

# A Dead Whale or a Stove Boat

Modeling the whaling brig “Daisy”

1912-13

Gene Andes

Photo of the completed model



# The Daisy

Built 1972 in Setauket (Long Island) NY by Nehemiah Hand and Son (George) as merchant ship, commissioned by William Swan and Sons (later John Swan and Son) of 32 South Street, New York, for the West Indian fruit trade. *Daisy* was described in a 1908 newspaper article as a “fast sailing brig of 437 tons...125 feet long, 30 feet beam, and 17 feet depth of hold”. Murphy describes her as being 384 tons and 123 feet overall.

*Daisy* was purchased in 1907 by a New Bedford based consortium headed by Benjamin D. Cleveland and converted to a whale ship at a cost of approximately \$30,000.

The original rig (hermaphrodite brig) was retained, crew quarters enlarged, and whaling related equipment added. The complement increased from about 8 – 10 to 34-38 men and davits for 5 boats and a spare (on stern whisker booms) added.

# The Daisy

The whaling industry at the time of her purchase and conversion was in decline and Daisy hunted sea elephants as well as whales in the Antarctic. The first successful petroleum well, in Titusville, PA happened in 1861, and the “Spindletop” oil field, Beaumont, TX, started production in 1901, so the replacement of commercial whale oil was well underway. *Daisy*, however, was a profitable whaler despite the difficult economic times, probably through a combination of luck, skillful seamanship, and the skin-flint Yankee managerial ways of her skipper/owner, Benjamin D. Cleveland.

Sold and converted back to a merchant vessel in 1916, *Daisy* sank in the eastern Atlantic in 1916 when she developed a leak while carrying a load of beans to Europe. The beans swelled and burst her seams. All the crew escaped.

Benjamin D. Cleveland was one of the last important whaling captains and agents active in New Bedford, Massachusetts. Born in Edgartown, Mass., in 1844, Cleveland first went to sea in 1876, and was an active whaling master from 1883-1921.



Captain Cleveland, c. 1907



Captain Cleveland aboard the Daisy, 1912-13

Between 1883-1922 Cleveland commanded twelve New Bedford, Mass., whaling vessels, notably the *Daisy* (Brig) and the *William A. Graber* (Schooner).

He was principal owner of five of these vessels, namely the *Daisy* (Brig), *A.E. Whyland* (Schooner), *Charles W. Morgan* (Bark), *A.M. Nicholson* (Schooner), and *William A. Graber* (Schooner), and had the controlling interest in several other New Bedford, Mass., whalers.

After 1900, Cleveland concentrated on hunting elephant seals in the Indian Ocean and Antarctic region and in 1909 and 1912 his vessel, the *Daisy* (Brig), was used for scientific investigation of the South Seas by the American Museum of Natural History. Cleveland continued to act as commander and agent for whaling and elephant seal voyages until his death in 1925.

Robert Cushman Murphy



**Robert Cushman Murphy** was born in Brooklyn, NY. He graduated from Brown University in 1911. He had assisted at the American Museum of Natural History and become interested in ornithology, and around the time of his graduation, was offered opportunity to serve as a naturalist aboard a whaling ship, the *Daisy*, during a year-long trip to the Antarctic. He first declined the offer as he was about to be married in June, but his fiancé, Grace Emeline Bairstow, persuaded him to sign on and they married early, in February. After a wedding trip to the Caribbean, he signed on to the *Daisy* and departed for the one-year voyage, in April, 1912.

During that voyage, Murphy kept a diary, later (1947) published as “Logbook for Grace”, and took photographs of the native flora and fauna, especially the birds. He also documented the processes of whale hunting through photographs, compiled and published in 1967 as “A Dead Whale or a Stove Boat”.

Upon his return, he took a position at the American Museum of Natural History and the couple lived for a time in Brooklyn until moving to Westchester County in 1921.

Murphy’s special interest was in marine birds and he and Grace traveled extensively as he explored the birds on the islands off Peru and explored birds in the South Seas. He published over 600 scientific articles as well as academic books and articles and books for the popular audience

# Researching the ship and preparation of plans

To my knowledge there are no plans of *Daisy* available. The vessel is documented in the books by Murphy, but the text and photographs relate mostly to life aboard a whaling ship and the processes of the whale hunt and processing.

There is one low resolution photo of a model of *Daisy* on the web site of the Cold Spring Harbor museum in New York. It is most certainly a model of the ship as a merchant vessel, either prior to or after her whaling career.



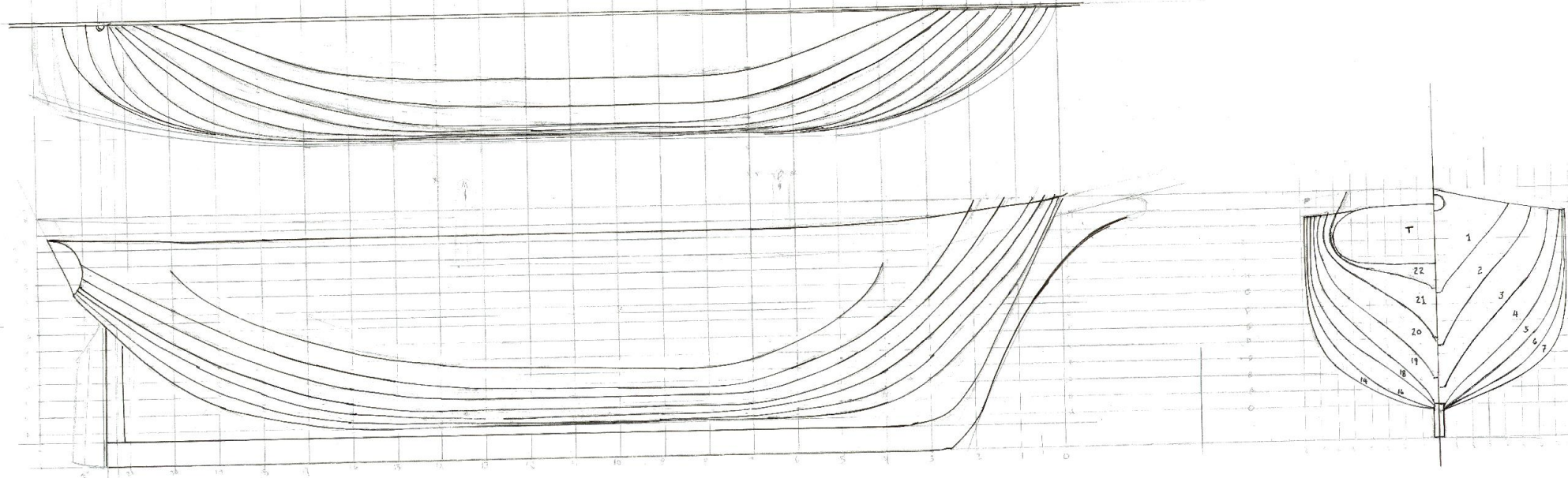
# Photo of model of daisy as a merchantman In Cold Spring Harbor Museum



# Building a model of the Daisy as whaler – Lines

Based on dimensions available from contemporary sources, comparison with plans of comparable vessels (Lagoda, Viola), and best-guess conjecture.

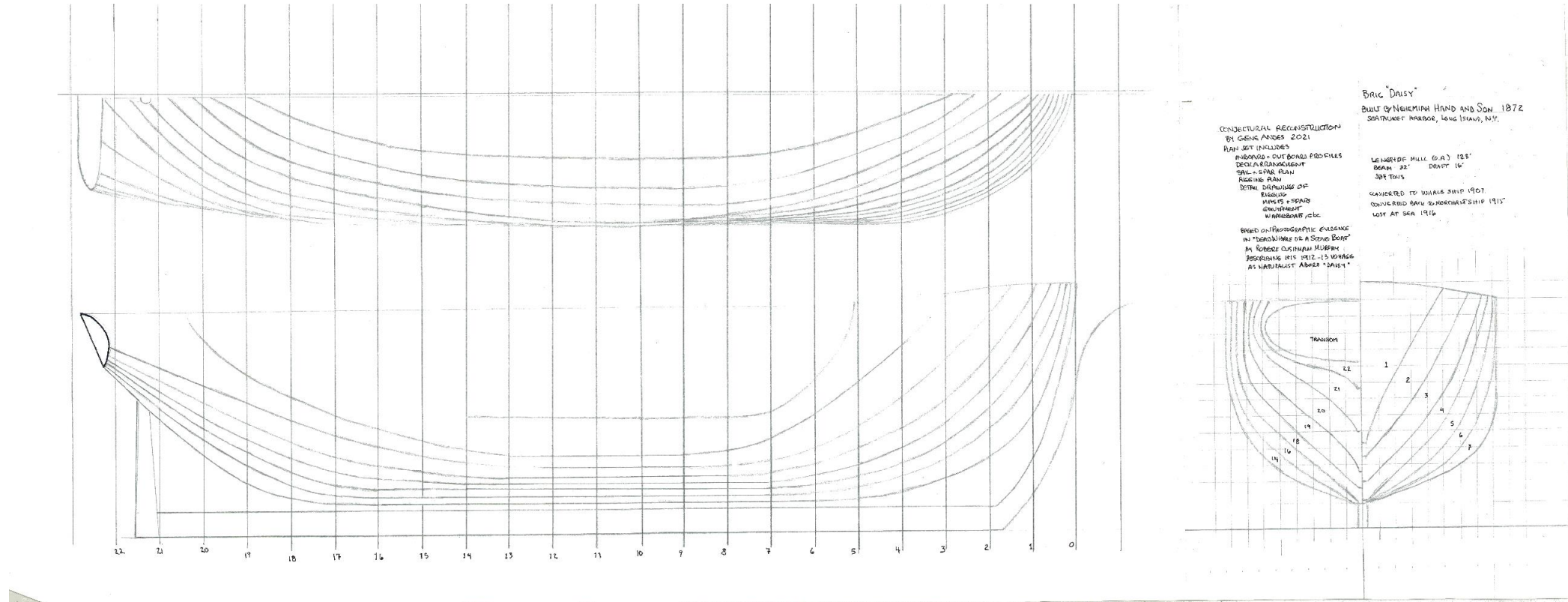
Version 1: Used for building the model illustrated in this series



