

this firm to operate. One of these vessels was the *Queen of Clippers*, a large ship of 2,361 tons register (245 ft. length on deck, 44 1/2 ft. beam, and 24 1/2 ft. depth), built by Robert E. Jackson, East Boston, Mass., which was sold after she was launched (March 26, 1853) to Zerega & Company and D. Fowler, New York, for \$135,000, or somewhat over \$57 per ton. Capt. John Augustus Zerega, formerly of the packet ship *Arctic*, took command, and after one unprofitable voyage in the California trade, the *Queen of Clippers* entered the Atlantic service. She was chartered by the French Government and used as a transport in the Mediterranean during the Crimean War and in 1856 was sold to the French for the reported low price of 150,000 francs. The ship was renamed *Reina des Clippers*, with Marseilles the hailing port, and Aquarora & Company the owners of record.

During the fifties, or when the old established and regular packet lines were reduced to the carrying of immigrants and heavy freight, there was perhaps not a great deal of difference between their operation and that of the Williams & Guion, Taylor & Rich, Taylor & Merrill, Frost & Hicks, and Zerega New York "lines" of general traders, whose sailings were more dependent on "pay load" than on the calendar.

Whitlock's Clipper Packets

William Whitlock, Jr., of New York, was interested in sailing packet lines from the early twenties and made the first sailing of the *Cadmus* (306 tons) in the New York-Havre Whitlock Line in 1823. He was also one of the pioneers in the New York-Savannah packet line, which commenced weekly sailings between the ports in early 1824. Whitlock, who was unique in being the sole owner and operator of several packet ships, came from a New Jersey family and was the son of a sea captain. Joseph A. Scoville says that the first business ventures of Whitlock soured him against partnerships and that he played a lone hand. "Even in ship-owning he preferred to hold an undivided interest if he could. If there was a loss, he could stand it, and if a profit, he did not wish to divide it with anybody." In his early life, Whitlock spent some time in Georgia as a cotton factor, and this experience really got him interested in ships for transporting cotton from Georgia to New York and to markets in continental Europe. In the thirties, Whitlock owned a few Havre packets outright, operated them in his own name, but ran them for some time in conjunction with James J. Boyd's Havre Second Line and later with the "Fox & Livingston line." Samuel M. Fox and Mortimer Livingston, sons-in-law of Francis Depau, took over the Havre Old Line, which had been founded by Depau in 1822, upon the latter's death early in 1830. Later, the Havre Old Line and the Whitlock Line were joined and operated as the Havre Union Line. Scoville has also written:

Mr. Whitlock made a mint of money in his share of the line. He did not confine his ship-owning to this line. Whenever he could buy a ship, he did so and placed her in the general freighting business. This was also profitable to him, and he coined money in it; when others would have lost. . . . Mr. Whitlock was one of the

independent shipowners who; when freights were dull, had capital to invest in cargoes, so as to load ships quickly. He was always fortunate in such purchases and not only made good freights for his ships but also a good percentage on the investments.

William Whitlock, Jr., aside from his ownership of transatlantic and coastwise packets, owned one extreme clipper and one more full-bodied, or medium, clipper during the clipper ship era. Both were constructed by George ("Deacon") Thomas, the first at Rockland,

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Maine, in 1852 (launched October 15) and the second, and last (a medium clipper packet), at Quincy, Mass., in 1855. The following are the dimensions and particulars of the two Whitlock-owned clippers:

Name of Ship	Type	Year Built	Tonnage	Dimensions in Feet and Inches			Remarks
				Length	Beam	Depth	
RATTLER	Extreme clipper	1852	1,121	192	35-1	21	Bought after launching by Wm. Whitlock, Jr., for \$66,000. Sold in 1873. Broken up in 1890 when thirty-eight years old.
LOGAN	Medium, or half, clipper	1855	1,541½	207	40	26-7	A medium clipper packet ship for emigrant trade in North Atlantic, etc.

