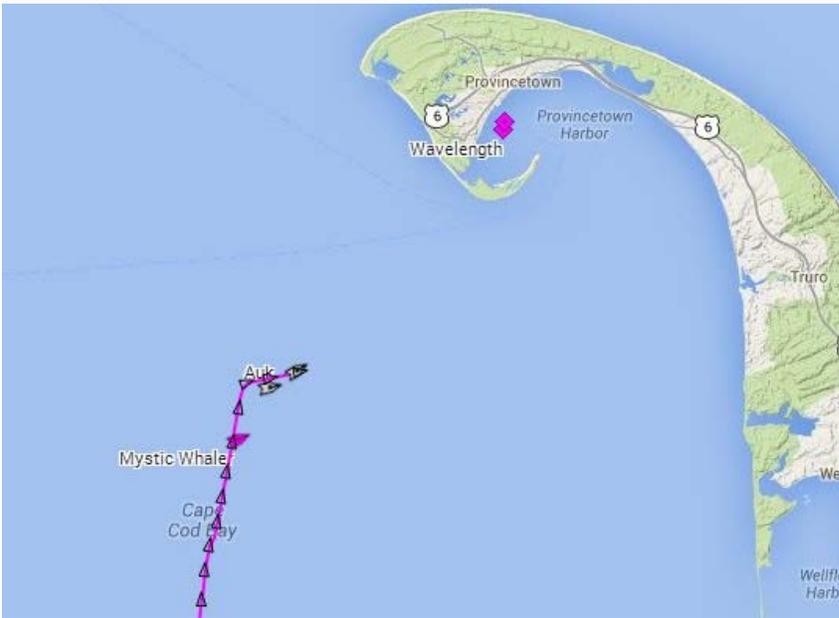
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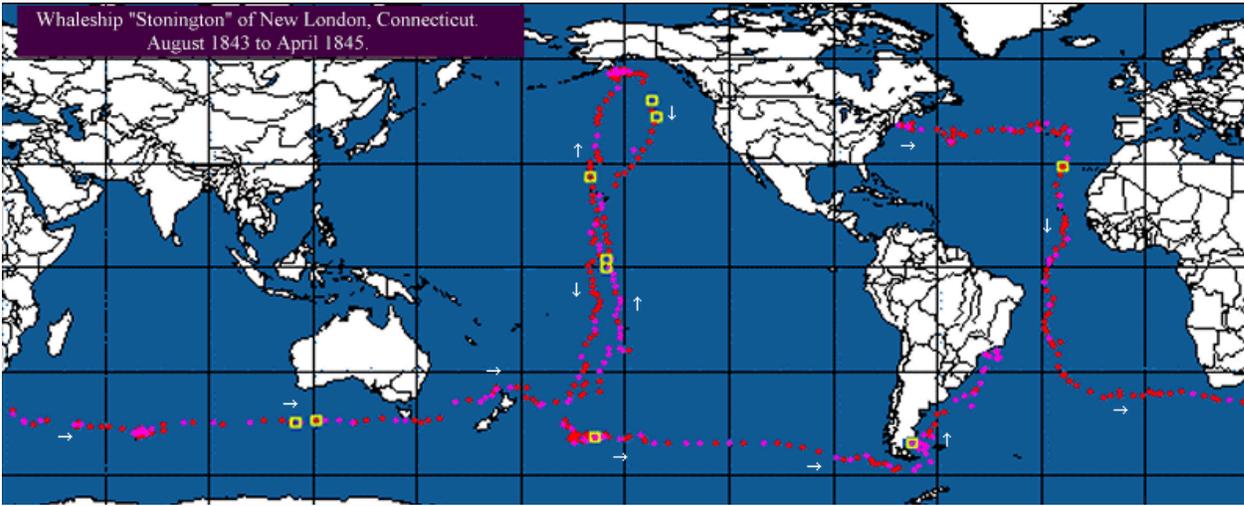
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0-28	10-10	12	59-47
38-43	15-20	38-57-30	59-47
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	80-32-60		15-29
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			31-23
			2-08
			47
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5720	- 29-58	80-07-02	
3024	- 1-29-40	79-19-50-0	
2729	- 1-05-14	80-49-37	
		7-36-24	
35-45-30			
10-10			
39-01-20			
0-40			
38-58-57	06560		
25-48-00	00937		
37-39-20	9-37765		
152-24-20	9-78197		
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		3-08-50	
		7-28-14	
		4-27-18	



