## List of Vessels Belonging to the District of Gloucester, August, 1878

The following List of Vessels gives the name, tonnage by new measurement, master's name, official number, where and when built, and the fitters' or principal owners' names. The Letters assigned to vessels of one hundred tons and upwards are also given with the numbers.

All are Schooners with the exception of those otherwise designated.

### Gloucester Harbor

<table>
<thead>
<tr>
<th>Name of Vessel</th>
<th>Tonnage</th>
<th>Master's Name</th>
<th>Number and Letters</th>
<th>Where Built</th>
<th>When Built</th>
<th>Owners' or Fitters' Names</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aaron Burnham, 2d</td>
<td>69.09</td>
<td>B. T. Torrey</td>
<td>1915 Essex</td>
<td></td>
<td>1870</td>
<td>D. C. &amp; H. Babson</td>
</tr>
<tr>
<td>Abbie Dodge</td>
<td>59.61</td>
<td>William Gould</td>
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<tr>
<td>Name of Vessel</td>
<td>Tonnage</td>
<td>Master's Name</td>
<td>Number and Letters</td>
<td>Where Built</td>
<td>When Built</td>
<td>Owners' or Fitters' Names</td>
</tr>
<tr>
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<td>State &amp; Merchant.</td>
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<td>Essex</td>
<td>1851</td>
<td>Sidney Friend</td>
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<td>Walter &amp; Allen.</td>
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<td>1870</td>
<td>Sayward Bros.</td>
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<td>Number and Letter</td>
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<td>When Built</td>
<td>Owners' or Fitters' Names</td>
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<td>Tonnage</td>
<td>Master's Name</td>
<td>Number and Letters</td>
<td>Where Built</td>
<td>When Built</td>
<td>Owners' or Fitters' Names</td>
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Knight Templar,

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<th>Number and Letters</th>
<th>Where Built</th>
<th>When Built</th>
<th>Owners' or Fitters' Names</th>
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<td>Where Built</td>
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<td>Owners' or Flters' Names</td>
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<td>Jeremiah Gaskell</td>
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<td>Thomas White</td>
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<td>John Cuddy</td>
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<td>Name of Vessel</td>
<td>Tonnage</td>
<td>Master's Name</td>
<td>Number and Letters</td>
<td>Where Built</td>
<td>When Built.</td>
<td>Owners’ or Fitters’ Names</td>
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<td>Frederic Gerrig,</td>
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<td>A. Burnham, HPWLD1, 051 Great Egg Harbor, N. J. 1857</td>
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<td>Master's Name</td>
<td>Number and Letters</td>
<td>Where Built</td>
<td>When Built</td>
<td>Owners' or Fitters' Names</td>
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<td>Essex</td>
<td>1891</td>
<td>Zenas Brown</td>
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<td>Island Home, (boat)</td>
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<td>Mary Fernald</td>
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<td>Minnie, (boat)</td>
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### ANISQUAM

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<th>Name of Vessel</th>
<th>Tonnage</th>
<th>Master's Name</th>
<th>Number and Letters</th>
<th>Where Built</th>
<th>When Built</th>
<th>Owners' or Fitters' Names</th>
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<tbody>
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<td>America, (yacht,)</td>
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### ESSEX

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<th>Number and Letters</th>
<th>Where Built</th>
<th>When Built</th>
<th>Owners' or Fitters' Names</th>
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<tbody>
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### MANCHESTER

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<th>Where Built</th>
<th>When Built</th>
<th>Owners' or Fitters' Names</th>
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<td>John Knight</td>
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<td>Samuel Knight</td>
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<tr>
<td>Mary A. Downs, (boat,)</td>
<td>12.24</td>
<td>George A. Jones</td>
<td>17,955</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ranter, (boat,)</td>
<td>5.07</td>
<td>George R. Hartley</td>
<td>21,254</td>
<td></td>
<td>1878</td>
<td></td>
</tr>
</tbody>
</table>
RECAPITULATION.

This List of Vessels for 1878, is made up to August 26th, and gives the names, tonnage, masters’ names, official numbers, names of places where and years when built as far as possible, and the names of the fishing firms who are the principal owners or agents, of five hundred and twenty-four vessels, of an aggregate tonnage of 31,693.90 tons, that are enrolled in the District of Gloucester. This shows an increase of eight vessels, but a decrease of 249.30 tons, as compared with the list of last year. This can be accounted for by the fact that the number of small boats brought into the District exceed the number of schooners lost or sold during the year, but fall considerably short in the amount of their tonnage. Very few schooners have been added to the fleet this year, consequently the average tonnage of the whole number enrolled is less than that of last year. The following gives the aggregate of the whole number of vessels and tonnage in the District when this list was made up:

<table>
<thead>
<tr>
<th>VESSELS.</th>
<th>TONNAGE.</th>
<th>AVERAGE TONNAGE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>429 Schooners,</td>
<td>29,666.61</td>
<td>69.15</td>
</tr>
<tr>
<td>3 Yachts,</td>
<td>182.47</td>
<td>60.82</td>
</tr>
<tr>
<td>13 Sloops,</td>
<td>887.36</td>
<td>68.26</td>
</tr>
<tr>
<td>6 Steamers,</td>
<td>159.77</td>
<td>26.56</td>
</tr>
<tr>
<td>73 Boats,</td>
<td>797.69</td>
<td>10.93</td>
</tr>
<tr>
<td>524</td>
<td>31,693.90</td>
<td>60.48</td>
</tr>
</tbody>
</table>

These are divided among the five sections of the District as follows:

GLOUCESTER HARBOR.

