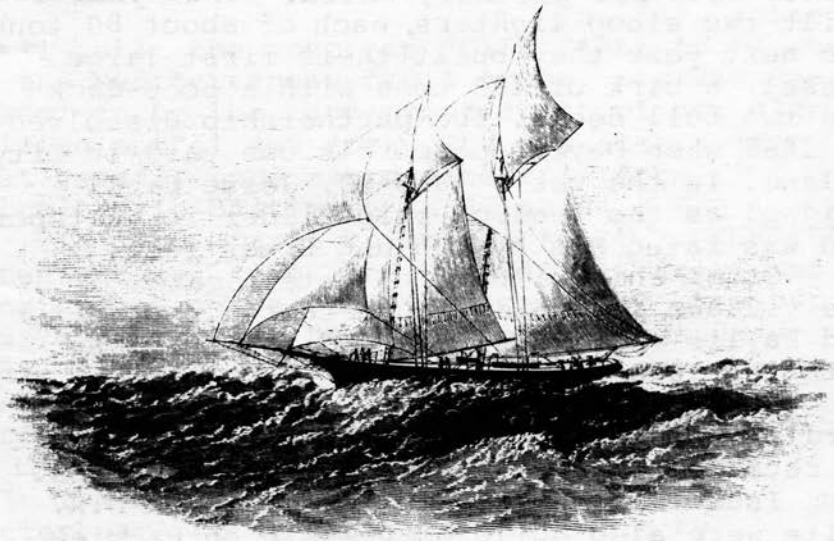
Northport's Great Shipbuilding Era



The Northport Historical Society Museum
215 Main Street, Northport, N.Y.

The Shipbuilders

In the era of wooden hulls and sailing ships, Northport flourished. Commercial shipbuilding dates as far back as the War of 1812.

Of all the Northport shipbuilders, perhaps the most successful and widely known was Jesse Carll, a native of Huntington Town.

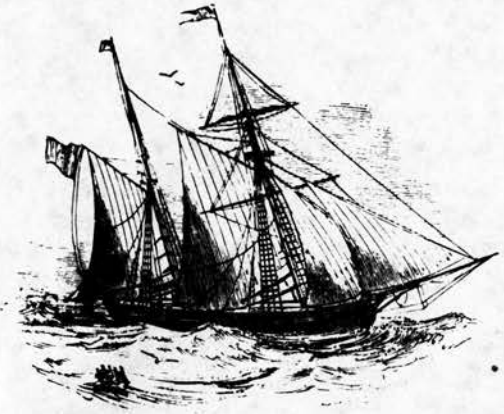
In 1855, he began his business on Bayview Avenue with his brother, David. That year they built two sloop lighters, each of about 80 tons. The next year they built their first large vessel, a bark of 495 tons with a poop-deck and two full decks. The partnership dissolved in 1865 when David opened his own yard in City Island. In the years 1865-90, Jesse Carll reigned as the leading shipbuilder in Northport, and was rated AAA by Dun and Bradstreet.

Other shipbuilders of note located in the village included the partnership of Bunce and Baylis whose business did not survive into the 1840's.

Jesse Jarvis was in the business with a yard on Woodbine Avenue from 1841 to 1883. It is recorded that his company built 35 ships.

Isaac Ketcham, Edwin Lefferts and N.R. White were also building vessels on Bayview.

The Hartt family were notable in shipbuilding in Northport. Samuel P. Hartt built ships as early as 1841 and was in operation into the 1880's. Moses Hartt (Samuel's brother) was active until 1860. Erastus Hartt, son of S.P., commenced a 60-year career in his father's shipyard in 1845. He served as marine architect drafting vessel designs and laying the keels for all Hartt-built vessels.



The Ships

Several large and noteworthy vessels were built and launched in Northport.

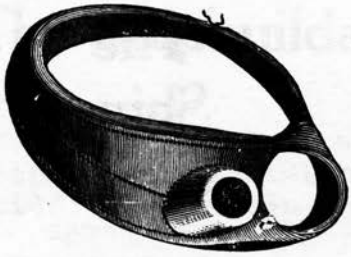
In 1867, Jesse Carll built the schooner JESSE CARLL to be used in the Mediterranean fruit trade. She was declared to be the handsomest craft of her class sailing out of New York. She was also a very fast vessel, once making the trip from Gibraltar to Baltimore in 20 days.

In 1883, Carll built the ALLIE R. CHESTER, a centerboard tern. She was 144 ft. long, and constructed of yellow pine, oak, and chestnut. New York City was her home port. In January 1889, after only six years of service, she was lost in a gale off Cape Hatteras, N.C. A portion of her bowsprit has been reproduced in the Northport Historical Museum.

The HELEN A. BROWN started out as a centerboard sloop when she was built by Erastus Hartt in 1866. In 1880 Edwin Lefferts re-built her as a schooner. By 1886 she was making regular trips between Northport and New York City.

The brig MOSES ROGERS weighed 383 tons and was built in 1864 by Jesse Carll, for the Malaga trade. She traded with the West Indies, carrying everything from a wheelbarrow to a sewing machine... and bringing back fruit.