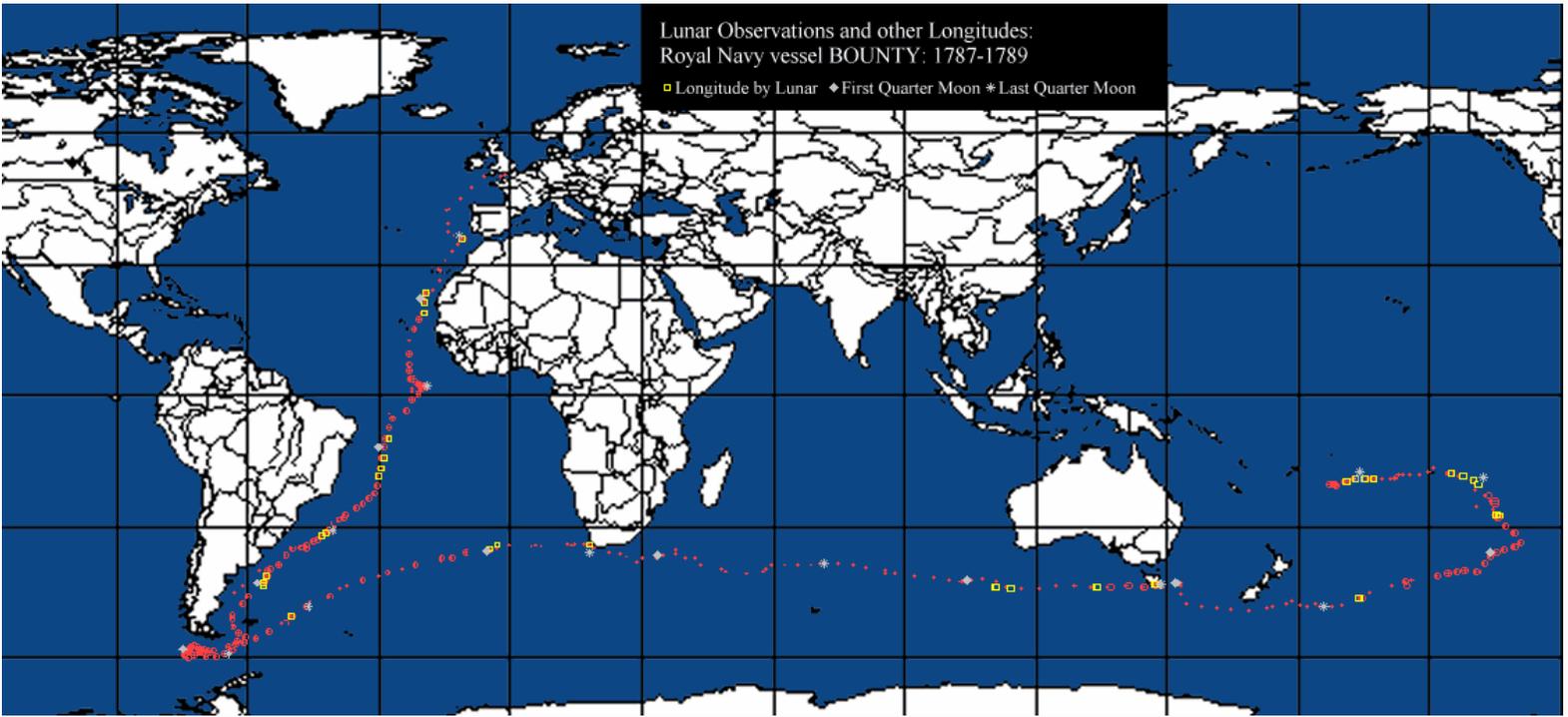




Whaleship "Stonington" of New London, Connecticut.  
August 1843 to April 1845.