# Building a model of the Daisy as whaler – Lines

“Corrected” or adjusted lines based on prototype model and review of photographic sources.

Version 2: Stempost – less rake, more vertical with slightly fuller bows

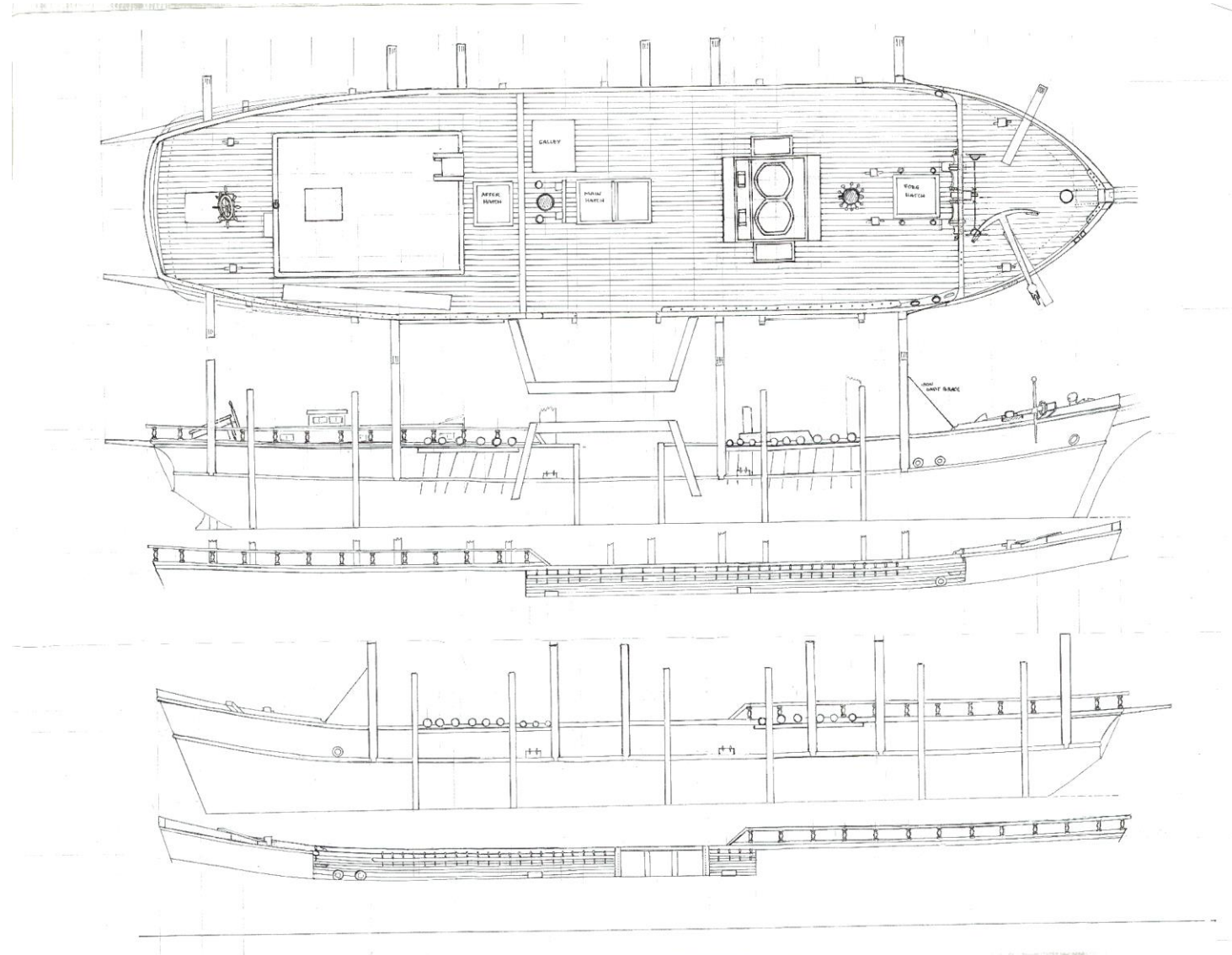


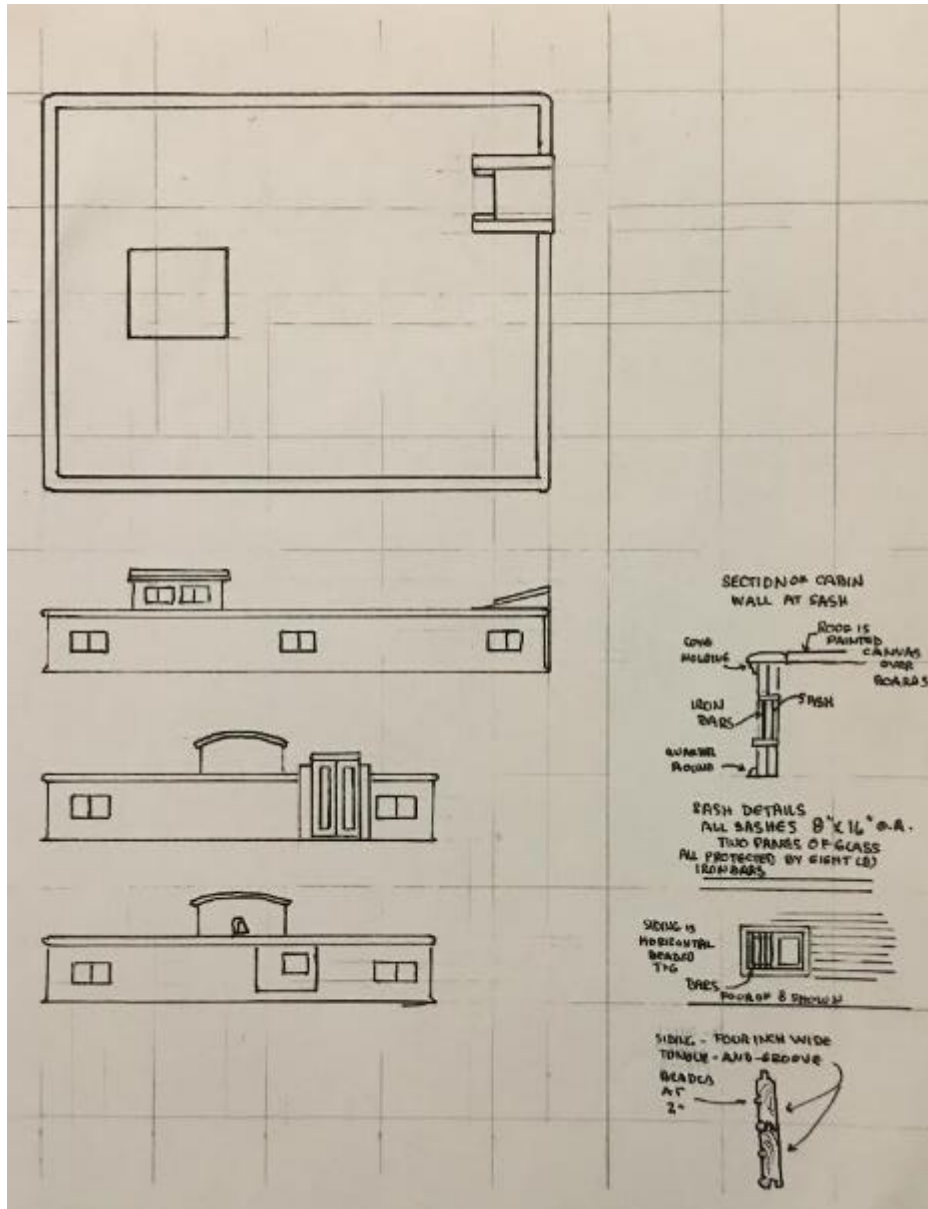
# Notes on the lines and other plans

Keel – Whale ships spent a great deal of time dead in the water while “cutting in” whale carcasses, so most had a larger/deeper keel to prevent drift. I increased the depth of the *Daisy's* keel about one foot. This is consistent with the dimensions of the keel in the Channing plan of the *Lagoda*, also a converted merchant ship.

