

Appendix G Ship Marcia Cleaves

Ship Marcia Cleaves

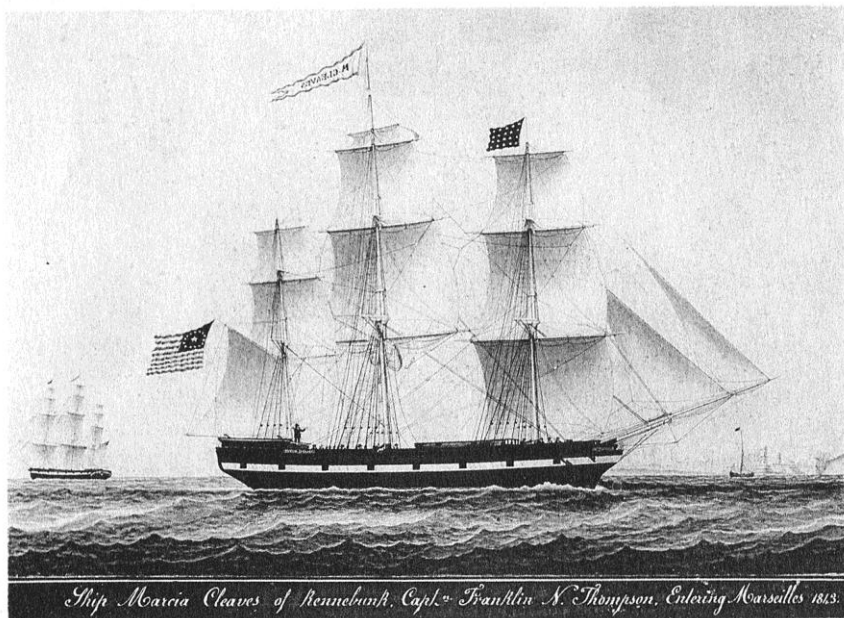


Image reprinted courtesy of The Brick Store Museum (Kennebunk, Maine) from its publication, *Old Ship Portraits of Kennebunk* (Portland, Maine: Southworth-Anthoensen Press, 1943), 3. Original photograph is by Victor Camp of a painting in a privately held collection.

The Marcia Cleaves was built at the shipyard of carpenter George Bourne in Kennebunk, Maine. Thomas Lord was the principal owner. The three-masted, square-rigged sailing ship was put into service on 30 January 1839 registered at 436.62 tons.¹

A documented history of the Marcia Cleaves' voyages is compiled here from newspapers and customs passenger lists. From 1839 to 1849 the Marcia Cleaves engaged in trans-Atlantic trips between European, New England and Gulf of Mexico ports. She was no stranger to New Orleans, visiting the city at least 15 times in this period. The Marcia Cleaves carried over 800 passengers, mostly immigrants, from European cities to the United States.

The Marcia Cleaves was a working cargo ship from 1839 to 1857 when she was abandoned at sea. During 18 years of service

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she made her share of nautical history. New Orleans was the Marcia Cleaves' destination port on her maiden voyage.² Sixteen days into the trip she reported being in distress and leaking badly off the island of Nassau.³ After repairs were completed she continued on to New Orleans departing that port on 6 May 1839.⁴

In September 1839 a U.S. customs employee worked on her while dockside in Boston. Writing of his time on the Marcia Cleaves:

*Mine own wife, since supper I have been reading over again (for the third time, the two first being aboard my salt ship – Marcia Cleaves) your letter of yesterday . . .*⁵

Nathaniel Hawthorne to Sophia Peabody

Nathaniel Hawthorne was employed at the Boston customhouse as a measurer of coal and salt from January 1839 to October 1840.⁶ During his two years in Boston, Nathaniel Hawthorne became engaged to Sophia Peabody.⁷ He would later write two of his best known works, *The Scarlet Letter* and *The House of the Seven Gables*.

