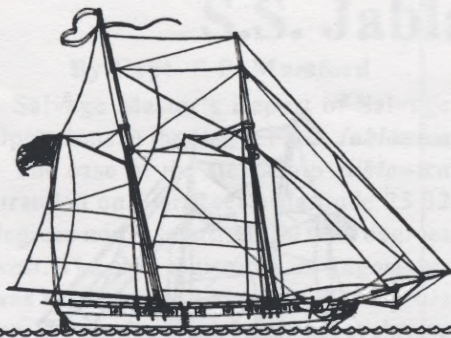


# Florida Keys

## Sea Heritage Journal

VOL. 12, NO. 2

WINTER 2001/02



OFFICIAL QUARTERLY PUBLICATION OF THE KEY WEST MARITIME HISTORICAL SOCIETY

### William Whitehead's Key West

*William Whitehead was one of the earliest settlers of Key West when he came to the island in 1828 as an assistant to his half-brother, John, one of the original owners. He served as collector of customs, completed the first survey of the island and served as mayor during the ten years he spent in Key West. He returned to New Jersey where he spent the rest of his life. He wrote about his life for his grandchildren. Following is the parts of his memoirs about his time in Key West.*

My half-brother John, commenced his business career as a clerk in the Bank in Newark of which my father was the Cashier, and thence went to New York -in whose employ I do not-recollect. In 1819 he was induced to join some other young men and go out to Mobile, Ala., then just beginning to attract merchants and others from New York, his immediate partner being some one named Smith. On their way out they were wrecked on the Bahama Islands and taken first to Nassau, and thence to Mobile, stopping on the way in the harbor of the island of Key West, then uninhabited. Thus it was that subsequent relations with the Bahamas and Key West arose. The firm of Smith and Whitehead was unfortunate. Smith died, and for many years my brother was harassed with the debts of the concern. In 1822, in conjunction with a Mr. Fleming of Massachusetts, a sea captain by the name of Greene, and a Mr. Simonton through whom it all came about, he became a purchaser of a fourth part of the island of Key West. Its location, immediately on the Gulf Stream, directly opposite to Havana in the island of Cuba, and on the direct track of all the traffic from and to the harbors of the Gulf of Mexico, as well as of many of the West Indies islands, its natural salt-ponds and excellent harbor, all promised to make the island a most



*William Whitehead's sketch of Key West from Tift's tower. The view of Whitehead Street looking south from the corner of Front Street. The bridge over the pond on the left is Duval Street. The other half of the sketch of Key West is on page 11. Photo credit: Monroe County Library.*

important mercantile center. All four of the proprietors proceeded at once to take possession of their purchase, carrying with them such stores and supplies as would at once render the island a place of resort for passing vessels and for those engaged in "wrecking" on the coast. It had already been made the rendezvous for the United States vessels under Commodore Porter engaged in suppressing piracy in the Gulf of Mexico, and the lapse of sixty years, with all its changes, finds the anticipations of the original settlers verified, so that the small island, 4 miles long by 1 wide, is now probably the most densely populated spot on the globe, with its fort and garrison, light-houses, wharves, etc. At first my brother was a member of the firm of P. C. Greene & Company, but after three or four years, confined his mercantile operations to the purchasing of wrecked goods during the winter on the island, spending his summers at the North. During his residence at the South he had become acquainted with several influential gentlemen and, in conjunction with Mr. Simonton, who was personally known to the President (Jackson) and the Secretary of War (Eaton) obtained for me a warrant for West Point; but my sister Caroline

having died in 1824, my brother Thomas being established in business in Newark, and my brother John only within reach for a few months in the year, my father was unwilling to part with me, notwithstanding the tempting opportunity for my advancement, and the warrant was declined. It was in 1826 I think that I was baptized at my brother's house in Newark by the Rev. Mr. Towers, along with my brother and his eldest child. I should account for this delay of my parents in having me admitted to membership in Christ's flock. - My father's children, by his first wife, were all baptized under the supervision and sponsorship of old Mrs. Simpson, whom I have mentioned as filling so well the place of a mother to him, and it was his desire that she should perform the same kind service for my brother and myself, but she residing in Westchester, N. Y. and we in Newark, the convenient time had never arrived, and hence the postponement of the baptism to the time mentioned.

This was in 1825 or 1826 but in 1828, my brother urged upon my father so strongly the injury he was doing me in

(Continued on page 9)

# Society News

By Pauline Guzek



*Capt. Finbar and KWMHS member on on Capt. John Duke's **Dream Catcher**. Photo credit: David Roumm.*

The winter programs are underway! Our December/Christmas field trip was a delightful cruise off the waters of Stock Island on the **Dream Catcher** owned by John Duke. John and his crew welcomed about 40 of us onboard the **Dream Catcher** at Oceanside Marina to tour the working harbors of the area. Captain Michael Smith of the trawler **F/V Haida**, discussed the life of a shrimper as we toured the harbor. We were fortunate to have Capt. Finbar Gittleman with us as we toured the area where Robbie's Marina is located. Capt. Finbar is working for Robbie's and explained the backgrounds of the different boats sitting at the docks there. Club President Ed Little provided some wonderful snacks for us to munch on while we toured the harbors. This included Tortugas pink shrimp and royal red shrimp (from the deeper, cooler waters of the Florida Straits), my first experience with them. They were very tender and quite delicious! As we cruised south from the island we were able to observe the setting sun unimpeded by any structures.

At our January program, Capt. Finbar came back to the podium to describe his boyhood on the seacoast. He also related to us some of his adventure stories of life on the sea. The chiller for the evening was the story of the **Island Princess** and Hurricane Allen, a force five hurricane in the Western Caribbean. After the **Island Princess** sunk, Capt. Finbar and his crew survived the wind and waves in a newly purchased life raft. This life raft completely sealed the crew inside and without it they

would have lost their lives. They were the only crew of five ships sunk in Hurricane Allen to survive the storm.

Duane Hope brought stories to us of a different nature at the February program. This third generation sponger discussed life as a sponger in the Florida Keys today. Although born into a family of spongers, he left that life and became an electrical engineer. In 1983 he came to the Keys and has been sponging in Newfound Bay for 16 years. He sells his sponges to the grandson of the man that his grandfather sold them to in Tarpon Springs, Florida. Duane showed us several examples of sponges that he collected recently and what they are used for. He also brought examples of the worms and other animals that may live inside the sponges.



*Duane Hope showing KWMHS members a sponge at the February program. Photo credit: Tom Hambright.*



The Florida Keys Sea Heritage Journal is published quarterly. Subscription is available through membership. Copyright 2002 by the Key West Maritime Historical Society of the Florida Keys, Inc. The art on the masthead, the **USS Shark**, was drawn by Bill Muir.

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**Production:** Tom Hambright

Letters and articles are welcome. Please write to: Editor, Florida Keys Sea Heritage Journal, KWMHS, P.O. Box 695, Key West, FL 33041 (305) 292-7903.

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# S.S. Jablanica Stranded on Star Reef

By Capt. E.B. Mumford

Salvage Master's Report of Salvage Operations in the Case of S.S. *Jablanica*

The case of the steamship *Jablanica* stranded on Star Reef at latitude 25 32 degrees north, longitude 80 06.3 degrees west. The ship registered in Yugoslavia was built in 1943 and was 7,237 gross ton. She was load with 9,552 tons of chrome ore and was enroute from Poti U.S.S.R. to Burnside, LA.

Friday November 12th 1965

1629 While Salvage Vessel *Cable* conveying the S.S. *Fosming* from Bahama Island towards Freeport, Grand Bahama Island received the following Radiogram from our New York office.

Mumford Cable

"Retel proceed to stranded *Jablanica* four miles south of Fowey Rocks and report feasibility salvage."

2035 S.S. *Fosming* anchored off Freeport G.B.I.

2100 Master of *Foaming* signed "Certificate of Delivery."

2110 *Cable* departed Freeport G.B.I. for the stranded *Jablanica* making best speed possible. There were onboard the salvage vessel *Cable* at the time of sailing the following salvage personnel: Salvage Master E.B. Mumford, Salvage Foreman, Pump Engineer, Diver, Carpenter, and two salvagemen. Also 24 man in the *Cable* operating crew, making a total of 31 men at time of departure.

Saturday November 13, 1965

Day begins with Salvage Vessel *Cable* enroute from Freeport G.B.I. towards the stranded S.S. *Jablanica* stranded 4 miles south of Fowey Rocks, Florida.

0600 Salvage Vessel *Cable* anchored off the stranded S.S. *Jablanica*.

0730 Breakfast served.

0800 Resumed work, started to lower port motor boat. Gentle easterly wind choppy easterly sea, partly cloudy.

0812 Launch ready, I with part of salvage personnel left for stranded *Jablanica*.

0815 *Jablanica* draft marks show 19' 03" forward, 28' 06" aft.

0820 I boarded the stranded vessel and the salvage crew in launch started to take soundings around and off ship. Sea choppy.

