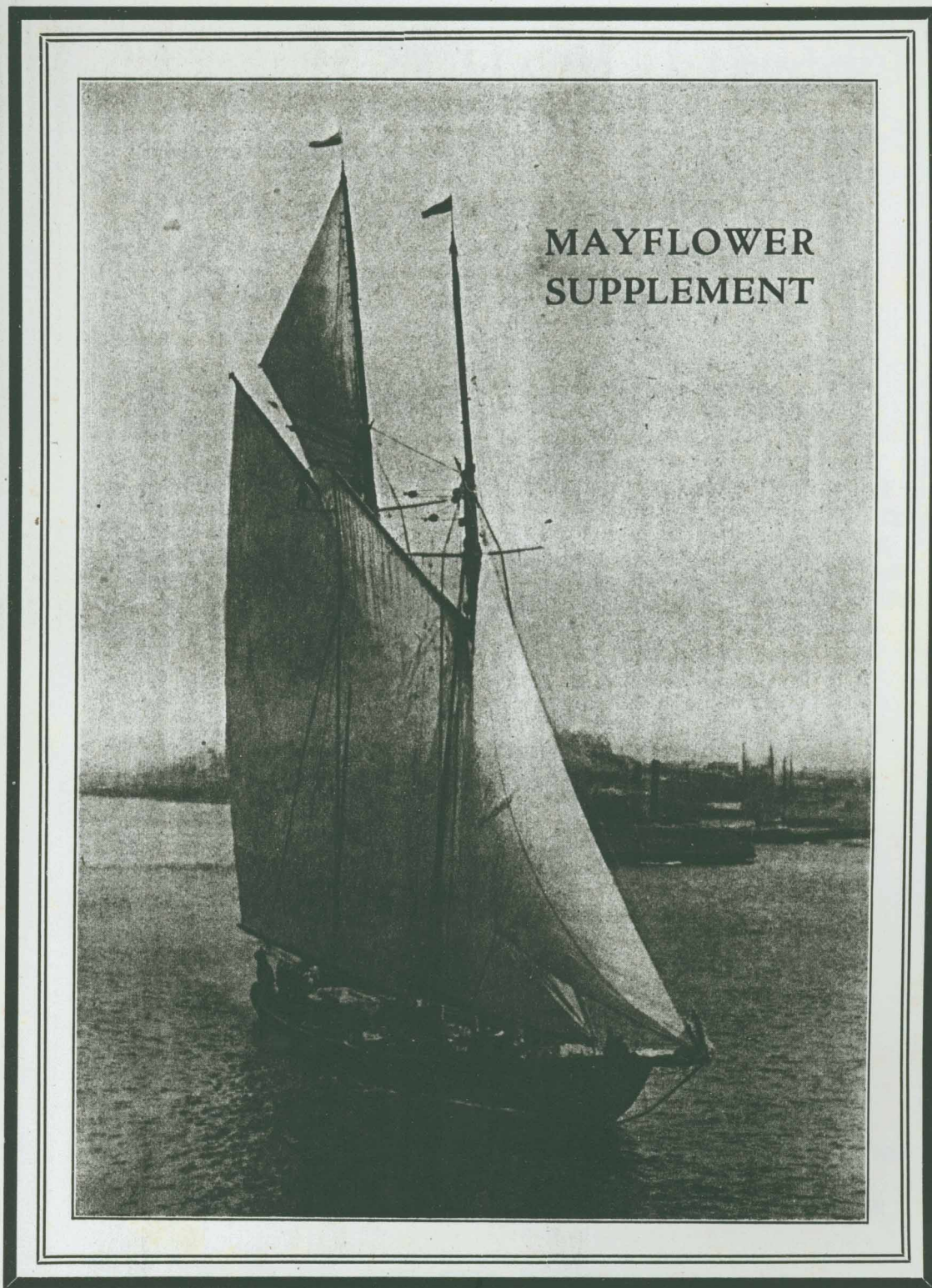


ATLANTIC FISHERMAN

BOSTON, MASSACHUSETTS ∴ MAY, 1921



J. F. JAMES & SON ∴ ∴ ∴ ∴ Shipbuilders
EVERETT B. JAMES, Master Builder of Mayflower ∴ ∴ ∴ SHIPYARDS - ESSEX, MASSACHUSETTS

THE SCHOONER MAYFLOWER HAD A FEW PROVINCETOWN ASSOCIATIONS.

HER DESIGNER, W. STARLING BURGESS, HAD A HOUSE IN PROVINCETOWN LOCATED AT 555 COMMERCIAL STREET. NEXT TO THE HOUSE WAS AN OLD LOFT BUILDING IN WHICH HE MADE VESSEL MODELS. THE PROPERTY WAS DEVELOPED AS CONDOMINIUMS IN THE 1970'S AND ALL OF THE VESTIGES OF BURGESS' OCCUPANCY WERE REMOVED AND TAKEN TO THE PROVINCETOWN DUMP.

THE SON OF FRED PIGEON, STANDISH PIGEON, MARRIED MARY WILLEY BOWLEY OF PROVINCETOWN. MARY WILLEY WAS THE DAUGHTER OF GEORGE W. BOWLEY, WHO WAS SUPERINTENDENT OF THE LOCAL COAST GUARD DISTRICT, AND MARY MURCHISON ORIGINALLY FROM GRAND RIVER, CAPE BRETON, N.S. STAN PIGEON EITHER SOLD OR DISSOLVED THE PIGEON HOLLOW SPAR CO. AND IT IS NO LONGER IN BUSINESS.

Schooner Mayflower Putting Out of Gloucester

Both Cup Defender and Shamrock IV, were equipped with Hollow Spars

George D. Bryant
GEORGE D. BRYANT
JULY 22, 1990

Oldest Spar Yard in the
Company

FLAG POLES

THIS COPY IS PRESENTED WITH PLEASURE TO THE PROVINCETOWN HERITAGE MUSEUM SO THAT IT CAN BE PLACED NEXT TO THE FINE MODEL OF THE SCHR. MAYFLOWER

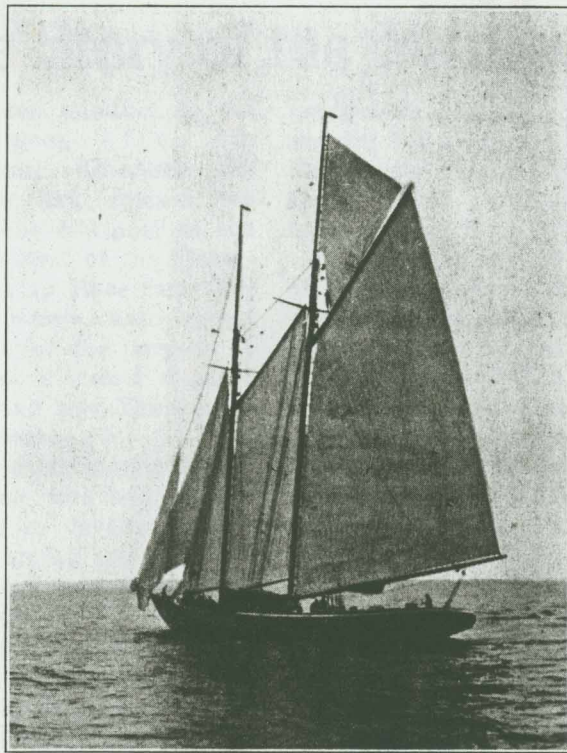
THIS COPY OF THE "ATLANTIC FISHERMAN" WAS DONATED BY THE SHANKPAINTER PRINTING CO.

PIGEON HOLLOW SPAR CO.