The largest vessel that Jesse Carll built was the bark MARY A. GREENWOOD, 154 ft. long by 33 ft. beam by 17.8 ft. deep, with about a 1,100 ton capacity. In 1885 she was in Australia under the command of Captain Tooker. Carll owned a three-eights interest.



Sailmaker's palm

The tools used by shipbuilders were those common to carpenters and woodworkers of the day. Planes, drills, clamps, saws and axes are just a few that were used. Finishing planes were needed for custom work such as the interior of the captain's cabin.

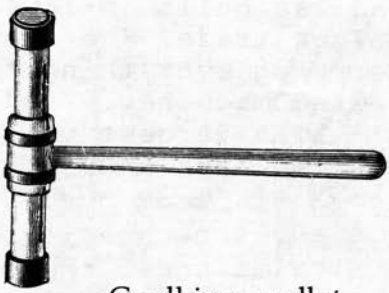
Pictured here is a leather palm the sailmaker would use. This palm fits over the hand and was used to push the needle through heavy canvas and rope. Beeswax was used to coat the thread so that it would sew through more easily. The sailmaker would also use a wooden mallet to beat the rope and make it lie flat against the surface of the canvas.

The Tools of the Trade

Caulkers were tradesmen unique to the shipbuilding industry. These men used a variety of irons to fit caulking material into the seams of the ship.

Oakum, usually from old rigging, was spun by the caulker on rainy days. It was used for the first two layers with cotton being used as the third layer. Working with an iron balanced in his fingers, similar to the way a pencil is held, the caulker would strike the head of the iron with a a mallet. The experienced caulker could tell if the caulk was tight enough by the ring of the mallet hitting the iron.

Heated pitch (tar) was poured over all the seams, and when dry, it was scraped off, and the vessel would be considered watertight.



Caulking mallet

Shipbuilding

SHIPBUILDING IN SUFFOLK COUNTY

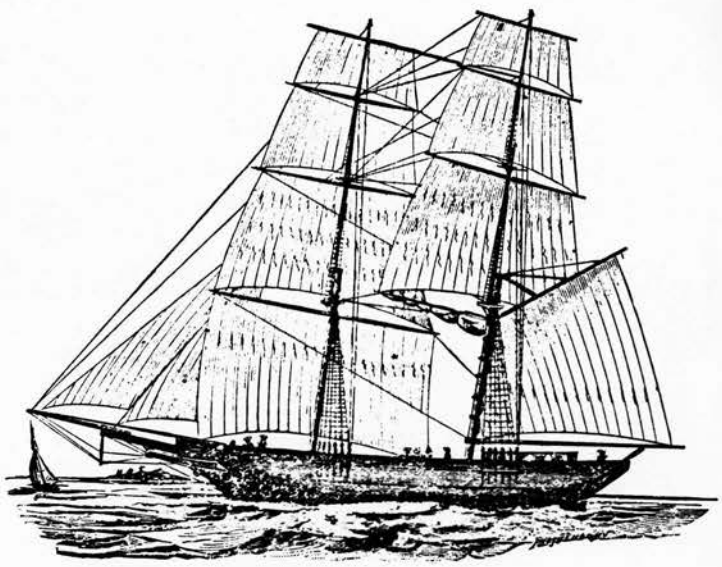
by William B. Minuse

The first settlers who came to the East End of Long Island in 1640 were from the New England Colonies. They must have arrived by boat, and for many years water travel was the only practical method of communication and trade with their relatives and friends across the Sound. Even after the colonial towns were established, roads between them were so poor that boat transportation was preferred. Construction of vessels started at a very early date, but records from that time are scanty. What may be the earliest of these is found in Volume I (1662-1679) of the Brookhaven Town Records under the date of 24 July 1662. One Richard Bullick(Bullock) "a traveller", having bought some timber and plank was given not more than four months to build a boat in which to leave Town. He was also threatened with the loss of all his possessions if he made any trouble. The outcome is not known.

At this point, a brief description of sailing vessels and their rigs is necessary to understand what follows. The two sail configurations most used were "square-rigged" and "fore-and-aft" or "schooner-rigged". On vessels with more than one mast, the one nearest the bow was the "foremast", the next toward the stern was the "mainmast" and the one nearest the stern was the "mizzenmast".

There were two significant square-rigged vessels: the brig with two masts and the ship (sometimes called a full-rigged ship) with three. The ship carried as many as 37 sails, and a large crew was required to man her. It was necessary for men to work at the level of the yards whenever sails were let out or taken in. This could be extremely hazardous in bad weather.

A single masted, fore-and-aft rigged vessel was called a sloop. These were relatively small. Schooners had two, three and sometimes more masts, all fore-and-aft rigged. They had fewer sails than the square-riggers, and thus could be handled from the deck. Smaller crews were needed and the operation was much safer, but the square-riggers were generally faster than schooners and carried more cargo. In an effort to combine the advantages of both types, a brig was sometimes square rigged on the foremast and schooner-rigged on the mainmast. It was then called a brigantine. A three-master, square-rigged on the foremast and mainmast with fore-and-aft sails on the mizzenmast was known as a bark. If only the foremast was square-rigged while the mainmast and mizzenmast were schooner-rigged, the vessel became a barkentine. All of these types were built in Suffolk County shipyards (see illustrations).