Rake of stem post – The original lines I drew up had a slightly raked stem post, consistent with other whaling brigs and schooners. Since *Daisy* had an oval shaped transom and a schooner-like stern, this seemed consistent. Once the prototype model was completed, however, comparison with photos of the *Daisy* at sea suggested the post was more vertical. The lines have been changed to reflect this and both versions are available.

# Deck Arrangement, inboard and outboard profiles





Cabin skylight – I placed the skylight in the after third of the cabin.

Murphy describes this structure as having three parts, with he and the Captain bunked in the most after portion and the middle portion housing four officers and also serving as the officers' mess.

One photo of the cabin suggests the skylight may have been over the middle third, which would make sense.

Galley – I was unable to find photo evidence for appearance or location of galley. Murphy clearly says it was on the port side. Contemporary photos of similar whale ships show a small structure on the main deck and these were used to guide conjectural reconstruction of such a galley. One photo of the after cabin of *Daisy* suggests a location in this area.

Break of the Quarterdeck/poop – The model of the *Daisy* as merchantman clearly shows the brake in the poop forward of the main mast and the main bitts located on the quarterdeck. Photos of *Daisy* in her whaling days show main bitts located on the main deck. I have repositioned the break in the poop to be consistent with the latter evidence.

## Companionways:

Forward Companionway - Murphy's account suggests a forward companionway for crew access to the forecabin but location is not mentioned. Photos suggest perhaps it was accessed on the port side of the windlass and do not document a companionway structure over the fore hatch. The plan shows it portside of the partial bulkhead at the break of the t'gallant forecabin. (See notes on Windlass and Capstan, below)

After Companionway - *Daisy* had a large number of "officers", as boatsteers and harpooners were considered officers. There were about 20 men thus considered officers and housed aft of the main mast. About 12 were housed in the after cabin, and the rest in "steerage" accessed through the after hatch. Murphy mentions an officer emerging from steerage "vertically" through the after companionway. One photo suggests a sheltering structure over the after hatch, which I have omitted on the plans and prototype model, but would be appropriate to include.

Cabin Companionway - The cabin had a companionway on the forward port side. The covering appears in one photo to be canvas, but I modeled it as a more traditional wooden cover and paneled doors.



Tryworks – Plans are included for the tryworks. Photos of *Daisy* show the structure enclosed with sheet iron on all sides but do not clearly show access to the firebox. The structure is built upon an iron water tank, which is shown in photographs. Also, photos of *Daisy* show two cooling tanks, one on each side, which differs from other vessels' tryworks showing only one, usually on starboard side. Text also refers to a large additional tank below deck.

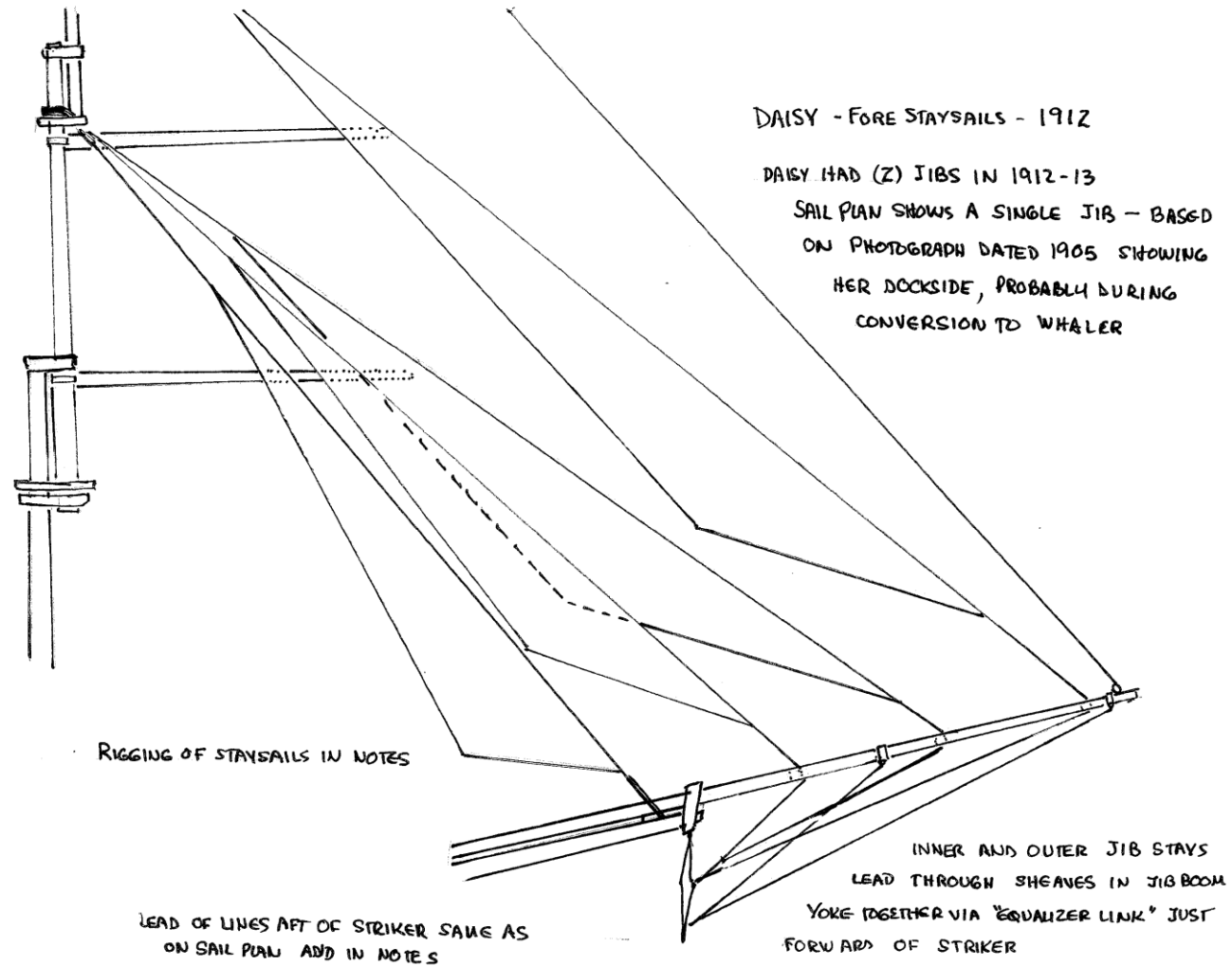
The tryworks in the prototype model are shown in stowed position, with chimneys laid down over the two cauldrons and the structure covered with a tarpaulin. Photos of the cutting in process on *Daisy* clearly show the tryworks thus stowed and covered. Since the cutting in and stowage of blubber occurred on one day and the cooking of the blubber on the next, it would not be realistic to show both processes happening at the same time.





Sail plan – Photos of the Daisy during the 1912-13 voyage clearly show three stays from the fore topmasthead. One to the bowsprit (topmast stay) and two (Inner and Outer Jib Stays) to sheaves in the jib boom. In the prototype model, I used the rig shown in the model of *Daisy* as a merchantman, together with a photo of *Daisy* during a refit (probably during conversion to a whale ship) of only a single jib stay. This discrepancy has been addressed in the sail plan with an addendum, and in the rigging dimensions charts by providing both options.

# "Corrected" sail plan of head sails – Inner and outer jibs



## Builder notes, detail plans (~45 pages)

I then drew up detail plans for masts and spars, rigging and specialized tackle, and various equipment and other paraphernalia of a whaling ship, and the Daisy in particular.

I also added “builder’s notes” to describe some of the techniques I used in building the model and some of the decisions as to how to model her.