ESTABLISHED 1830

131 Coleridge St. - - - - - East Boston, Mass.

BUILDER OF SCHOONER MAYFLOWER SPARS

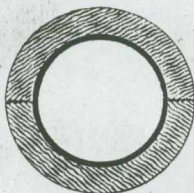


Schooner Mayflower Putting Out of Gloucester

Both Cup Defender and Challenger, Resolute and Shamrock IV, were equipped with Pigeon Hollow Spars

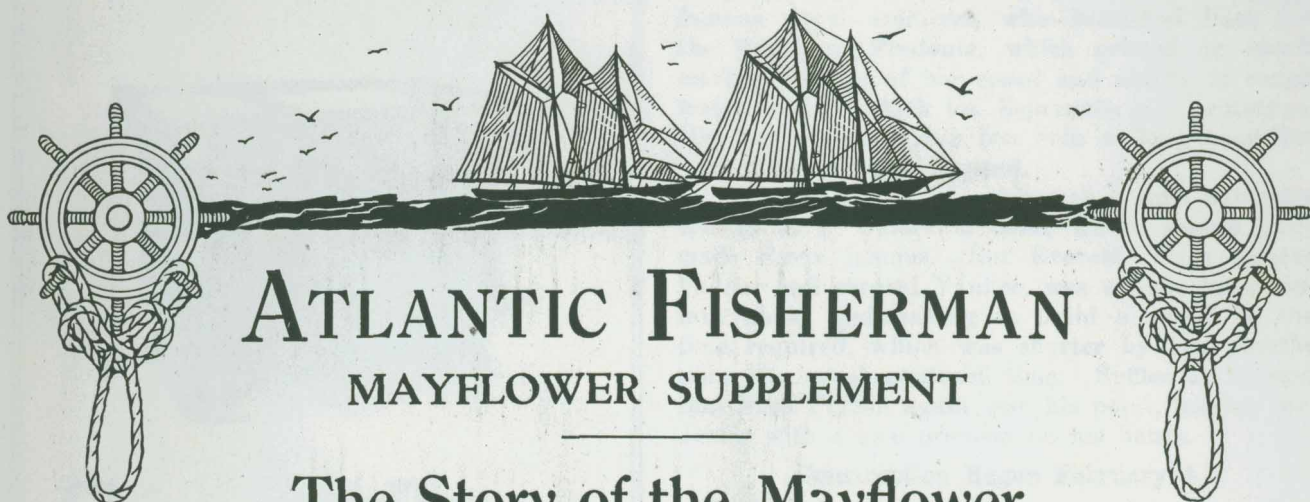
Oldest Spar Yard in the
Country

—
FLAG POLES



Pigeon Hollow Spars are
used Everywhere

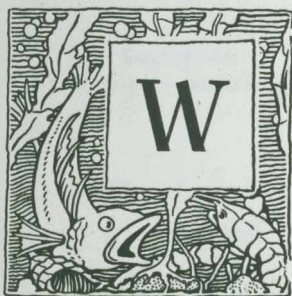
—
DERRICKS



ATLANTIC FISHERMAN

MAYFLOWER SUPPLEMENT

The Story of the Mayflower



WITHIN ten minutes, so the story goes, after the Gloucester fisherman Esperanto had crossed the finish line a winner in the final contest of the Fishermen's Cup Race last fall, Nova Scotia had raised \$60,000 for the purpose of building a vessel capable of licking any Yankee so-

called flier that came up the coast.

Nor did they waste any time about getting the project under way. W. J. Roue, who had demonstrated his ability many times to develop speedy craft, was given the job of designing the proposed vessel. And the Smith & Rhuland yards were handed the contract to build her.

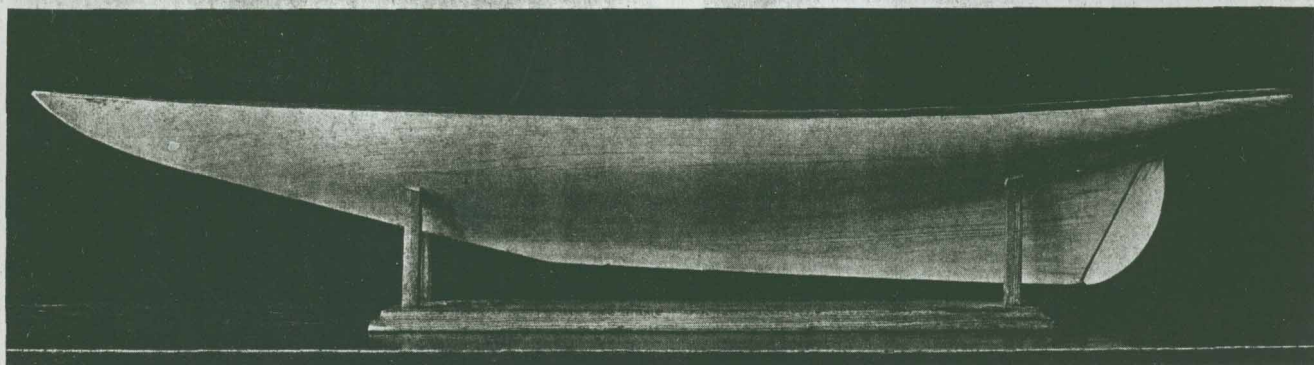
With such a formidable combination teamed up for the express purpose of taking the Halifax Cup away from Gloucester, things began to take on a rather dismal aspect from an American point of view. Then, too, Captain Conrad, king of the LaHave fishermen, catching the racing fever, proceeded to get busy with Amos Pentz in the designing and building of the best schooner that Shelburne could produce.

Meanwhile, Gloucester seemed content to trust the safety of her laurels to those vessels that al-

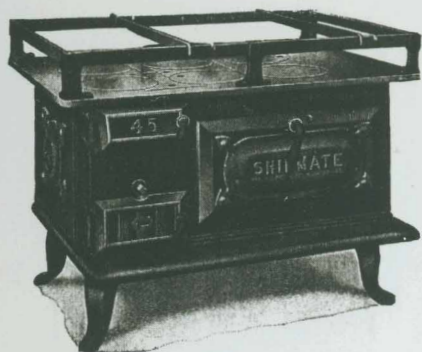
ready bore her name as a hailing port. Perhaps she did not grasp the full significance of the Canadian preparations. At any rate, time was flying, and it looked very much as though the Canadians had "got the jump" on America.

About this time Fred Pigeon, together with his brother, Roy, sensed the situation and realized that something had got to be done—and done at once—in the defence of that cup. There may be a few people around Massachusetts Bay interested in boats whom Fred Pigeon doesn't know. However, there seemed to be a sufficient number that he could count on to put over his plan. It was a pretty big project, and the matter of time was a consideration that loomed large and ominous. April 1, according to the race regulations, was the last day that a vessel might sail for the Banks and be eligible. But April 1 was out of the question, so far as the construction of a new vessel was concerned. The committee at Halifax was appealed to, and it very courteously came through with a special dispensation, granting Mr. Pigeon and his associates an additional thirty days. Even with this extra month many doubted the possibility of putting over the project in the short time remaining.

The plan, by the way, was to put together the best fisherman America could produce. The logical man to design such a vessel seemed to be W.



EXPERTS SAY THAT FUTURE FISHERMEN WILL FOLLOW LINES OF MAYFLOWER



Shipmate Ranges

Smallest size
Body 18 $\frac{3}{4}$ inches long

Largest size
No limit to length

Overheard Aboard a Homeward Bound Bank-Fisherman

SKIPPER (*anxiously*)—"How's everything forward after that dive she just took?"

FISHERMAN (*nonchalantly*)—"All right, Skip. She washed the crowd out o' the lee bunks an' flooded the fo'c'sle. Swep' all th' cook's pots off'n his stove —"

SKIPPER (*greatly concerned*)—"Did it put his fires out?"

FISHERMAN—"Oh, no! The SHIPMATE'S built for this submarinin' —"

SKIPPER (*with a sigh of relief*)—"Thank Heaven! Dinner'll be ready in time!"

MADE BY

The Stamford Foundry Co.
Stamford, Conn.

Established 1830

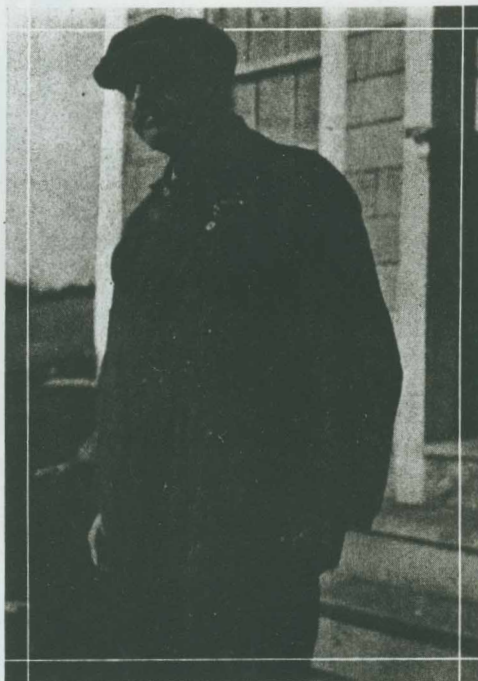
We also make Shipmate HEATING STOVES
to keep the cabin snug and dry.