On 5 March 1840 the Marcia Cleaves sailed from the port of Apalachicola in Florida bound for Havre.⁸ She arrived in Havre on 19 April.⁹ After taking on a cargo of champagne¹⁰ and 174 passengers¹¹ the Marcia Cleaves sailed for New Orleans on 9 May 1840.¹² She arrived at the city on 26 June 1840. Disembarking at New Orleans was Johann Peter Bühler with his second wife and his seven children.¹³ Captain Nathaniel Lord Thompson wrote succinctly in his notebook of this voyage of the Marcia Cleaves. Captain Thompson eventually quit the sea but went on to build over 100 sailing vessels at his shipyard in Kennebunk, Maine.¹⁴ This voyage of the Marcia Cleaves carrying immigrant passengers was described in a letter by passenger Johannes Güngerich.¹⁵

Next we find the Marcia Cleaves in Marseilles, France per the adventures of Jacob A. Hazen. Hazen was a journeyman shoemaker from Philadelphia who, on becoming unemployed, took to the sea for five years of wanderlust. Hazen boarded the Marcia

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Cleaves in April of 1842 bound for New Orleans. Jacob Hazen published his adventures in 1858.¹⁶

The following year finds the Marcia Cleaves back in Marseilles. She is now commanded by Franklin N. Thompson, Nathaniel's brother. French artist Srée Puger captured her in a watercolor painting entering the harbor of Marseille in 1843.¹⁷

On 7 December 1849 the Marcia Cleaves cleared Boston Harbor bound for San Francisco.¹⁸ The Gold Rush had begun and, like many ships, the Marcia Cleaves was California bound. The Boston Daily Atlas printed a list of forty-one passengers bound for California aboard the Marcia Cleaves.¹⁹ Four months later, we find them along the "golden" path to San Francisco in Chile on the west coast of South America.

*The Marcia Cleaves from Boston arrived yesterday. I suppose you would like to know If I have ever repented starting for California"*²⁰

Ellen M. Knights aboard the brig Colorado at Valparaiso

The Marcia Cleaves arrived in San Francisco on 16 June 1850; the passage from Boston taking 185 days.²¹ She lay in the harbor of San Francisco until 28 Sep 1850.²² On 11 August the Marcia Cleaves "put into Callao [Peru] on account of a mutiny of her crew, who were placed on board the U S frigate Savannah, she shipped another crew and proceeded."²³ The Marcia Cleaves arrived in New York harbor on 30 October 1851.²⁴

On 1 March 1852 the Boston Daily Atlas reported the Marcia Cleaves as being sold for 6,600 dollars.²⁵ The Marcia Cleaves was renamed the Hermann Roosen by her Norwegian owner and placed under the command of Captain Krog.²⁶ The Herman Roosen returned to the United States only once, arriving in New York on 22 January 1854. On 7 September 1857 the Herman Roosen departed Quebec for London. On 25 October 1857 the ship was abandoned in the Bay of Biscay at latitude 47 North and longitude 14 West. Her crew was picked up by the vessel Bernardino and landed at Falmouth on 29 October 1857.²⁷ So ends the story of the ship Marcia Cleaves.