There was surprise in shipping circles when the conservative William Whitlock, Jr., bought the newly launched extreme clipper ship *Rattler*, which was described as "sharp as a razor." The ship was very well built, and Whitlock, buying "on spec" when the demand for speedy floating tonnage was great, paid a scant \$60 per ton for "a sharp-lined ship built to carry passengers and suitable for any trade." Within a year, he had several chances to sell her and make about \$10,000 net profit on the transaction (on the ship alone and excluding profits from operations), but he refused to do so. Whitlock sent the *Rattler* out to California from New York January 8, 1853, on her maiden voyage, and she made a passage of 121 days, being off the Cape for 20 days in heavy gales and delayed by light winds over the balance of the course. Returning, she sailed from San Francisco to Valparaiso and thence to Boston in 72 days, arriving February 20, 1854; she experienced nothing but light winds and was actually becalmed for two days near Cape Horn. The *Rattler* was then put on the New York-Havre run as a regular packet of the Union Line. She sailed from New York in this service March 27, 1854, and from then until August 14, 1855, completed four round voyages, of which the fastest eastward was reported as 18 days and the fastest westward as 26 days. In the fall of 1855, the ship, while at Havre, was chartered by the French Government as a transport to take troops from Marseilles to the Crimea. The *Rattler* was back in New York April 16, 1856 (32 days from Havre), and resumed service as a regular Havre packet until early in 1858, when she was again put up for California. She sailed on her second westward passage on March 9, 1858. The following is a comparative record of the three Cape Horn runs from New York to San Francisco made by the *Rattler* during the clipper ship decade:

No. of Westward Passage to California	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days		Remarks
				Elapsed	As Reported	
1	Brown	Jan. 8, 1853	May 9, 1853	121	121	Off Cape Horn 20 days in heavy gales. Unfavorable sailing conditions elsewhere.
2	Almy	Mar. 9, 1858	July 3, 1858	116	115	Generally light winds; 59 days to Cape Horn. Only 7 days from 50° S. Atlantic to 50° S. Pacific—a record at the time and beaten only once (YOUNG AMERICA, 6 days).
3	Almy	Mar. 21, 1859	Aug. 30, 1859	162	160	Adverse weather conditions all the way. Sandy Hook to Atlantic equator, 30 days. Did not clear Cape Horn until 96th day.

On the second of these Cape Horn voyages, the *Rattler* returned from San Francisco to New York in 112 days. The return passage of the third voyage was to New York via the West Coast of Mexico, where she loaded dyewoods at Ypala; she reached New York June 4, 1860.

The *Rattler* again entered the transatlantic trade as a packet and, after a voyage from New York to Liverpool and return, became regularly employed once more as a Havre packet. On May 17, 1862, she sailed from New York for California and the Orient; she made a slow passage of 138 days to San Francisco, experiencing very bad weather, crossed the Pacific to Hong Kong in 49 sailing days, proceeded to Manila, and thence made a good passage of 100 days to Boston. On the next voyage, the vessel was 119 days from Boston to San Francisco and returned to New York via Manila. Following this, there were two around-the-world passages to the westward via California, Hong Kong, and around the Cape of Good Hope. On the first of these, the *Rattler* was 500 miles from the Golden Gate in 113 days, but light and baffling airs lengthened the passage to 130 days. On the second, she ran out in 114 days and, after loading and putting \$800,000 treasure aboard, sailed for Hong Kong; she went ashore in a typhoon near her destination, but was refloated with but little damage. After returning to New York and following needed repairs, the *Rattler* loaded railroad iron and ran out to San Francisco on her last Cape Horn passage in 133 days. She arrived at the California port on January 11, 1869, in company with the clipper ship *Fearless* (1,184 tons), which was 161 days from New York. Continuing, the *Rattler* went from San Francisco to Manila in 51 days and operated for some time between China, Manila, and Australia. On January 27, 1872, she arrived at Melbourne after a good run of 83 days from New York—one of the fastest passages made in this trade for several years. The *Rattler* was sold in 1873 and henceforth was operated entirely in the Pacific. In 1874 she was the *Terecina Ferreira* of Nicaragua and later the Costa Rican ship *Martha*. In 1878, when twenty-six years old and under the Costa Rican flag, she made the all-time record run, when deep-laden with sugar, of only 28 days from Callao to the Golden Gate, beating by over two days the next fastest time made over this course and that by a ship in ballast. In November 1889, when the vessel put into San Francisco in distress (while bound to Australia with lumber from Puget Sound), she was the British bark *Martha*, hailing from Shanghai. The ship was over thirty-seven years old when she was condemned at San Francisco and sold to the Johnson Wrecking Company.

Whereas the *Rattler* made an occasional fast run and proved that she was a good sailer, she was remarkably unfortunate in regard to weather and consistently encountered unfavorable sailing conditions. The average length of her eight westward Cape Horn passages was $128\frac{3}{4}$ days, and her transatlantic passages in the packet service were not outstanding, although it can be said that she did make better than average voyages. Her owners claimed for her an unusual freedom from accidents and their accompanying delays and expense bills, and she was operated steadily—and it was said profitably—until her end.

