OLD SAILING DAYS

IN

CLINTON

Presented by

THE DEEP RIVER SAVINGS BANK
OLD SAILING DAYS
IN
CLINTON

WITH A
RECORD OF VESSELS
BUILT ON INDIAN RIVER IN
THE DAYS WHEN CLINTON WAS
“KILLINGWORTH”

A MARITIME HISTORY

By
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1963
Reprinted 1972

Presented by the Deep River Savings Bank
The Deep River Savings Bank takes pleasure in presenting to you this historical brochure commemorating the opening of our Clinton Branch. A similar publication issued by the bank commemorating the opening of its first branch bank in Old Lyme was so well received that the bank decided to issue another historical brochure designed to prove enjoyable and of historical value to our friends in the Clinton area. We trust that this brochure commemorating the opening of our Clinton branch will succeed in fulfilling this desire.

The Deep River Savings Bank numbers among its Trustees several whose ancestors participated in Clinton's early mercantile and maritime history; thus the bank is deeply conscious of the heritage handed down to us by the pioneer merchants and mariners native to Killingworth and Clinton area.

From the organization of the bank in 1851 the Trustees and Directors have been cognizant of the fact that its main purpose is to render a service to the thrifty and in so doing assist the individual home owner in building a better community. In the course of one hundred and twelve years of the history of the Deep River Savings Bank it has become so interwoven with the lives of the people the bank serves that it cannot be disassociated with the general development of the community in which they live.

In the establishment of a branch bank, in Clinton, this old Connecticut mutual saving's bank's principal desire is to improve and extend its services and facilities to the many individuals it serves.

We shall be very happy if the pleasure derived from our brochure induces our readers to think favorably of our Clinton branch bank when the occasion arises for opening a new bank account, financing the purchase of a new home, or making use of the many varied services we offer our customers.

Albert K. Miller
Executive Vice President

Kenneth P. Wright
President
FOREWORD

The year 1963 marks the Tercentenary of the settlement of Killingworth (now Clinton and Killingworth). Therefore it seems exceptionally fitting that this year’s historical brochure issued in commemoration of the founding of a branch bank in Clinton by the Deep River Savings Bank deal with the early maritime days of Killingworth, now Clinton and Killingworth.

In 1838 when Clinton was separated from the original town of Killingworth and became a new town, lumbering, fishing, shipbuilding and their allied pursuits were the principal industries of New England seaport towns. Clinton was no exception to this for upon Indian River in no less than three shipyards could be heard the sound of the caulker’s maul at work on vessels large and small; sloops, schooners, brigs and ships in all stages of construction and repair. The same can be said for Clinton’s neighboring towns, Madison on the west and Westbrook on the east.

It is lamentable, but fact, that local histories dealing with our Connecticut seaport towns devote little more space than a few paragraphs to their town’s most important contribution to the building of our great nation. Prior to the 1850’s all of the great fortunes of the country had come from the sea, and so it was inevitable from the earliest days until the glory of the American sailing vessel had passed, that ships, shipbuilding and maritime commerce were the most conspicuous feature of any of our seaport towns, large or small, with the waterfront area being the focal point of interest.

Among the original settlers of the Clinton section of Killingworth were those bearing family names of Hull, Wright, Stevens, Kelsey, Wilcox, Griswold, Buell, Crane and Wellman. Following them came others with the names Redfield, Carter, Elliot, Lester, Stanton, Morgan and others, all of whose names were to be prominently identified with maritime pursuits in Clinton for generations. For over two centuries Clinton shipbuilders, merchants and seafaring men were concerned with the development and operation of America’s merchant marine.

Packet ships built in the Indian River shipyards at Clinton were pioneers in America’s coastal trade and by 1851, the year of the founding of the Deep River Savings Bank, a Clinton native had become the largest individual shipowner in the United States. For many years thereafter, down to and including the beginnings of the present century, Clinton sea Captains were known in every port along the Atlantic seaboard.
This brochure, of necessity, cannot cover the maritime history of Clinton in any great detail. Prior to the Revolution, records are meager, but with the formation of the new United States Customs Districts in 1789 records are in existence which have made possible the compilation of Clinton’s shipbuilding record in a manner never before attempted.

Here for the first time will be found the shipbuilding record of Clinton from the beginning of the new United States to the end of wooden shipbuilding days along the Connecticut shoreline. This record of some two hundred Clinton built vessels includes the names of the shipbuilders, owners and Captains. It should be borne in mind that this compilation of vessels contains only those built in Clinton. Numerous other vessels built elsewhere were at various times owned and commanded by Clinton men.

June 15, 1963 T.A.S.
Shipbuilding in Clinton began long before its pioneer settlers staked out their first homesites in 1663. For centuries before this date the Hammonasset and Indian Rivers had floated many fine Indian built war vessels, but the ways of the white man were soon to see a change from this form of transportation to the wind driven sloop, schooner and bark used in our early colonial days.

Killingworth (Clinton) had hardly become a settlement before several of its inhabitants of necessity turned to the sea for their livelihood. Our first colonial records show that in 1680 Kenilworth (Clinton) owned two sloops, “one 18 tunn, one 14 tunns.” At the same time Saybrook which then consisted of present Westbrook, Old Saybrook, Essex, Deep River and Chester had two small sloops. It was inevitable, that with excellent fishing grounds, tidewater rivers and harbors together with nearby unlimited timber growth of oak, pine, chestnut and spruce that the southern section of Killingworth was destined to become a ship-building town and producer of merchant mariners.

The merchant traders of the young colony of Connecticut required vessels for the New York, Boston, West Indies and Newfoundland trade. Word of this reached young Robert Carter, a young shipwright of Bristol, England, who in 1700 sailed for America destined to establish Clinton’s first shipyard. No record is available of the vessels that were built in Connecticut in this early period, but by 1730 the colony had a fleet of forty-two sailing vessels engaged in foreign trade, all of which were registered with the Collector of the port at New London. Two of these vessels, the sloop TRYAL and sloop SUCCESS were owned in Clinton.

Lumber was exported to the West Indies in exchange for sugar, salt, molasses and rum. Pioneers in this early West Indies trade from Clinton were the Morgan, Stanton, Elliott Buell, Carter and Wright families. Three generations of Morgans operated vessels from Clinton in colonial days. Theophilus (1), Theophilus (2), and Colonel George Morgan, father of Charles Morgan, all were prominent vessel owners and operators. John Morgan moved to Hartford where he built, owned and operated numerous vessels engaged in foreign trade from the Connecticut River. Many of these were owned in partnership with John Caldwell of Hartford, others with his brother George of Clinton.