Lunar Observations and other Longitudes:  
Royal Navy vessel BOUNTY: 1787-1789  
□ Longitude by Lunar ◆ First Quarter Moon \* Last Quarter Moon



Longitude by Mr. ...  
⊙ + ⊙ at Mer<sup>n</sup> 53.5 E  
which agrees with my  
Account within 5 miles -

Remarks on board Saturday Sept 10<sup>th</sup>  
 at 2 P.M. saw one other ship to the S.W. & to  
 Middle part moderate wind from  
 latter part at sunrise saw wheels  
 going quick to the S.W. at 4 past 4  
 of 4 got on at 4 past 10 took time to  
 ship saw two ships to the N. & there to the S.  
 so ends with rain squalls Lat 29. 20. L 174. 3

---

Remarks on Sunday Sept 11<sup>th</sup>  
 first part at 4 P.M. finished cutting  
 & latter part employed boiling light winds from  
 & pleasant weather saw Grandpurs & paper  
 one ship to the N boiling Lat 29. 20. L 173.

---

Remarks on Monday Sept 12<sup>th</sup>  
 at 2 P.M. took a lead 173. 14. 50. M  
 30 SUSAN 2000 1800















 CHARLES W. MORGAN  
38TH VOYAGE  
*New Bedford to Buzzards Bay*



 CHARLES W. MORGAN  
38TH VOYAGE  
*New Bedford to Buzzards Bay*



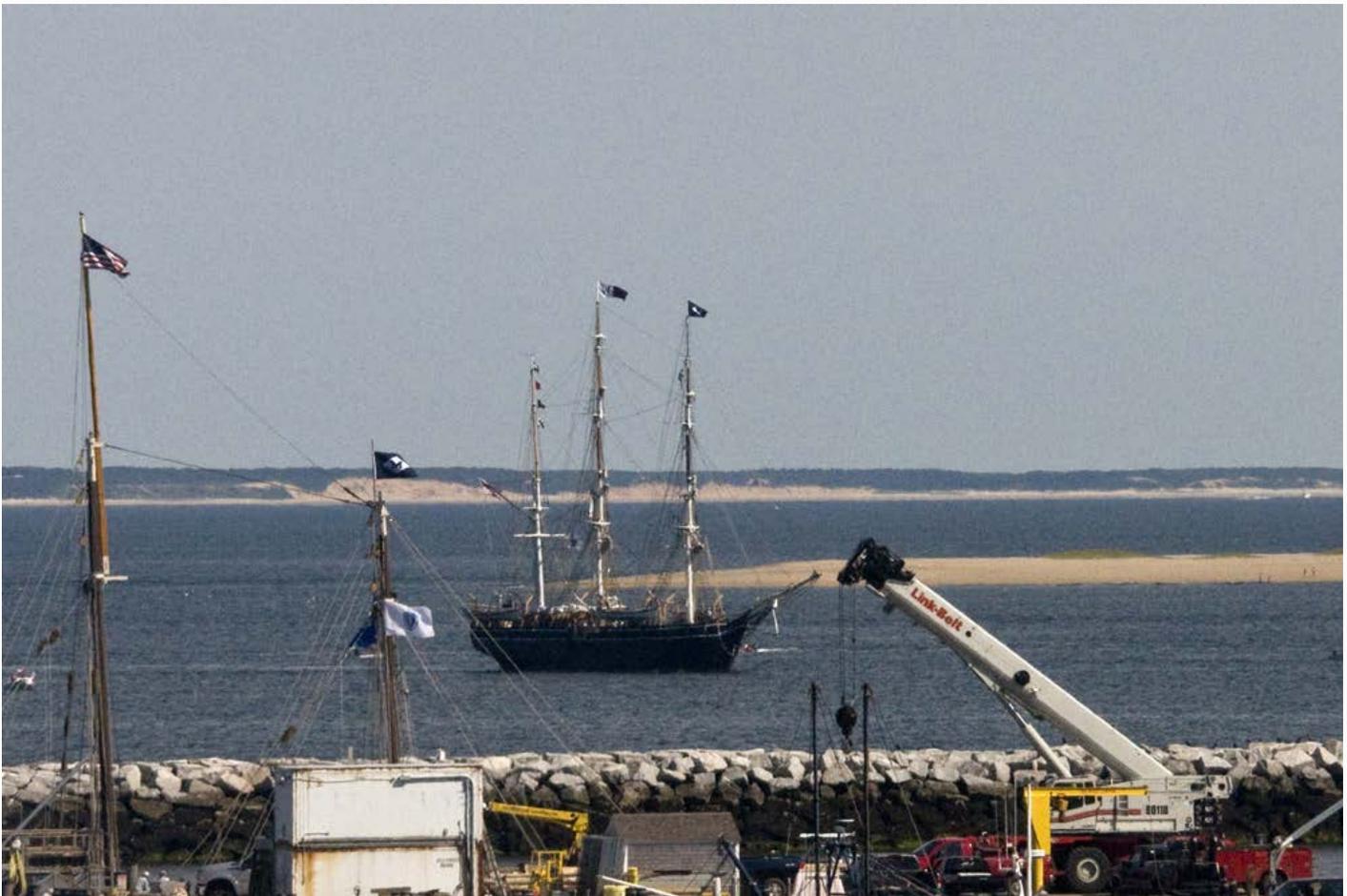


























## LOS ANGELES REVIEW OF BOOKS

REVIEWS

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INTERVIEWS



### *18 Hours Before the Mast* by Hester Blum

August 3rd, 2014

AA

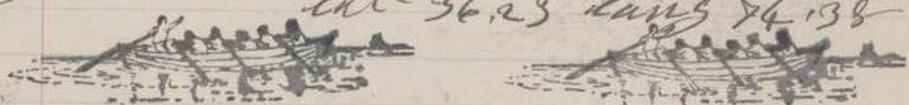
Image courtesy of Mystic Seaport

THE TATTOO I thought I would get was the head of a Temple toggle harpoon. I was setting sail on the 38th Voyage of the *Charles W. Morgan*, the world's only surviving 19th-century wooden whaleship, and I wanted a tattoo to commemorate my journey.