Starling Burgess, son of the late Edward Burgess, famous naval architect, who furnished lines for the fisherman *Fredonia*, which proved an epoch marker because of her speed and ability in rough water, and of which the *Esperanto* is a prototype. Mr. Burgess was given free rein so long as utility were not sacrificed to speed.

The choice of builder for such a craft naturally fell to J. F. James & Sons, whose vessels have made Essex famous. But Everett James, master builder and shrewd Yankee, was a little bit reluctant about undertaking to build a vessel in the time required, which was shorter by two months than the usual contract time. Suffice it to say, that Fred Pigeon again won his point, leaving Mr. James with a nice problem on his hands.

Construction Begun February 4

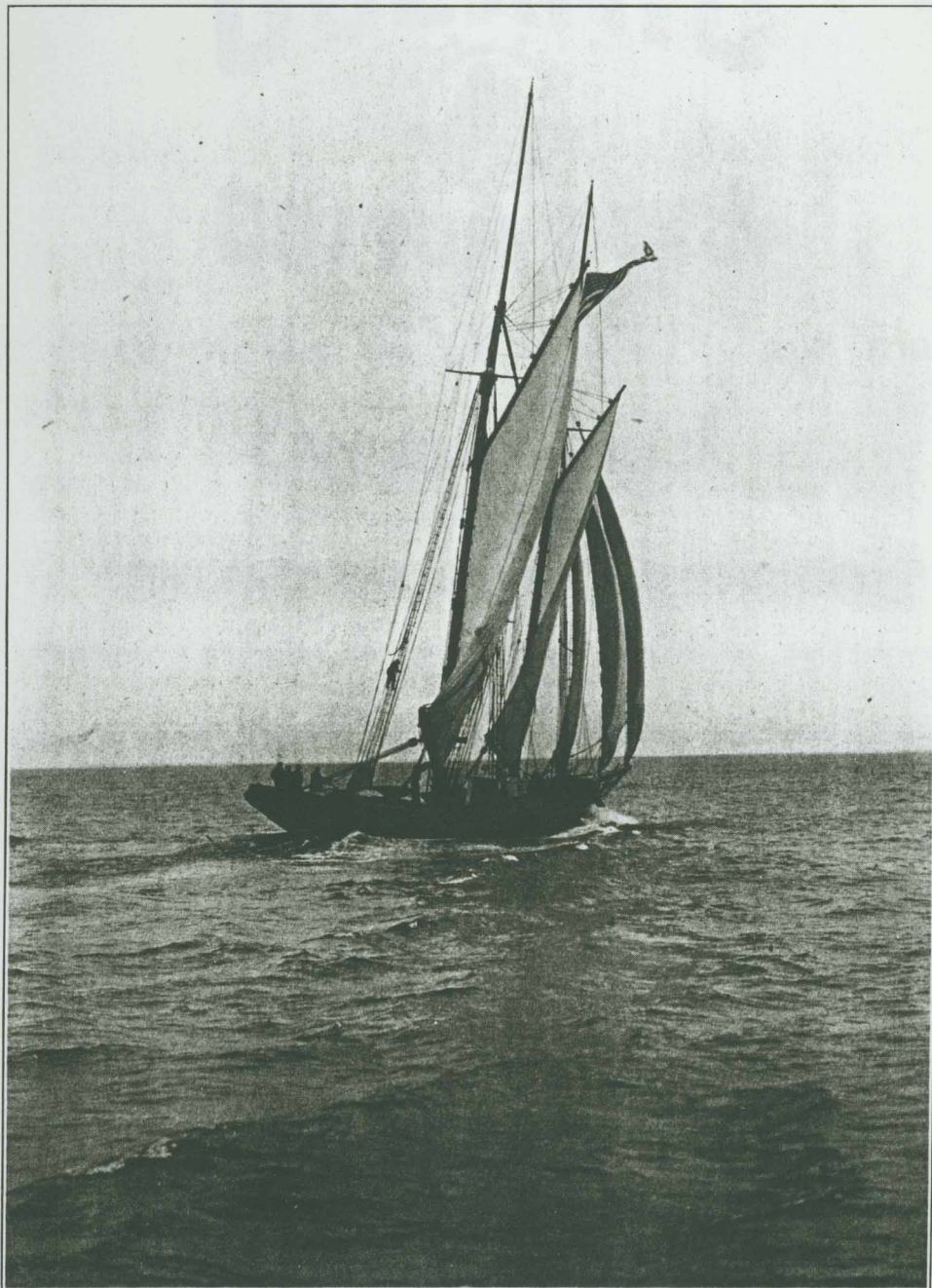
Actual work on the construction of the *Mayflower*—a name, by the way, particularly happy because she is part and parcel of a locality inseparable with the *Pilgrims*—was begun February 4, although the mold loft had been busy for several days and the process of laying down was well started. April 12, just 67 days later, she was launched, amid the most festive and gala surround-



EVERETT B. JAMES,
Master Builder of *Mayflower*.

ings that have attended any similar event in the picturesque little village Essex. Sixty-seven days is indeed a record, though despite the rush the vessel received the same thorough and precise workmanship that characterizes all Essex-built vessels. Having been favored with good weather, it is said that she could have been launched fully a week earlier had it been necessary.

Continued on Page 19)