Captain Leander Stevens was a prominent colonial period Clinton mariner. He continued to ply the waters of Long Island Sound through the war period in his Sloop EAGLE of Killingworth. In 1778 while engaged in transporting supplies to American troops he was captured by the British.
From the beginning of maritime activity in Killingworth (Clinton) the little Indian River became the focal point of interest. Vessels were seldom built on the Hammonasset River and then on the Madison side of the river. Clinton shipyards, three in number, were located in the center of the village along the shores of Indian River. For years many fine vessels were built in the pioneer yard, the Carter shipyard, which was located on both sides of the Post Road, now Route 1, Main Street. This was on the East bank of the river and covered the areas now occupied by the Clinton Fire Station on the South side and the area West of Meeting House Hill. At times the entire hillside between the church and the river would be covered with seasoning ship timbers of pine, oak and chestnut logs.

More to the south on the West side of the river the Hull shipyard launched many a fine vessel into Indian River. It has been said that many of these vessels in these yards were launched sideways and floated down to the harbor on barrel pontoons. Such traditions belie the facts that in earlier days Indian River was a fine tide water river with an excellent channel. A slight bend in the river north of a southerly reach provided the perfect location for a launching way. Many fine schooners were built in the yard still farther south in the later period. It should be remembered that Commerce Street did not exist in the early days and that the largest ships were launched at Waterside.
After the Revolution maritime commerce and merchant shipbuilding was revived, yet it was not until the formation of the new Federal Customs in 1789 that progress was made. By an act of Congress dated July 31, 1789 three new U.S. Custom districts were created in the State of Connecticut, namely: New London, New Haven and Fairfield. The district of New London was bounded by Rhode Island on the East, extending along the coast westerly to and including the town of Killingworth, the coastal portion of which is now Clinton. The district included both the Connecticut and the Thames Rivers. Norwich, Stonington, Groton, Lyme, Saybrook, Haddam, East Haddam, Middletown, Chatham, Wethersfield, Glastonbury, Hartford, East Hartford, and Killingworth were designated as ports of delivery only, with New London as the sole port of entry. A collector and surveyor for the district were appointed to reside in New London with an additional surveyor to reside at each of the ports of Stonington and Middletown.

These three districts remained unchanged for only five years as by 1795 the rapid increase in shipbuilding in many towns on the Connecticut River and Killingworth necessitated the formation of a new district. On June 1st of 1795 a new District of Middletown came into being with Killingworth designated as a port of delivery. The first entry in the Custom House at Middletown was formally made on June 6, 1795 by Captain John Wilcox of Killingworth who was granted Enrollment No. 1 and License No. 1 for the Sloop Nancy of Killingworth. Both of these documents were signed by George Phillips, First Collector, Port of Middletown. Following Captain Wilcox, Captain Jonah Carter took out Enrollment No. 7 for Sloop LORD and Captain David Buell 2nd took out Enrollment No. 9 for Sloop SALLY, all of Killingworth.

Prior to 1800 Captain David Griffing and George Griswold of Killingworth served as masters of Sloop EXPERIMENT. Captains Lewis Post and William Carter both skippered the POLLY and Captain William Tisdale was master of Ebenezer Lester’s Schooner LARK. In 1804 Captain William Carter had the Schooner ELIZA ANN built at Guilford and in the same year Captain Jonathan Wright bought the Sloop POLLY from Stonington.

From 1805 to 1808 Captain John Hamilton commanded the Schooner UNITY and in 1806 Captain William Carter had another Schooner the POLLY and FANNY. In 1810 Captain Elijah Griffith was Master of Sloop BALSORA. In 1815 Captain Warren Chapman was skipper of Sloop MARKET and Captain EBER KELSEY was Master of Schooner PATIENCE.

Among the numerous Killingworth Captains not listed in the shipbuilding record but who commanded Killingworth vessels built at other ports were: Captain Hiel Stevens of Sloop MARIA in 1816, Captain Samuel Kelsey of Sloop ADELINE in 1817, Captain Silas K. Wilcox of Sloop ALMIRA, in 1822 and 1829. Captain Eber Wilcox of Sloop BRANCH in 1825. Captain Jonathan Wright of Sloop DEAN and Captain David Wright of Sloop BURDETT in 1828.

Captain Daniel Carter Jr., was Master of Schooner PARNELL in 1826, Captain Jared Carter had Sloop SALLY in 1826 followed by Captain
Henry Whittlesey in 1826. Captain Eben Buell skippered Sloop EXPRESS in 1829 and Captain William Vail the Sloop TRANSPORT in 1830. The TRANSPORT was skippered by Captain Jonathan Wright in 1833 and Captain Frederick Wright in 1834. In 1833 Captain Nelson Farnham had a vessel with a 1963 name—"ORBIT". Captain James Pelton, Jr. skippered the ORBIT in 1836.

Captain Hiel Stevens commanded the Sloop FLASH from 1834 to 1836 and Captain William Vail had the Sloop SUPERB from 1837 until 1844. The SUPERB was skippered from 1844 to 1847 by Captain Charles E. Kelsey of Westbrook who in 1847 turned the vessel over to Captain William Bacon of Killingworth. Captain James Farnham commanded the Schooner OHIO of Killingworth from 1837 to 1845 when Captain Richard A. Farnham took command. Captain Abner S. Farnham commanded the Schooner ELLIS & WILLIAM from 1839 to 1844. In 1843 the Sloop EAGLE of Clinton was owned and commanded by Captain Jeremiah Wright. From 1843 to 1845 Captain Jonathan Wright commanded the Sloop SPY of Clinton.

Captain Henry Hull commanded the Sloop CITIZEN from 1844 to 1847 and Captain William Hull commanded the Sloop LAFAYETTE in 1845 and 1846. Captain Richard A. Farnham commanded the Schooner RIVAL of Clinton from 1846 to 1854. Captain Henry Hull commanded the Sloop ALEXANDER in 1847 and Captain Heman N. Hull was in command of Sloop FALCON in 1848. The following Clinton Captains commanded the Sloop JOHN CUTRELL from 1848 to 1858: Clark Wright, Ashbel Hull, and Henry Tainter.

Captain Heman N. Hull commanded Sloop CHIEF from 1849 to 1853. Captain William N. Pelton commanded Schooner ELIZA A. KELSEY of Clinton from 1849 to 1852. Captain George R. Burrows commanded Schooner BROGAN HOFF of Clinton from 1849 to 1857. Captain William A. Vail commanded Sloop EASTERN STAR from 1855 to 1859. Captain William N. Pelton was in command of Schooner RACHEL POST of Clinton from 1855 to 1864. Captain Clark Wright commanded the Sloop BELLE from 1855 to 1857. Captain John Parker of Clinton had the Schooner GEORGE W. WHISTLER of Clinton from 1857 to 1863. Captain Charles F. Buell had the Schooner TALITHA and HANNAH of Clinton from 1862 to 1864.