I don't presently have any tattoos, but I've been considering it for a while. I thought that the right iconography would present itself to me at some point, and that it would likely come from the oceanic history that is the object of both my academic research and my general enthusiasm. Images I had considered and rejected include a ship or a whale — but these symbols were too obvious, I thought. I preferred something more specialized or

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Saturday 21  
 The day with Calm and exploring bailing  
 and Standen's Sam to oil, and at  
 3.00 on Rais 3 large whals and  
 Swap a boat and S.B. got fast  
 to one and break long suit Peamen  
 over night so end the day  
 but 36.23 long 74.38



Sunday 22  
 The day with Calm and exploring  
 bailing and cutting the whals and  
 bent being hard, go on S.B. Boat  
 bust up and bent here all  
 land to track's and parse kept  
 on point to doing the work's  
 Rais the work's  
 but 36.31 long 79.48

Charles W. Morgan 38th Voyage, Return to Mystic, August 6, 2014



whales weep not star trek



whales weep not **star trek**

I'm Feeling Lucky »

whales weep not **poem**

whales weep not **film**

whales weep not **leonard nimoy**

ch tools

About 7,840 results (0.27 seconds)

**Whales Weep Not! - Memory Alpha, the Star Trek Wiki**

[en.memory-alpha.org/wiki/Whales\\_Weep\\_Not!](http://en.memory-alpha.org/wiki/Whales_Weep_Not!) Memory Alpha

Whales Weep Not! is a poem by Human writer D.H. Lawrence that opens with the lines "They say the...

**Star Trek IV: The Voyage Home (1986) - Quotes - IMDb**

[www.imdb.com/title/tt0092007/quotes](http://www.imdb.com/title/tt0092007/quotes) Internet Movie Database

Star Trek IV: The Voyage Home (1986) Quotes on IMDb: Memorable quotes and exchanges from movies, TV series ... Spock: They like you very much, but they are not the hell "your" whales. .... Gillian: "Whales Weep Not" - D. H. Lawrence.