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Date	Port	Event, Captain
30 Jan 1839	Kennebunk	Registered for sea ²⁸
1 Feb 1839	Kennebunk	Maiden voyage to New Orleans, Murphy ²⁹
16 Feb 1839	off Nassau	In distress, leaking badly ³⁰
6 May 1839	New Orleans	Towed to sea ³¹
26 Oct 1839	Boston	Cleared for Mobile, N. L. Thompson ³²
21 Nov 1839	Mobile	Arrived from Boston ³³
14 Jan 1840	Mobile	Sailed for Apalachicola ³⁴
22 Jan 1840	Apalachicola	Arrived from Mobile ³⁵
5 Mar 1840	Apalachicola	Sailed for Havre ³⁶
19 Apr 1840	Havre	Arrived from Apalachicola ³⁷
9 May 1840	Havre	Sailed for New Orleans ³⁸
26 Jun 1840	New Orleans	Arrived from Havre, 174 passengers, N. L. Thompson ³⁹
17 Jul 1840	New Orleans	Cleared for Liverpool, Thompson ⁴⁰
15 Apr 1841	New Orleans	Cleared for Liverpool, Thompson ⁴¹
30 July 1841	New York	Arrived from Liverpool, 36 days, 340 tons coal, 1560 sacks salt, 80 passengers ⁴²
9 Aug 1841	Boston	Arrived from Liverpool via New York ⁴³
21 Sep 1841	Boston	Cleared for New Orleans, F. N. Thompson ⁴⁴
10 Nov 1841	New Orleans	Cleared for Marseilles, F. N. Thompson ⁴⁵
20 Feb 1842	Marseilles	For New Orleans ⁴⁶
26 Apr 1842	New Orleans	Arrived from Marseilles ⁴⁷
18 May 1842	New Orleans	Cleared for Boston, F. N. Thompson ⁴⁸
17 Jun 1842	Boston	Arrived from New Orleans ⁴⁹
6 Jul 1842	Boston	Cleared for New Orleans, F. N. Thompson ⁵⁰
7 Aug 1842	New Orleans	Arrived from Boston ⁵¹
20 Oct 1842	New Orleans	Cleared for Marseilles, Thompson ⁵²
23 Oct 1842	New Orleans	Towed to sea ⁵³
27 Jan 1843	Marseilles	Coppered and repaired ⁵⁴
29 Mar 1843	Marseilles	Sailed for New Orleans ⁵⁵
18 Jul 1843	New Orleans	Cleared for Bremen, Chadbourn ⁵⁶
2 Oct 1843	Bremen	Arrived from New Orleans ⁵⁷

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Date	Port	Event, Captain
10 Nov 1843	Bremen	Ready for New Orleans ⁵⁸
4 Feb 1844	New Orleans	Arrived from Bremen, 80 days ⁵⁹
10 Jul 1844	New Orleans	Cleared for Cork, Chadbourne ⁶⁰
14 Sep 1844	Liverpool	Arrived from New Orleans ⁶¹
20 Oct 1844	Liverpool	Sailed for New Orleans ⁶²
20 Dec 1844	New Orleans	Arrived from Liverpool, 43 days ⁶³
8 Feb 1845	New Orleans	Cleared for Havre, Chadbourne ⁶⁴
31 March 1845	Antwerp	Arrived from New Orleans ⁶⁵
7 May 1845	Flushing	Sailed for New Orleans ⁶⁶
18 Jun 1845	New Orleans	Arrived from Antwerp, Chadbourne, 47 days ⁶⁷ with 161 passengers ⁶⁸
26 July 1845	New Orleans	Cleared for Liverpool, Chadbourne ⁶⁹
17 Sep 1845	Liverpool	Arrived from New Orleans ⁷⁰
31 Oct 1845	Liverpool	Sailed for New Orleans ⁷¹
27 Dec 1845	New Orleans	Arrived from Liverpool ⁷² with 35 passengers ⁷³
31 Jan 1846	New Orleans	Cleared for Boston ⁷⁴
3 Feb 1846	New Orleans	Towed to sea ⁷⁵
2 Mar 1846	Boston	Arrived from New Orleans, Chadbourne ⁷⁶
10 Mar 1846	Boston	Cleared for New Orleans, H. A. Wilson ⁷⁷
9 Apr 1846	New Orleans	Arrived from Boston, 25 days ⁷⁸
30 Apr 1846	New Orleans	Cleared for Boston, Wilson ⁷⁹
4 May 1846	New Orleans	Towed to sea ⁸⁰
21 May 1846	Boston	Arrived from New Orleans ⁸¹
28 May 1846	Boston	Cleared for New Orleans, Wilson ⁸²
31 May 1846	Boston	Sailed for New Orleans ⁸³
8 Jul 1846	New Orleans	Arrived from Boston, 34 days ⁸⁴
24 Jul 1846	New Orleans	Cleared for London, Wilson ⁸⁵
14 Sep 1846	Gravesend	Arrived from New Orleans ⁸⁶
26 Oct 1846	Havre	Arrived from London, Wilson ⁸⁷
31 Oct 1846	Havre	Ready for New Orleans, 8-10 days, with passengers ⁸⁸
31 Dec 1846	New Orleans	Arrived from Havre ⁸⁹ with 174 passengers ⁹⁰
21 Jul 1847	New Orleans	Arrived from Havre with 175 passengers ⁹¹
12 Aug 1847	New Orleans	Cleared for Liverpool, Wilson ⁹²