0825 I met the captain Topolsek Frano of the stranded *Jablanica* and was informed as follows: I was informed by the master that while he was enroute from Poti U.S.S.R. towards Burnside, La. his yes-

sel had stranded 1025 on November 11th 1965 Star Reef Florida position latitude 25 32.00 north, longitude 80 06.3 west, heading 198 degrees true. The vessel grounded at 10 knots speed at high water. The vessel was loaded with 9,552 tons of chrome ore.

Soundings show that the vessel not leaking.

The vessel stranding draft was reported to be 25' 07" forward, 28' 04" aft. The present draft on boarding 19' 03" forward, 28' 06" aft The master informed me that when his vessel stranded: that forepeak tank empty, numbers 1-2 double bottom tanks empty, number 3 port double bottom tank 116 tons oil, and that he had onboard 456 tons of fuel oil and 89 tons fresh water. I was informed that two 1800 horsepower tugs from Miami, and his main engine failed to re-float the vessel or move it. The vessel was resting on hard coral and scattered rocks with small hills and valleys.

1015 I returned to *Cable* to inform our New York office.



Nautical chart showing Star Reef where the *Jablanica* grounded. Photo credit: Monroe County Library

1520 I received radiogram from our New York office: "Retel sign Lloyds contract advise when executed — Merritt."

1525 I left in launch to board the S.S. *Jablanica*.

1530 Ships draft marks show 18' 06" forward, 27' 11" aft.

1535 I boarded the S.S. *Jablanica* with contract.

1600 Master executed "Lloyds Contract."

1610 I returned to *Cable* ordered salvage and deck crew to start preparing set of beach gear to lay.

1625 Launch left with two sets of beach gear for ship.

Note - I had the above on deck before contract signed.

1700 All hands ceased work for supper.

1720 All hands resumed work preparing beach gear to lay.

1730 Salvage personnel boarded ship and started to rig up two sets beach gear aft.

1900 Salvage personnel left for *Cable* (Continued on page 4)

to assist with beach gear to lay at daylight.  
Sunday November 14th 1965

S. S. Jablisitea

Sotualloge taken from 0810 to 3100

Day begins **Cable** anchored off the stranded S.S. **Jablanica** on Star Reef.

0530 Breakfast served crew.  
0600 All salvage & deck personnel resumed work preparing to lay beach gear.

0615 Salvage personnel boarded ship and prepared to heave the number one set of gear on board.

0635 Sent the motor boat to **Cable** for the running line to the number one set of gear.

0655 The end of the number one set of gear on board and made fast. **Cable** preparing to lay same.

0732 **Cable** planted the number one set of gear ten degrees off the port quarter. Set of gear consisted of an ells anchor, two wires and a chain. Gear planted in 42 feet of water.

0742 **Cable** anchored and crew started to prepare the number two set of gear.

0800 Gentle Easterly breeze, overcast, small sea.

1000 Ship's draft forward 19' 05", aft 28' 10".

1003 Sent the running line to the **Cable** to heave on board the number two set of gear.

1020 The end of the number two set of gear on board and made fast. **Cable** preparing to lay same.

1032 **Cable** planted the number two set of gear approximately sixty five degrees off the port quarter. Set of gear consisted of an ells anchor, two wires and one chain. Gear planted in 46 feet of water.

1037 **Cable** anchored and the crew started to prepare the number three set of gear.

1200 Lunch serve.  
1200 Light easterly breeze, partly cloudy, small sea.

1205 At this high water the ship's draft was 19' 11" forward, 29' 06" aft.

1215 All hands resumed work preparing beach gear.

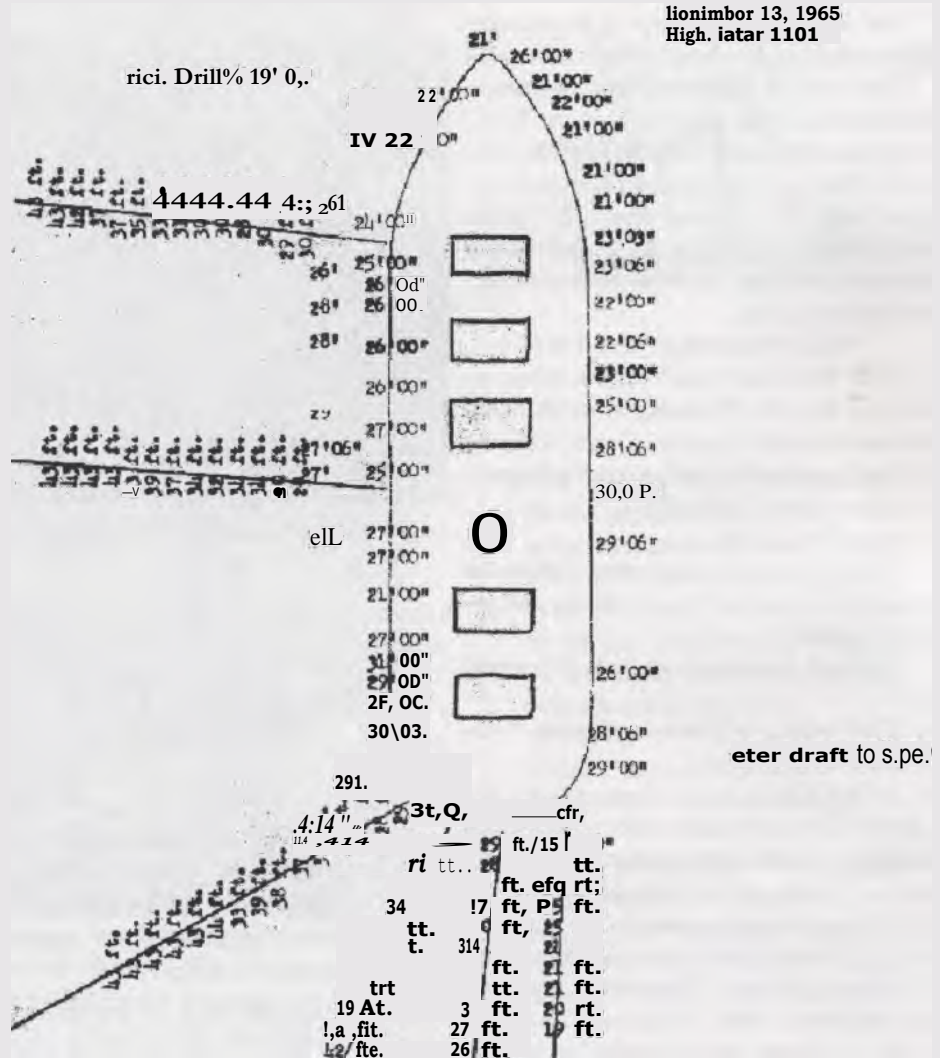
1315 **Cable** anchored in position to lay the number three set of gear.

1325 Sent the running line to the **Cable** for the end of the number three set of gear.

1400 End of the number three set of gear onboard and made fast. **Cable** preparing to lay same.

1412 **Cable** planted the number three set of gear approximately thirty degrees off port quarter in 46 feet of water.

1418 **Cable** anchored and started to



Sounding sheet of the Jablanica.

prepare the number four set of gear.

1600 Cloudy, gentle northeast breeze, small sea.

1625 Sent the running line to the **Cable** for the end of the number four set of gear.

1640 The end of the number four set of gear on board and made fast. **Cable** preparing to lay same.

1655 **Cable** planted the number four set of gear approximately twenty degrees off the port quarter in 46 feet of water.

1700 Ceased work, supper served.

1725 Salvage crew boarded ship preparing to take on board the **Cable's** tow line.

1748 Started to heave the **Cable's** towline onboard through the port quarter chock.

1800 At low water the ship's draft was 18' 00" forward, 27' 08" aft.

1802 **Cable's** towline on board and made fast. Salvage crew heaved the beach cables

tight.

1900 Salvage crew boarded the **Cable** to await time for pulling on vessel.

2235 Salvage crew boarded the ship and started heaving on beach gear.

2240 Vessel's draft at present 19' 10" forward, 29' 01" aft.

2300 **Cable** hove up anchor and started pulling on ship.

Monday November 15th 1965

Day begins with **Cable** pulling on wreck and the salvage crew heaving on the beach gear.

0019 Ship's draft at high water 20' 02" forward, 29' 06" aft.

0100 **Cable** stopped pulling and anchored off with the towline out. Salvage crew stopped off the beach cables. Note--There was no movement to the vessel and the anchors were not holding. Ceased work.

0530 Breakfast served.

0600 Deck and salvage crew resumed work.

0615 Salvage crew boarded the wreck.

0820 Let go **Cable's** towline. Preparing to put backing anchors on the numbers one, two, three, and four sets of gear.

0800 Light northerly breeze, overcast, small sea.

0845 **Cable's** anchor up.

0900 Hooked into the number 2 set of gear.

1040 Replanted the number 2 gear with backing anchor.

1100 Hooked into the number 3 set of gear.

1200 Lunch served.

1200 Overcast, light easterly breeze, small sea.

1215 Resumed work.

1315 Replanted the number 3 gear with backing anchor. Crew hoisting the two ship's bower anchors from lower hold to be used as backing anchors.