33. Lesley Walker with the Charles W. Morgan at the start of its 2011 voyage to New Bedford. Walker is the son of the ship's original skipper, Charles W. Morgan. Walker is the son of the ship's original skipper, Charles W. Morgan.

# In the wake of a whaleship

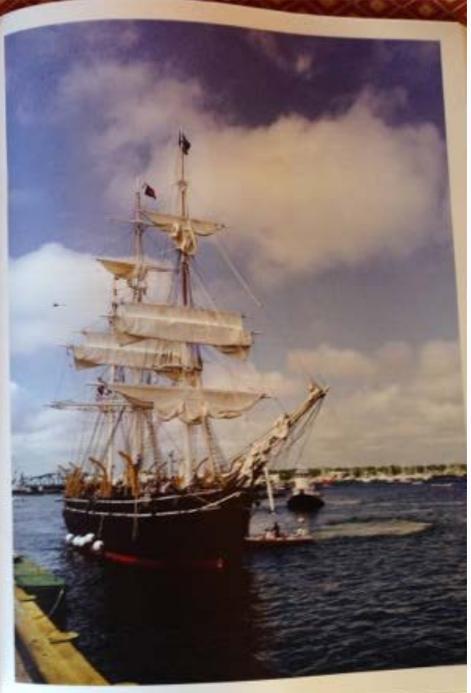
SAILING ON THE CHARLES W. MORGAN'S 20TH VOYAGE

America's last wooden whaling ship, the Charles W. Morgan, recently made its first voyage since 1921, after a five-year, multi-million-dollar restoration. Former ANNA staff member **Lesley Walker** has a family connection to the ship, and was one of those chosen to sail aboard it as it returned to its home port of New Bedford, Massachusetts.

It was a 10-hour (10:00) sail from New Bedford to New Bedford, 40 miles, on 21 June 2010. The ship sailed from New Bedford, Massachusetts, at 10:00 a.m. on 21 June 2010. The ship sailed from New Bedford, Massachusetts, at 10:00 a.m. on 21 June 2010. The ship sailed from New Bedford, Massachusetts, at 10:00 a.m. on 21 June 2010.

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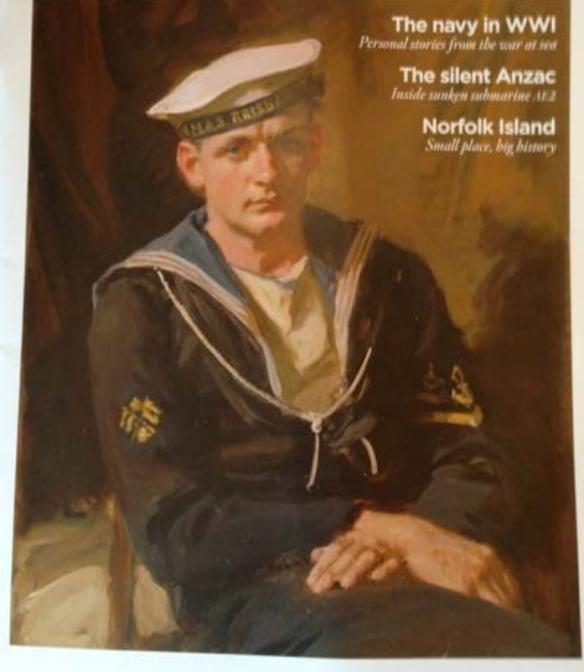