SCHOONER ARETHUSA

Owned by Capt. Wm. McCoy, West Palm Beach, Florida

REFITTED FOR SOUTHERN CRUISE AT

UNITED SAIL LOFT

Sail Makers for Schooner
MAYFLOWER

Gloucester, Massachusetts

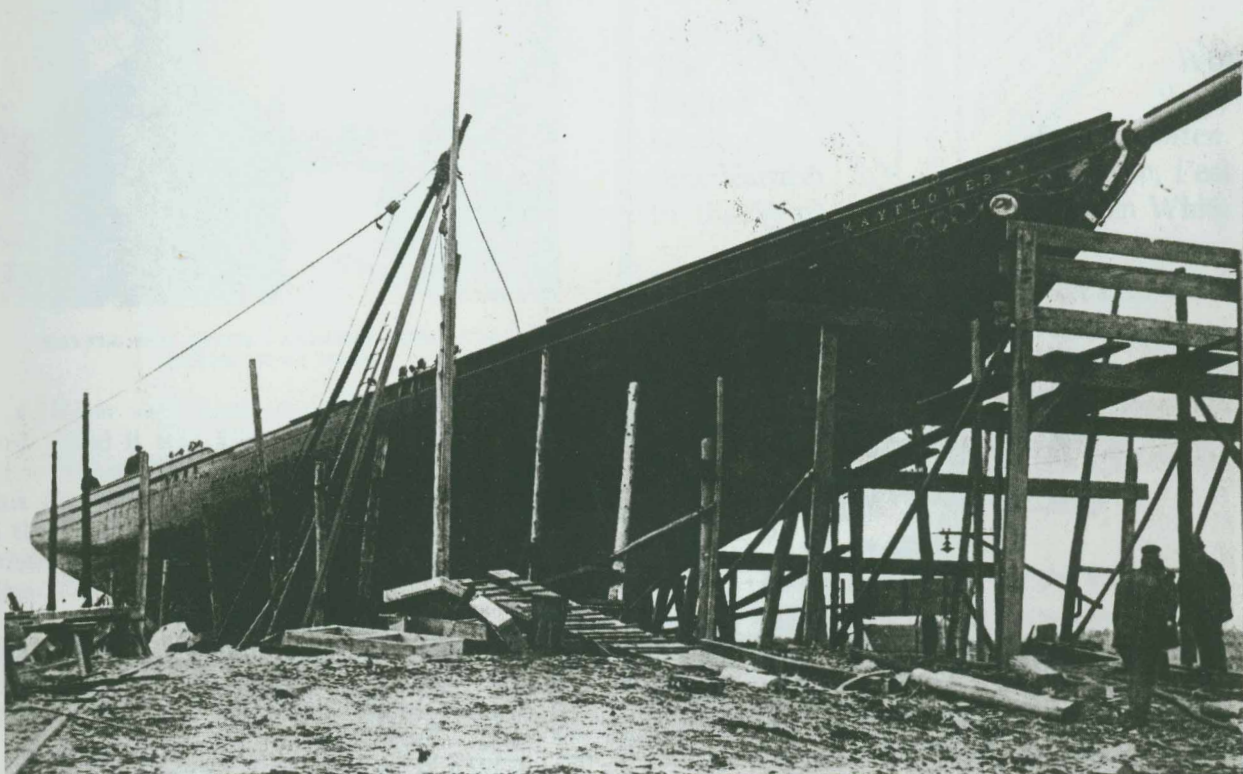
OCEANIC COTTON DUCK



The Sails of the MAYFLOWER are made of
Oceanic Duck

WELLINGTON, SEARS & COMPANY

Boston New York Philadelphia Chicago St. Louis New Orleans San Francisco Atlanta



Courtesy of Albert Cook Church.

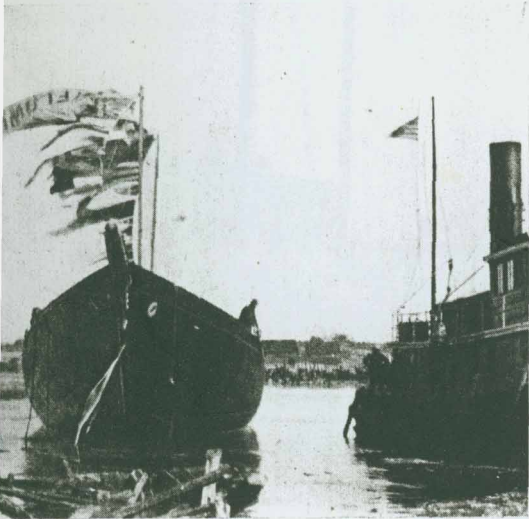
MAYFLOWER TWO DAYS BEFORE LAUNCHING, SHOWING CLEAN LINES OF UNDERBODY

The Story of the Mayflower

(Continued from Page 16)

Probably no vessel ever created so much interest and aroused the attention of the general public to a degree, as this new Burgess craft. Boats from everywhere came to inspect her. It is no exaggeration to say that fully 100,000 people have gone to New York their way to see and admire the probable winner of the Fishermen's Trophy. The press of the United States, and Canada as well, have carried reams of copy covering every phase of her development. It is no wonder, therefore, that the boat's performance was fair, at this point, to put in a word of commendation for George Hudson, expert on nautical matters, whose fair and intelligent treatment of the criticisms of the Mayflower, published in the New York Herald, have contributed a great deal to the success of the enterprise in the way of wholehearted publicity.

The morning of April 14, at half past nine, the Mayflower was handed over at T wharf, New York, to M. J. Connolly, rigger. At 1.10 P. M. her big sticks were stepped. Seven days later, in the face of adverse weather, she was taken back to Captain Larkin sparred, rigged



MAYFLOWER AFTER LAUNCHING SHOWING BURDENSOME HULL.

with her sails bent on. Incidentally, another job was done. And it was a good, thorough job, too—as good a job as Mr. Connolly has ever turned out in his 27 years of vessel rigging. At least, that is the verdict of the critical old fellows down at T wharf, who have inspected plenty of such jobs in their day.

Lives Up to Promise

The following Sunday came the initial try-out run—gear-stretching jaunt, a run that took the boat nearly to the lightship and home by the way of the Graves and Broad Sound. That she has lived up to her promise, is putting it mildly. Of course, she could not show at her best, what with the wet weather and kinky cordage; but it was no fault of hers. It is to the fishing masters and other experts

The Highest Grade Spar Varnish In the World

Will Never Soften, Chip, Peel or Turn White

The Mayflower is Varnished

with the highest grade exterior varnish on the market. Tough as rawhide, clear as crystal—no test of water, wind or weather is too severe for

Kyanize

KY-AN-IZE

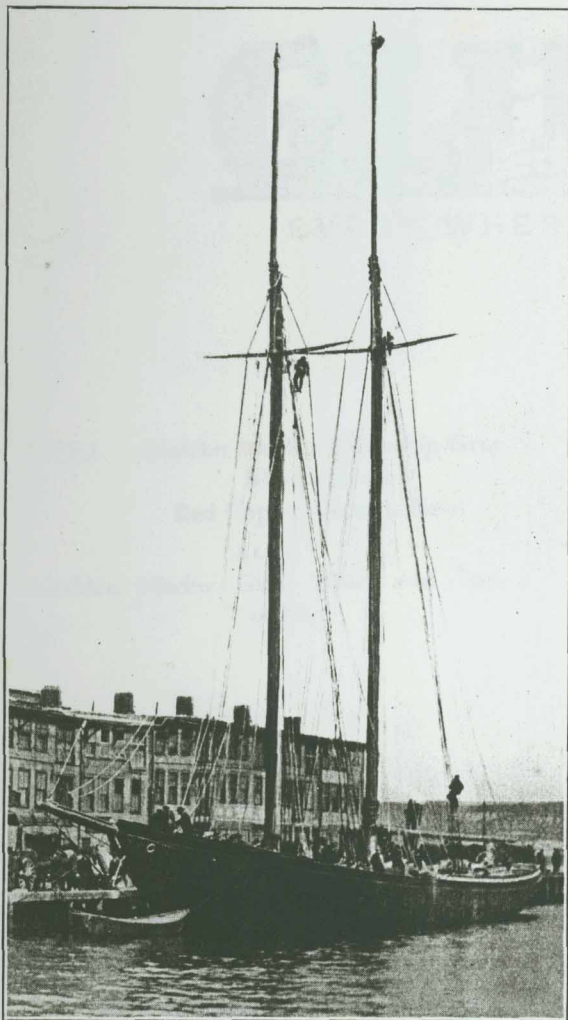
WATERPROOF SPAR VARNISH

The spar varnish that is built for the purpose and WILL NOT TURN WHITE. Will not crack; will not chip or soften in either salt or fresh water. Heat or cold will not affect it—cannot peel or blister. Send for sample board finished with Kyanize Spar Varnish and test it yourself. You will want to use it.

MANUFACTURED IN NEW ENGLAND
BOSTON VARNISH COMPANY
 Everett Station, Boston 49, Mass.

Schooner Mayflower

BEING RIGGED AT T WHARF



M. J. CONNELLY
RIGGER and CONTRACTOR

Wire Splicing, Derrick Guys
Flag Poles

22 Commercial Wharf, North, BOSTON, MASS.

ESTABLISHED SINCE 1892

aboard of her that she was far-and-away a better fisherman than any of the "fore-'n'-afters" they'd met up with. Naturally enough the good old Esperanto came in for consideration for comparative purposes. According to the skippers, ancient in seafaring experience, the Mayflower is a lot faster. Captain Reynolds, who once carried the sticks out of the Esperanto, ought to know. He thinks, too, the Mayflower should prove an excellent fisherman. Of course Captain Larkin was mighty pleased, for he's got a tidy sum of money tied up in this vessel, and her ability as a fisherman—one that can be depended on to make quick trips on an economical upkeep—is strictly a business proposition with him. Altogether, there seemed nothing to find fault with but the weather.

More puttering around with the endless tasks incident to the final fitting out of a vessel, provisions and fishing gear put aboard, and just two days before April 30—the time limit that a vessel could sail and comply with the race regulations—she swung out into the stream amid cheers and whistle blasts, and squared away for Northern waters to get down to her real business of fishing.