Model Builders’ Notebook

### **Whaling Brig “Daisy”**

Built 1872 as merchant ship

Converted to Whale Ship 1907

Converted back to merchant ship 1915

Lost at sea 1916

The model is based largely on information and photographs from her 1912- 13 voyage to South Georgia as documented by Robert Cushman Murphy in his books:

“Logbook for Grace”

“Whaling Brig Daisy, 1912-1913”

The Macmillan Company, New York, 1947

And

“A Dead Whale or a Stove Boat”

“Cruise of *Daisy* in the Atlantic Ocean

June 1912-May 1913”

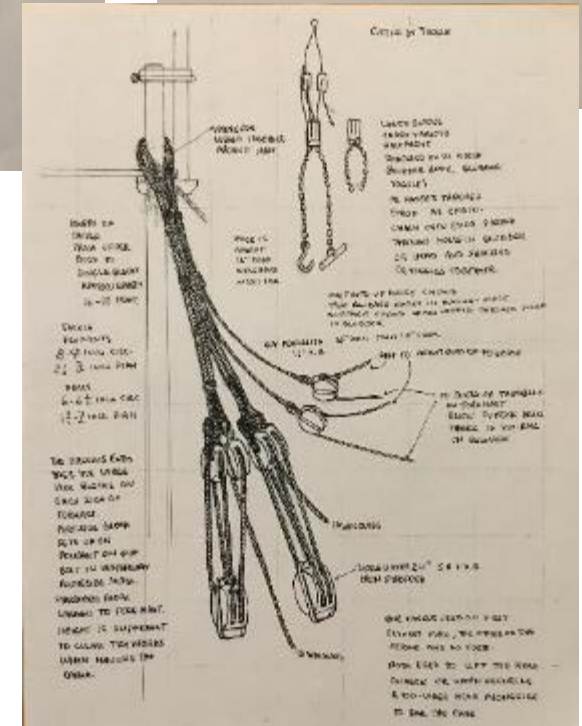
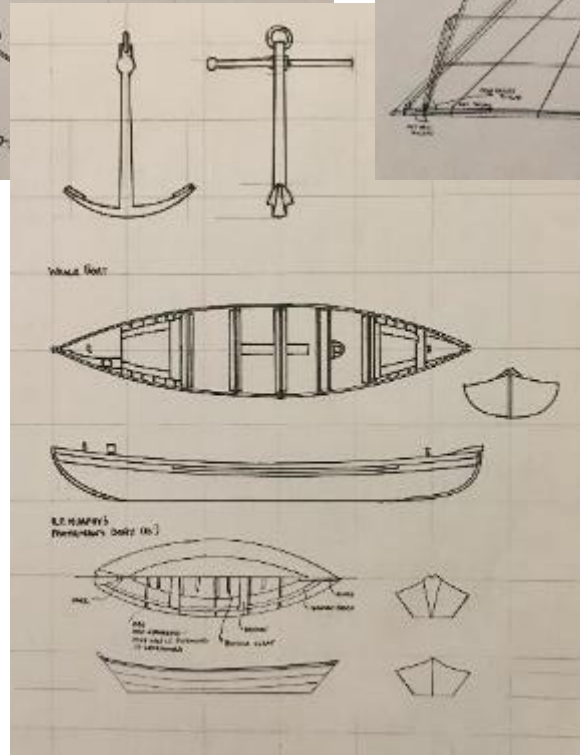
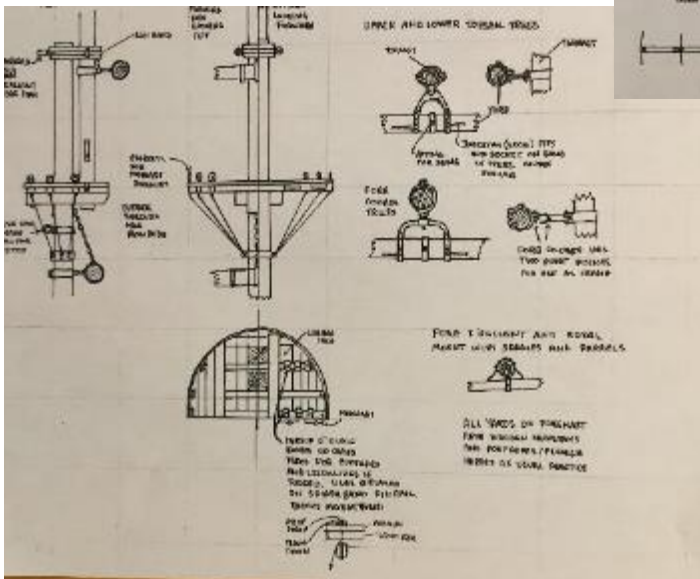
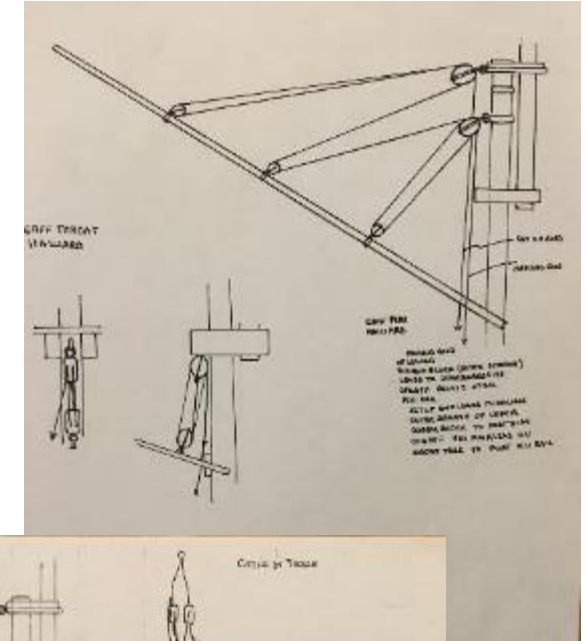
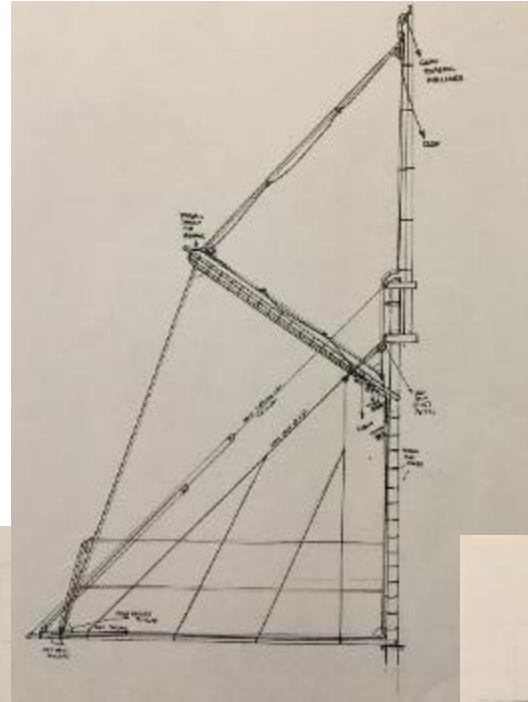
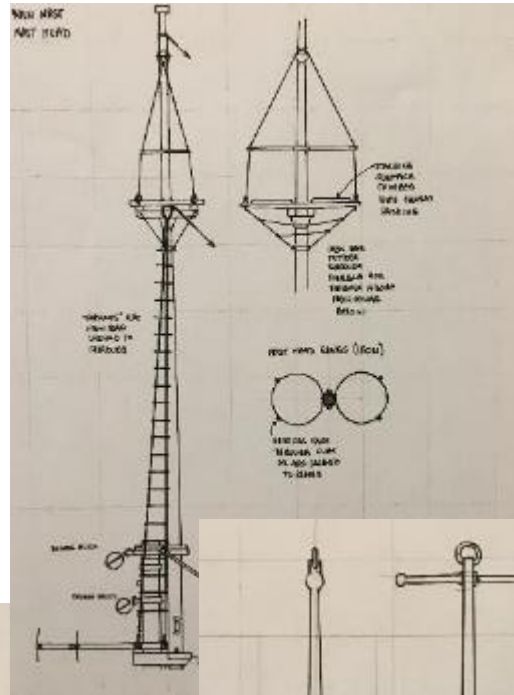
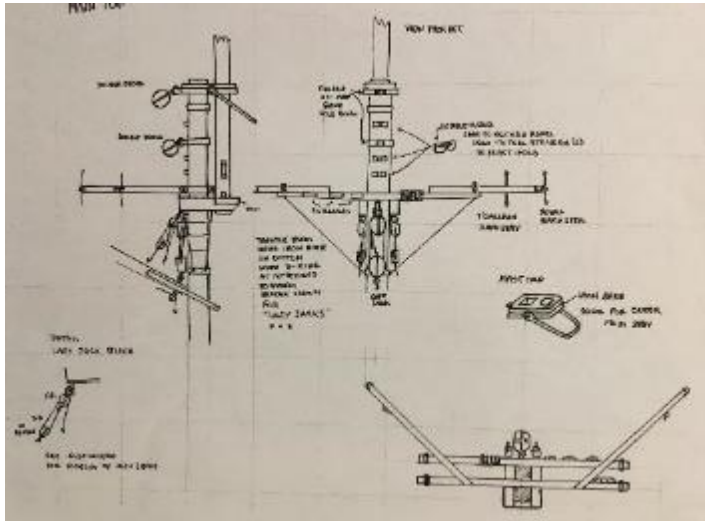
Houghton Mifflin Company, Boston, 1967

Plans and reconstruction by Gene Andes

Based on above sources and documentation of contemporary practice.