Boyd & Hincken, another firm of New York-Havre packet ship operators, ventured mildly into the clipper ship field and built the medium clipper packet *Mercury* at Westervelt & Mackey's New York yard in 1851. This ship of 1,351 tons was 193 ft. 6 in. long, 38 ft. 10 in. beam, and 22 ft. 2 in. deep and was designed and constructed for the Boyd & Hincken line of Havre packets (the Second Line). Special consideration was given to the carrying of emigrants on the westbound voyage, as Havre was the prime port of embarkation for emigrants crossing to the United States from most of the countries of continental Europe. The record of the *Mercury* in the transatlantic trade is given elsewhere. Fastest and largest of the Second Line packets, she ran in the Havre service until 1869. Available records do not show that she ever made a passage in the California Cape Horn trade. In the recorded list of the *Mercury's* "fractional" owners are included John J. Boyd, Edward Hincken, Jacob A. Westervelt, Robert Carnley, and Capt. Richard D. Conn.

Another medium clipper ship that was first operated as a packet in the New York-Havre service was the *Electric* of 1,046 tons, built by Irons & Grinnell, Mystic, Conn., in 1853 (launched September 5). She was owned first by G. Adams and later by the Gerry family of New York. Outside of one Cape Horn passage to California (1854-1855), which continued as a voyage around the world via San Francisco and Hong Kong, the *Electric* was in the American transatlantic packet service until, in 1860, she was sold to the Germans, who for many years operated her as a packet between Hamburg and New York. American Lloyd's Register of 1860 records her owner as R. M. Sloman; hailing port, Hamburg; tonnage, 1,274 tons.

On the voyage around the world, the *Electric* performed creditably. The passage from New York to San Francisco was made in 107 days to pilot off the Farallones and 109 days, port to port, notwithstanding a slow run of 34½ days to the Atlantic equator. (This Cape Horn run is also recorded as a passage of 116 days from date of clearance.) The *Electric* ran from New York to the Cape in 57½ days, from the Cape to the Farallones in 49 days, and from the line in the Atlantic to the line in the Pacific in 56 days. Other clipper ship sailings from an East Coast United States port to San Francisco about this time were made by the *Flyaway* (1,274 tons) in 109 days, the *Cleopatra* (1,562 tons) in 110 days, the *Phantom* (1,174 tons) in 120 days, and the *Morning Light II* (938 tons) in 121 days. Leaving San Francisco on March 24, 1855, the *Electric* crossed the Pacific to Hong Kong in 48 days. She sailed from Shanghai to New York, on the last lap of the voyage, in 106 days. In 1868, the *Electric* left Hamburg for New York on November 2 with 350 passengers and a good general cargo aboard and went ashore at Great Egg Harbor, New Jersey. There was no loss of life. The cargo was lightered and the ship floated and towed to New York for necessary repairs. On November 7, 1872, when nineteen years old, the ship was abandoned in the North Atlantic when about to founder during a passage from Hamburg to New York, and all who were on board were landed at Queenstown by the *Helmesbrand*.

The Tapscott Transatlantic Operators Acquire Clipper Packets

The W. & J. T. Tapscott line of Liverpool and New York packets was the owner of the fast medium clipper sailing packet *Emerald Isle*, built by Trufant & Drummond, Bath, Maine, in 1853. This ship, a three-decker and drawing 22 ft. of water loaded, especially constructed for the transatlantic emigrant trade, was of 1,736 tons (length 215 ft., beam 41 ft. 8 in.), and her builders designated her as "a half clipper in model and a packet-clipper in rig." William Tapscott & Company, Liverpool, also acquired in 1863, through an auction sale in New York, the medium clipper ship *Atmosphere* of 1,485½ tons (length 190 ft., beam 41 ft., depth 22 ft. 8 in.), built by George Greenman at Mystic, Conn., in 1856 for John A. McGaw, of New York. The *Atmosphere* was not a lucky ship. She was partially dismasted and forced to return to port in January 1858, went ashore near Calcutta in November 1860, and was in collision with an iron vessel at Bombay in June 1861; she was badly battered by a hurricane in the North Atlantic in 1864 and had to put back to Liverpool, discharge her cargo, and go into dry dock for repairs. She was forced to put into Queenstown in June 1869, short of provisions and with most of her crew sick, and was finally lost off Pernambuco in 1882 (when twenty-six years old), while on a voyage from Liverpool bound for Valparaiso, by collision with the British ship *Thyatira*.