Shows Heels to Dunton

Off Gloucester she fell in with the L. A. Dunton, Captain Felix Hogan, a new Essex-built craft, she, too, bound on her maiden trip, a-halibuting. It was plain that Captain Hogan, with everything set and drawing, and flags at his peak, was just itching for a race, it being his first chance to measure speed with anything that was not handicapped with auxiliary engines, heavy cargoes or some other retarding agent. Cap'n Larkin, an accommodating soul, was quite willing to oblige his friend Hogan—Hogan and he being close neighbors when ashore.

Both vessels set a course for Seal Island, distant some 200 miles, and squared away for their run to Shelburne—the Mayflower to pick up two of her crew—bucking heavy head winds, storm laden. It was not long, however, before the Mayflower was showing her name to Captain Felix and his crew. A little later the Dunton dissolved from view altogether, leaving the Mayflower to nose her way alone through thick, wind-driven mists and lumpy seas.

It was seven hours after the Mayflower was made snug at her anchorage in Shelburne harbor before the Dunton rounded up alongside. The following morning the two vessels left in company for Canso to take on ice, the Boston flier again beating her rival, this time by nine hours. From Canso the Mayflower made for Amherst Island of the Magdalens for bait, and then proceeded to the Grand Banks to get down to her business of salt fishing.

Let those who question the ability of the Mayflower in rough seas bear in mind that the stormy weather she encountered on her trip down to the Magdalens was as severe as any she is likely to meet anywhere. At any rate, Captain Larkin

THE
MAYFLOWER
HAS

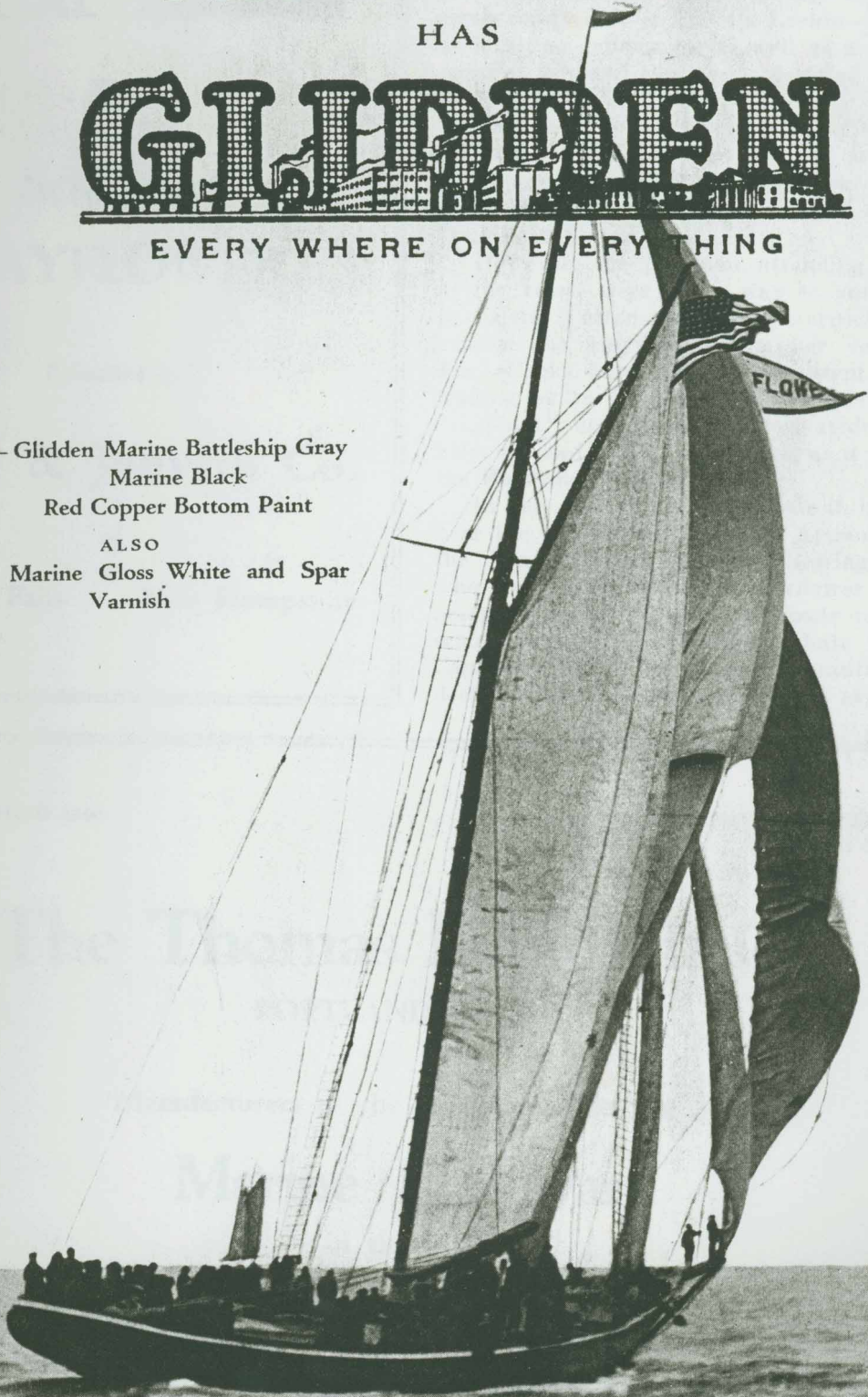
GLIDDEN

EVERY WHERE ON EVERYTHING

HULL — Glidden Marine Battleship Gray
Marine Black
Red Copper Bottom Paint

ALSO

Glidden Marine Gloss White and Spar
Varnish



Manufactured and Furnished by

THE GLIDDEN COMPANY
OF MASSACHUSETTS

SPECIAL LUMBER

FOR

**Schooner
MAYFLOWER**

Furnished by

Chase & Janvrin Co.

of

Hampton Falls - New Hampshire

thinks well enough of her as a sea boat to take her out on her very first trip to the stormiest of all fishing grounds, the Grand Banks of Newfoundland.

"Stiff and dry"—the laconic text of a telegram received from Captain Larkin—may be taken as a fitting tribute to, as well as a final endorsement of, a vessel that seems destined to revolutionize the American hooker.

So much for the development of the Mayflower project. It will be seen that the promoters of it had many serious difficulties to overcome—difficulties that often demanded radical expedients in their fight against time.

However, the problems attending the building of the vessel were in no way so annoying as the persistent, often invidious, criticism directed against the Mayflower from her very inception. The attacks have been so persistent and so misleading as to lead one to believe that they are "inspired" at a source that is evidently unalterably opposed to the Mayflower as a contestant in the Fishermen's Races.

In the face of such criticism it is pleasant to hear the opinions of men like Arthur D. Story of the famous Essex shipyard bearing that name, who prophesies that the Mayflower will be the accepted model for future vessels of the fishing schooner type. What finer tribute than that of Captain Charles Harty of Esperanto fame, who declares her "the finest fisherman ever built"!

ESTABLISHED 1866

INCORPORATED 1890

The Thomas Laughlin Co.

PORTLAND, MAINE

Manufacturers of the most complete line of

Marine Hardware

in the world

We furnished the anchors for the

Schooner "Mayflower"and manufacture more boat and fishing anchors than all others in this
country combined

SPECIFICATIONS OF CONTENDERS

THE following table of comparative dimensions of the Bluenose, Canadia and Mayflower will show that there is little material difference between the Bluenose and Mayflower. The absence of the waterline length of the Shelburne vessel, Canadia, would seem to substantiate the rumor prevalent along the coast that she is over the maximum length of 112 feet.

	Bluenose	Canadia	Mayflower
Length Overall	141'	138' 6"	143' 7"
Beam	27'	25' 2"	25' 8 1/2"
Waterline	110'	112'
Depth in Main Hatch	11' 6"	12'	11' 9"
Height	14' 6"	16'	15' 10"

SPARS

Mainmast above Deck	81'	81'	88'
Foremast above Deck	73'	71' 6"	83'
Main Topmast Overall	53' 6"	52'	52' 6"
Foretopmast Overall	48' 6"	48'	42' 9"
Main Boom	81'	84'	71'
Main Gaff	46'	50'	44' 6"
Fore Boom	32' 6"	33' 8"	34' 6"
Fore Gaff	32' 6"	32' 8"	34' 6"

SAILS

Total Area	10,937	10,300	10,783
Main Sail	4,100	4,075	4,270
Main Gaff Topsail	756	875	672
Fore Sail	1,640	1,500	1,832
Fore Gaff Topsail	560	450	500
Mysail	1,350	1,350	1,272
Booby	775	500	715
	835	850	870
Topsail	966	700	652

**TACKLE BLOCKS
DEAD EYES
HOOPS**

Manufactured by

Gloucester Block Co.