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# Sample detail drawings – about 25 in number



# Rigging dimensions and make up of cordage

Whale Brig Daisy (1912-13) Details of Rigging cordage and construction								
Standing Rigging								
	Prototype			Model at 1 to 64 scale			Blocks	
	Lay	Circ.	Diam	Diam	Diam	Make up in Cotton	num	size
<b>Bowsprit</b>								
Shrouds	chain					n.a.		
Bobstays	chain					n.a.		
<b>Jib Boom</b>								
Horses	Rope	4.00	1.27	0.0199	0.020	DMC Perle cotton size 12 - 3 ply		
Footrope	Rope	3.50	1.11	0.0174	0.017	Coats Cotton Crochet thread size 30		
Shrouds	Cable	6.00	1.91	0.0298	0.030	DMC Cebelia 20 3-ply		
Backstay outer	Cable	3.50	1.11	0.0174	0.017	DMC Perle Cotton size 8 single ply		
Backstay Inner	Cable	3.50	1.11	0.0174	0.017	DMC Perle Cotton size 8 single ply		
<b>Foremast</b>								
Fore Mast Stay	Cable	12.00	3.82	0.0597	0.060	Kolmes 10/2 cotton 3 ply x 3 ply		
Fore Mast Shrouds (5)	Cable	8.00	2.55	0.0398	0.040	Omega Emily size 10 3 ply		
Fore Mast Burton Pendant	Cable	8.00	2.55	0.0398	0.040	Omega Emily size 10 3 ply		
Fore Topmast Stay	Cable	5.50	1.75	0.0274	0.027	(.030) DMS Cebelia size 20 3 ply		
Fore Topmast Shrouds (2)	Cable	5.50	1.75	0.0274	0.027	(.030) DMS Cebelia size 20 3 ply		
Fore Topmast Backstay (2)	Cable	5.50	1.75	0.0274	0.027	(.030) DMS Cebelia size 20 3 ply		
Jib Stay	Cable	3.50	1.11	0.0174	0.017	DMC Perle Cotton size 8 single ply		
Fore T'Gallant Stay	Cable	3.50	1.11	0.0174	0.017	DMC Perle Cotton size 8 single ply		
Fore T'Gallant Shrouds (2)	Cable	3.00	0.95	0.0149	0.015	DMC Perle Cotton size 8 spun		
Fore T'Gallant Backstay (1)	Cable	3.00	0.95	0.0149	0.015	DMC Perle Cotton size 8 spun		
Fore Royal Mast Stay	Cable	3.00	0.95	0.0149	0.015	DMC Perle Cotton size 8 spun		
Fore Royal Mast (lookout) Shrouds	Cable	3.00	0.95	0.0149	0.015	DMC Perle Cotton size 8 spun		
Fore Royal Mast Backstay	Cable	3.00	0.95	0.0149	0.015	DMC Perle Cotton size 8 spun		
<b>Mainmast</b>								
Main Stay (to foremast)	Cable	12.50	3.98	0.0622	0.062	Kolmes 10/2 cotton 4ply x 3 ply		
Main Outer Stay (to foretop)	Cable	8.50	2.71	0.0423	0.042	Omega Emily size 10 3 ply		

Using the sail and spar plan, I figured the cordage needed for the model, using information in Steel's Elements and other sources to estimate the sizes of ropes and cables that would be appropriate for *Daisy*. I also estimated sizes of blocks, tending to size them larger than the minimum, as photos suggest this was the case with *Daisy*, likely to make her easier to handle with a small crew.

Once the rigging dimensions were worked out, I made up the ropes and cables for the model of 100% cotton using my "rope machine".



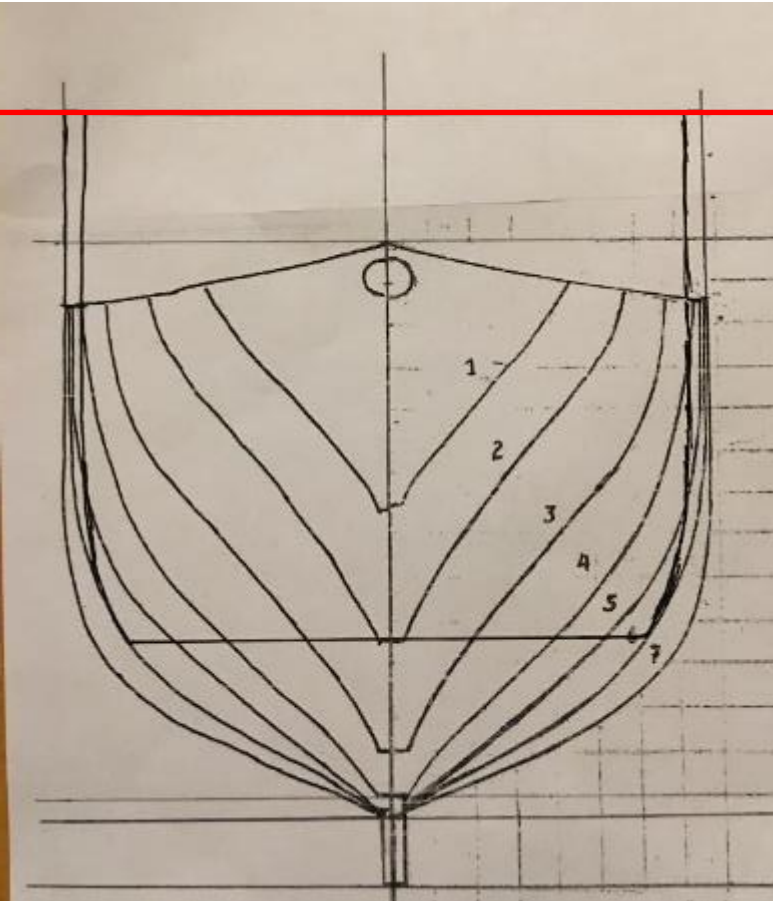
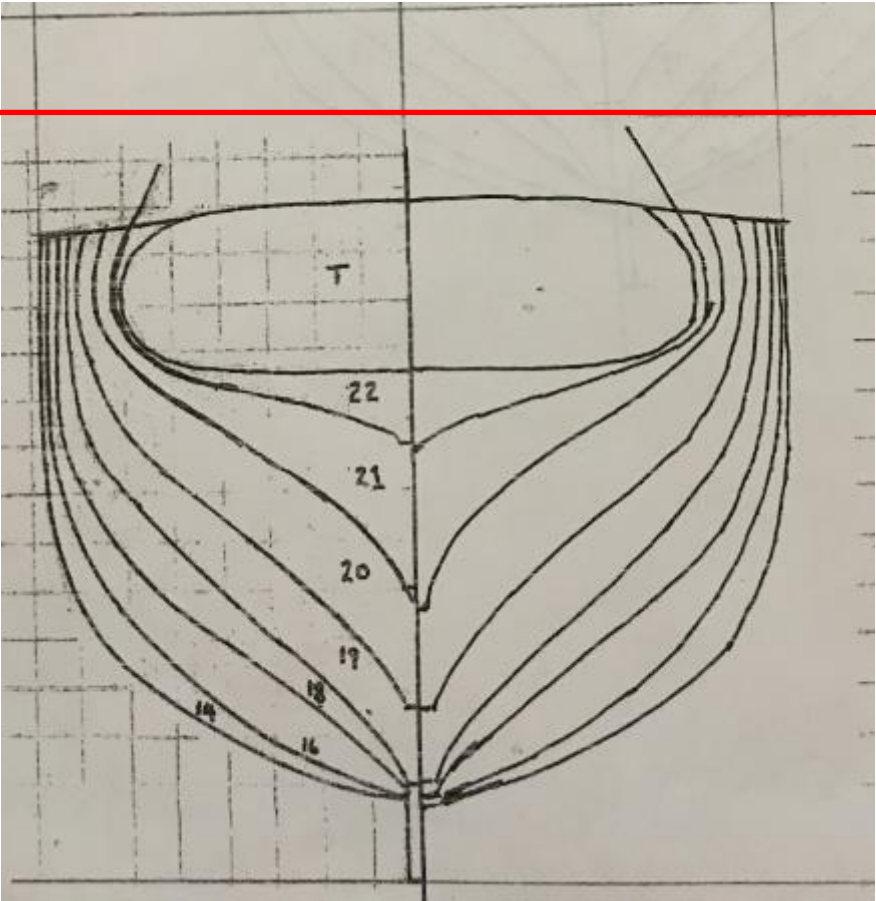
## Hull Construction

The hull is built plank-on-bulkhead using a modified “Hahn” method. The lines had stations spaced one inch apart, so the station lines could be used directly to cut bulkheads and the keel-center piece. The stations were flip copied, cut and pasted to be symmetrical, and an upper building line (Hahn) added. Then they were photocopied, each station trimmed to contour, glued with water soluble glue to 3/16” Lauan solid core plywood, and cut with a bandsaw.