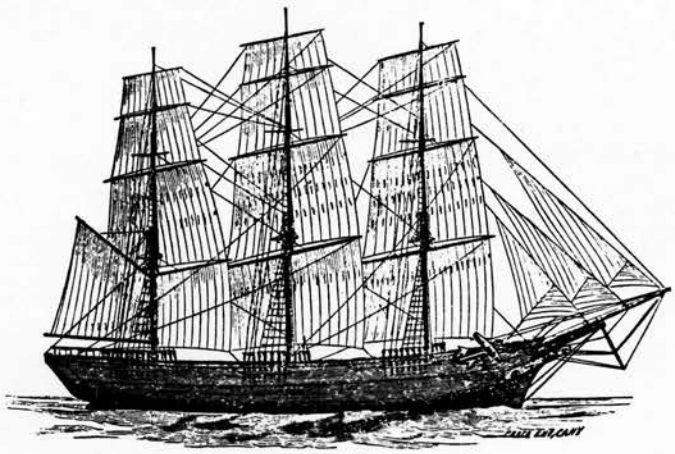
No. 5. BRIG (Bg.).

During the Colonial period, small open boats and canoes were built from the native woods. They voyaged to New Haven, Hartford and even Boston. As time passed, the size and equipment of the vessels improved. Sloops of 10, 20 and 30 tons were built and used to carry passengers and produce. Small schooners also came into use. Some were used for fishing and some carried cordwood to New York City and up the Hudson River. Following the Revolution, while construction was mostly sloops with an occasional two-masted schooner or brig, very few ocean-going vessels were built. The "Boyne" of Setauket, built prior to 1787, carried 72 passengers from Amsterdam and London to New York. After the War of 1812, building intensified with larger schooners and square-rigged vessels forming a significant part of the output. Large brigs, barks, barkentines and ships were fairly common after about 1850. Following the War between the States, Brookhaven Town, and particularly Port Jefferson, increased in activity while building in other areas declined or turned to smaller vessels.

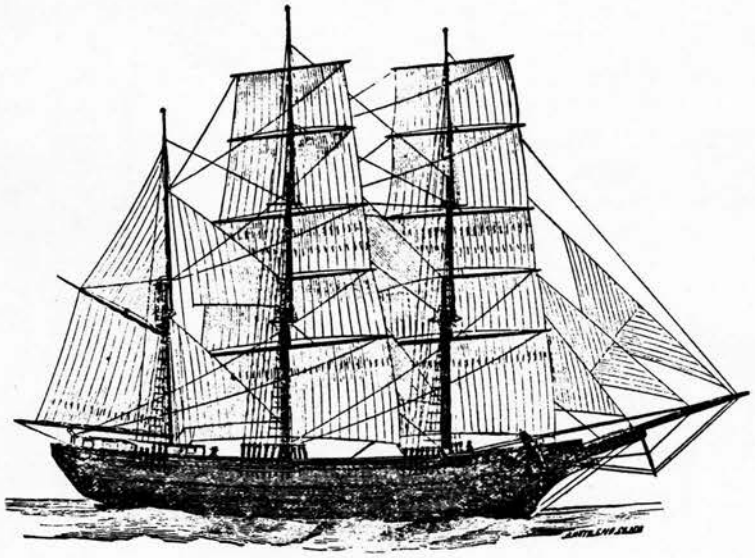
The essentials for shipbuilding were WOOD, WATER and WORKMEN: wood for materials, water for launching and workmen with the skill to put the vessels together. But uniting these three was another, vital factor, the BOSS. These bosses were the giants of their trade. Most came up by the hardest kind of work, serving their apprenticeships with noted, earlier master builders and reaching the top by unremitting effort. Some were kind, some were mean and even hateful, but they all excelled in sheer drive, ability and ambition.

"Boss" Nehemiah Hand was an outstanding shipbuilder. His start in life was far from promising. His father was drowned two months before he was born in 1814 at what is known today as the Incorporated Village of Brookhaven, and his mother was left to struggle with the raising of five small children. At the age of twelve Nehemiah went to work on a farm. At fourteen he was driving a sand cart helping to build the dock at Bellport. For two years after that he was a house carpenter's apprentice, but found the work too easy. When sixteen years old, he went to work for his brother, Silas, a shipwright at Stony Brook. His pay was to be board, clothes and three months schooling each year until he was twenty-one. Nehemiah did not get the schooling - he claimed he had only 72 days during his entire life - but he did get rheumatism which crippled him for life. Nonetheless he completed his time with his brother, gaining experience all the while. He next worked for a master shipbuilder in Bridgeport, Connecticut, and then for a New York firm where he learned to build square-rigged vessels. Always moving upward, he superintended the building of several ships, married and settled in East Setauket. There, at the age of 30, he opened his own shipyard for repairs and soon had contracts to build a series of vessels. Altogether he built 23 ships and with his son, George, as partner, 8 more. He speculated in various commodities and was a director of the company which extended the railroad from Smithtown to Port Jefferson.

Nehemiah Hand died in 1894. He had the reputation of being tough and exacting, possibly unscrupulous. However, his career illustrates the American dream of rising from poverty to riches by hard work and by overcoming obstacles - in his case, his humble beginning and poor health. He was by far the wealthiest man in town at the time of his death and had benefitted his community by the work he had provided for its people.