1535 Hooked into the number 4 set of gear.

1645 Replanted the number 4 set of gear with backing anchor.

1650 **Cable** completed putting on backing anchors and relaying same

1710 Sent running line to **Cable** for towline.

1725 **Cable's** towline on board and made fast. Salvage crew heaved the beach wires tight.

1745 Salvage crew to **Cable** for supper.

1800 Ceased work. Supper served.

Tuesday November 16th 1965

Day begins with **Cable** anchored and the towline out to wreck.

0000 Called all hands. Preparing to pull on vessel.

0025 Salvage crew boarded wreck.

0030 Ship's draft 19' 11" forward, 29' 06" aft.

0035 Salvage crew heaving on beach gear. **Cable** pulling full speed on towline.

0134 At high water the ship's draft was 20' 01" Forward, 29' 08" aft.

0230 **Cable** stopped pulling and anchored. Salvage crew stopped off the beach gear. Note Ship swung three degrees from 197 to 200 degrees.

0235 Salvage crew boarded the **Cable**.

0600 Turned to, Salvage foreman to wreck.

0615 Let go **Cable's** towline.

0625 Hoisted port motorboat.

0635 **Cable's** towline on board.

0640 **Cable's** anchor up, proceeding towards Miami.

0748 Miami entrance buoy #2 on beam.

0800 Pilot Jackson. on board.

0800 Gentle Northeasterly breeze, partly cloudy, small sea.

0910 **Cable** made fast to head of pier #3 at Miami, Florida.

1300 Started to rig the #3 boom on the **Jablanica** for the clam shell bucket. This is in preparation for discharging cargo.

1430 Pilot LeCain on board the **Cable**. Cable finished taking water and stores.

1455 **Cable** cast off from pier #3.

1535 Pilot off.

1542 Miami entrance buoy #2 abeam.

1555 Fowey Rocks Light abeam.

1633 Tug **Anita** with barge **Putnam** arrived at **Jablanica**.

1715 **Cable** made fast to the starboard side of **Jablanica** to supply 50 tons of fresh water.

Note Crew on **Cable** breaking out clam shell bucket and coal tub for discharging cargo.

1845 Transferred the two clam shell buckets and the coal tub on board. Started to rig to discharge the chrome ore from the #3 hold.

2100 Finished giving the **Jablanica** 62 tons of fresh water.

2115 **Cable** cast off from alongside the **Jablanica** and proceeded to anchor,

2145 Started discharging cargo from the #3 hold of the **Jablanica** to the barge **Putnam** located on the starboard side.

2230 Salvage crew left for the **Cable**. **Jablanica's** crew discharging the cargo.

Wednesday November 17th 1965

Day begins with the **Cable** at anchor off the wreck. Ship's crew discharging cargo from the #3 hold to the barge. Note

0800 Approximately 150 tons of chrome ore discharged.

0810 Salvage crew on board the wreck. **Cable** preparing to put towline to wreck.

0845 **Cable's** towline on board the wreck and made fast.

0847 **Cable's** anchor up paying out #3 towline.

0852 **Cable** anchored with towline out.

0855 Salvage and deck crew of **Cable** started to discharge cargo.

1200 Lunch served.

1200 Clear sky, light northwest air, smooth sea.

1215 Resumed work. Salvage and deck crew returned to wreck and started to discharge cargo.

1230 Approximately 300 tons of cargo discharged from #3 hold.

Note There are 8 men on the barge using shovels to trip the cargo so as to keep the barge on an even keel.

1235 Note Deck steam line on forward deck parted and discharging had to cease until the length of pipe was taken to the **Cable** and repaired.

1405 Ship's draft 20' 05" forward 30' 00" aft.

1407 Motor boat returned with broken steam pipe,

1515 Steam pipe secured. Continued to discharge cargo.

1600 Gentle northwest breeze, cloudy, small sea.

1645 Salvage crew ceased discharging. At this time the total amount of cargo discharged was 325 tons.

1700 The ships crew started discharging from the #3 hold to the barge.

1700 **Cable's** crew secured. Supper served.

Thursday November 18th 1965

Day begins **Cable** anchored and towline to the wreck. Ship's crew discharging from the #3 hold to the barge **Putnam**.

0230 Called out the salvage and deck crew.

0300 Salvage crew boarded ship, preparing to pull.

0305 **Cable** pulling full speed, salvage crew setting up on beach gear.

0315 Ship's draft 20' 06" forward 30' 00" aft.

0320 Ship's draft 20' 08" forward 29' 11" aft.

0359 High water. Ships draft 20' 08" forward 29' 10" aft.

0400 Gentle northwest breeze, clear, small sea.

0435 **Cable** stopped pulling. Salvage crew stopped off beach gear. Swung stern 2 degrees. Now heading 203 degrees.

0440 Salvage crew left for the **Cable**. Ship's crew discharging cargo.

0440 **Cable** anchored.

0800 Ceased discharging to barge from hold. Discharged a total of 741 clamshell buckets or approximately 650 tons on barge.

0805 Diver preparing to examine the sand line of **Jablanica**. See diving log.

0925 Tug **Anita** left with the loaded barge **Putnam** for Miami. Approximately 650 tons.

0935 I boarded the **Cable** and ordered the numbers 4, 3 and 2 gears replanted nearer the reef or more astern of the wreck.

0950 Let **Cable's** towline go.

1000 **Cable** towline on board.

(Continued on page 6)

(*Jablanica* from page 5)

1000 I called the New York office and reported conditions and ordered another barge.

1015 *Cable's* crew preparing to reset gear.

1045 *Cable's* anchor up.

1055 Hooked into number 4 gear.

1200 Lunch served.

1215 Resumed work.

1300 Replanted number 4 gear.

1318 Hooked into number 3 gear.

1500 Replanted number 3 gear.

1519 Hooked into number 2 gear.

1624 High water. Ship's draft 20' 03" forward 29' 08" aft.

1655 Replanted number 2 gear.

1700 *Cable* anchored in position to pass towline,

1720 Towline made fast on stern of wreck.

1740 *Cable* anchored. Supper served,

1800 Mostly cloudy, light northerly airs and small swells

1800 Salvage crew boarded wreck to set up on beach gear.

1850 Salvage crew left for *Cable*. Ceased work.

Friday November 19th 1965

Day begins with *Cable* anchored with towline out to wreck.

Note 0330 Tug *Dottie* with barge *BT* 280 arrived alongside the *Jablanica*. The tug and barge are owned by The Marine Exploration Co. Inc., 3642 NW North River Drive, Miami, Florida.

0330 Called out salvage and deck crew.

0348 Salvage crew boarded wreck preparing to pull.

0400 Light northeast wind, small sea.

0400 Ship's draft 20' 02" forward 28' 09" aft.

0400 *Cable* started pulling on ship. Salvage crew taking strain on beach wires.

0501 At high water the ship's draft was 20' 08" forward 29' 09" aft

0525 Stopped pulling. *Cable* anchored. There was no movement to the ship. Salvage crew preparing to discharge cargo from the number 2 hold.

0605 Salvage crew started discharging chrome ore from the number 2 hold to the barge on starboard side.

0730 Salvage crew ceased discharging for breakfast.

0800 Gentle northwest breeze, clear sky, small sea.

0810 *Cable's* salvage and deck crew boarded ship and started to discharge cargo from the number 2 hold to the barge.

0955 I called Capt. Thurman in New York and reported conditions.

1200 Lunch served.

1215 The *Cable's* crew returned to the wreck and continued to discharge cargo.

1513 Capt. Thurman called Capt. Rosso and gave the following information: When *Cable* floats the *Jablanica* and her draft is less than 28' 6" feet she is to berth at Dodge Island.

1600 Light southeasterly breeze, smooth sea.

1800 The salvage and deck crew of the *Cable* stopped discharging. They then boarded the *Cable* and ceased work.

1805 Ship's crew started to discharge from the number 2 hold to the barge.

Saturday November 20th 1965

Day begins with *Cable* anchored with towline out to the wreck. Ship's crew discharging cargo from the number 2 hold to the barge *BT* 280. Note tug *Dottie* standing by the barge.

0530 Salvage crew boarded the wreck and relieved the ship's crew discharging cargo.

0554 At high tide the ship's draft was 20' 03" forward 29' 08" aft. There was no movement to the ship.

0730 Breakfast served.

0800 Salvage and deck crew returned to the wreck and continued to discharge cargo.

0830 Capt. Rosso received a call from Mr. Matusel concerning a barge.

1038 Capt. Rosso received a call from Capt. Thurman regarding barges and diver's examination. Capt. Thurman advised that the diver's examination be made outside the harbor since the customs will set a time limit on how long the *Jablanica* can stay in port.

1155 *Cable's* crew ceased work.

1200 Lunch served.

1300 Resumed work and continued discharging cargo.

1600 Clear sky, light southwest winds, smooth sea.

1810 Stopped discharging cargo. Started to cover up hatches on barge. There is on board the barge 750 tons of chrome ore.

1815 I ordered the *Cable* to be ready to pull when the crew came on board.

1840 Tug *Dottie* left from alongside and towed the barge *BT* 280 to Miami, Florida.

1850 Salvage crew on board heaved the beach cables tight.

1900 *Cable* pulling full ahead on towline.