Captain William Bacon of Clinton was Master of Schooner TREASURY of Clinton from 1863 to 1864. In 1864 he took command of Sloop INTENT of Clinton. In 1865 Captain Frederick W. Bradley took command of the INTENT. In 1865 Captain William Bacon was in command of Schooner PRESIDENT of Clinton, followed in 1868 by Captain F. W. Bradley. In 1866 Captains S. E. Dowd and Charles E. Hilliard commanded Sloop GENERAL WILLIAM H. FRECH of Clinton owned by Theophilus E. Morgan of Clinton. Captain Charles C. Hill commanded Schooner BELLONA of Clinton from 1870 until the vessel was lost in HELL GATE in 1874. Captains Richard A. Farquham, Harry W. Farnham and Richard L. Buell commanded the Sloop CLEAM of Clinton between the years 1871 and 1896. This vessel was sixty years old when abandoned as unfit for further service in 1896. Captain Charles W. Platt commanded Sloop SARAH EMMA of Clinton from 1871 to 1875.
CLINTON BROWNSTONERS AND BLUEWATER SKIPPERS

During the last half of the Nineteenth Century, 1850-1900, the great brownstone quarries of Portland, Conn. contributed in no small degree to the building of our country. The “Brownstone Fronts” of Boston, New York, Philadelphia and other cities are symbolic of an era and once great industry.

The mammoth stones quarried in great quantities in the Portland Quarries found their way to many famous buildings throughout the United States. The palace built by William H. Vanderbilt on Fifth Ave., New York; that of George M. Pullman in Chicago; and George H. Corliess of Providence, Rhode Island; the Union League Club House of Philadelphia; were composed entirely of brownstone or Portland Freestone as it was otherwise known. In many cases these stones were elaborately carved for buildings as far distant as San Francisco, the stone being shipped thousands of miles around Cape Horn.

During the 1870’s and 1880’s some fifty schooners were engaged in transporting these cargoes of brownstone from Portland, Conn. out of the Connecticut River to their ultimate destinations in various Atlantic coast ports with return cargoes of coal and lumber destined for New England ports. In 1882 the Shaler & Hall Quarry employed 8 vessels, the Brainard Quarry 16 vessels and the Middlesex Quarry 6 vessels exclusively in this trade in addition to the use of numerous independent vessels in the business. All of these vessels engaged in the transportation of Portland Freestone were generally referred to as Portland Brownstoners and it is significant that an unusually large proportion of the skippers of these vessels were Clinton Shipmasters. Many of these Clinton Masters devoted their entire lives in this service.

Prominent among these “Clinton Brownstoners” was Captain J. Henry Jones who commanded the Schooner ELLEN M. DUFFIELD of Portland, 1854-1866, Schooner HELEN P. of Portland, from 1866-1892 and Schooner JAMES DUFFIELD of Portland, 1892-1905. During these fifty years in command of Portland Brownstoners Captain Jones visited ports from Maine to the West Indies, although his principal work was between Portland and Philadelphia, Washington and Baltimore.

Captain Ellsworth W. Pelton commanded two vessels in the trade, the Sloop ORION of Portland which he lost at sea in the 1850’s and the Schooner FREDERICK HALL of Portland which he commanded in the 1870’s. Captain Charles F. Buell another Clinton Brownstoner commanded the Schooner JOSEPH of Portland in the 1850’s and 1860’s.

Captain William Bacon of Clinton commanded the Schooner MARIAN of Portland, 1868-1873 and the Schooner MARY STOW of Portland, 1873-1879. Following Captain Bacon, Captain Theodore F. Meigs of Clinton commanded the Schooner MARIAN at two different periods, 1873-1877 and 1884-1889. Between these periods Captain Frederick W. Bradley of Clinton commanded the MARIAN. The MARIAN eventually ended her career with her home port Clinton during which time she was commanded by Captain Lester R. Oaks from 1881-1902 and Captain
William N. Stevens from 1902 to 1906. Captain Stevens had previously commanded the well known Portland Brownstoner UNCLE JOE from 1893-1898.

Among the Clintcn Masters of the famous Portland Schooner FREESTONE was Captain Warren F. Harrison, 1868-1870; Captain Alfred C. Pelton, 1870-1874; Captain Lucius J. Stevens, 1874-1881; and Captain George A. Stevens, 1881-1894. Captain Warren F. Harrison left the FREESTONE to take command of the new 3 master HENRY H. GRANT built for him at Rocky Hill in 1875. Captain Harrison made his first voyage out as a Brownstoner and then sailed under charter to the West Indies for a cargo of salt. The HENRY H. GRANT carried a crew of seven men and was valued at $22,000.00. On December 1, 1876 while homeward bound from St. Martins in the West Indies with a cargo of salt Captain Harrison lost all of his sails in a gale which nearly wrecked the vessel. He managed to get into Nassau after throwing about 600 bushels of salt overboard. Captain Alfred C. Pelton commanded the famous Essex built Brownstoner WILLIAM C. BOARDMAN from 1874-1877.

Captain Alexander W. Buell of Clinton commanded three well known Brownstoners, the Schooner ERASTUS BRAINARD, 1869-1871, the Schooner A. G. PEASE, 1871-1872 and Schooner J. H. CHAFFEE, 1872-1888. In the latter year Captain Buell became the sole owner of the J. H. CHAFFEE and changed her home port to Clinton. He remained in command until he sold the CHAFFEE to Maine owners in 1906. Captain Ulysses A. Hull commanded Schooner ERASTUS BRAINARD from 1869 to 1871 when he lost the schooner near Newport, R. I. He next commanded Schooner B. F. BRAINARD from 1872-1876 and Schooner E. S. GILDERSLEEVE, 1879-1899.

Captain Hiram L. Dee of Clinton followed Captain Alex. W. Buell in command of Schooner A. G. PEASE, being in command from 1872-1876. Captain Richard J. Stokes had the Schooner UNCLE JOE of Portland in 1871-1872. Captain John P. Anderson of Clinton took command of the Schooner H. T. POTTER of Hartford in 1874 using her in the Brownstone and coastwise lumber trades until the vessel was lost in 1878. In October of 1878 while bound from Fernandino, Florida to New York with a cargo of pine lumber Captain Anderson was caught in a hurricane. On Wednesday, October 23rd, after losing his sails and rudder, he was driven high on the beach at Five Mile Beach, New Jersey. Four of the crew of six survived the ordeal, Charles Haman and Will Ross being lost. The Schooner and cargo were a total loss. Captain Anderson during the following year took command of the Middletown Brownstoner, MARY STOW. Captain John W. Green of Clinton commanded the Schooner B. F. BRAINARD of Portland in the 1870's.

Captain George L. Kelsey of Clinton commanded the four masted Schooner EDITH G. FOLWELL of Hartford, Registered at 1263 tons during the years 1902-1905. One of Clinton’s outstanding Blue Water Skippers was Captain Lucius J. Stevens who commanded the Portland Brownstoner FREESTONE from 1874-1881. Following this Brownstone service Captain Stevens held several fine commands owned by the Dover, N. H. Navigation Co. Among his Dover commands were the three masted Schooner JOHN BRACEWELL, the three master JOHN J. HANSON and the JOHN HOLLAND. From this service he came back to Connecticut to command the three masted Schooner EVA L. FERRIS of Norwalk. His last command was the beautiful four masted Schooner RACHEL W. STEVENS of Hartford built for him at Bath, Maine in 1898. This fine vessel registered 1211 tons. Captain Stevens used her in the Atlantic coast lumber and coal trade. In 1909 when the Schooner was eleven years old she was valued at $40,000 and carried a crew of 9 men. Many of her runs at that time were in the coal trade between Newport News, Va., and Portsmouth, N. H.