George E. Tarr, Mgr.

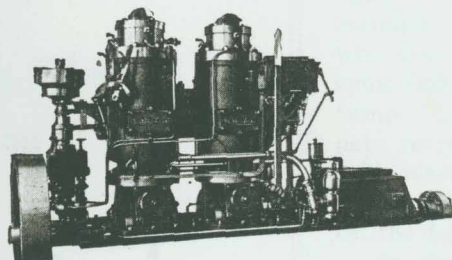
Gloucester, - - Mass.

GRAY-ALDRICH CO., Inc.

WOLVERINE — *Kahlenberg* — LATHROP

MARINE ENGINES

**STRONG
DURABLE**



**SUBSTANTIAL
ECONOMICAL**

Patent Windlass Hoists

Winch and Seine Purser Hoists

Prices Reasonable

Machine Shop

Good Service

LET US FIGURE ON YOUR REQUIREMENTS

84 Atlantic Avenue, Boston, Mass.

BEN FRAZER IRON WORKS

furnished

Iron Fittings

for

RIGGING and HULL

of

Schooner Mayflower

Wharf Street

GLOUCESTER, MASS.

EVERETT FRAZER, Manager

Special Lumber

BY

JOHN G. HALL & CO.

114 State Street

Boston

Hackmetack SHIP KNEES

A QUALITY FISHERMAN

IF the Mayflower seems to be too radical a departure from the "regulation" fisherman, bear in mind that one great secret of American success is the readiness to scrap old machines, old processes and old designs for an improvement that will do the work better in less time with happier results.

The Mayflower has already demonstrated her ability to do her work in less time—a point of marked significance to the fishing industry. Upon this feature alone authorities are already predicting that her model will be closely followed in the building of future fishermen.

Thus does the Mayflower stand out as the superior of any fisherman launched in American waters. Not in design alone, but as the embodiment of the finest material put together with the skilfullest workmanship, does she stand supreme.

The outstanding feature in connection with the materials used in the Mayflower was the quality of her lumber. Some of her 3-inch top-side planking measured as long as 80 feet—all clear white oak. Underbody planking was 3-inch hard pine—splendid stuff. Frame is New England oak, 7-inch on bottom and 6-inch on top. Some of the oak in her keel was so solid that it would not float. All special lumber was supplied by Chase & Janvrin Company of Hampton Falls, N. H., with the exception of ship knees, which were furnished through John G. Hall & Company of Boston.

Steel and iron stock came from the Arthur C. Harvey Company, Boston, and was wrought and fitted into the ship by the Ben Fraser Iron Works of Gloucester and Edward Preble of East Boston.

Selection of wire rigging fell to the Roebling brand, supplied through the Durable Wire Rope Company, Boston. The lower rigging was 7/8-inch plow steel rope with breaking strength of 32 tons.

All special ropes, such as bolt ropes, point ropes, tarred lanyards, buoy lines, dory burdens and painters—also all hemp fittings, including spun yarn, marline, ratline, hambroline—were made especially for the Mayflower by the Plymouth Cordage Company. This material was furnished through the Lincoln-Dillaway Company, Boston, who also supplied 38 barrels of Davey's Best Unspun Oakum, which was made from new American hemp. Colors, flags and burgees (the latter product receiving especial commendation), together with mast head-light and side-light—Davis make—and shackles and turnbuckles were also furnished by the Lincoln-Dillaway Company.

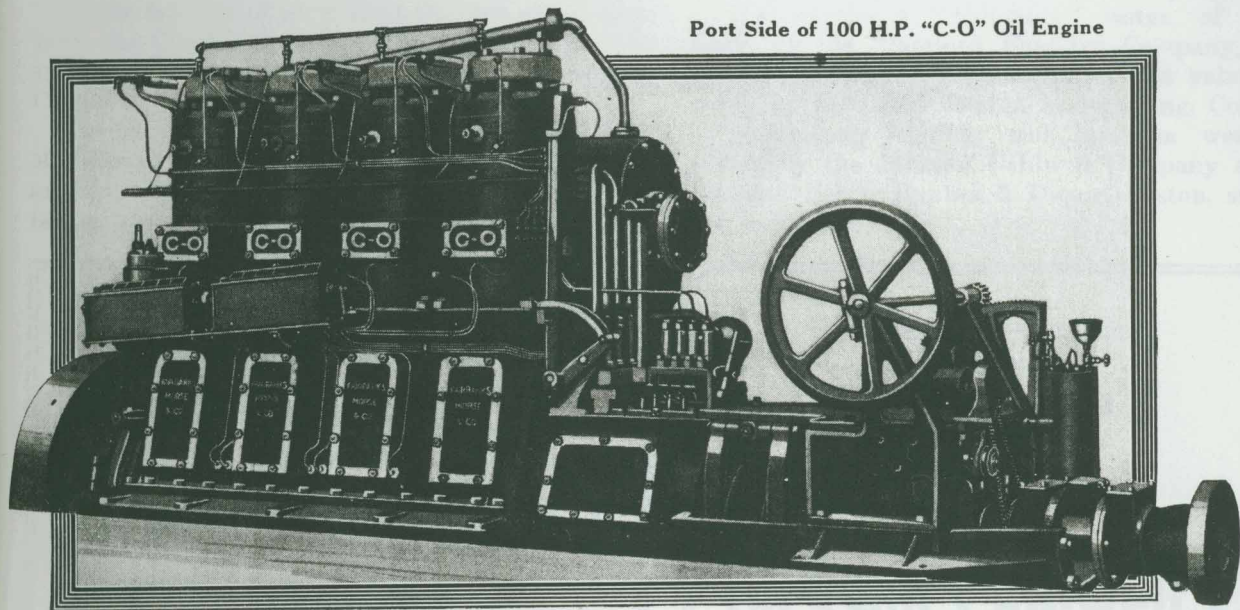
In the selection of paints and varnishes the products of the Glidden Company and the Boston Varnish Company were chosen.

Her spars are solid, contradicting the popular impression of their being hollow. They were made at the Pigeon spar yard of East Boston.

All rigging was fitted in the shops of M. J. Connolly, Boston, who has rigged fishermen for 27 years. The standing rigging was served all over.

Fairbanks-Morse "C-O" Marine Oil Engines

Port Side of 100 H.P. "C-O" Oil Engine

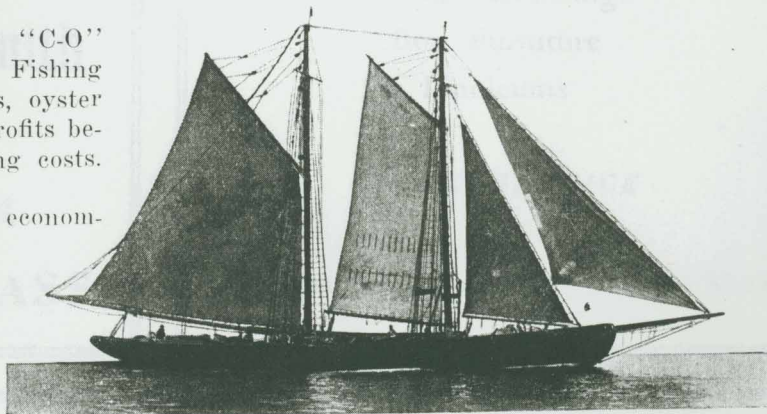


Five Hundred "C-O" Powered Fishing Craft on New England and New Brunswick Coasts

One large fishing company uses fifty "C-O" engines and only one of another make. Fishing craft of all descriptions—smacks, trawlers, oyster redges, etc.—in all waters make steady profits because of their reliability and low operating costs.

"C-O" engines, 30 H. P. to 300 H. P., economically use low-priced fuel oils. No trouble-giving parts—easy to start—simple to operate. Automatic governor prevents engine racing in heavy weather. Close speed control gives flexible power essential for fishing.