2020 *Cable* stopped pulling and anchored. Salvage crew fleeting the beach gear. Note Ship came astern approximately 80 feet. Heading 202 degrees true.

2045 All hands knocked off.

Sunday November 21st 1965

Day begins with *Cable* anchored with towline out to the wreck.

0500 Called out all hands.

0530 Salvage crew boarded vessel.

0540 *Cable* hove up anchor and started to pull on ship. Salvage crew taking heavy strain on beach gear.

0545 Ship's draft 20' 08" forward 29' 00" aft.

0600 Ship's draft 20' 08" forward 29' 02" aft.

0647 At high water the ship's draft was 21' 00" forward 28' 09" aft.

Note Ship hung on 26 ft. spot on port quarter of stern. Started to shift fuel oil from number 6 to number 1 double bottom tanks.

0825 *Cable* stopped pulling. Salvage crew stopped off the beach cables. No movement to ship.

0903 Taking soundings around wreck. See sketch.

0906 Salvage crew fleeting beach gear on wreck.

1105 Finished taking soundings.

1130 I called Capt Thurman in New York and reported conditions. I also ordered another barge to be sent out.

1200 Lunch served.

1220 Started rigging clamshell. bucket to discharge cargo from the number 4 hold.

1545 Captain Thurman called and reported that at the present time there was no barge available.

1600 Finished rigging for discharging from the number 4 hold. Ceased work.

1630 Note -The master informed me that the ship was low in fresh water. I ordered the *Cable* to contact the New York Office and advise.

1650 Capt. Thurman called Capt. Rosso regarding barge.

Monday November 22nd 1965

Day begins with *Cable* anchored with towline out to wreck. awaiting barges to discharge from the number 4 hold.

0500 Called out the salvage crew.

0600 Salvage crew boarded the wreck.

0620 Tug *Anna D* arrived with barge *D*

8. The barge was made fast abreast tIT I

number 4 hatch. The tug and barge are owned by Des Rocher Towing Company,

Address 3660 N.W. North River Drive,

Miami, Florida.

0645 Started to discharge from the number 4 hold into the barge D 8.

0730 Salvage crew ceased discharging and had breakfast.

0800 Gently southeast breezes, small sea.

0805 Ship's draft 21' 00" forward 28' 10" aft.

0810 Cable's crew continued to discharge cargo.

1155 Knocked off for lunch.

1200 Lunch served.

1225 Cable's crew returned and continued to discharge cargo.

1600 Finished loading barge D 8. Total tonnage discharged to date is 1700 tons.

1605 Tug Anna D left with loaded barge D 8 for Miami, Florida. Salvage crew clearing decks to heave on beach gear.

1600 Partly cloudy, moderate southwest breeze, small sea.

1700 Supper served.

1805 Salvage crew boarded ship and started to heave on beach gears.

1815 Cable pulling full ahead on towline.

1816 Ship's draft 20' 07" forward 27' 07" aft.

1933 At high water the ship's draft was 21' 06" forward 27' 00" aft.

2007 Cable stopped pulling and anchored with towline out. Salvage crew stopped off beach gear. No movement to ship at this time.

2030 All hands knocked off.

Tuesday November 23rd 1965

Day begins with Cable at anchor with towline out to wreck.

0600 Called out salvage and deck crew.

0700 Turned to.

0709 Salvage crew boarded the wreck and prepared to pull.

0715 Ship's draft 21' 04" forward 27' 00" aft.

0850 Cable hove up anchor and started pulling full ahead.

0810 At high water the ship's draft was 21' 06" forward, 27' 02" aft.

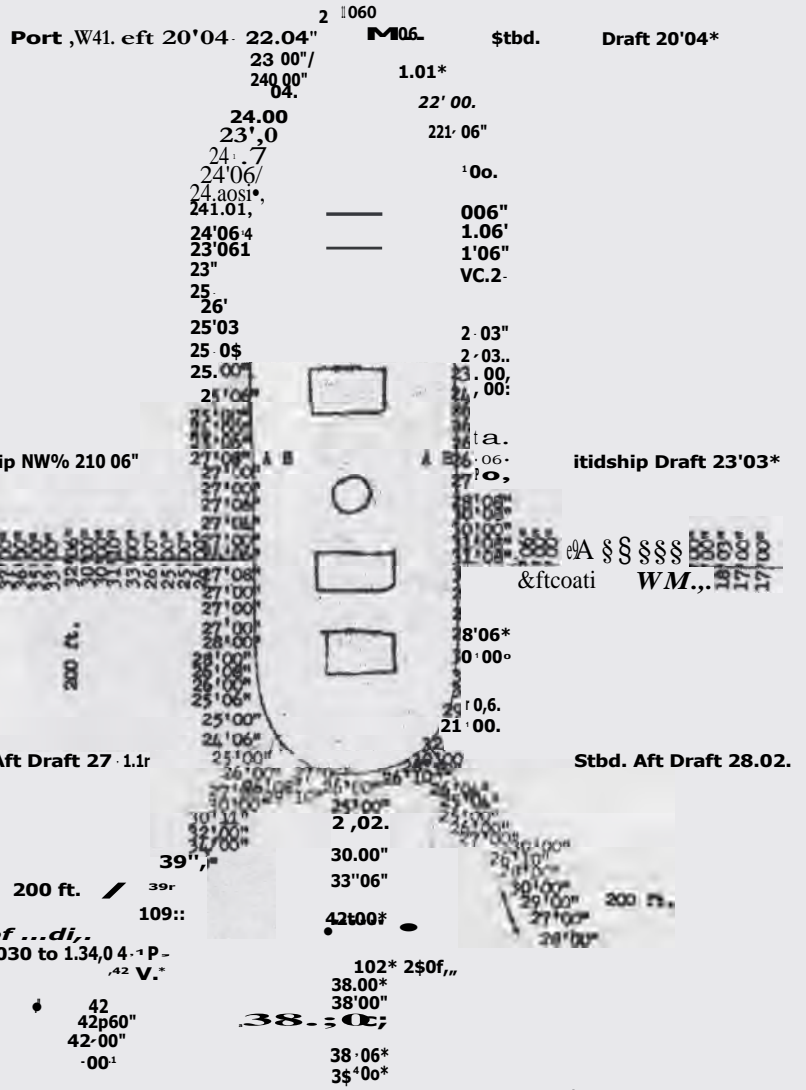
0850 Cable stopped pulling and anchored. Salvage crew stopped off beach gear, no stern movement. Vessel heading 209 degrees.

0850 Let go Cable's towline.

0905 Cable's towline on board.

0920 Cable's anchor up. Proceeding towards Miami for water to replenish the Jablanica. Note. Salvage master, foreman and diver remained on Jablanica.

1020 Miami entrance buoy number 2 abeam.



Sounding sheet for the Jablanica dated November 22.

1045 Pilot Zapf on board.

1120 Cable made fast alongside pier number 2 north side.

1200 Lunch served.

1200 Light northerly breeze, smooth sea.

1545 Finished taking fresh water.

Note. Crew of Jablanica breaking down ore in number 4 hold so that the clamshell bucket would be able to load more easily.

1625 Pilot Fernandez on board the Cable.

1640 Cast off from the dock.

1729 Miami entrance buoy number 2 abeam.

1850 Called out deck and salvage crew.

1915 Cable arrived and secured to the port side of the Jablanica to give her water.

2210 Cable finished supplying 64 tons of water to the Jablanica.

2220 Cable cast off from side of Jablanica and anchored.

Wednesday November 24th, 1965.

Day begins with Cable at anchor near

the Jablanica.

0600 Called all hands.

0700 Turned to and launched motorboat.

0712 Salvage crew to wreck and to heave aboard Cable's towline.

0720 Ship's draft 21' 06" forward 27' 00" aft.

0722 Sent running line to Cable to heave aboard the towline.

0745 Cable's towline on board and made fast. Salvage crew setting up on beach gear.

0750 Cable's anchor up. Pulling full ahead.

0830 Ship's draft 21' 07" forward 27' 07" aft.

0852 At high water the ship's draft was 21' 08" forward 27' 08" aft.

Note. Transferring oil from #5 to #3 double bottom tanks.

0950 Cable stopped pulling and anchored. Salvage crew stopped off beach (Continued on page 8)

(*Jablanica* from page 7)

gear.

Note. Awaiting the 4th barge.

1015 Motor boat left with diving crew from alongside *Cable*. See diving report.

1020 Capt. Rosso called Mr. Varnum in New York and reported conditions. Mr. Varnum advised that a barge was on the way from Miami.

1030 Note. Found rudder of *Jablanica* to be shoved up about 4 1/2 inches. I sent the diver down to inspect the rudder and make a sand line inspection to see where the vessel was resting on the bottom.

1050 Diver up. He reported that he found the rudder to be shoved up. The skeg was okay but resting in the coral. See divers log.

1150 Tug *Anita* arrived with barge *Mohawk*. The barge was placed abreast of number 1 hatch.

1200 Lunch served.

1220 Salvage and deck crew boarded the wreck and started to discharge chrome ore into the barge *Mohawk*.

Note. Filled the forepeak tanks with salt water to put the bow down and lift the stem.