<table>
<thead>
<tr>
<th>VESSELS.</th>
<th>TONNAGE.</th>
<th>AVERAGE TONNAGE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>390 Schooners,</td>
<td>27,370.49</td>
<td>70.18</td>
</tr>
<tr>
<td>1 Yacht,</td>
<td>27.97</td>
<td>27.97</td>
</tr>
<tr>
<td>2 Sloops,</td>
<td>90.56</td>
<td>45.28</td>
</tr>
<tr>
<td>6 Steamers,</td>
<td>159.77</td>
<td>26.63</td>
</tr>
<tr>
<td>51 Boats,</td>
<td>559.01</td>
<td>10.96</td>
</tr>
<tr>
<td>450</td>
<td>28,207.80</td>
<td>62.68</td>
</tr>
</tbody>
</table>

ANNISQUAM.

<table>
<thead>
<tr>
<th>VESSELS.</th>
<th>TONNAGE.</th>
<th>AVERAGE TONNAGE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Schooners,</td>
<td>221.82</td>
<td>36.97</td>
</tr>
<tr>
<td>1 Yacht,</td>
<td>89.59</td>
<td>89.59</td>
</tr>
<tr>
<td>9 Boats,</td>
<td>103.06</td>
<td>11.45</td>
</tr>
<tr>
<td>16</td>
<td>414.47</td>
<td>25.90</td>
</tr>
</tbody>
</table>

ROCKPORT.

<table>
<thead>
<tr>
<th>VESSELS.</th>
<th>TONNAGE.</th>
<th>AVERAGE TONNAGE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 Schooners,</td>
<td>1659.85</td>
<td>59.28</td>
</tr>
<tr>
<td>11 Sloops,</td>
<td>796.80</td>
<td>72.44</td>
</tr>
<tr>
<td>10 Boats,</td>
<td>110.54</td>
<td>11.05</td>
</tr>
<tr>
<td>49</td>
<td>2567.19</td>
<td>52.39</td>
</tr>
</tbody>
</table>
ESSEX.

VESSELS.

<table>
<thead>
<tr>
<th></th>
<th>TONNAGE</th>
<th>AVERAGE TONNAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Schooners,</td>
<td>246.91</td>
<td>82.30</td>
</tr>
<tr>
<td>1 Boat,</td>
<td>7.77</td>
<td>7.77</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>254.68</td>
<td>63.67</td>
</tr>
</tbody>
</table>

MANCHESTER.

<table>
<thead>
<tr>
<th></th>
<th>TONNAGE</th>
<th>AVERAGE TONNAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Schooners,</td>
<td>167.54</td>
<td>83.77</td>
</tr>
<tr>
<td>1 Yacht,</td>
<td>64.91</td>
<td>64.91</td>
</tr>
<tr>
<td>2 Boats,</td>
<td>17.31</td>
<td>8.65</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>249.76</td>
<td>49.95</td>
</tr>
</tbody>
</table>

NEW VESSELS.

Seven schooners, one steam yacht, and eight boats, built since our last publication, have been enrolled in the district. Their aggregate tonnage is 580.37 tons. All but three hail from Gloucester Harbor. Their names and tonnage are as follows:

Aqua Pura, (boat,) 11.23 Hope, (boat,) 8.85
Bee, (boat,) 8.13 Jennie and Julia, (boat,) 14.27
Bessie W. Somes, 92.56 Martha and Susan, 70.73
Chromo, (boat,) 8.08 Mary A. Downes, (boat,) 12.24
Emma S. Osier, 23.91 Mary Williams, (boat,) 12.11
Eva Lendall, (boat,) 12.10 O. S. Bailey, 58.22
Guy Cunningham, 87.84 Percy, 72.27
Hattie Chester, 73.82 Three Brothers, (steam yacht,) 14.01

Four of the above schooners were built at Gloucester, two at Essex and one at Newburyport. Of the boats, five were built at Gloucester, and one at Salem. The steam-yacht was built at Portsmouth, N. H.

FROM OTHER DISTRICTS.