The keel/center piece was also adapted to a Hahn building line so that all parts could be glued to a building board (plywood) with stations marked and numbered, making assembly quick and easy. And forming a rugged structure for the planking, done with white pine strips, 1/16” thick and 3/16” wide.

# Construction of the model - Stations

Red Line marks limit of extension of bulkhead to building board for Hahn method

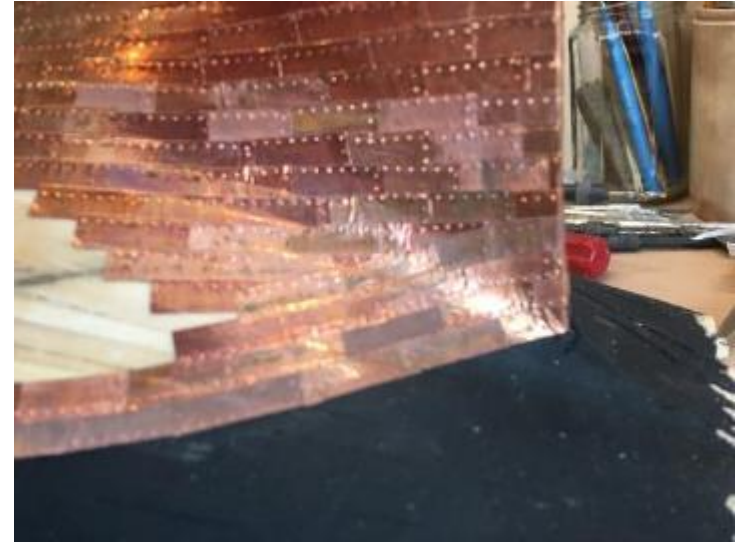




## Hull Construction

The shape of the hull made it easy to plank, with slight tapering forward and a couple of stealers aft. Planks were secured with wooden pegs taking care not to peg planks in the waist, where the bulkheads would be later removed above the level of the planksheer to form the bulwarks.

Once planked. The hull was painted black to the copper line, and a copper bottom applied using  $\frac{1}{4}$ " copper foil adhesive tape. I used a "pounce wheel" to simulate copper fastening, but found the appearance too obtrusive, so I burnished back the foil to greatly minimize the "fasteners". I also patina-ed the foil using various chemicals, with very dilute ferric chloride giving the best result.



Next, I cut the hull free of the building board and trimmed the bulkheads to the level of the planking, corresponding to the main rail.

In the area between what will be the t'gallant forecastle and the quarter decks, I trimmed the bulkheads further, down to the level of what will be the plank sheer. When planking, I had not used pegs in this area and had only spot glued the planks to the bulkheads to make removal/trimming of the bulkheads easier. I could use ordinary end cutting pliers to trim them, then twist them free of any glue.

I replaced the bulkheads above the plank sheer in this area with ¼" wide, 1/16" thick strips of pine to reinforce the planking and provide a base for the ceiling planks.

# Decks

Deck beams are 3/16" square oak stock on hand, wet, and clamped in a stacked wooden form to dry .



While the beams were drying, I added the supporting clamps for the main deck and the quarter deck and the “t’gallant forecastle”. I added the deck beams, using the deck arrangement plan to guide spacing for hatches and masts.

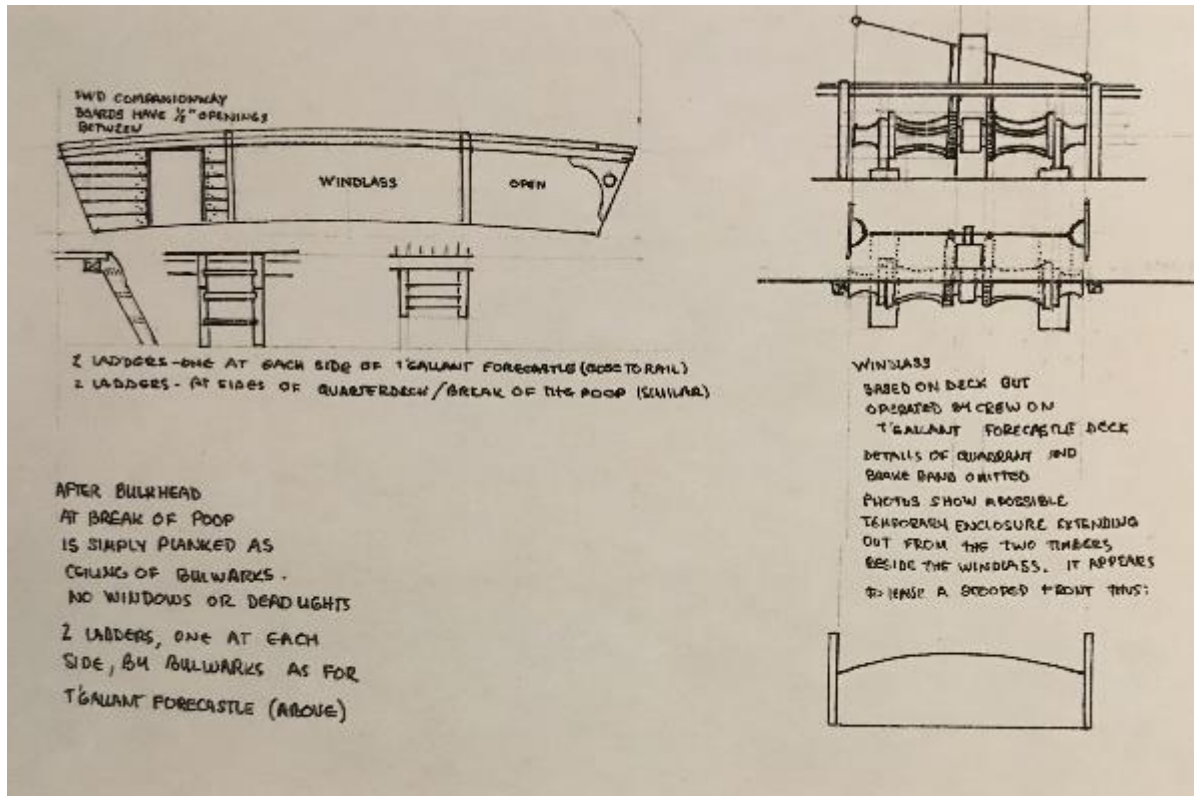
I planked the decks in two layers, as Daisy had a layer of thick “padding” over her main deck, which formed the water ways. The first layer is 1/16 sheet basswood, and the second is of 1/16” maple, 1/8” wide. On the main deck the second layer forms the waterways. The Quarterdeck and T’gallant forecastle do not have waterways. Once all decks were planked, they were colored with gray oil-based wood stain.