1600 Partly cloudy, light northeast breeze, slight sea.

1650 Stopped discharging cargo. Crew left for *Cable*. Up to this time 110 tons of cargo had been loaded in the barge.

1700 Supper served.

Note. Total cargo discharged to date 1840 tons.

1725 Salvage crew returned to wreck and prepared to cast off barge to start pulling. Tug *Anita* towed the barge *Mohawk* away from the side of the wreck.

1815 *Cable* hove up anchor and started pulling full ahead on wreck. Salvage crew heaving on beach gear.

Note. Due to poor telephone reception an inch and five eighths by 600 ft wire cable was parted when ship floated.

1830 Floated ship. Let go beach cables. *Cable* towing wreck off shore.

1915 Let *Cable's* towline go so that it could be shifted from the stern to the bow. Wreck unable to be steered.

1950 Towline made fast on bow of wreck.

Note. Floating draft 22' 06" forward 26' 08" aft.

1955 *Cable* towing the *Jablanica* towards the Miami Sea Buoy.

2015 Capt. Rosso called Capt Thurman and reported the floating of the *Jablanica*.

2210 Anchored the *Jablanica* in the anchorage above the Miami buoy number 2. *Cable* anchored.

2215 Let go *Cable's* towline.

2230 *Cable's* towline on board.

2230 Salvage crew left for *Cable*.

2245 All hands secured.

Thursday November 25th, 1965

Day begins with *Cable* and *Jablanica* anchored north of the Miami entrance buoy number 2.

0805 Launched the port motor boat. Breaking out diving gear.

0830 Launch with diving gear alongside the *Jablanica*.

0845 Diver down to make an examination.

Note. Deck crew of *Cable* on board the wreck making up beach gear. Soundings of cargo holds and double bottom tanks show vessel not to be leaking.

1130 Diver up and reported finishing examination of the bottom. See divers log.

1145 Crew returned to the *Cable* for lunch.

1200 Lunch served.

1300 Turned to preparing to pass towline to wreck. Salvage crew started to take off ring to clamshell bucket.

1330 Awaiting harbor tugs to assist vessel into Miami harbor.

1510 *Cable* shifted anchorage to pass towline to bow of *Jablanica*.

1515 Tugs *Edwin Belcher* and *W. C. Smith* on scene.

1530 Pilot Jackson on board *Cable*.

1535 *Cable's* towline made fast to bow of wreck.

1545 *Cable* and two harbor tugs towing ship into Miami Harbor.

1600 Miami entrance buoy number 2 abeam.

1715 Let go *Cable's* towline.

1720 Towline on board *Cable*.

1745 *Jablanica* secured to Dodge Island in Miami, Florida. Tugs left scene.

1800 Mostly cloudy, light variable airs.

1815 *Cable* secured to starboard side of wreck, preparing to take off gear.

2230 All salvage gear off wreck and stowed. All hands knocked off.

Friday November 26th, 1965

Day begins with *Jablanica* secured to the Dodge island and the *Cable* alongside.

0600 Called all hands.

0630 Turned to.

0635 *Cable* cast off from *Jablanica* and proceeded out of Miami Harbor to recover gear.

0730 Breakfast served.

0800 Mostly cloudy, light northeasterly breeze, slight sea.

0920 Hooked into number 4 gear.

1120 Number 4 gear secured.

1125 Hooked number 3 gear.

1200 Lunch served.

1215 Resumed work.

1310 Number 3 gear recovered.

1405 Hooked into number 2 gear.

1550 Number 2 gear recovered.

1611 Hooked into number 1 gear.

1740 All gear recovered. Hoisted motorboat.

1815 *Cable* proceeding toward Miami, Florida.

1915 Miami entrance buoy number 2 abeam.

2014 *Cable* all fast to Dodge Island in Miami, Florida. Crew stowing gear.

2045 All hands secured.

Saturday November 29th, 1965

Day begins with *Cable* tied up ahead of the *Jablanica* Dodge Island in Miami, Florida. Awaiting orders.

0800 All hands turned to stowing gear on *Cable*.

1200 Lunch served

1345 I received orders from Mr. Varnum for the *Cable* to proceed to Key West, Florida. I made three undated copies of the Certificate of Delivery and gave them to our agent Mr. Matusel.

1400 Note Chief engineer had gone to Key West, Florida.

1700 Supper served.

2050 *Cable* cast off from dock proceeding to Key West, Florida.

2130 Miami entrance buoy number 2 abeam.

Sunday November 28th, 1965

Day begins with *Cable* enroute to Key West, Florida.

0403 Alligator Reef Light abeam. Speed 11.7 knots.

0840 American Shoal Light abeam. Speed 11.7 knots.

1045 Key West Main Channel sea buoy abeam.

1150 *Cable* fast to station berth in Key West, Florida. *Cable* assisted in docking by Navy tug Number 383. *Cable* was maneuvering with one shaft.

Upon arrival I called the New York Office, Mr Fred Hallbauer, Capt Petersen, U.S. Coast Guard and U.S. Navy.

Totals for *Jablanica*.

Steaming 2 days 18 hours 00 minutes,,,,,

Pulling 17 hours 30 minutes

Total 3 days 11 hours 30 minutes Distance 359 miles.

E.B. Mumford, Savage Master M / V *Cable*.



(Whitehead from page 1)

keeping me at home that at last consented to have me accompany him to Key West in the autumn of that year. This was an eventful step. A trip as far north as Glen Falls, for which I obtained the necessary funds through a prize in a lottery, a jaunt at my brother's expense in 1827 as far south as Baltimore, an excursion to Catskill Mountain House and some other places in company with my brother and Sister Emma in 1828 and New York, had been the extent of my travels from home. "Going to sea" therefore was a most important and novel event. We embarked in October on board of a small miserably-provided Brig, whose cabin barely held the three or four passengers and whose table, having a piece of old sail for a cloth, offered little to alleviate, but to provoke, the sea-sickness to which I soon became a victim. Nothing remarkable occurred on the voyage and probably, in my letter to Miss Brinley, may be found an account of it, as she was made many years the depository of every important circumstance affecting me.

The principal object my brother had in view in taking me to Key West, was my initiation under his instruction into mercantile life. I had imbibed some taste for the sciences and been induced to read scientific books from my associations with Bradford and an eccentric young man by the name of Andrews, a son of the Presbyterian Minister of Amboy, who was studying medicine. - Andrew subsequently became very generally known as the inventor of several things which for a time had some notoriety, such as a portable copying port folio, a peculiar pad-lock, a wickless lamp, and spent a great deal of time later in life in an attempt to construct a flying machine. Although some years my senior, I always found him very willing to encourage and guide me. At one time a small literary Society was formed having for one of its objects the study of Chemistry, and I remember with what zest I used to manufacture oxygen in my mother's parlor with the aid of an old gun barrel, some salt petar and the tub in which her tea-things were washed, much to the interest of the family. My love for Nature and all natural phenomena has always led to a fondness for scientific pursuits but alas - from want of time and opportunities I have never attained to any proficiency in them. But as among other things which I had taken up and studied by myself, had been "Land Surveying." I was qualified,



*John Whitehead. Photo credit: Monroe County Library.*

he thought, to run out the dividing lines between the respective lots and positions of the four proprietors of the island; as they had had it surveyed and a division of lots made according to a map, by one Barnum (a connection of the showman of that name).

On inquiry, however, I found that the map, so-called, was a very crude affair, giving no information as to courses and distances, and unaccompanied by any returns from which the necessary data could be derived. A new survey was therefore found to be necessary before the proprietors could identify their respective lots. Taking as an assistant an old sea-captain by the name of Otis, I set about the task with some misgivings, but my want of experience made me more careful and exact probably than a more competent surveyor would have been. The whole island was traversed, intersected with lines, and corners of sections and plots designated by stakes, to the satisfaction of all and the

correctness of my survey or of my maps - one being furnished to each proprietor - I never heard questioned. For the work I received \$400, but how much of that sum I gave to my assistant I do not remember. Old Otis, my assistant, was a very simple hearted, kind, confiding personage. The last mentioned trait being manifested by the manner in which he treated the prisoners under his charge, as he held the office of Town Jailer. There were only two in confinement at the time and one of them he allowed to come out occasionally and go with us on our tramps, rendering such assistance as he could. On one occasion a drunken vagabond who had been guilty of some offense entitled him to be taken care of in the jail, accosted Otis in the street, and demanded to be taken thither. Otis being busy at the time, endeavored to put him off, but he persisting, the old man said "Well - if you must go - just go to the jail and knock at the

(Continued on page 10)

(Whitehead from page 9)  
 door and Jacob will let you in" - Jacob being one of the prisoners who, after being locked in, had the keys passed to him through a window that he might act as jailer for any applicant for admission. Otis, subsequently married a young girl; and your grandmother and I have often laughed at the bridal visits they paid, going from house to house and receiving presents of oranges, cake etc. His wife eventually left him after playing on him all sorts of pranks. He complained at one time that when playing blind-man's buff with his wife and her young male companions they would get him blind-folded and then they would be so still he never could find them - when the fact was, they would skip out of the room and go and enjoy themselves elsewhere confident that the old man in the honesty of his heart would be groping about for them for an indefinite time. - Our work field was finished on the 4th March 1829 - the day that President Jackson was inaugurated at Washington - two events, which however assimilated they may appear now, were to the boy of 19 of almost equal importance.