In 1912 Captain Stevens sailed from Tampa, Florida with a cargo of 1700 tons of yellow pine lumber valued at $10,000 bound for New York. On June 11th Captain Stevens successfully rode out a sixty mile gale finally getting the RACHEL into Fernandino for repairs, after which he continued his voyage to New York.

It is indeed fitting that a locally owned and skippered four master was one of the last large vessels to represent Clinton on blue water.

“MAD JACK” CRANE and OTHER STEAMBOAT CAPTAINS

Prominent among the names of Clinton Shipmasters are those identified with Steam Navigation. One of them, Captain John R. Crane, Esq., was one of the outstanding pioneers in the new era of steamboat development. When he arrived at New York on May 28th, 1839 in command of the little Iron Screw Steamer ROBERT F. STOCKTON 45 days from London he had accomplished what was then considered impossible. Never before had man crossed the broad Atlantic in a small iron steamer like the STOCKTON, driven by a stern propellor. Captain Crane had truly pioneered a new era in steam navigation for his Atlantic crossing in the first vessel equipped with Erickson’s new propellor was only the first of the many voyages continued to the present day by the great ocean liners using the same principle of propulsion.

The New York Herald in announcing Captain Crane’s arrival reported the fact that while Captain Crane was in England he was considered insane to attempt such a feat as proposed. The English had no idea that he could cross the Atlantic in such a craft only ten feet broad and seventy-one feet long. The crowd on the piers in London was immense, to witness the STOCKTON’s departure and many a remark was made as
to “What damned fool is going to try to reach America in that cockle-shell!” The Herald took the occasion to defend Captain Crane with “Captain Crane is familiarly known as ‘Mad Jack’, and a better and truer sailor never trod a deck. He has immortalized himself, and deserves more honor than any Navigator extant”.

Captain Crane was a contemporary of Charles Morgan and became prominent while commanding vessels owned or managed by Mr. Morgan. Captain Crane’s pioneer command was in one of the New York Coastal cotton packets owned by Mr. Morgan. In 1822 and 1823 he commanded the 204 ton ship AMELIA (built in Essex in 1815) in the Charleston ship line. In 1823 he commanded the 319 ton ship NIAGARA (built in Old Saybrook in 1822) until 1825. In 1827 he was in command of a New Orleans packet ship CERES owned by Silas Holmes. Then in 1831 he came home to Clinton to supervise the building of a new ship JOHN W. CARTER, built for Charles Morgan by Master Builder Daniel Buell. Captain Crane commanded the CARTER in coastal service until 1835, when he again returned to Clinton to supervise the construction of the 300 ton ship EMILY, also for Charles Morgan. Captain Crane commanded the EMILY until 1839 when he went to England to take command of the ROBERT F. STOCKTON.

In 1840 Captain Crane took command of the coastal steamer SAVANNAH belonging to Nathan Cobb of Stonington and remained with this vessel until wrecked off Cape Hatteras in 1841. After this he returned to the command of the ship EMILY which he operated in the New York-New Orleans cotton trade. In 1844 he took command of Charles Morgan’s Gulf Steamer MATAGORDA and in 1848 he took command of the Steamer GALVESTON in the same service. This was his last command. He died in New York in 1854.

Clinton had several outstanding Steamboat Captains in the Long Island Sound service. Captain William A. Vail commanded the Steamer GRANITE STATE and Steamer CITY of HARTFORD, both Connecticut River Line vessels. Captain Edwin A. Dibbell commanded GRANITE STATE and STATE OF NEW YORK in the same service. Captain Charles F. Buell commanded STATE OF NEW YORK and CITY OF SPRINGFIELD, also in the Hartford Line service. Captain Nathaniel Stevens commanded Steamers CONTINENTAL and ELM CITY of the New Haven Line.

All of these Captains from Clinton had years of service in Connecticut River Steamers. Captain Stevens began steamboating on the River Line in 1855 as Quarter-master on the GRANITE STATE and in 1860 he became Pilot of the GRANITE STATE, a position he held until 1868. In that year he transferred to New Haven Line service becoming Pilot of the Steamer ELM CITY. In 1882 he was made Master of the CONTINENTAL and continued in active command of New Haven Steamers until his retirement. In 1892 he retired as Master of the Steamer C. H. NORTHAM.

Captains Edwin A. Dibbell and Charles F. Buell commanded the most costly and elegant steamboat ever to run on the Connecticut River. STATE OF NEW YORK was built at Brooklyn in 1864 and came on the river in 1866. She was a side wheeler, 1417 tons, cost $200,000. and was
286 feet long and 43 feet beam. Sixty tons of coal were consumed on each trip. With 152 staterooms and 366 berths, 800 passengers were allowed. The cabins were decorated in white and gold leaf. Captain Buell commanded from 1872 to 1877 and Captain Dibbell from 1877 to 1882. When rebuilt in 1882-83 as CITY OF SPRINGFIELD, Captain Buell again commanded.

STATE OF NEW YORK's career was marked with many costly accidents, she being in effect, too big and too fast for the Connecticut River channel existing from the 1860's to the 1880's. After being plagued with many small accidents, STATE OF NEW YORK on August 28, 1881 met with a serious accident when nearly opposite East Haddam Upper Landing. Captain Dibbell was bound down river with 150 passengers and a crew of 52. At 9 P.M. on Sunday he struck bottom tearing out, as proved later, several sections of bottom planking. Captain Dibbell's official report of the wreck was as follows: "Last sailed from Glastonbury. When on the flats, off East Haddam, Conn., struck on some hard unknown substance. There were three vessels at anchor in the channel in the middle of the river. In sheering out for them, we were brought upon the flats opposite East Haddam Landing. After striking we still kept on our way, not stopping. When I found she was still afloat I slowed her again to make the turn and then I hooked her on again to make Goodspeed's Landing. When I blew two whistles to notify Goodspeed's Landing the engineer reported the Steamer leaking very fast. I then determined to run her ashore which I did on the West bank of the river and signalled for help. The Ferryboat GOODSPEED came alongside and took off the passengers, landing them at Goodspeeds. One man, our baggage master, Sidney Sellew was lost".

STATE OF NEW YORK was raised and reconstructed at a cost of $40,000. She was then renamed CITY OF SPRINGFIELD and Captain Charles F. Buell of Clinton, who had previously been in CITY OF HARTFORD, took command. Captain Edwin A. Dibbell was now given command of GRANITE STATE which he had previously commanded and again disaster struck at East Haddam. At 5 A.M. May 18, 1883, while trying to make Goodspeed's Landing in the GRANITE STATE fire broke out in serious proportions before the landing could be made to discharge passengers. Four people were lost and the vessel burned and sunk below East Haddam.