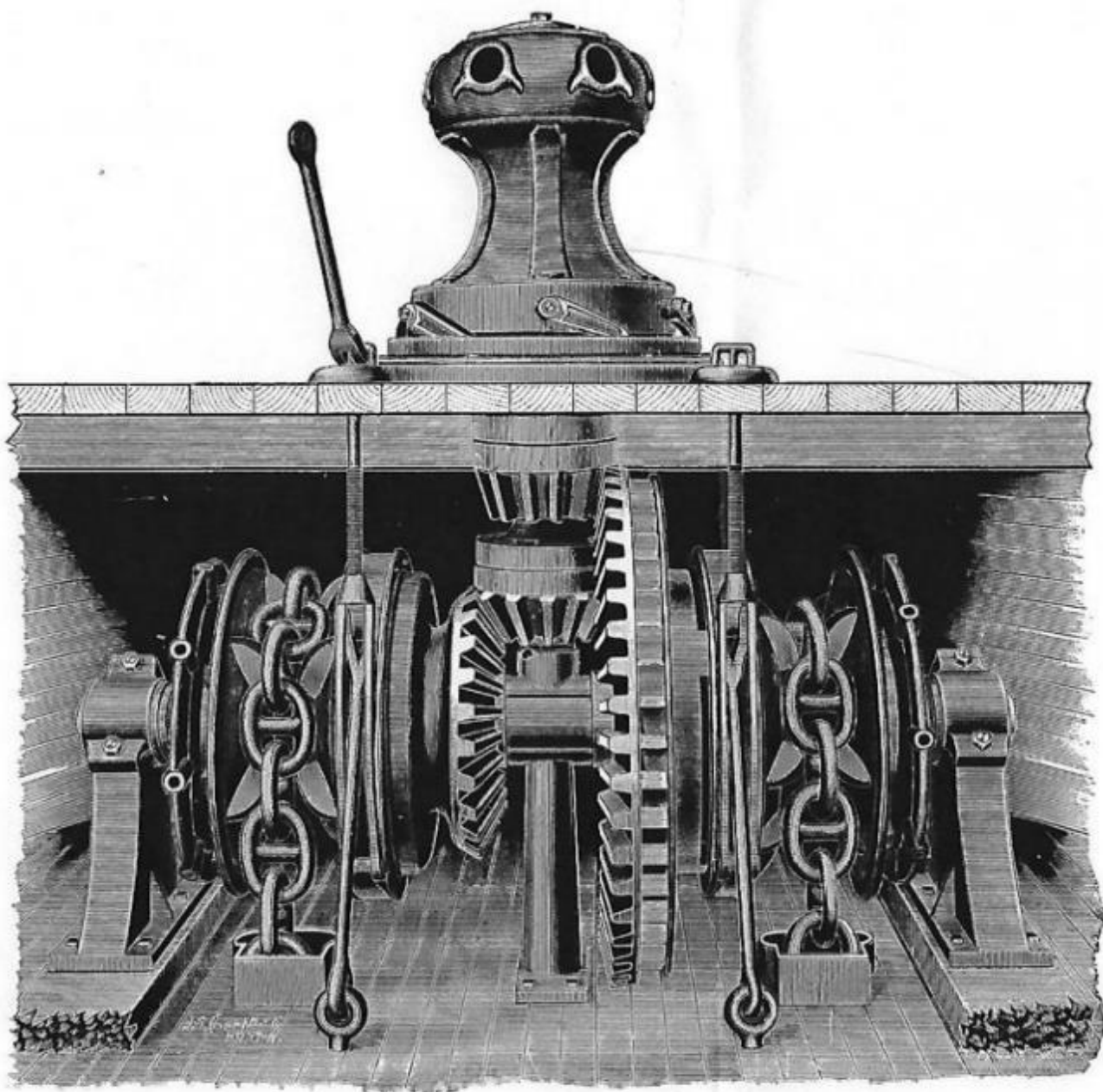
## T'Gallant Forecastle - Notes on Windlass and Capstan

Photos in “Dead Whale...” show the windlass tucked partially under the edge of the t’gallant forecastle and a capstan on the that deck, well forward. This seemed an odd arrangement, as the windlass was in position and equipped to handle anchor chain (or cable) and the capstan too far forward for that purpose.



A bit of internet research turned up several versions of and references to combination windlass capstans systems. They were sometimes steam driven and the crew powered versions has rocker arms (to drive the windlass) and in some examples, the capstan could drive the windlass, as well as *vice versa*.





THE "HYDE" CAPSTAN WINDLASS.

Patented Aug. 12, 1878; and Aug. 10, 1880.

Here's one example of a combination unit.

On this example, and all others identified, the capstan was mounted directly above the windlass drive gears.

There is extensive discussion of this issue on the Model page referenced in sources. In restoration of the *Thayer*, the decision was to keep the two devices separate, due to the distance between them. I went with this option, also.





Ready for the standing rigging



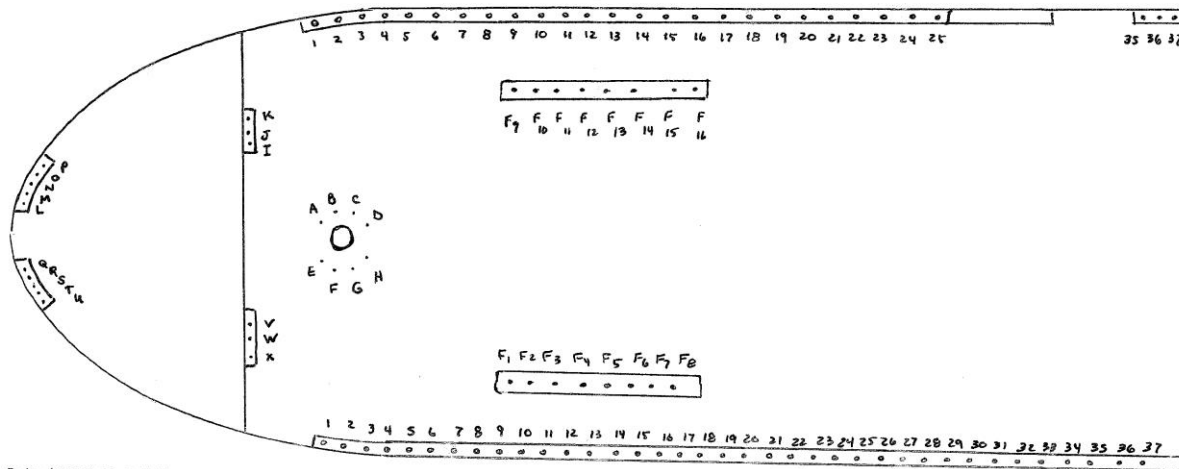






# Rigging the *Daisy* model

Belaying pin diagram – roughed out before starting the rigging and filled in during the process.



Daisy (1912) Pin Rail Diagram – forward of Quarterdeck.

Note: this diagram and key is for the corrected sail plan (with two jibs) as shown in the detail drawing and explained in the notes.

The prototype model illustrated in the notes carried a single jib and a forestay sail (1905 rig)

## Forward pin rails:

- L – fall of Jib Stay(s) stay tackle (starboard only)
- M – fall of Topmast stay tackle (S)
- R – fall of Topmast Stay Tackle (P)
- N – Topmast Staysail downhaul (S)
- S – Inner Jib downhaul (P)
- O – Outer Jib downhaul (S)
- T – T'Gallant Staysail downhaul (P)
- Q, P, U - open

## T'gallant Forecastle pin rails:

- I – K
- V – X
- All are alternate belaying points for staysail sheets, depending on trim of sails.
- Also used (J) to belay falls of fish tackle
- Both sides (K, X) used to stow extra line of main course tacks, which belayed to bits on t'gallant forecastle.

## Foremast spider pin rail:

- A - Fore topmast Staysail Halliard
- E – Inner Jib Halliard
- B – Outer Jib Halliard
- F – T'gallant Staysail Halliard
- C and G – Fore Course leech and buntlines
- D and H – Main Staysail(s) downhauls

Daisy (1912) Pin Rail Diagram – forward of Quarterdeck, continued:

Main pin rails, on bulwarks. Starboard side is "missing" pins 26 – 34 due to removable gangway bulwark.

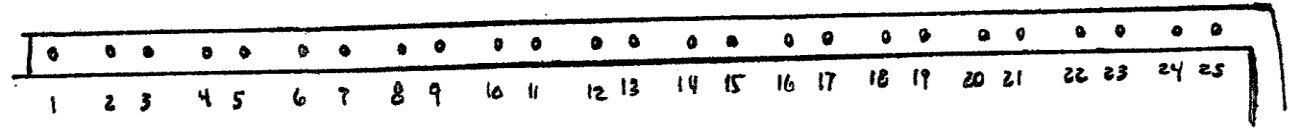
There are two fairleads lashed to shrouds and corresponding to pins # 9 – 16. Many of the lines passing through the fairleads also pass through thimbles lashed to individual shrouds above the corresponding fairlead. These thimbles were omitted on the model.

## Pin # Line belayed to this pin position

- 1 Fore Topmast Staysail sheet(s) (P & S)
- 2 Inner Jib sheets (P&S)
- 3 Outer Jib sheets (P&S)
- 4 Fore T'gallant sheets (P&S)
- 5 Open
- 6 Fore Course lifts (P&S)
- 7 Fore Course clews (P&S)
- 8 Lower Topsail Sheets (P&S) and Clews (P&S)  
*Note: 9 – 16 also pass through Fairleads, numbered F9 – F 16 accordingly*
- 9 Upper Topsail Clews (P&S)
- 10 Upper Topsail Sheets (P&S)
- 11 T'gallant Lifts (P&S)
- 12 T'gallant Clews (P&S)
- 13 Lower Topsail Lifts (P&S)
- 14 T'gallant sheets (P&S)
- 15 Upper Topsail Lifts (P&S)
- 16 Upper Topsail Halliard falls (S)  
T'gallant Halliard falls (P)
- 17 Open
- 18 Open
- 19 Open
- 20 (P) Tack of Main Topmast Staysail; (S) open
- 21 Open
- 22 Open
- 23 Open
- 24 Open
- 25 Open
- 26 And following. On the Starboard side, pins 17 – 25 are used as belaying points for davit ropes, for the cutting stage tackle falls, main staysail sheerts and clews, and any necessary ropes, etc. On the port side, these and pins 26 – 34 are used similarly plus the falls from cutting stage guys, and as temporary lashing of the port cutting tackle when not in use.