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Date	Port	Event, Captain
Date	Port	Event, Captain
19 Oct 1847	Liverpool	Loading for Boston, Wilson93
25 Nov 1847	Cork	Enroute to Boston, "(bore up from 18 W) has arr here leaky, strained, and with mainmast sprung, and must discharge"94
11 Jan 1848	Cork	Repairing95
26 Jan 1848	Cork	Repairs completed, sail for Boston 2-3 days96
20 Feb 1848	Cork	Sailed for Boston, Wilson97
8 Apr 1848	Lighthouse Channel	At anchor98
10 April 1848	Boston	Arrived from Liverpool99 with 24 passengers100
24 April 1848	Boston	Cleared for Mobile, Wilson101
23 May 1848	Mobile	Arrived from Boston102
20 Jun 1848	Mobile	Cleared for Glasgow103
11 Aug 1848	Glasgow	Arrived from Mobile, Wilson104
5 Sep 1848	Glasgow	Sailed for Boston, Wilson105
20 Oct 1848	Boston	Arrived from Greenock, Wllson106
4 Nov 1848	Boston	Cleared for Mobile, Wilson107
11 Dec 1848	Mobile	In port, for Liverpool108
20 Feb 1849	Liverpool	Arrived from Mobile109
10 March 1849	Liverpool	In the river, for Mobile, Wilson110
26 April 1849	Mobile	Arrived from Liverpool, Wilson111
26 May 1849	Mobile	Cleared for Havre, Wilson112
20 Jul 1849	Havre	Arrived from Mobile, Wilson113
17 Aug 1849	Newport (Wales)	Loading for Portsmouth N.H., Wilson114
29 Sep 1849	Boston	Arrived from Newport via Portsmouth115
15 Oct 1849	Boston	Sailing for San Francisco, 10 November116
29 Nov 1849	Boston	Cargo loaded, sailing for San Francisco 1 December117
1 Dec 1849	Boston	Cleared for San Francisco118
7 Dec 1849	Boston	Sailed for San Francisco119
10 Dec 1849	Boston	Passenger list for San Francisco120
4 April 1850	Valparaiso	Arrived from Boston, Stacy121

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IMPORTS BY SEA.

LIVERPOOL—Per ship *Marcia Cleaves*: 42,000 slabs: 188 slabs *Lyall & Davidson*—31 bbls steel *F W Tilton*—41 do 15 crates etc *J McGregor & co*—2 bbls *J B Byrne & co*—6 cases *Gardiner & Suger*—2 do *Taylor & Medley*—3 baskets 1 cask *Wm B McCutcheon*—9 casks *Wm Dinn*—10 crates *W H Avery*—81 do 13 casks *B Brower & co*—186 crates 28 hhds 2 casks *Henderson & Gaines*—101 crates 11 hhds *C C Gaines*—24 do *Willman, Webster & Norton*—23 do *Geo Urquhart*—6 cases *Forcade & co*—1 do *Hamilton & co*—6 hhds *Wm Pohn & co*—33 bales 12 cases *Wm Young*—8 do *Curell, Cruzat & co*—2 casks 1 case *Kirkman & Djas*—1 do *Louison & Sylvester*—23 casks *V David & Son*—24 casks 7 baskets *Richards & Montgomery*—6 do *Layton & co*—5 do *Buddecke, Woods & co*—5 do *E Mallard*—1 basket 2 bbls etc *H E Lawrence*—6 casks *Martin, Owen & co*—355 bars iron 13 casks *Slark, Day, Stauffer & co*—sundries to order.

“Exports and Imports,” *New-Orleans Commercial Bulletin*, 20 December 1844.

FOR SAN FRANCISCO, CALIFORNIA. REGULAR LINE.

FROM BOSTON—November 10th.

 The fast sailing coppered ship **MARCIA CLEAVES**, 150 tons, will succeed the *Cordova*, and sail as above. This ship being 6 feet 8 between decks, and fitted in the most superior style, well ventilated and carpeted, the berths all fitted with beds and bedding—and under the direction of an experienced ship master, will doubtless present the most favorable opportunity for persons visiting California, of any yet offered.