Captain William A. Vail was fortunate in not being involved in one of the serious Connecticut River wrecks when disaster struck the CITY OF HARTFORD in 1876. Captain Vail had turned the command over to relief Captain William Miner of East Hartford, who, while bound down river, crashed into Middletown Bridge taking the draw span of the bridge along on the deck of the Steamer until the sheer weight of it sank the CITY OF HARTFORD.

Captain Vail commanded the GRANITE STATE from 1863 to 1866, during the Civil War years. He then had a fine two masted Schooner built for himself in the Dennison Deep River Shipyard. This Schooner named the WILLIAM A. VAIL was operated by him out of New Haven from 1866 to 1872, when he sold the Schooner and went back to a Steamboat command taking over the CITY OF HARTFORD.
It is fitting that the name of one of America’s great figures in maritime history has been perpetuated in Clinton. Men of the Morgan family of Clinton were known for several generations as successful shipping merchants. Charles Morgan, son of Colonel George Morgan and Elizabeth (Redfield) Morgan, was born in Killingworth (Clinton), April 21, 1795. He was a descendant in the sixth generation from James Morgan, a native of Wales, who came from Bristol, England to Boston in 1638, removing to Roxbury and in 1650 to New London, Conn. From this ancestor Mr. Morgan’s lineage was through Captain John, Captain Theophilus, Theophilus (2) and Colonel George Morgan, his father who was a large landholder, magistrate, shipowner and operator in the West Indies trade, as had been his father before him. Theophilus Morgan (2), grandfather of Charles, was one of the leading merchants of Killingworth prior to the Revolution, being associated in many maritime ventures with Nathaniel Shaw Jr., of New London.

Young Charles Morgan completed all of the education available to him in the Clinton area at the age of fourteen years at which time he became a grocery clerk in Clinton. Due to the embargo on all United States shipping in 1808 prospects for a young man in this field were hardly promising, but with the lifting of the embargo in 1809 new frontiers were opened in New York for an ambitious young man. New York was the fastest growing port and city in the country and naturally attracted many potential young businessmen from Connecticut. Among the better known of these was Anson G. Phelps of Simsbury, Conn., and Elisha Peck of Hartford, both of whom were engaged in the importation of metals from Europe on a scale which soon made their partnership one of the leading business ventures in New York. From this they went into the cotton trade, Phelps going to Charleston to develop that end of the business as a means of paying for his imported metals. Charles Morgan was associated with these men from the start in the development of his business career. From his experience in Clinton it was but natural with these connections to enter the ship chandlery business. At the age of 24 he not only headed his own company, now known as Charles Morgan and Company, 37 Peck Slip, New York, but he commanded sufficient capital to build the first Morgan ship. Associated with him in his first ship owning venture were Captain Shadrack Hoyt of Stamford, Gabriel Hubbard and Henry Close of Stamford. It must have been with a feeling of pride that young Morgan returned to Clinton to arrange for the building of his first ship, which was to be commanded by Capt. Hoyt in the New York-Charleston Line, a newly contemplated venture which was to be the forerunner of...
the many packet and coastal steamship lines that followed. Captain Isaac Redfield, Master ship builder of Killingworth (Clinton), was chosen to build the ship which Mr. Morgan named the FRANKLIN. With this little Clinton built ship of 212 tons, Charles Morgan & Co., cleared its first Charleston Packet in February, 1820. For two years, 1820 to 1822, several independents operated vessels on the Charleston route, among them Phelps, Peck and Mauran, together with Captain George Sutton. Not the least among this group was Charles Morgan, for when the group combined in 1822 to form the Charleston Ship Line, he was prominent as an owner of importance in all of the line ships. It is also of interest to note, that from time to time he participated in the building and ownership of home town vessels at Clinton.

In these early days Charles Morgan was a heavy owner in many Connecticut built vessels. Among these ships were the AMELIA, built at Essex; the NIAGARA, built at Old Saybrook, the LAFAYETTE, New York built, the OTHELLO, built at Middletown, the SUTTON, built at Killingworth. These vessels were all coastal packets in the Charleston Ship Line.

Charles Morgan had no partners. He had many friends and assigned many of his business enterprises to members of his family, but he was truly a great empire builder until his death. One of the first to recognize the fact that steam would conquer over the sailing vessel, and that iron would replace wood in the building of ships, he proceeded to build the greatest steamship empire the United States had ever seen.

He started the first steamer between New York and Charleston, by purchasing a part interest in DAVID BROWN, pioneer in that trade. Then in association with others he built WILLIAM GIBBONS, COLUMBIA, and NEW YORK. By 1835 he was to recognize the tremendous potential of the Gulf of Mexico business so he built the 423 ton steamship COLUMBIA in 1835 at New York, destined to be the first Steamboat to navigate the Gulf of Mexico. Before Texas became independent, Morgan had opened a route with COLUMBIA between New Orleans and Galveston. This in the days when Galveston had but one house and no port facilities of any kind.

Following COLUMBIA the Steamship NEW YORK was added in 1837 but it was not until the 1840's that the Gulf business began to expand in a manner heretofore unknown. In 1847 Charles Morgan went to New Orleans where he remained for two years setting the basis for his great Southern Transportation empire. Then he returned to New York, to establish the Morgan Iron Works to build the engines and iron plates for his contemplated fleets of new steamers. Prior to the active building of new vessels many were purchased for the Gulf service. Charles Morgan while in New Orleans had organized the family partnership of Isreal E. Harris and Henry R. Morgan trading under the firm name of Harris & Morgan of New Orleans, with Charles Morgan controlling these activities from New York. In 1847 Steamers PALMETTO and GALVESTON were added to the growing New Orleans fleet. In 1848 GLOBE and PORTLAND were sent to New Orleans, the GLOBE being one of the Connecticut River Line of Steamers in the earlier 1840's. Steamboat YACHT and Propellor JERRY SMITH were added in 1849 and in
1850 the fine new New York built Steamship LOUISIANA was launched for the Gulf business. As an example of the control of the business, Charles Morgan of New York was ½ owner of the new LOUISIANA while Harris & Morgan of New Orleans owned the other ¼ share of ownership. Along with LOUISIANA in 1850 was the new Steamship MEXICO followed in 1851 with METEOR, all built in New York and equipped with engines from the Morgan Iron Works. In 1852 came the Steamships TEXAS and PERSEVERANCE. In 1854 there were the NAUTILUS and ORIZABA together with the CHARLES MORGAN. There were many others in this amazing period before the Civil War, all registered at New Orleans in the Morgan Steamboat Empire. The ARIZONA, CALHOUN, MAGNOLIA are only a few.