I remember that the sedentary work of drawing the maps, following the continued service in the field upon my feet, led to the swelling of my limbs to a very serious extent, occasioning me, in connection with the bites of chigoes and other insects, a great inconvenience. At one time in consequence of these bites I had more than 150 ulcers, large and small, from my knees downward, some leaving their scars behind them to this day.

When my survey was concluded I went on a visit to Cuba and enjoyed a stay in Havana of several days in company with my brother, contracting while there, the Varioloid which prostrated me for a week to ten days after my return to Key West, but the attack passed off in time for me to return to New Jersey in May, arriving at home on the 12th - my father's birthday and wedding day — and great was the rejoicing. My brother contracted the disease from me, having occasion to return to Havana, was taken down with it there, but having had the small-pox by inoculation in his youth it passed off in a few days so that he returned north with me. A good hearted man, whose name I now forget, but who was some relative of Miss Sarah Williams of Newark, a sea-captain I believe, having no fear of the disease, used to come to my room frequently and suf-



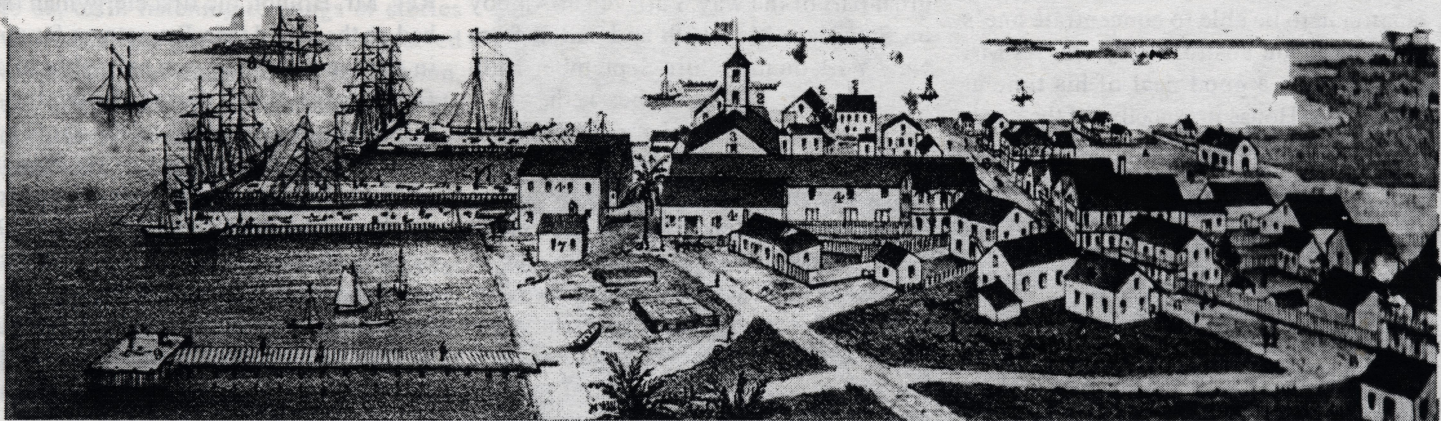
*Senator Stephen Mallory. Photo credit: Library of Congress.*

fered the penalty of his boldness. He took the Varioloid and after we had reached home, I regretted to learn that he had died, in a relapse which he had after I left.

In the autumn of 1829 I sailed with my brother for Havana, narrowly escaping shipwreck on the Double Headed Shot-Keys on the way. (During the summer of 1829 I passed some time in New York taking lessons in the Spanish language but I never made much progress in its acquisition.) We did not leave Cuba for Key West until some time in January, and I spent the Christmas holidays in the country with some friends of my brother's named Fallon, on their Cafital, La Calma. This was a delightful visit to me and there is some account of it written at the time in a volume of "Peregrinations" somewhere in my library. It was also made the subject of several articles, subsequently, published and which are bound up, among my books in the Newark Daily Advertiser.

I again reached Amboy in April 1830, and in November of that year I received the appointment of Collector of the Customs for the Port of Key West, through the influence of my brother and his friend Col. Simonton. I had become acquainted with some of the details of out-door Custom House work, having acted as a temporary Inspector at the discharge of some of the vessels of Thos. H. Smith loaded with tea from China - I think this was in 1827 - Mr. Smith having had some differences

with the Collector at New York in relation to the sufficiency of his bonds-men, had his vessels entered at Perth Amboy, the Collector there, Robert Arnold, being very willing to accept any names in order to insure the business. The "Bruen Stores" were built at this time for the accommodation of the tea. It was with some diffidence that I ventured to enter upon duties with which I was, not familiar, and at so early an age, but my brother overcame my scruples and although my passage out to the island was much delayed, yet, before I was fully twenty-one years of age I was in discharge of the duties of the office, clothed with the authority of a government officer. My passage to the island on this occasion was made from Baltimore, onboard a vessel that stopped near Chester, on the eastern shore of the Chesapeake Bay, to take in a family immigrating to Jacksonville, Florida, then in an embryo state. This visit to the St. John's River was an interesting episode in the voyage, although it was greatly prolonged in consequence, so that my friends at home were considerably alarmed for my safety before they received the news of my arrival at Key West. I was not again in Jacksonville until the Spring of 1870 - when I went to join your Uncle William; just before his death. - All of course was strange, the small settlement of only a few houses changed into a large town, and wharves and shipping lined the shores



*The other half of Key West from William Whitehead's sketch of 1838. This is looking east to the end of Front Street on what is now Key West Bight. Photo credit: Monroe County Library.*

where forty years before the little schooner on which I was a passenger was the only vessel to be seen. After some research and inquiry I found the house in which I had stayed in 1830, and found it undergoing repairs, time having as effectually set his seal upon it as upon me.

It was on the 23rd January 1831 that I assumed the duties of Collector of the Customs at Key West. My predecessor, Mr. A. S. Thruston had left the island some time before my arrival, his deputy, a brother of his and quite a young man, being in charge of the office. He immediately retired, leaving me, without any actual experience, to become acquainted with all the details of the business the best way I could. There was one Inspector of the Customs, a man twice my age, by the name of Eastin, who continued in office, and a boat's crew of four men, but all the indoor duties and arrangements devolved upon me at once. My brother John fortunately arrived the day after I did so that I had the benefit of his counsel. The first thing I had to do was the appointment of a deputy, a most important act, as so much depended thereon as regarded both the business of the office and my own comfort. There were eight applications for it within the first twenty-four hours. I selected a lawyer by the name of Pinkham, a man of gentlemanly bearings and fair education, but one who had had no experience at all in commercial matters, wrote an indifferent hand, and knew nothing of business firms or accounts. It is somewhat surprising that under these circumstances we should have harmonized so well; for I do not remember ever having any quarrels or even dif-

ferences of opinion with him, as he ever recognized my authority, and had sense enough to perceive that although much younger than himself I knew more than he did of what was necessary to correctness and efficiency in the discharge of the duties of his office. He continued in the position until April 1833, when he fell in a duel fought with a physician who had exasperated him by calling in question the propriety of some of his acts during the previous summer, while I was absent at the North. His wounded honor was healed by his giving up his life. He was succeeded by Mr. Adam Gordon, to whom I gave the position at the request of Judge Webb of the U.S. Court for that District, he having known him in Pensacola. He held the office during the remainder of my residence at Key West and when I left, through the influence of myself and friends, he succeeded me as Collector. Mr. Gordon subsequently moved to New Jersey, where he died, and his widow and some of his children you have known. His acquaintance with me had an important influence on the whole of his life, as previously, he had no connection with New Jersey nor acquaintance with persons residing in this state.

In 1832 Mr. Eastin having been appointed United States Marshal, resigned the Inspectorship and I gave it to Stephen R. Mallory, son of Mrs. Ellen Mallory who kept the only respectable boarding house on the island; neither he nor I having the least idea to what prominence he would attain in consequence. He was a fellow passenger on the vessel that took me to Key West the first time, in October 1828,

being then on his way back to his mother from a school he had been attending at Bethlehem, Penna. He was two or three years younger than myself; and from my having taken my meals at his mother's we had considerable intercourse. He was intelligent and had made good use of the opportunities for improvement afforded him, but the four years which had elapsed since his return to Key West, had been spent in idleness, or on expeditions after game or fish on the adjoining islands or the mainland. The appointment I gave him was his salvation.