For freight or passage, apply to:

OCT13-1849

S. H. GARDNER, 133 State street.

Advertisements, *Boston Daily Atlas*, 16 October 1849.

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Extract from a letter written by Johannes Güngerich, 5 December 1840, concerning the voyage of the ship Marcia Cleaves which departed Le Havre 9 May 1840 and arrived at New Orleans 26 June 1840.

To report to you further about where we live, what we are doing, and how our journey went. First, we departed from Havre on the eighth of May and before we departed, a Protestant pastor came on board the ship and gave the people a good exhortation about how they should not be afraid and should put their trust in God, after that we departed at two o'clock. After this, after we had already gotten under way, an agent (Commis) from the owner of the ship and a policeman came on board and they went with us several hours out to sea, the agent in order to see if anyone was travelling without paying, and the policeman to be up to his tricks (um seine Schalkheit zu treiben), but I think they were in league with one another (sie haben's miteinander gehabt). The agent said right away: whoever doesn't have a good passport should line up in front of the policeman (sich vor dem Gensdarm ranschieren). There were several young men together and they said that the first one who gives money to the policeman will be beaten up and they would throw the policeman into the ocean. When the policeman heard this he accepted it and they left us and went back. It is unnecessary to have many official documents made— a birth certificate or large passport or a certificate from the mayor are all unnecessary, because they don't ask for them in America. If young people want to get married and agree on it before noon, they can be married in the afternoon.*

We sailed for four days and had good weather, after that we had a little storm and the people had to vomit, and the storm lasted four days; our ship was running three feet higher on one side than on the other and rising and falling nine or ten feet front and back. We had to tie down everything that was breakable and when we ate, we had to hold up the bowls. At first we were afraid, but when we saw that there was no danger, we were not afraid any longer, because it is not so dangerous. During this storm, on the 16th, my wife gave birth to a little daughter, her name is Barbara, her place of birth is the sea. She is a healthy, strong child, everything went well, and the mother and child stayed healthy for the whole trip. After this storm we had good weather and a good wind all the time, so that we sometimes reached

* Captain Nathaniel Thompson records the date of departure as 9 May 1840.

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ten miles an hour, so that the ship cut through the water and there was nothing but foam twenty feet wide.

We spent 48 days on the ocean to New Orleans. We didn't see many schools of fish (Fischherden). At first fish with pigs' heads showed themselves twice a day, they have ears like pigs; after that we saw flying fish (Flugfische), they were seven to eight inches (Zoll) long and often fly ten to thirty paces across the water. We were not hungry, but often very thirsty; seawater cannot be used either to drink or to cook with, for it is bitter. The water needed is brought from Havre, the ship owner must provide it and in the ship it is distributed to the people every day. We had a large room—there were 70 people in our group—and all had plenty of room. We did well and brought over the same number of people we started out with: two died and two were born.

About eight days before we came on land, we had to go through the islands that extend out into the ocean, and the sailors let the water out [of the ballast tanks] (haben das Wasser abgeleitet) one of them stood day and night out on the ship. We sailed along this way until the water was 14 feet deep, and the ship was thirteen feet deep in the water, then we had one foot of water under the ship, That was at one o'clock at night. I was standing right by the sailor and he said now we have to stop and they threw out the anchor, until six o'clock in the morning, then we raised the anchor again. But the sailing ships could only sail up to a place thirty hours away from New Orleans. But there were enough steamships going around in the ocean looking for sailing ships, then they attached three or four of the sailing ships to the steamship together and towed them to New Orleans.