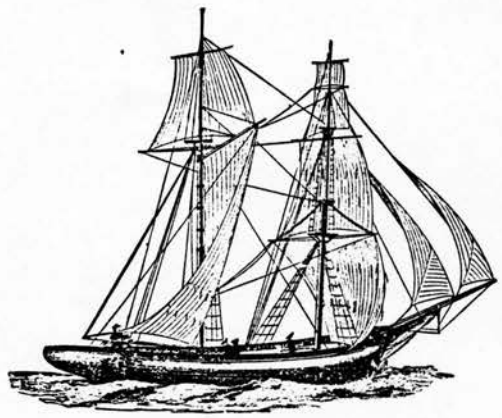


No. 2. SHIP (Shp.).



No. 3. BARK (Bk.).

The bays and harbors on both sides of Long Island and in Peconic and Gardiners Bays were nearly all desirable locations for shipyards. As timber was plentiful, oak for framing was selected for its curved shape by the bosses themselves during winter slack periods. "Knees" which braced the "frames" (sometimes incorrectly called "ribs") to the deck beams were carved from native cedar bent by the winds. The principal framing members were joined by "trunnels" (tree nails), wooden pins made from the plentiful locust trees. Chestnut, since destroyed by the blight, was also used in both framing and planks. Pine planking came mostly from the Carolinas, although native growth was probably used until exhausted.



No. 7. BRIGANTINE (Bgn.).

The larger yards had enclosed work areas such as carpentry and blacksmith shops. Fastenings and hardware were fabricated in the latter. Steam boilers fed long boxes in which framing and planks were placed to be softened for bending by the moist heat. Sail making was an independent craft and was usually done by specialists.

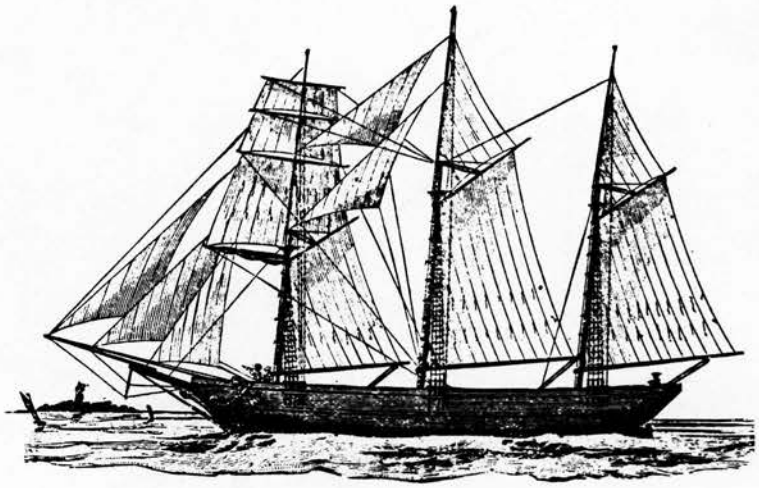
Although wages were $4.00 for 10 hours work in 1865, the cost of building the larger vessels was quite high, and various ways of raising the money were used. Sometimes a single individual ordered and paid for the work. At other times the builder financed construction "on his own account" and later operated the ship for his own profit. Very often, however, a group would be organized to fund the project. This usually consisted of the builder, the prospective captain and several other interested parties. Each held shares in proportion to his or her individual investment, and profits were divided in like manner.

The successful completion of each vessel was an occasion for great celebration. The owners, the workers and the general public would gather to witness the ceremony. The following is a description by a person who was actually present at one of these:

> "The launchings were gala events and presented a brilliant spectacle. The great ship, high up on the ways, flags flying, her owner and a little party of the favored on her deck, the waiting crowd below. What a thrill when the dull sound of hammer upon wood told that her blocks were going. The long, rumbling swish, increasing in volume as she moved down the greased planks, the crash of broken glass at her christening, and finally the flying foam as she cut her way into the water, waiting to receive her".

A principal source of information about shipbuilding on eastern Long Island is the Bi-Centennial History of Suffolk County (see Reading List). A narrative account is given on pages 58 through 64.

Appendix D, pages 106 through 125, contains invaluable lists of ships and accounts of their building and the locations where it took place. Even 100 years ago when this material was compiled, it was recognized that it was incomplete. Quite recently, further work has been done on the subject, and the results have been reflected herein. The scope of this paper prohibits much detail, but the following is a summary of what is known. The serious student will find much more in the books shown in the Reading List. There is still great opportunity for independent research in this field.



No. 4. BARKENTINE (Bkn.).

Cold Spring Harbor is at the extreme westerly end of the north shore of Suffolk County. At this location, between 1868 and 1873, three builders constructed 2 sloops and 5 schooners. There may very well have been more, and this statement applies to almost all places mentioned hereafter. Therefore, it will not be repeated. It does not appear that any of the whaling ships which used this port were built there. Moving to the east, there is no record of any significant activity at Huntington. The shallow harbor and its narrow entrance may account for this. At Centerport, between 1814 and 1884, unknown builders produced 10 sloops, 3 schooners and 1 brig.