You have seen the pencil sketch of the Custom House, - the main building was allowed the Collector for his residence, the small building annexed was the Office so that whatever leisure hours or minutes were afforded me from business - and in those days there were many - could be enjoyed in the midst of home appliances, and I am glad to say that they were not unimproved. While I kept up a pleasant intercourse with the government officers and merchants, I was too well assured of my own deficiencies to allow my time to be frittered away. A course of solid reading was pursued to advantage, and whatever works of a lighter character were indulged in, they were always read critically, their errors noticed, and their beauties and moral teachings marked. My library was not yet of much account, but as I scrupulously read all the articles in the four prominent English Reviews, the works of reference I possessed were constantly referred to, so that, whatever might be the subject under review, I endeavored to throw upon it all

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(Whitehead from page 11)

the light I could obtain; and I think I demonstrated, to my own satisfaction at least, that it is not necessary to be a mathematician to be able to concentrate one's thoughts upon abstract subjects. As Mr. Mallory was a good deal of his time at the Custom House irrespective of the hours devoted to business, these literary pursuits of mine were not lost upon him. His love for reading and study revived, and he commenced a course which resulted, subsequently, in his taking up the Law as his profession. He succeeded Mr. Gordon as deputy Collector when that gentleman took the position I vacated, and when Mr. Gordon resigned in 1845, Mr. Mallory succeeded him as Collector. This gave him, in connection with his standing at the Bar, such prominence in the Southern District of Florida that, when in 1850 it was thought due to that section of the State to accord to it one of the United States Senators, he was selected and occupied that honorable position until Rebellion of the Southern States caused him to withdraw. He was appointed Secretary of the Navy of the Confederacy and held the office until the rebellion was suppressed. He then returned to Key West, resumed the practice of the law, and died in Pensacola on 9th November, in 1873, age 60. His widow is still living (1881) at Pensacola. They had two sons and two daughters.

A recent publication of an address delivered at Key West on the 4th July 1876, has put in print considerable information relating to my public life while a resident on the island. I was at one time Mayor and held other local offices and brought with me the good feeling, at least, if not the friendship of all I left behind me. It may afford you some entertainment to advert to some of the events of my private and social life during my stay there.

For a year or more I took my meals at the house of Mrs. Mallory to whom I have alluded, but as I had furnished the Custom House comfortably I slept and spent my leisure time under its roof. During the early part of 1831, I shared its comforts with the family of Major James M. Glassel, who arrived in February in command of some United States Troops, and remained under it until June, when quarters were prepared for them in another part of the island. The next year, 1832, I spent part of the summer in Amboy - I left the island April 7th via Charleston, arriving

there on the 12th. I went via Columbia and Stage route to Washington arriving at the Capital on the 24th, part of the time being the only passenger in the Stage a great part of the way. I arrived at Amboy on Saturday, May 12th and sailed from New York on my return September 16th, reaching Key West October 12th.

The two or three weeks spent in Washington were enjoyed very much. It was my first visit, and I was the bearer of no less than twenty letters of introduction to prominent members of both Houses of Congress as well as to two or three members of the Cabinet, and were by them introduced to others, so that I became quite well known and received, for one of my age and attainments (being only twenty-two years old), considerable attention. I had a personal letter to President Jackson also, and having called upon him with Senator Dickinson of New Jersey, was through Mr. Donaldson, his Secretary, invited to dine with him in company with the Speaker of the House and several other distinguished gentlemen, and I remember with great distinctness the old gentleman's manners, conversation and pipe.

Joseph M. White, delegate from Florida and his accomplished wife, Senator Dickinson of New Jersey, Representative Aaron Ward of New York (with whom I called upon Mr. Hayne of South Carolina, then so prominent from his debate with Daniel Webster), Representative R. H. Wilde of Georgia, Author of the lines "My life is like the summer rose etc." and others, are especially remembered as treating me with great consideration and courtesy. You may wonder why I should have stayed so long in Washington, when peculiar attractions are to be presumed to have been drawing me to Amboy. I had two objects in view. One was the examination of some records containing matters calculated, it was thought, to effect favorably a claim my brother had against the Government for damages sustained by his property at Key West, while the island was occupied by Commodore Porter in 1822, 1823; and the other, to advance, if possible, some bills before Congress affecting the commercial interests of the island.

My visit to New Jersey added new ties and strengthened old ones; my sojourn in Amboy binding me closer than ever to the place and to those residing within it.

On my return to Key West in the autumn, I took out more furniture and household effects and commenced housekeep-

ing - one of my boat-hands officiating as cook, and another one as waiter - and during the winter was able to extend the hospitalities of the Custom House to the Rev. Mr. Brunot, the first clergyman they had on the island (Mr. Brunot was far gone in consumption and was only able to officiate a few times during the winter. In the spring he returned to his family in Pittsburgh died soon after), to Mr. Fleming of New Bedford, Mass., one of the proprietors, who died under my roof in December (For a notice of Mr. Fleming see the Key West pamphlet I have referred to.) I have come across an epitaph which he thought would suit my headstone - what prompted it I do not remember -

"Here lies W. A. W.

Who never more will trouble you"

I had visited Mr. Fleming at New Bedford the summer before, with a view to giving him information as to the possibility of Salt Manufacture in the island in which he, as one of the proprietors, was much interested. I little thought then that he would so soon thereafter die under my roof. He was only with me from Nov. 24th to 19th December 1832, and to my brother John, his wife and mother-in-law. They arrived on the 15th December 1832 and left for Havana January 26, 1833. MY establishment was a very comfortable one. I find in one of my letters to your mother's cousin, Catharine Brinley, the following comments on it. "Were you ever in a bachelor's establishment? If not you have no idea of all the comforts incidental to a life of single blessedness. There is no difference of opinion, the will of one is the law and every thing goes on smoothly. There is something, I acknowledge, about the one plate, the one tea cup, the one knife and the one fork, not altogether *comme il faut*, but that is a discrepancy your friends are always willing to do away with for you by rendering duplicates if not triplicate necessarys."

The amusements of the place were few and not to my taste being billiards, bowling and card-playing; for although the latter was engaged in occasionally, yet, not being a proficient in any game, I very soon preferred not playing at all rather than subject myself to frowns and exclamations from my partners. Chess was popular with a few and that served to relieve my ennui at times, and strange as it may seem to you, considerable attention was paid to my flute. The entertainments of that period were principally small supper parties

-the number of ladies on the island being very limited - when hours were spent in discussing the topics of the day, as the monthly mail may have made them known to us, or **in** listening to songs or stories with which the guests were each expected to enliven the occasion, and in potation, two often resulting in inebriation. A little black pony which I had, gave me my principal exercise, agreeable rides of an hour or more of an afternoon, affording relief to both mind and body.

The summer of 1834 worked a great change in my surroundings. I left Key West on the 1st May 1834 for home via Norfolk and reached there before the end of the month.

On the 11th August, 1834 **I** was married to your grandmother in old St. Peter's, very few friends being present - and in company with her cousin, Catharine S. Brinley, we went on a wedding tour which took in New Haven, Saybrook-Point, Newport, Boston, Lebanon Springs, Hudson and so home to your great grandfather's house at Amboy.

My sister Emma having died some months before, my father had resigned the Cashier-Ship of the Bank at Amboy, and in consequence of the loneliness of the house, with only himself and my mother constituting the family, he resolved to remove to Pittsburgh, Pa. and take up his abode with my brother Thomas, then residing there. Consequently, soon after my return from our wedding trip, **I** escorted them on their journey thither going by rail road as far as Columbia, Pa. and there taking the Canal (the railroad not extending to Pittsburgh) was several days reaching the termination of our journey. I returned by Stage all the way.

We sailed from New York for our island home on the 14th October and reached there on the 26th after a pleasant voyage. The introduction of your grandmother into the bachelor's establishment effected a great revolution in its management and added greatly to its attractions. There was scarcely an evening without visitors either male or female, our piano, the only one on the island contributing, under the manipulations of your grandmother, to their entertainment. Through her assistance and advice the Sunday School which had been established a few years previously, received a new impetus, a clergyman of our church, the Rev. Alack Burnet, being **in** charge of the parish, I having engaged him during the summer and, if I mistake not, he was



*William Whitehead. Photo credit: Monroe County Library.*

a fellow passenger out with us.

Unlike the majority of young wives now-a-days, your grandmother remained away from her family and friends, contented and happy until the summer of **1836**. During this period on the 21st June, 1835 Penelope, (our little Penelope as we at one time called her) the mother of most of you, was born; and in November 1835 your much loved "Cousin Bess" arrived at the island from Amboy to pay us a visit of some months. Seated on the piazza of the Custom House enjoying the trade winds, or occasionally taking a row about the harbor, or a walk upon the beach, our leisure pleasantly spent in reading, or in entertaining visitors that: the attractions of the Collectors house drew in considerable numbers, the months passed quickly away. This state of quietude, however, was considerably disturbed during the months of January and February 1836 by apprehensions of Indian outrages - all the settlements along the Florida reef being abandoned. On Key West a night-watch was kept **up** for some time, and on one occasion I was called up and marched off with some other gentlemen to hunt up the cause

of a mysterious sound in the woods like the beating of a drum which the excited imagination of the Captain of the Watch, thought an indication of the approach of the enemy, tho' why they should so considerably give us notice of their coming was not explained. The mystery was solved to my own satisfaction by finding a dog lying in the moonlight on the wooden top of a cistern and occasionally beating off fleas and mosquitoes with his hind legs, making the wooden top of the cistern resound as he struck it in the process. I found on my return home your grandmother and "Cousin Bess" waiting for me in a state of great anxiety, not knowing whither I had gone, or what dangers awaited them. "Cousin Bess" with her usual notions of propriety, had not permitted her alarm to prevent her putting on clean clothes so that she might be ready to leave at a moments warning - for what place she did not say.