# SIGNALS quarterly



NUMBER 102 SEPTEMBER • OCTOBER • NOVEMBER 2014

ISSN 0011-8138



**The navy in WWI**  
*Personal stories from the war at sea*

**The silent Anzac**  
*Inside sunken submarine AE2*

**Norfolk Island**  
*Small place, big history*



### 2014 Sightings | August 11

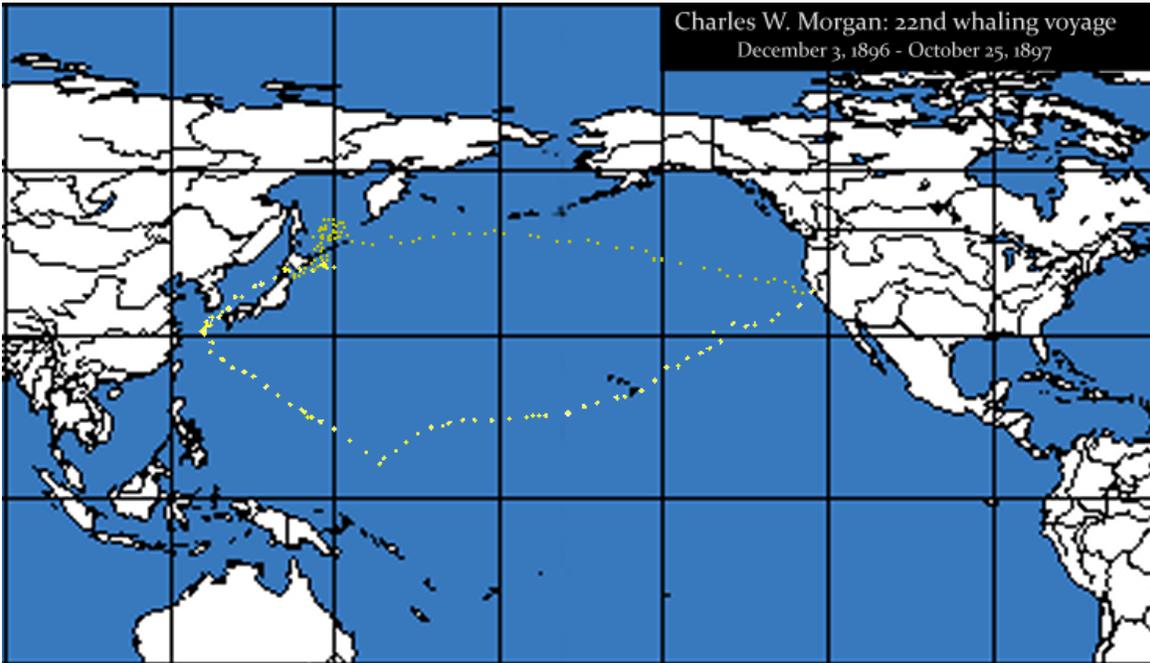
This morning on the 9am whale watch onboard the *Cefacea* it was a gorgeous to be out on the water. The past few days have seen very low humpback whale sightings so our captain decided to travel out to the northwest corner and then travel down the bank in search of whatever might be out there.



Shuffleboard



Charles W. Morgan: 22nd whaling voyage  
December 3, 1896 - October 25, 1897



LETTER OF THE MONTH SUPPORTED BY OLD PULTENEY WHISKY



## With thanks from Mystic

On behalf of the staff, volunteers, and members of the Mystic Seaport museum, I wish to thank you for your attention to the *Charles W Morgan* project and for publishing the most recent article written by 38th Voyager Lesley Walker. Her article captures very well both the spirit and the actions of our undertaking, which was both a memorable and transformational event for the museum.

We hope that your readers have enjoyed understanding the vision that Mystic Seaport has



Above: the whaling ship Charles W. Morgan

had for the *Morgan* during the restoration and the voyage, and we will endeavour to undertake other such projects with the same spirit as they present themselves.

One small detail regarding your article on the New York 40 *Chinook*: she was actually at Seaport Marine Marina, not at Mystic Seaport. We are often confused given the similarities of our name, but the marina is just down the river from Mystic Seaport and that's where *Chinook* was fortunately found, rescued, and so beautifully restored.

For all of us who appreciate maritime heritage and N G Herreshoff's contribution to it, we are grateful for the beautiful restoration and the manner in which she is being staid today.

**Stephen C White**  
President, Mystic Seaport

*Great, have a tot on us! - Ed*

Ukrainian classic reborn



More Mariquita