Pins 35, 36, and 37 are used as belaying points for main staysail halliards and braces for the fore mast yards.

## QUARTER DECK RAIL



### Quarter Deck Rail pins

This diagram shows the pins in the quarterdeck rail and the assignment of various lines to them. It appears from photographs that the use of these pins was pretty variable and probably a matter of convenience.

Lines from the whale boat davits and ropes securing the boats were belayed to the davits and the bearing beams, although some photos show extra line stowed on the rail pins.

There are many pins in the quarterdeck rail, 25 total on each side. It appears from photographs that these, and the rail itself, were used to secure ropes from the davits and to stow various coils of spare rope not immediately needed.

The first 5 to 10 pins on each side are used as belaying points for main staysail halliards and for braces of the foremast yards, duplicating or supplementing the use of the last three pins on the main deck pin rail. These ropes are belayed to various pins, depending on how the run of the line is after rigging.

The staysail halliards (main staysail, main topmast staysail, and main t'gallant staysail) pass through thimble fairleads lashed to the forward main shroud, down to belay on the quarterdeck rail, on the forward pins (1-4).

The halliard for the gaff sail belays on the port side at pin # 5, passing through the outer fairlead on the spreader. The gaff sail clews belay both ends with the upper end from the block passing through the middle spreader fairlead to pin 6. The other end, from the bottom of the sail, runs directly down to belay on the starboard boom pin with the tack. Sheet and tack of the gaff sail belay to pins on the main boom.

The hauling ends of the lazy jacks also belay in this area, with the port side passing through a spreader fairlead to pin #8 and the starboard side passing directly to the rail at pin 3.

Hauling ends of the gaff throat and peak halliards belay to the rail, the throat to pin 6 starboard, the peak halliard belays to pin 5 on the starboard side, and to pin 7 on the port side, passing through the innermost fairlead on the spreader.



## Order of Construction –

Rig head sails and foremast except sheets and braces

Detail the t'gallant forecastle

Sub-assemble davits, whaleboats, deck furniture, ratlines, etc.

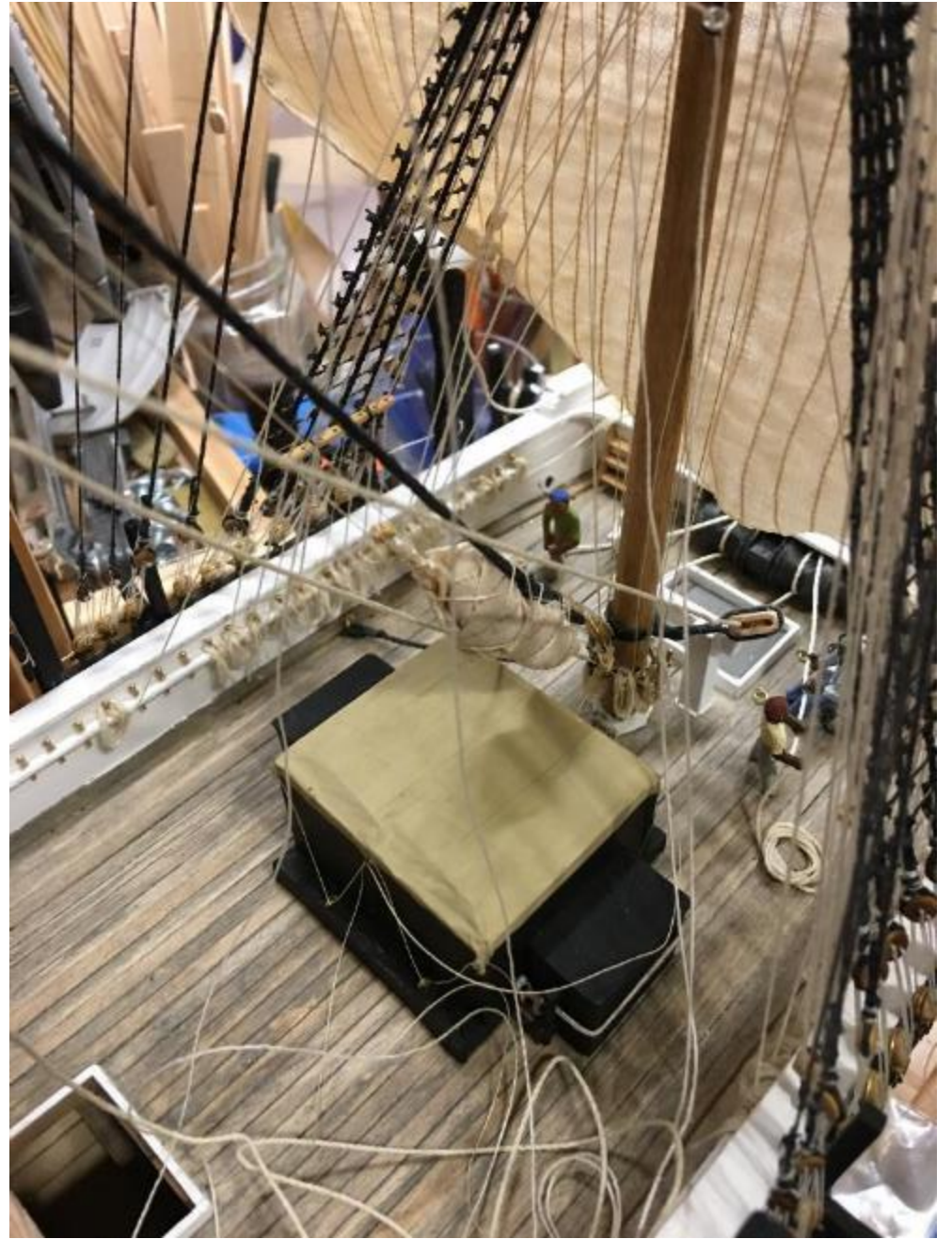
Rig main staysails and main mast, forward davits and boats

Mount model on diorama base – add whale, cutting stage

Detail main deck/waist/quarter deck

Rig braces and sheets, belay lines

Add remaining davits and boats







# Diorama



Base framed with 1" oak, slotted for 1/8" thick acrylic sheet. Two side and two end panels assembled by gluing mitered ends of frame pieces around the acrylic.

The inner side of each panel then "textured" with fast-setting epoxy, adding color to the epoxy here and there and creating a rippled look.

The frames are glued together to form the base with sides overlapping ends as shown. This base then glued to a piece of 1/4" lauan plywood, 18" x 37" painted in dark shades of teal, green, and deep blues.

The top of the base is similarly constructed of oak and plywood. The acrylic sheet is first cut out to hold the ship and the whale, using the ship's lines as a rough guide and then adjusting shape with small saw and sanding drum on hand-held rotary tool.



The top of the “sea” is placed on the base and once the whale and the ship are satisfactorily fitted, they are tacked in place with quick set epoxy.

The water is modeled thus:

I spread a layer of quick set pouring epoxy thinly over a working area, perhaps 20% of the surface area and immediately place kitchen plastic wrap over the epoxy and work quickly (really quickly) to form surface ripples and wavelets as the epoxy begins to set. I mix the epoxy rapidly to entrain some air bubbles in it, which enhances the appearance of the water as well as any sanding dust that has accumulated on the surface of the epoxy. Also, by working as the epoxy is hardening, I can create some “froth” effect.

I repeat this process until the entire surface is covered, working the plastic wrap to and slightly up on the edges of the hull, and over the whale carcass. I add red and red oxide tints to the epoxy used in the areas where I want the water bloody from the whale. There are about four layers of epoxy in these areas to create a visual depth to the color.

Then I add several more layers of the epoxy and add additional plastic wrap in areas where I want more active water effects. By letting the epoxy begin to set, I can produce very nice rippled effects or model the water along the edges of the hull nicely.

None of the epoxy on the surface is colored, other than the bloody areas. I added about a half dozen sharks to the whale carcass, and several swimming to or away from the whale.



Here are some of the sharks. The first shot is from below the “surface” of the water, the other two are through the rippled glass of the sides or ends.





Following are some photos of the model at or near completion.

























# Sources





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