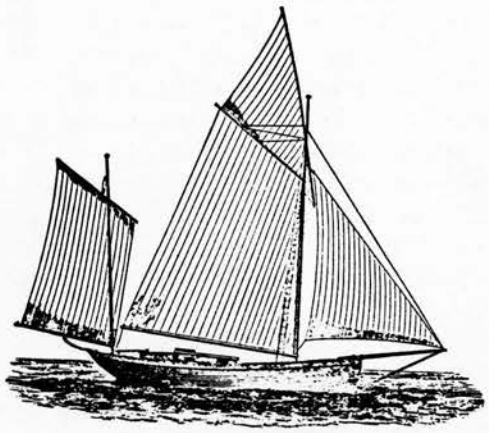
The output at Northport was second only to that at Port Jefferson. From 1814 to 1884 it consisted of 179 vessels: 101 sloops, 64 schooners, 3 brigs, 3 barks and 8 steamships. Nine known builders were involved, the outstanding one of these being Jesse Carll. An account of his life will be found in the History of Suffolk County, New York, 1683-1882, Town of Huntington, pages 84 through 88 (see Reading List). One of his notable vessels, the schooner Ann E. Carll, was wrecked on a coral island 60 miles from Cienfuegos, Cuba. The crew remained alive by eating alligators until rescued, but the ship had to be abandoned. Another of Carll's schooners, the Joseph Rudd, was carried two miles inland from the coast of the Gulf of Mexico by a tropical storm. She was salvaged in a year's time by digging a canal back to the coast.

The Smithtown area was very active prior to the War of 1812. A recent investigator believes that about 60 vessels were built here between 1789 and 1867. It is known that there were shipyards on the Nissequogue River and possibly at the Head of the Harbor. Three builders have been identified, but there may be an overlap between their activities here and at Stony Brook. For a relatively small community, Stony Brook had a surprising output. Fourteen builders, operating there between 1835 and 1881, produced 21 sloops, 54 schooners and 1 brig; a total of 76. The leading one was Jonas Smith, who had a shipping business in New York City. His yard turned out 5 sloops and 20 schooners, and he became the wealthiest man in the area. His home is now the Three Village Inn at Stony Brook. David T. Bayles built 12 vessels, all schooners, some of them very large. He later turned to the lumber business, part of which is still in the hands of the fourth generation of his descendants.

East Setauket was another area of great activity from earliest times to about 1880. For sheer volume, the Hand family, Nehemiah (before mentioned), Silas (older brother of Nehemiah) and George E. (son of Nehemiah) dominated the field. Together they built 9 sloops, 12 schooners, 8 brigs, 7 barks, 1 barkentine and one steamship; a total of 38. The other builders accounted for 13 sloops, 39 schooners, 3 brigs, 2 ships (full-rigged) and 2 barks, a grand total of 97 for this

locality. The Hand's vessels had lively careers. The schooner Flying Eagle, built and owned by Nehemiah, went to Constantinople with a cargo of rum and pepper during the Crimean War. He said, "I thought that would warm them up and make them fight if anything would". His schooner, Aldebaran, captained by his son Robert, 19 years old, was captured in March 1863 by the Confederate privateer Capt. Maffit, plundered and burned. Maffit took everything from Robert and his first mate, Edward Hawkins, except their clothes and sent them to Greenock, Scotland, from which place they made their way home with some difficulty. The astute Nehemiah immediately filed a claim with the Federal government and 13 years later recovered the value of the vessel with interest. The three-masted schooner, Georgetta Lawrence, built by Nehemiah and his son, George E., was struck by lightning off the coast of Cyprus. Her between decks cargo of coal oil (kerosene) in cases was set on fire. The mate, Charles Robinson, went down and threw out the burning cases while the crew doused him with water from above. His heroism saved the vessel. In 1912-1913 the late Dr. Robert Cushman Murphy of the New York Museum of Natural History sailed to the antarctic on the brig, Daisy, built by Nehemiah and George E. Hand over 40 years before. Dr. Murphy went to study the flora and fauna of the region. On his return he wrote an account, "Logbook for Grace", dedicated to his wife, whom he had left soon after their marriage to make the voyage. Sadly enough, the Daisy met a dismal fate. In 1916, while carrying a cargo of beans, she sprung a leak. The sea water swelled the beans which burst her hull and sank her. Most of the above information will be found in the History of Suffolk County, New York, 1683-1882, Town of Brookhaven, pages 84 through 86, which is an autobiography of Nehemiah Hand.

Another notable East Setauket builder, David B. Bayles, constructed the largest sailing vessel ever built in Suffolk County. This was the ship (full-rigged), Adorna, 193½ feet long, 40 feet wide and 22½ feet deep. Constructed for Capt. James Davis, she was used in the cotton trade between New Orleans and Liverpool, England. She was commanded by Capt.