Get full particulars about this better, more economical work boat power.



The Stiletto

136 Tons—Length 105.7; Breadth 24.8;
Depth 11.7—2-60 H.P. "C-O" Engines.

Fairbanks, Morse & Co.

MANUFACTURERS INCORPORATED



45 State St., Boston, Mass. The Canadian-Fairbanks-Morse Co. Ltd., St. John, N. B.

Foot ropes are of phosphor bronze. The Connolly concern also sparred and bent on the sails.

The sails were made at the United Sail Loft, Gloucester, and are said to be as fine a suit of sails as ever went on a fisherman. Oceanic duck, of course, was the material used, which was furnished by Wellington, Sears Company, Boston.

Sixty fathoms of plow steel 1 1/8-inch chain came from the Clinton E. Hobbs Company, Boston. The anchors were the product of Thomas Laughlin Company, Portland, Me.

Cordage was made to order by the American Manufacturing Company, Brooklyn, N. Y., the amount required being close to 200,000 feet. The tackle blocks, numbering about 90, were also es-

pecially made, coming from the Gloucester Block Company, Gloucester. Her deck hoist is the regulation fisherman equipment of 5 H. P. double back-gear type with large plunger pump, supplied by the Gray-Aldrich Company, Boston. Beds were laid for two 60 H. P. "C-O" engines, manufactured by the Fairbanks-Morse Company.

She carries a "Shipmate" range, of course, made by the Stamford Foundry Company, Stamford, Conn., and her smoke pipes and galvanizing work by the East Boston Galvanizing Company.

Mattresses, bedding and linoleum were furnished by the Jackson Caldwell Company of East Boston. Perry, Buxton & Doane, Boston, supplied her scrap iron ballast.

Ship Smith Work

by

EDWARD PREBLE

Forging, Bridge, Wharf and Building Work

BOLT MANUFACTURER

Ship and Yacht Smith

103 Sumner Street

EAST BOSTON, MASS.

Linoleums and Bedding
on the
MAYFLOWER

Furnished by

Jackson Caldwell Co.

Home Furnishers to Three Generations

Bunk Mattresses and Springs

Cabin Furnishings

Boat Furniture

Linoleums

QUICK SERVICE

161 Meridian Street, East Boston, Mass.

W. O. DAVEY & SONS

JERSEY CITY

Makers of

NEW JERSEY

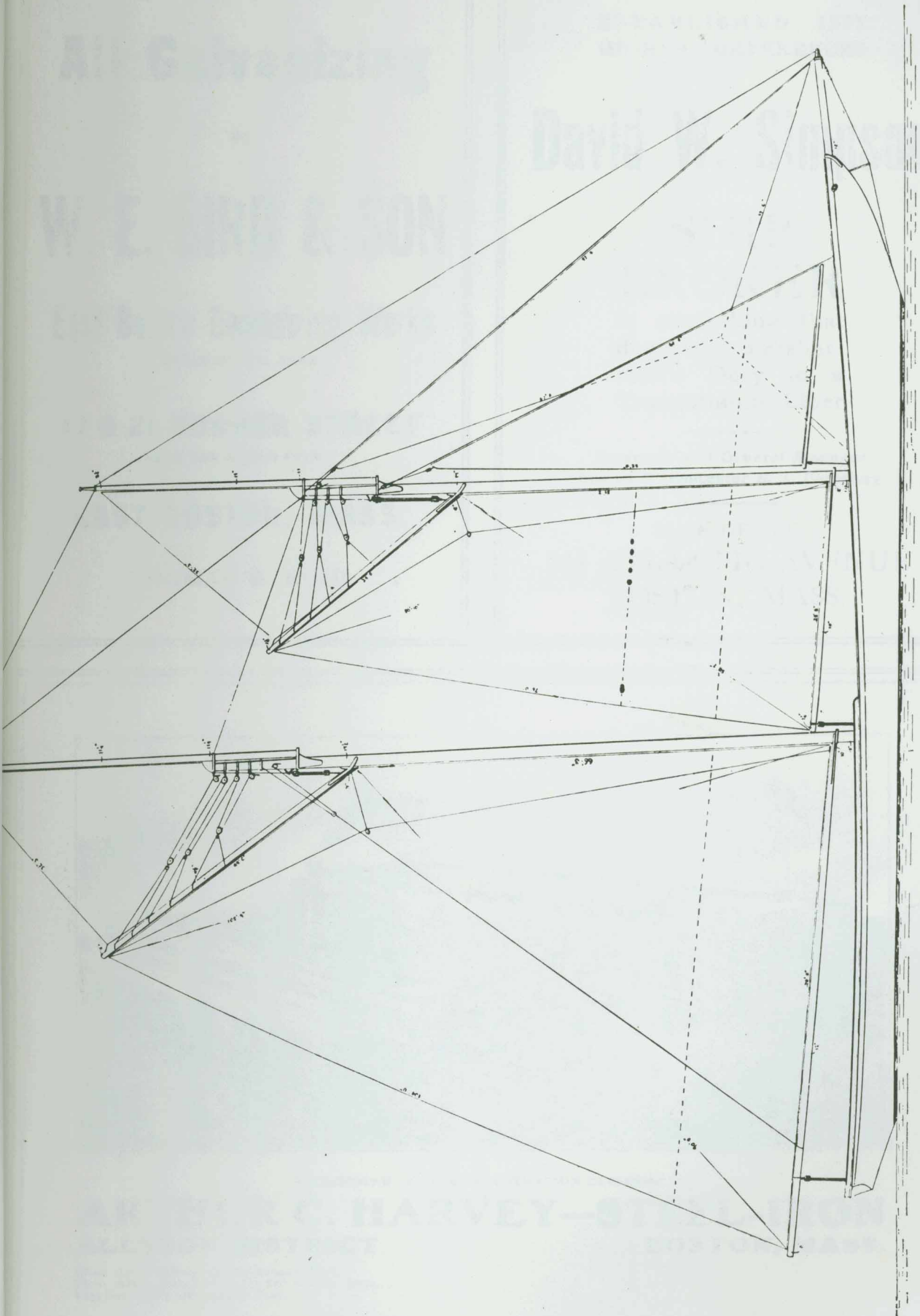
OAKUM

SOLE AGENTS FOR NEW ENGLAND

LINCOLN-DILLAWAY CO.

178-180 Commercial St.

BOSTON, MASS.



SAIL PLAN OF SCHOONER MAYFLOWER

All Galvanizing

by

W. E. BIRD & SON

East Boston Galvanizing Works

ESTABLISHED 1881

17 & 21 BORDER STREET

NEAR THE NORTH FERRY

EAST BOSTON, MASS.

THOMAS G. BIRD

ESTABLISHED 1877
HIGHEST REFERENCES

David W. Simpson

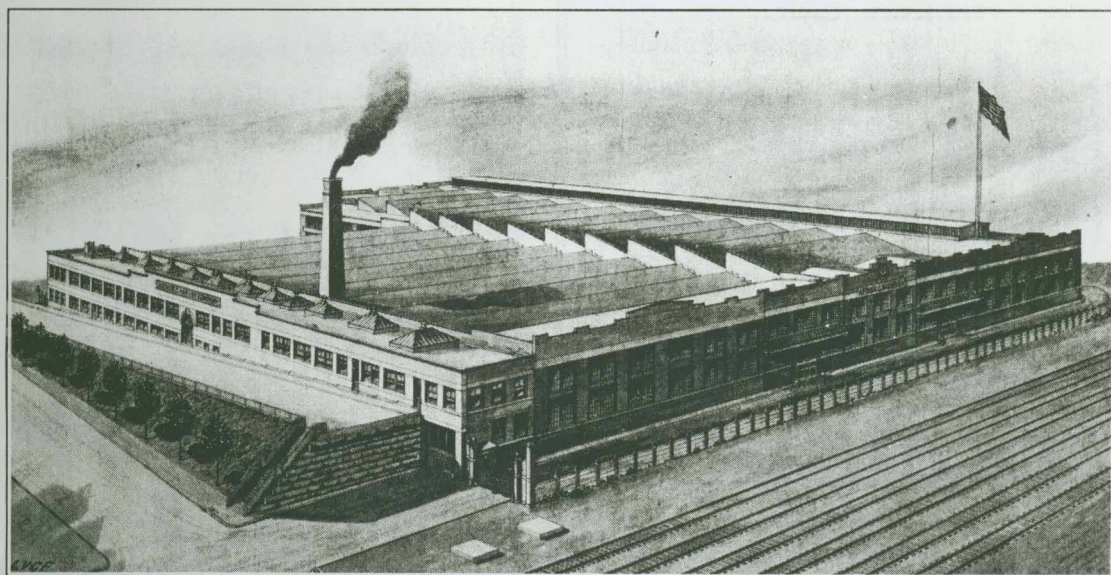
SHIP BROKER

in everything that
floats from a Fisher-
man's Dory to a
Transatlantic Liner

Treasurer and General Manager
Boston & Gloucester S. S. Company

MAIN OFFICE:

244 ATLANTIC AVENUE
BOSTON, MASS.



WAREHOUSE AND ADMINISTRATION BUILDING

ARTHUR C. HARVEY—STEEL—IRON

ALLSTON DISTRICT BOSTON, MASS.