One schooner and thirteen boats, of an aggregate tonnage of 306.80 tons, have come into the district from other ports. They are as follows:

Apollo, (boat,) 12.24 Newsboy, (boat,) 12.67
Bella, (boat,) 10.58 Ranta, (boat,) 5.07
Dashaway, (boat,) 8.16 Restless, 187.11
Ida May, (boat,) 7.79 Sea Witch, (boat,) 7.79
Ida May, (boat,) 8.96 Sina Shore, (boat,) 12.64
Island Belle, (boat,) 5.51 Teddie, (boat,) 10.57
Lizzie Myrtle, (boat,) 5.27 Venus, (boat,) 12.44

LOSSES.

The losses from the district have been comparatively small, only seven schooners having been wrecked or lost at sea, and only one with its crew on board. Their aggregate tonnage was 418.17. Their names were as follows:

The Fishing Losses of Gloucester for 1878.

The principal activity in the fishing interest at this season is confined to the shore cod and haddock fishery. A few vessels have gone to Newfoundland for herring, a small fleet are seeking halibut on the Banks, and a little is being done upon Georges, but so far as extensive operations are concerned, the season of 1878 has come to a close. Again a season of general depression in business affairs has proved a season of comparatively light losses. The sea has taken its toll of our property and claimed its sacrifice of life. The losses have, indeed, been heavier than those for the preceding year. But there has been no such wholesale destruction of life and property as has marked some seasons and made our community a city of grief.

The number of Gloucester fishing vessels lost the present year has been eight, of a total tonnage of 561.08 tons. Their value with outfits was $42,469, on which there was $35,495 insurance, nearly all in the office of the Gloucester Mutual Fishing Insurance Company, our vessel owners finding it to their advantage, taking one year with another, to divide up the losses among themselves, doing their own insurance, rather than pay the large premiums demanded for this class of risks. The loss has been considerably in excess of last year, when seven vessels, of a tonnage of 384.93, valued at $22,936 and insured for $19,001, were lost in this business. But the season has proved much less disastrous than 1876, when the number of vessels lost was 27, the loss of property $150,000, and the loss of life 212. Only one vessel has been lost with her crew, the present year, the sch. Carrie P. Morton, with 14 men, but the losses in dories, by being washed overboard, and otherwise, make up a total loss of the lives of 35 men, against 39 last year.

Below we give our annual Recapitulation of Fishing Losses for the season of 1878, giving the names, tonnage, value, in date and place of disaster:

[Partial list of losses follows, listing vessel names, tons, years old, values, insurance, стоимость, и т. д.]

Julia Wood, banker, 92.89 tons, one year old, wrecked near Liverpool, N. S., in April. Owned by James Mansfield & Sons. Loss, $9,000; vessel and outfits insured for $7,878. Wreck sold for $700.

Lilian Gertrude, 58.06 tons, seven years old, lost on Mt. Desert Rock, July 12. Owned by Daniel Sayward and others. Loss, $5,500; insurance, $4,454.

Lizzie & Namari, 94.69 tons, one year old, lost near Martinique, Aug. 31. Owned by George Latouren, master, and Almon Mason of Pigeon Cove, and fitted at Harvey Knowlton, Jr.'s. Valued at $7,000, and insured for $6,000 in the Union office of Provincetown. Wreck sold for $500.

Mary Louise, Georgesman, 68.15 tons, eight years old, run into Sept. 1 by steamer, 60 miles east of Boston light, and sunk. Crew saved. Vessel owned by Daniel Sayward and others. Loss, $5,475; insurance on vessel and outfits, $4,592.

Oronoco, 48.21 tons, twenty-seven years old.
Narrow Escapes.

Life is uncertain under any circumstances, but the men who go down upon the sea take their lives in their hands in a peculiar sense. The above record gives some idea of the perilous nature of the fishermen’s calling, and the hardships and dangers to which they are exposed. But the men who escape the dire ordeal and return to home and friends are often brought face to face with the grim messenger.

Allen McGinnis, who was lost from sch. Centennial, had a companion in the capsized dory, John McLeod, who managed to secure a floating half-cut-killer and knock out the dory’s plug, and to hold on first by one finger and then another until his shipmates came to his rescue two hours later. In the dory with Judson W. Allen, was Thomas Connel, who was left with only one oar in a submerged dory, drifted within sight of help for thirty hours before he could attract attention and secure assistance. Alex. McCaughan and Augustus Armstrong, of sch. Mary F. Chisholm, were separated from their vessel in a fog, May 9th, and rowed twenty-four hours before they were rescued, but arrived home before the sad news that they were missing reached port. Capt. Thompson and John Porper, of sch. Geo. Clark, Jr., had a similar experience, being picked up the second day out, by a Newburyport vessel. John F. Morgan and Jerry E. Gray, of sch. Isaac Patch, were blown off in a heavy breeze, and after four days’ suffering were picked up by a barque and landed at Philadelphia. Martin Strand and Charles Nelson, of sch. City of Gloucester, were adrift for forty-two hours, but were picked up and on the wharf when their vessel came in with flag at half-mast for their loss. Chas. Hubbley, of sch. Annie C. Norwood, held on for two hours by one finger in the plug-hole of his dory, after his companion, Thomas King, was drowned, and was taken off greatly exhausted and with finger badly chafed.