We arrived Friday evening in [New] Orleans and on the next morning we made our declaration to the government, to say what goods we had with us; a man came to search through to see if it was really as we had declared. Each person may take with him what he needs for himself, whether old or new, it costs nothing; but if you have anything to sell, you must pay something for it. I was kept there because of my clocks (or watches), and the others left at four in the afternoon for a small city called Badarusch [sic] [Baton Rouge], about forty hours away from [New] Orleans.¹²²

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Date	Port	Event, Captain
16 Jun 1850	San Francisco	Arrived from Boston, Stacy ¹²³
13 Jul 1850	San Francisco	Remaining in port ¹²⁴
1 Sep 1850	San Francisco	Remaining in port ¹²⁵
28 Sep 1850	San Francisco	Cleared for Valparaiso, Stacey ¹²⁶
13 Dec 1850	Valparaiso	Arrived from San Francisco ¹²⁷
4 Jan 1851	Valparaiso	In port ¹²⁸
6 Feb 1851	Valparaiso	Sailed for Callao, Smith ¹²⁹
17 Feb 1851	Callao	Arrived from Valparaiso ¹³⁰
24 Feb 1851	Callao	Sailed for Pisco ¹³¹
30 Apr 1851	Callao	Arrived from Pisco, Stacey ¹³²
10 May 1851	Callao	Sailed for Baltimore, Stacey ¹³³
13 Jun 1851	Valparaiso	Arrived from Callao, Stacey ¹³⁴
26 Jun 1851	Valparaiso	Sailed for New York, Stacey ¹³⁵
11 Aug 1851 [reported]	Callao	From Callao for New York, "put into Callao on account of a mutiny of her crew, who were placed on board the U S frigate Savannah, she shipped another crew and proceeded." ¹³⁶
30 Oct 1851	New York	Arrived from Chincha Islands via Valparaiso, 125 days, Stacey ¹³⁷
30 Oct 1851	New York	Arrived from Callao, 125 days, Stacey ¹³⁸
1 Mar 1852	New York	"The New York Ship List says the ship Marcia Cleaves, 450 tons, 12 years old, built in Connecticut, was sold at \$6,600" ¹³⁹
24 Mar 1852	New York	Arrived from Antwerp, Wilson ¹⁴⁰
1 May 1852	The Scheldt	Arrived from New York, Molan ¹⁴¹
3 May 1852	Antwerp	Arrived from New York, Molan ¹⁴²
2 Jul 1852	Antwerp	Sailed for New York, Krog ¹⁴³
18 Aug 1852	New York	Arrived from Antwerp, 192 passengers ¹⁴⁴
26 Aug 1852	New York	Cleared for Quebec, Krog. "Hermann Roosen, (formerly ship Marcia Cleaves)" ¹⁴⁵

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The Marcia Cleaves was sold in 1852 and renamed the Hermann Roosen. The Hermann Roosen's activities from October 1852 to her abandonment at sea in 1854 has been compiled at the Norway-Heritage website, <http://www.norwayheritage.com/>, and is adapted below. The source of the information is not given.

9 Oct 1852	Quebec	Sailed for London
20 Nov 1852	Gravesend / London	Arrived from Quebec
7 May 1853	Kragerø - Flekkefjord	Sailed for Quebec, O.E. Krog
16 Jul 1853	Quebec	Arrived from Kragerø – Flekkefjord
24 Sep 1853	Kingstown and Dublin	Arrived from Quebec
15 Nov 1853	Dublin	Sailed for New York
22 Jan 1854	New York	Arrived from Dublin
28 Feb 1854	New York	Loading for Amsterdam
Mar 1854	New York	Sailed for Amsterdam
4 May 1854	Texel and Amsterdam	Arrived from New York
12 Jan 1856	London	Arrived from Christiania
14 Jan 1856	London	Sailed for Cardiff and Constantinople
22 Feb 1856	Deal	Sailed from the Thames to Cardiff
23 Feb 1856	Deal	Sailed for Cardiff, Capt. Olsen
6 Mar 1856	Cardiff	Collided with the Sardinian Bark Giovanne, at the Barrow while on anchor.
15 Dec 1856	Cardiff	Arrived from Ivica
27 Jan 1857	Cardiff	Arrived from Genua
3 Jun 1857	off Gibraltar	Sailed from Genua for Quebec
2 Aug 1857	Quebec	Arrived from Genua, loading for London
7 Sep 1857	Quebec	Sailed for London
25 Oct 1857	N 47 00 W 14 00	Ship abandoned
29 Oct 1857	Falmouth	Arrived from London, the crew of the ship Herman Roosen aboard the Bernardino from Taganrog (Russia)

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