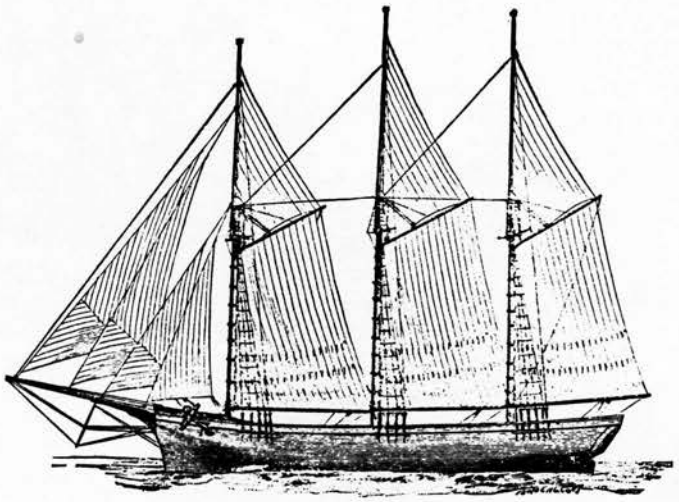
No. 20. YAWL Ywl.

Isaac Hawkins of Terryville, N.Y. On Christmas day 1879 she rode out a great storm while 600 miles southwest of Lands End, England. Although partly dismasted and severely damaged, she limped into Liverpool and was subsequently repaired. The next year she was sold to German owners, and her history thereafter is unknown. Capt. Davis had "Boss" Bayles start construction of an even larger ship 239½ feet long, 47 feet wide and 34 feet deep, but ran out of funds. The frame stood incomplete for 10 years and then was sold and the vessel completed by others as a steam-driven coal barge named the Wilkes Barre. As late as the 1920's, she carried stone for the piers of the George Washington Bridge.

A memorable East Setauket vessel was the schooner-yacht Wanderer built by Joseph Rowland for John D. Johnson, a wealthy New Orleans sugar planter who had a home in the Islip area. Designed and constructed under the supervision of Capt. Thomas B. Hawkins, a master-mariner and Johnson's sailing master, she was to be and indeed became the finest and fastest yacht of her day. During her first summer, she cruised with the New York Yacht Club squadron but outclassed all other yachts and could not compete in races. That winter she voyaged to Havana, Cuba, admired and acclaimed by all who saw her. However, in April 1858 she reappeared in Port Jefferson Harbor where she was fitted out for the slave trade, probably in the yard of J. J. Harris. Everyone but the Surveyor of the Port, S. S. Norton, looked the other way, but he reported his sus-

picions to the Federal officials in New York. While departing Port Jefferson, she was seized off Old Field Point by the revenue cutter, Harriet Lane, and towed to New York. Her captain, William C. Corry, talked (and possibly bought) his way out and was allowed to leave for Charleston, S.C. There the real owner of the Wanderer, Charles Augustus Lafayette Lamar, son of Gazaway Bugg Lamar, a notable Georgia industrialist, showed himself. Fitting out was completed, the Wanderer was cleared by Customs and sailed to the Africa Slave Coast where she took aboard some 600 negroes. On November 28, 1858 she reached Jekyll Island, Georgia, where she unloaded the 465 survivors of her wretched cargo. These were spirited away, but the vessel was seized by the authorities. By threatening other prospective bidders, C.A.L. Lamar was able to buy back the Wanderer, but he soon lost further interest in the slave trade when the War Between the States broke out. He organized a contingent of the Confederate Army and was killed by a stray shot in the streets of Columbus, Georgia in April 1865, "the last conspicuous man -- killed during the Rebellion". The Wanderer, used by Union forces during the war, was thereafter in the coastal trade and was wrecked and totally destroyed on Cape Maisi, Cuba in January 1871; a sad end for such a fine ship. She has since become known as "The Last Slaver" since she probably brought the last slave cargo to America.

One more notable East Setauket ship was the bark Mary and Louisa, built by "Boss" William Bacon. In September 1858 she sailed for Shanghai, China. On board was a 12 year old cabin boy named Egbert Bull Smith. His main duty was to care for the captain's invalid wife, a fine, pious woman who insisted on accompanying her husband although he did not expect her to live out the voyage. (In fact, he was so sure of her imminent death that he carried a coffin below decks in which to bring her body home.) The vessel escaped an attack by Malay pirates and reached her destination. However, the owners sent word for her to remain there and to go back and forth between Shanghai and Nagasaki, Japan, to buy Japanese goods for trans-shipment to the other vessels. In so doing she carried large amounts of money for payment and Chinese pirates learned of this. On one voyage they attacked her with a fleet of junks, but forewarned by her previous experience with the Malays, she had added two cannons and a gunner. The pirates were repulsed, about 30 were killed, and about the same number were later caught and executed by the Chinese authorities. After two years, during which the Mary and Louisa weathered a typhoon which destroyed many other ships, she was ordered back to the United States. She returned to New York in September 1861, just three years after her departure. Almost miraculously the captain's wife was still alive, but she was very ill and died in about two weeks. She had a profound effect on the young cabin boy. Fifty years later, after losing his sight, he wrote a book which he called "Voyage of the Two Sisters", from which this account is taken. Further information about shipbuilding in the Setaukets is contained in "Setauket, The First Three Hundred Years, 1655-1955". (see Reading List).



No. 10. FORE-AND-AFT THREE-MAST SCHOONER.