This fleet of steamers was mostly of iron construction when wood was commonly used. Morgan steamers ran between New York, New Orleans and Galveston, Indianola, Lavaca, Sabine, Rockport and Brazos, Santiago. In addition there was a line of steamers on Lake Pontchartrain between New Orleans and Mobile. In addition to this vast fleet of steamers Mr. Morgan built, owned and controlled and operated a railroad system of more than one hundred miles in length, the only railroad in the country of more than 100 miles to be controlled by one man. The road extended from Algiers on the Mississippi, across from New Orleans, to Brashear (Now Morgan City with a population of 13,500) Mr. Morgan paid over two million dollars for the road and much more in betterments. Using Morgan City for embarkation of Texas freights, Mr. Morgan saved the long run down the Mississippi to Gulf waters.

Prior to the Civil War the majority of the Morgan New Orleans and Gulf Steamers had been incorporated into the Southern Steamship Company of which Mr. Morgan was the principal stockholder. All of the Steamers at New Orleans at the beginning of the war were commandeered by the Confederate Government. On January 14, 1862 the following vessels were impressed for Confederate service: The MEXICO, the TEXAS, the ORIZABO, the CHARLES MORGAN, the FLORIDA, the ARIZONA, the ATLANTIC, the MATAGORDA and the MAGNOLIA. The CHARLES MORGAN was converted to a warship and renamed GOVERNOR MOORE, under which name she was lost in severe fighting.

The United States Government took over all of the remaining vessels in the Morgan Fleet in May of 1862 together with all of the Morgan railroad interests. In 1869 Charles Morgan repurchased the entire New Orleans, Opelousas and Great Western Railroad now greatly expanded. In addition Gulf Steamers MATAGORDA, ALABAMA, I. C. HARRIS, HARLAN, WILLIAM G. HOWE, CLINTON and ST. MARY’S were put in service. Morgan City become the terminus of the Morgan Road and for ten years it was the headquarters of the Morgan Steamship fleet which served Texas and Louisiana. The Morgan Line of Steamships had now become a great Steamboat Empire.

The late Fred DAYTON, foremost Steamboat authority, and longtime friend of this author, is the authority for the following summary of Charles Morgan’s last years in the great business of which he was such a Master. “Morgan completed a channel through Achafalaya Bay in 1873-
1874 which was 200 feet long and ten feet deep enabling Morgan steamboats to ply between Galveston and Morgan City across what had been a trackless swamp. The increased business of this route proved Morgan's sagacity, and he was then more than seventy years old.” In 1878 the railroad was pushed through to Lafayette and in that year Morgan’s Louisiana & Texas Railroad & Steamship Company was organized, this being a few weeks before Mr. Morgan’s death. It is of local significance that for many years income from bonds of this railroad were used to operate the Morgan School. Charles Morgan, in his lifetime, was one of the greatest ship owners and operators. He was the only man to beat Vanderbilt at his own game and at various times was listed as banker, steamships, ironworks and philanthropist. It was, however, in Steamboat ownership that Morgan exceeded all others. No such fleet had ever before been owned by one man. For service in Gulf and New York waters he built and owned over forty seagoing craft of large size and in his overall career he built and managed over 150 vessels aside from tenders and service craft.

When Mr. Morgan died, May 6, 1878, he was one of the great multi-millionaires of New York. However he was no hoarder of wealth, instead he was a man of broad generosity, which found many expressions, but none more lasting than the founding of the school in his birthplace which bears his name. Completed and dedicated December 7, 1871, the Morgan School is a fitting tribute to as great a man as Clinton ever produced.

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CLINTON SHIPBUILDERS

Together

With A Record

of

The Ships Built In

CLINTON
Schooner WILLIAM BOARDMAN of Hartford. 201 tons. Built Essex, Conn., in 1864 by Noah Starkey, Master Builder. In Connecticut River Brownstone trade for many years during which time she was commanded by Clinton Captains Alfred C. Pelton and Samuel J. Buell.

Schooner RACHEL W. STEVENS of Hartford. 1211 tons. Four Masted schooner built 1898 at Bath, Maine. Owned and commanded for many years by Captain Lucius J. Stevens of Clinton.

Steamer CITY OF HARTFORD. Her regular Captain, William A. Vail of Clinton was on leave when on March 29, 1876 she struck the Middletown railroad drawbridge and carried away a span, as seen laid across her bow. Sound Pilot Captain Strickland was severely injured.
Steamer STATE OF NEW YORK. The finest Connecticut River Steamboat, whose career was marked by many costly accidents. On this occasion, August 28, 1881 when under command of Captain Edwin A. Dibbell of Clinton, when off East Haddam she struck a snag on the bottom. Captain Dibbell ran her ashore opposite Goodseed's Landing where she sunk after the passengers were removed. It cost about $40,000 to salvage her.

Steamer CITY OF HARTFORD. Built at Greenport, N.Y. in 1852 for Connecticut River Service. One of the river's finest steamboats, serving for 34 years. Rebuilt and renamed CAPITOL CITY in 1883. As CAPITOL CITY lost off Rye Beach in 1886. Commanded by Captain William A. Vail and Charles F. Buell both of Clinton.
Silas Kelsey, both of Killingworth, together with Hezekiah Hotchkiss of New Haven, owners. Master: John Wilson. In coasting trade from Killingworth until sold to New York in 1797. This was the first vessel enrolled in the new Middletown Customs District. Enrollment No. 1 was issued to this vessel at Middletown on June 6, 1795.


ADELAIDE, Ship, of Killingworth. Tons: 220.04. Length 83 ft., Breadth 23 ft., Depth 13 ft., ½ inches. A square sterned ship, no galleries, image on head, one deck and three masts. Built Killingworth this year (1795) for Ebenezer Lester of Killingworth as sole owner and master. Sold to New York and registered there on November 30, 1795 with new owners.

1796


UNION, Sloop, of Killingworth. Tons: 30.84. Length 46 ft., 5 in., Breadth 15 ft., 7 in., Depth 5 ft. Built Killingworth this year (1796) for Lemuel Wellman and John Wellman, both of Killingworth, owners. Master: Lemuel Wellman. In coastal trade from Killingworth until sold to New York in 1799.


1797


RISING SUN, Ship, of Killingworth. Tons: 162.35. Length 83 ft., 1 in., Breadth 22 ft., 11 in., Depth 9 ft. A square stern ship, Eagle figurehead, no galleries, one deck, three masts. Built Killingworth this year (1799) by Samuel Buell, master carpenter, for Noah Lester, Ephriam Snow and Samuel Buell, all of Killingworth, owners. Registered for foreign trade, port of Killingworth. Master: Noah Lester. In West Indies trade until 1802 when sold in the West Indies.

SWAN, Sloop, of Killingworth. Tons: 40.50. Length 54 ft., Breadth 16 ft., 8 in., Depth 5 ft., 3 inches. Built Killingworth this year (1799) by Joseph Hilliard 2nd, master carpenter, for Adam Stanton and Joseph Hilliard 2nd, both of Killingworth, owners. Master: David Farnham. In coastal trade from Killingworth until sold to New Haven in 1801.