Floor Area, Offices, 10,046 Square Feet.
Floor Area, Warehouse, 191,800 Square Feet.
Building, 483 x 476 Square Feet.

MARINE INSURANCE

SPECIALIST



Robert E. Stone & Co.

INCORPORATED

44 Kilby Street .. Boston, Mass.

DURABLE WIRE ROPE

for

Cargo Whips
Topping Lifts
Guy Tackles
Mooring Ropes
Towing Hawsers
Wheel Ropes

also

**ROEBLING'S
GALVANIZED RIGGING**

as used on

Schooner Mayflower

DURABLE WIRE ROPE CO.

95 PEARL ST., BOSTON, MASS.

This Company furnished the Chains
for the Mayflower

**CLINTON E. HOBBS
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BOSTON, MASS.

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Chain Hoists**

SHIP AND ANCHOR CHAINS

Ship Ballast

by

**THE PERRY BUXTON
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**Iron and Steel Scrap,
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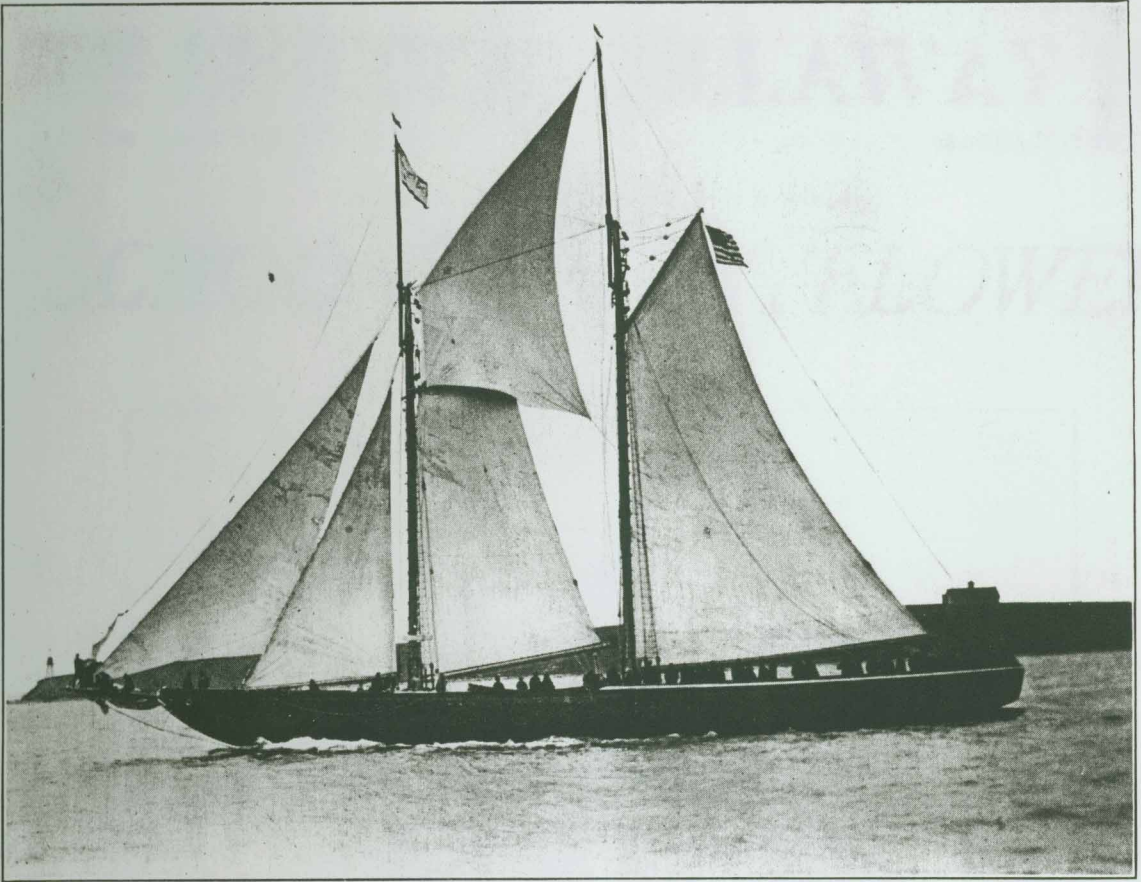
Metropolitan Trust Company

40 State Street, Boston
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WILLIAM H. STICKNEY
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The "MAYFLOWER"—Pride of American Fishermen—
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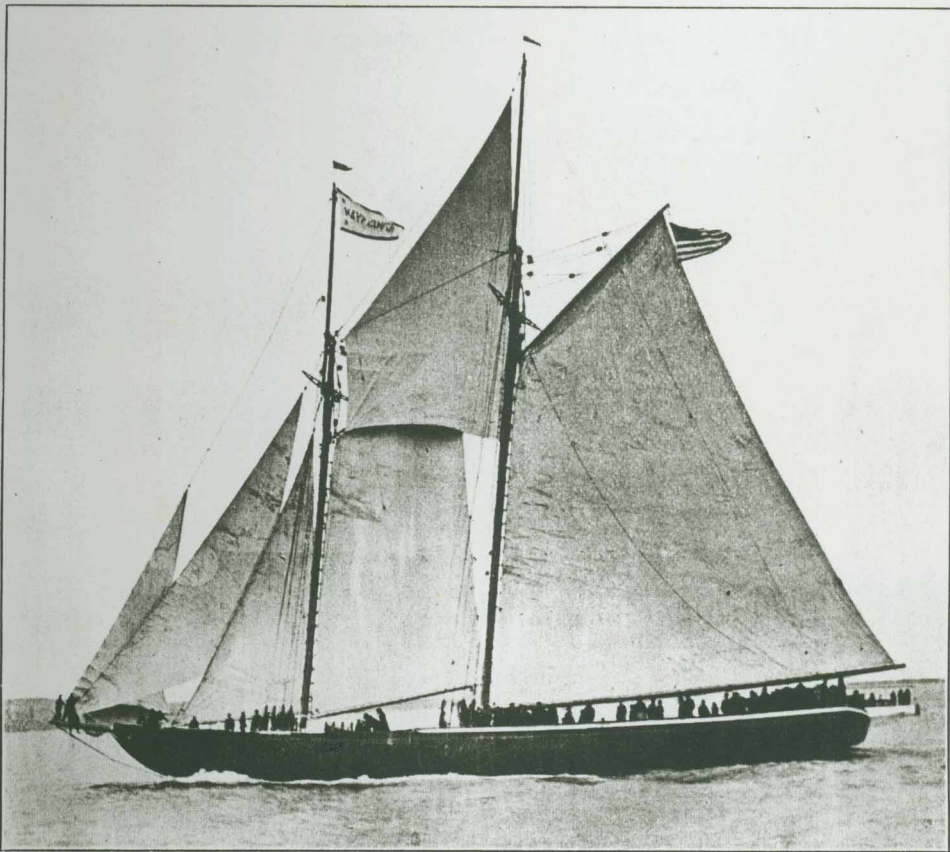
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