It was on Monday the 16th April, 1836 that **I** embarked on a visit to the north taking my whole family, including an old

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colored nurse for the baby, and arrived at Charleston in time to leave on the steamer for New York on Saturday the 21st, and on the Wednesday following we were all safely in Amboy at the Castle; - your great grandfather's house being closed as he was at Washington, being then a member of Congress. On the return of his family we took up our abode with them.

The summer passed pleasantly and on the 26th September I left for Key West alone on board of a miserable vessel, I being the only passenger. The voyage, however, was short and on the 7th October I was once more in discharge of my duties.

Your Uncle William was born under his grandfather's roof in October, and in November your grandmother started for Charleston with her two children and old "Aunty". - I left Key West on December 3 to meet her at Charleston, and on arriving there on the 9th, was annoyed to find her at a hotel with the children, without any nurse. Some officious individual, on the ground that the laws of South Carolina prohibited the return of slave to the state, who had been even on a visit to a state where slavery was not recognized, caused poor "Aunty" to be arrested, taken away from her mistress and put in jail. You may imagine how disagreeably situated was your grandmother, with two young children, one of them not two months old, at a strange hotel in a strange city. On one of my voyages from Charleston to New York I had made the acquaintance of a Mr. Basot who held some position in the Post Office at Charleston, and not knowing how long your grandmother might be in the city before I should join her, I had written him a letter, asking his kind attention to her until my arrival. This letter was confided to the care of a friend for delivery, but he carried it with him to Washington so that it did not reach Mr. Basot until just before my arrival. On its receipt he immediately called upon your grandmother and having heard of her troubles, he at once interested himself in her behalf, and through Mr. Huger, the Postmaster, a gentleman of influence, the case was laid before Governor McDuffin, and the day after my arrival a peremptory order was received from him for "Aunty's" immediate release. It was his last official act, and it gave him great pleasure, he said in a letter to Mr. Huger, that it should be one releasing a lady from such an unpleasant position through a

mistake of a state official. The law applied only to slaves that belonged to South Carolina and not to such as merely happened to stop on her soil temporarily. Mr. Huger went with me in person with the order for the release of Aunty, and she was soon in charge again of her babies. We sailed from Charleston on the 17th December and arrived at our island home about the 28th.

For some time during the winter of 1836-37 Mr. & Mrs. Monter of Baltimore were our guests. Mrs. Monter was a daughter of the Rev. Mr. Bartow, who generally spent a part of each summer in Perth Amboy with some relatives (the Maureres), and in that way your grandmother had become acquainted with her. She is yet living somewhere on Long Island - "Daisy Lawn" was purchased from her brother Mr. Theodocius Bartow

During the summer of 1837 another visit was paid to the home of our youth but this time we left old "Aunty" behind. We embarked from the island in June on board a vessel direct for New York, having among our fellow passengers a personal friend, Mr. Henry Newcomb who had been on the island several years engaged in mercantile pursuits, his brother, Francis D. Newcomb having been an officer in the U. S. Army, connected with the detachment of troops that came to the island in 1831. Mr. Newcomb was an exceedingly pleasant gentleman with whom our intercourse was always very agreeable - and who from the intimacy that existed between us for some years, became known to the children, and was always spoken of as "Uncle Henry". He took especial charge of your Uncle William during this voyage, and when we landed at the Quarantine Ground, carried him in his arms to the Ferry boat which transferred us to New York.

My father had died in Pittsburgh on the 10th January preceding, and our object had in view by this trip north, was to see what I could do to promote my mother's happiness. To that end, I went to Pittsburgh shortly after our arrival at Amboy and brought her on to Newark, where she became a resident under the roof of her niece, Mrs. Baldwin, in company with her sister, Mrs. Crane.

We left New York on our return on board a small schooner on the 6th October, taking with us a white woman as nurse (Mrs. Pollock) whom your grandmother had come across at Amboy. This voyage was a very

trying one, a terrible storm which prevailed for some days off the coast of North Carolina, and in which the Steamer Home was lost with most of her passengers, obliging us to keep our berths for most of the time - your grandmother taking charge of one and I of the other of child - the nurse, from sea sickness, being utterly incapacitated from attending to either. The repetition of Mother Goose's melodies for the children's amusement so fixed them in my memory that I have never forgotten them since. Part of the time the sea was so terrific that it was impossible to keep a fire in the Cook's galley, and we had to be content with hard crackers and such meats as happened to be cooked. When we subsequently learned of the dreadful disaster to the "Home", which must have occurred in about the same latitude, our hearts beat with additional gratitude to our Heavenly Father, that we in our little schooner should have been preserved, while the large Steamer with its hundreds of passengers should have been lost. The gale, however, did not prolong our voyage, for we arrived at Key West on the 16th October, having had only a ten days passage.

Shortly after our arrival we were surprised to learn from Mr. Newcomb, **the at the north, that he had been getting married, and** it gave us pleasure, in a short time, to **receive him and** his wife beneath our roof for **the** winter, as our guests. Mrs. Newcomb was **an** exceedingly quiet and otherwise uninteresting person, although amicable and intelligent, and we always wondered why he should have been attracted to her unless, from the kindness

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of his heart, he wished to benefit her health by bringing her to Key West, for she had been for a long time an invalid, and continued to be so until her death which occurred Feb. 21, 1872.

I may here say that in 1867 -some years after we were established in Newark, Mr. & Mrs. Newcomb paid us a visit, lasting a week or two, which we enjoyed very much. Your Uncle William, then connected with the Pennsylvania Rail Road; came on expressly to see "Uncle Henry" and make the acquaintance of one who had so often had him in his arms when an infant. - If I mistake not, it was the last time any of us saw him excepting for a few hours during a trip to the White Mountains in 1867, when he joined us at some place on the route and traveled with us a short distance. He died Sept. 15, 1868 in an insane asylum, his mind for some months previously having completely failed him.

Early in 1838 I made up my mind to resign my office and remove to the north, being anxious to be near my mother, and disliking the idea of keeping your grandmother at such a distance from all her family and friends. I therefore sent in my resignation to the authorities at Washington to take effect on the 1st July, and made my preparations to leave. Among other things to be done was to take your grandmother to see Havana. This was done in April. A pleasant party went over and stayed from the 21st to 27th. The visit was very enjoyable, and some newspaper articles written afterwards for the Newark Daily Advertiser, and which are preserved in a small scrap-book in my library, will give you some idea of what your grandmother saw as well as my own experiences on previous visits. A vessel coming along about 1st May bound directly to New York; I put all the family on board, excepting old "Aunt" - she preferred remaining on the island, and I made arrangements for her comfort. But when the time came for my own departure, soon after the 1st July, the resolution of the old woman gave out, her attachment to "Massa" and "Missus" was too strong, and I was obliged to bring her with me to New Jersey. She was a queer traveling companion, and although I came north by the way of Charleston, thence to Norfolk and Baltimore by steamboat, and from there by rail road to Amboy, we managed to get through without serious inconvenience. The arrival of the old woman, however, was a great surprise to your grandmother. I may here add, in

concluding Aunt's history, that after remaining with us some years in New York and Newark as a free woman, a stroke of paralysis at last incapacitated her for usefulness, and we placed her in a Home for colored persons in New York where her days were ended peacefully and happily. I have little to add respecting my residence at Key West. It undoubtedly had its beneficial effects upon me for, as I have already stated, being aware of my deficiencies mental and otherwise, and being brought into contact with men my superiors in age and experience and many my superiors in education, the leisure time afforded me was improved, and what success in life I have achieved, is due to my application to reading and study, to the responsibilities which my official position rendered it necessary I should assume, and the fixed determination to render myself worthy, if possible, the regard of those with whom I was, or hoped to be, connected. There were very few pleasures for me to be enjoyed outside of my own house; and recognizing that fact, I was spared many annoyances and dangerous results which would have been experienced had I fostered outside associations and influences. The ten years of my life, during which I considered Key West my home, laid the foundation of my future usefulness and made me what I have been, or am at present. I need scarcely say that the fact of your grandmothers identifying herself with my interests and surrounding circumstances; so as never to give vent to any regrets or misgivings, had a great deal to do with casting over the Custom House, rays of comfort and happiness that it otherwise would not have possessed, during the last four years of the period.

Of course my removal from Key West to the North threw me out of all business, and for several months my future life was surrounded by doubt and uncertainty. I had at first an idea that success would attend me as a farmer, and with that end in view I took an extended trip through Central New York, inspecting farms, and also visited Ohio in the autumn of 1838, bringing on my return home your great aunt, Sarah C. L. Parker, from her brother's at Newark in that state. My travels were in vain. I could not find any place to my liking. It was during this summer and autumn that I wrote for the Newark Daily Advertiser the series of "Letters from Cuba" which first introduced me to the reading of that paper as one of its correspondents.

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William Whitehead's survey of the Island of Key West. Photo credit: Monroe County Library.

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