FIVE SISTERS, Brig, of Killingworth. Tons: 123.32. Length 72 ft., 3½ in., Breadth 23 ft., Depth 8 ft., 8½ inches. A square stern brig, no galleries, no
figurehead, one deck, two masts. Built Killingworth this year (1799) by Samuel Buell, master carpenter, for John Munroe of New York, sole owner. Master: Silas Goff. Registered at Middletown for foreign trade with home port Killingworth until 1801. In 1901 registered at New York.

1800


1801


1802

FRIENDSHIP, Sloop, of Killingworth. Tons: 43.71. Length 53 ft., 8 in., Depth 5 ft., 7 inches. Built Killingworth this year (1802) by Elijah Griffiths, master carpenter, for himself together with Samuel Kelsey and William Carter all of Killingworth, as owners. Elijah Griffiths, master until 1806 when sold to Wethersfield owners.


MARY, Sloop, of Killingworth. Tons: 42.34. Length 51 ft., 10 in., Breadth 17 ft., 5 in., Depth 5 ft., 4 inches. Built Killingworth this year (1802) by Elias Crane, master carpenter for Abner Farnham, George Elliott 2nd, Samuel Elliott and John Lester, all of Killingworth, owners. Master: Samuel Elliott. In coastal trade until 1811 when sold to New the Haven following serving as masters: George Elliott Jr., Samuel Elliott, Achilles H. Elliott.


MARIETTA, Sloop, of Killingworth. Tons: 53.69. Length 56 ft., Breadth 18 ft., 9 in., Depth 6 ft., 1 inch. Built Killingworth this year (1802) by Elias Crane, master carpenter, for himself and Adam Stanton, merchant, of Killingworth. In coastal trade with home port Killingworth and Orris Farnham, master until sold to Fairfield in 1803.

1803

VENUS, Schooner, of Killingworth. Tons: 133.76. Length 72 ft., 2 in., Breadth 22 ft., 8 in., Depth 9 ft., 7 inches. Square stern, no galleries, woman figure-
head, one deck and two masts. Built Killingworth this year (1803) by Joseph Hilliard, master carpenter, for Nathaniel Hurd, Benjamin Hurd and Joseph Hilliard, all of Killingworth, owners. Registered for foreign trade with Nathaniel Hurd, master, but sold to New York early in 1804.


PHEBE, Sloop, of Killingworth. Tons: 46. Length 53 ft., 4 in., Breadth 17 ft., 9 in., and Depth 5 ft., 10 inches. Built Killingworth this year (1803) by Benjamin Wellman, master carpenter, for Benjamin Wellman, Lemuel Wellman and William Carter, all of Killingworth, owners. Master: Lemuel Wellman, until 1804, then Benjamin Wellman, master, until 1805 when sold to Fairfield.

1804


1805


INDUSTRY, Sloop, of Killingworth. Tons: 52.3. Length 55 ft., 8 in., Breadth 18 ft., 2 in., Depth 6 ft., 1 inch. Built Killingworth this year (1805) by Hiel Hull, master carpenter for Hiel Hull, Oliver Hull, and Oliver Hull Jr., all of Killingworth, owners. Master: Hiel Hull. Sold to Fairfield.


BELLONA, Schooner, of Killingworth. Tons: 89.42. Length 63 ft., 6 in., Breadth 20 ft., Depth 8 ft., 3 inches. Woman figurehead, one deck and two masts. Built Killingworth this year (1805) by Elias Crane, master carpenter, for Adam Stanton, John Stanton and Elias Crane, all of Killingworth, owners, Elias Crane, master. Sold to Fairfield.

1806


MISSOURI, Sloop, of Killingworth. Tons: 29.43. Length 50 ft., 3 in., Breadth 17 ft., 5 in., Depth 5 ft., 5 inches. Built Killingworth this year (1806) by Elias Bushnell, master carpenter, for Benjamin Wright and Elias Bushnell, both of Saybrook, owners. Master: Christopher Wright. Sold to Fairfield, 1807.


EMILY, Schooner, of Killingworth. Tons: 165.43. Length 76 ft., Breadth 23 ft., 8 in., Depth 10 ft., 9 inches. Built Killingworth this year (1806) by Elias Crane, master carpenter, for himself as sole owner and master. Sold to New York.

SALOMA, Schooner, of Killingworth. Tons: 71.91. Length 60 ft., 4 in., Breadth 19 ft., 1 in., Depth 7 ft., 4 in. Built Killingworth this year (1806) for Nathan-

1807


1808


1809


RICHARD, Sloop, of Killingworth. Tons: 35.5. Length 48 ft., Breadth 16 ft., 8 in., Depth 5 ft., 4 inches. Built Killingworth this year (1809) by Benjamin Wright, master carpenter, for himself as sole owner and master. Sold to New York, 1810.


ENTERPRISE, Sloop, of Saybrook. A sloop of this name was built this year (1809) by Elias Crane, master carpenter, of Killingworth. It appears, however, that the vessel was built in Saybrook.
1810


MARIA, Sloop, of Killingworth. Tons: 64.63. Length 55 ft., 5 in., Breadth 18 ft., 3 in., Depth 7 ft., 6 inches. Built Killingworth this year (1810) by Joseph Hilliard, master carpenter, for Joseph and Oliver Hilliard, both of Killingworth, owners. Master: Joseph Hilliard. In December of 1810 Christopher Wright and Nathaniel Farnham, both of Killingworth, added as part owners, Nathaniel Farnham, master. Sold at Passamaquoddy in 1811.

1811


1812

CORNELIA, Sloop, of Killingworth. Tons: 59.62. Length 59 ft., 8 in., Breadth 19 ft., Depth 6 ft., 2 inches. Built Killingworth this year (1812) by Samuel

OSPRAY, Sloop, of Killingworth. Tons: 49.43. Length 55 ft., 6 in., Breadth 18 ft., 7 in., Depth 5 ft., 7 inches. Built Killingworth this year (1812) by Benjamin Wright, master carpenter, for Christopher Wright, Benjamin Wright and Benjamin DeWolf, all of Killingworth, owners. Master: Christopher Wright. Sold to New Haven, 1813.


1814


WEASEL, Schooner, of Killingworth. Tons: 71.32. Length 64 ft., 6 in., Breadth 17 ft., 9 in., Depth 7 ft., 1 inch. Built Killingworth this year (1814) by James Farnham, master carpenter, for himself as sole owner and master. Sold to New York in December of 1814.

1815

LEANDER, Sloop, of Killingworth. Tons: 34.41. Length 50 ft., 2 in., Breadth 15 ft., 2 in., Depth 5 ft., 3 inches. Built Killingworth this year (1815) by Samuel Buell, master carpenter, for Hiel Stevens, Samuel Buell, Isaac Redfield and John Burroughs, all of Killingworth, owners. Master: Hiel Stevens. In coastal trade from Killingworth until sold to Middletown in 1816.