Port Jefferson, while not the oldest, was by far the largest shipbuilding center of Suffolk County. From 1797 (when the community was called Drown Meadow) to 1902, some 44 individuals and firms constructed 354 vessels: 68 sloops, 233 schooners, 20 brigs, 10 barks, 2 ships (full-rigged), 17 steamers, 3 yawls and 1 gunboat. Building continued for the next 20 years, but was not of the type being considered in this article. The Bayles family dominated the scene for more than a hundred years. Six men of that name, spanning three generations,

are credited with 126 vessels as separate builders or in combination with others. The two most outstanding members of the family were James Madison Bayles, whose biography is found in the History of Suffolk County, New York, 1683-1882, Town of Brookhaven, pages 61 and 62, and his son, James Elbert Bayles. Two exceptional vessels built by them were the whaling ship, Horatio, and the whaling bark, Fleetwing. Both were produced for New Bedford, Mass. firms. Contrary to popular misconception, Port Jefferson was never a whaling center. The schooner, Edward L. Frost, built by C. L. and J. M. Bayles, was the first American vessel to bring cargo from Japan in 1856 after Commodore Matthew Perry established trade with that country. The Martha E. Wallace, a four-masted schooner built in 1902, was the largest and last significant vessel launched at Port Jefferson. Unfortunately she ran aground on a shoal off North Carolina and sank in 1910. Much further information about local shipbuilding will be found in "Port Jefferson, Story of a Village" (see Reading List). Pages 13 through 20 and 40 through 45 contain a fine account with many pictures concerning the trade. Detailed lists of vessels built there are in a Supplement, pages 75 through 82.

East of Port Jefferson, shipbuilding was on a much smaller scale. A number of sloops were produced at Mt. Sinai and Wading River. Riverhead on Peconic Bay was a sloop building center in the early 1800's. Builders at Jamesport, New Suffolk and Southold turned out sloops and small schooners.

Greenport, with access to both Peconic Bay and Gardiner's Bay, was another major shipbuilding location. Between the 1830's and 1885, 18 builders constructed 121 vessels: 57 sloops, 57 schooners, 4 brigs, 1 bark, 1 barkentine and 1 steamer. Although there was an active whaling trade here, it appears that vessels for this may have been built elsewhere, probably in the New England states. Several sloop-rigged fishing smacks were built at East Marion by "Boss" Jerry Brown about 1810.

Sag Harbor had a major whaling industry between about 1760 and 1860. The Gardiner family was engaged in this at an early date. It is believed that the largest vessels built in Suffolk County prior to the War of 1812 were constructed here at 11 locations which have been identified as shipyards. The known output was 2 sloops, 6 schooners, 2 brigs, 13 ships (full-rigged) and 7 others of uncertain rig; total 32. Many of these were used in the whaling business and often were lost at sea. The brig Merchant brought the news of Nelson's victory and subsequent death to the United States in 1805. The ship Argonaut in 1817 was the first Long Island vessel to round Cape Horn. Two others, like the Aldebaran of Setauket, were captured and destroyed during the War Between the States.

On the south shore of Suffolk County there was relatively little construction although a few vessels were built at East Hampton, Southampton, Moriches and South Haven. Bellport was more active with at least four builders constructing large and small schooners and numerous sloops. "Boss" O. Perry Smith of Patchogue was an outstanding builder with 38 vessels to his credit between 1850 and 1872: 19 sloops, 18 schooners and 1 brig. In 1882 two other builders produced 1 schooner each. Beside these a large number of sloops and small schooners were built over the years in and near Patchogue. Vessels of the same type were also constructed in considerable numbers from Patchogue to Amityville for oystering and Great South Bay freight carrying.

For over 100 years shipbuilding was a major industry in Suffolk County and provided a living for hundreds of men. Construction of railroads and the development of steam-powered iron-hulled vessels brought the trade to a virtual end by 1880. The yards went out of business or became "boat-yards", specializing in pleasure craft and small work boats. This article has listed nearly 1,000 vessels constructed over that 100 year period, and it is believed that in addition at least half that number have gone unrecorded or undiscovered. This great outburst of productivity is a record of which Suffolk County may well be proud.

PLACES TO VISIT

*East Hampton Town Marine Museum
Bluff Road
Amagansett, N.Y. 516-267-6544

Historical Society of Greater Port Jefferson
115 Prospect Street
Port Jefferson, N.Y. 516-473-2665

*Suffolk County Whaling Museum of Sag Harbor
Main Street
Sag Harbor, N.Y. 516-725-0770

Suffolk Marine Museum
Montauk Highway
West Sayville, N.Y. 516-567-1733

*The Whaling Museum
Main Street
Cold Spring Harbor, N.Y. 516-367-3418

* Main exhibits relate to whaling and fisheries, but there are excellent ship models, pictures and dioramas.

READING LIST

Bi-Centennial History of Suffolk County
Budget Steam Print, Babylon, N.Y. 1885
Reprinted by Suffolk County Tercentenary Commission, 1983
Suffolk County Division of Cultural and Historic Services, Montauk Highway, P.O. Box 144, West Sayville, N.Y. 11796

History of Suffolk County, New York, 1683-1882
W. W. Munsell & Co., 36 Vesey Street, New York
Reprinted by Suffolk County Tercentenary Commission, 1983. Address above.