LEADER, Schooner, of Killingworth. Tons: 23.5. Length 42 ft., 9 in., Breadth 13 ft., 3 in., Depth 4 ft., 9 inches. Built Killingworth this year (1815) by Hiel


RICHARD NELSON, Schooner, of Killingworth. Tons: 42.58. Length 51 ft., 10 in., Breadth 16 ft., 3 in., Depth 5 ft., 11 inches. Built Killingworth this year (1815) by James Farnharp, master carpenter, for himself as sole owner and master. Sold to Edgartown, Mass., owners.


1816


VOLANT, Sloop, of Killingworth. Tons: 45. Length 51 ft., 6 in., Breadth 18 ft., 1 inch. Billet figurehead. Built Killingworth this year (1816) by Benjamin Wright, master carpenter, for Benjamin Wright 3rd and Benjamin Wright 1st, both of Killingworth, owners. Master: Benjamin Wright 3rd. In coastal trade from Killingworth until sold to Fairfield, May, 1820.


this year (1816) by Elias Crane, master carpenter, for Adam Stanton, Thomas C. Ward, George Buell, Miles Buell and Elias Crane, all of Killingworth, owners. Master: Elias Crane. Registered at Middletown, port of Killingworth Oct. 18, 1816 for foreign trade, Thomas C. Ward, master. Sold to New Haven, November, 1818.


1817


1818


1819


managed by Charles Morgan, 24 year old native of Killingworth, who this year established himself in business at 37 Peck Slip, New York under the firm name of Charles Morgan & Co. Regular Charleston Line established in 1822 with the FRANKLIN as one of the first liners. Wrecked on Island Beach, New Jersey, April 28, 1825. Capt. Joseph S. Munroe commanded from 1822 to 1825 when lost.

1820


BRILLIANT, Sloop, of Killingworth. Tons: 43.10. Length 53 ft., Breadth 18 ft., 8 in., Depth 5 ft., 3 inches. Built Killingworth this year (1820) by Benjamin Wright, master carpenter, for Benjamin Wright 3rd, Benjamin Wright, Alexander Wright and Frederick Wright, all of Killingworth, owners. Master: Benjamin Wright 3rd. Sold to Boston, 1822.

REAPER, Sloop, of Killingworth. Tons: 64.32. Length 66 ft., Breadth 25 ft., Depth 5 ft., 8 inches. Built Killingworth this year (1820) by Benjamin Wright, master carpenter, for Benjamin Wright 3rd, Benjamin Wright, Alexander Wright and Frederick Wright, all of Killingworth, owners. Master: Benjamin Wright. Sold to New York, 1823.

1821


1822


1823


GLIDE, Sloop, of Killingworth. Tons: 44.68. Length 53 ft., 1 in., Breadth 19 ft., 7 in., Depth 5 ft., 3 inches. Built Killingworth this year (1823) by Benjamin Wright, master carpenter, for Henry A. Wright, Benjamin Wright Sr., Benjamin Wright Jr., and Frederick Wright, all of Killingworth, owners. Master: Henry A. Wright. Port of Killingworth until sold to Nantucket in 1827. William Robinson of Nantucket, owner and master.

GLIDE, Sloop, of Killingworth. Tons: 44.68. Length 53 ft., 1 in., Breadth 19 ft., 7 in., Depth 5 ft., 3 inches. Built Killingworth this year (1823) by Benjamin Wright, master carpenter, for Henry A. Wright, Benjamin Wright Sr., Benjamin Wright Jr., and Frederick Wright, all of Killingworth, owners. Master: Henry A. Wright. Port of Killingworth until sold to Nantucket in 1827. William Robinson of Nantucket, owner and master.


1824


1825


1826

SUN, Schooner, of New York. Tons: 127.90. Built Killingworth this year (1826) for New York owners. No further data—was enrolled at New York in 1836.


1827


1828


1829

TELEGRAPH, Schooner, of Killingworth. Tons: 84.94. Length 63 ft., Breadth 22 ft., 6 in., Depth 7 ft., 3 inches. A scroll head. Built Killingworth this year


1830

**LAWRENCE,** Brig, of New York. Tons: 170.42. Built Killingworth this year (1830) for New York owners. In 1832 was in the New York-Charleston Union Line of packets. Master: Thomas Fanning. In 1834 was in Bulkley's New York-Charleston Packet brig line.

1831


1832


1833


1834


1835


1836


**LADY ADAMS**, Sloop, of Killingworth. Tons: Unknown. Built Killingworth this year (1836) by Benjamin DeWolfe, master carpenter. No further data available.


**1837**

**HARRIET DART,** Sloop, of Killingworth. Tons: 38.79. Length 40 ft., 8 in., Breadth 16 ft., 5 in., Depth 5 ft., 1½ inches. Built Killingworth this year (1837) by Samuel Buell, master carpenter, for himself as sole owner and master. Sold to New Haven in 1839.


**1838**

This year (1838) the port of Killingworth was renamed Clinton.


**1839**


**HIRAM,** Schooner, of Edgartown, Mass. Built Clinton, Conn., this year (1839) by Benjamin DeWolfe, master carpenter, for Edgartown owners. No further data.
1840

JANE ELIZA, Sloop, of Clinton. Tons: 30.90. Length 46 ft., Breadth 16 ft., 1 in., Depth 4 ft., 11 inches. A figurehead. Built Clinton this year (1840) by Samuel Buell Jr., master carpenter, for himself as sole owner and master.

LADY CLINTON, Sloop, of Saybrook. Tons: 43.15. Length 51 ft., 6 in., Breadth 17 ft., 10 in., Depth 5 ft., 3 inches. A figurehead. Built Clinton this year (1840) by Horace Nettleton, master carpenter, for Charles Waterhouse, Daniel Kirtland, Jeremiah J. Tryon and Harvey Rogers, all of Saybrook, together with Austin Hull, of Clinton, owners.

1841

THOMAS W. THORNE, Schooner, of Providence. Tons: 73.27. Length 67 ft., 2 in., Breadth 23 ft., Depth 7 feet. Built Clinton this year (1841) for New Haven owners. From 1866 to 1873 enrolled at port of Providence with Cornelius A. Scranton of Clinton, principal owner and master. Sold to New London in 1873.

1842


1844

ECLIPSE, Sloop, of Clinton. Built Clinton this year (1844) by Benjamin DeWolfe, master carpenter. No further record.

1846

ARTIST, Sloop, of Clinton. Tons: 47.71. Length 52 ft., Breadth 20 ft., Depth 5 ft., 8 inches. A scroll head. Built Clinton this year (1846) by Daniel Buell, master carpenter, for Leander Buell, Daniel Buell and Henry A. Wright, all of Clinton, owners. Master: Leander Buell. Sold to Fall River 1847.


1847


1849


1850


1852

ISABELL DART, Schooner, of Clinton. Tons: 42.60. Length 50 ft., 6 in., Breadth 18 ft., 9 in., Depth 5 ft., 6 inches. Female bust head. Built Clinton this year (1852) by Samuel Buell, master carpenter, for himself as sole owner and master. Sold to New Haven in 1854.

1854


1869