Setauket, the First Three Hundred Years, 1655-1955 By Edwin P. Adkins
David McKay Co., Inc., New York, 1955
Updated and Reprinted by Three Village Historical Society, 1980, P.O. Box 1776, East Setauket, N.Y. 11733

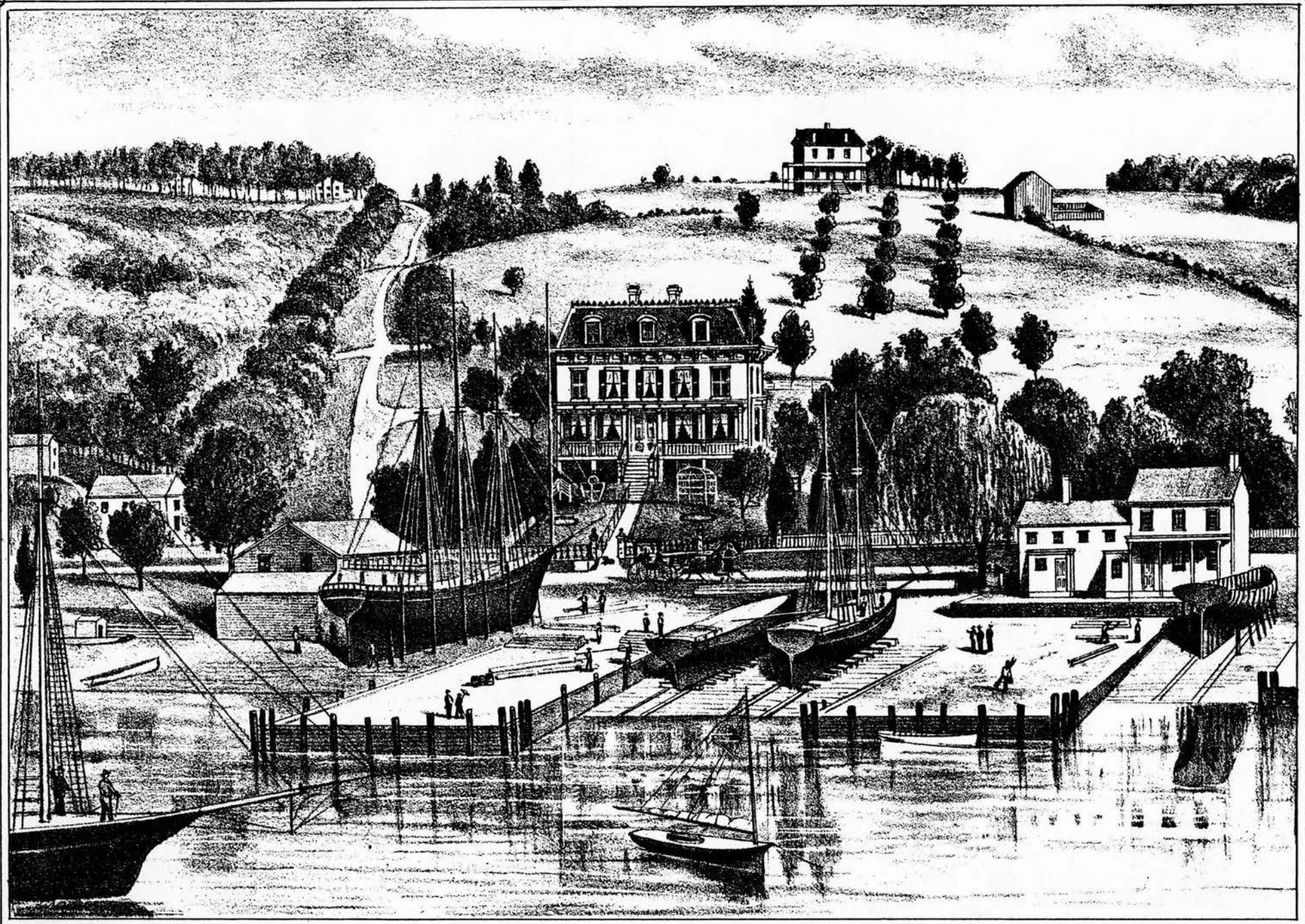
Port Jefferson, Story of a Village
By Gordon Wells and William Proios
Historical Society of Greater Port Jefferson, 1977
115 Prospect Street, Port Jefferson, N.Y. 11777

Whales and Whaling, Port of Sag Harbor, N.Y.
By George A. Finckenor
William Ewers, Printers, Sag Harbor, 1975

The above books are available through the sources listed under each and also from the Weathervane Shop, Suffolk County Historical Society, 300 West Main Street, Riverhead, N.Y. 11901 516-727-2881

ABOUT THE AUTHOR

William Brewster Minuse is the great-great-grandson of Brewster Hawkins, one of the East Setauket shipbuilders. He is a retired Civil Engineer and lives on Shore Road, East Setauket, on land once belonging to his great-great-grandfather. He has been collecting information about shipbuilding in Suffolk County for nearly 30 years. Mr. Minuse is a past-president of the Association of Suffolk County Historical Societies, a recipient of the Suffolk County Heritage Award and a member of the Suffolk County Tercentenary Commission.



RESIDENCE & SHIPYARDS OF JESSE CARLL, NORTHPORT HARBOR, L. I.

Published for the S. C. Tercentenary (1683 - 1983)

under the auspices of

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