

Lost and Never Heard From: Francis Flitner Jr., William Flitner, and the Schooner Warsaw

Susan E. Flitner's 1889 article about the Flitner family¹ begins with the life of Dr. Zacharias Flitner, who arrived in Boston about 1764.² By the end of 1765, he had settled in Gardinerston (now Gardiner, Maine) and married Lucy Colburn. The article includes these biographical sketches for two of their grandchildren:

Francis, b. May 1, 1807. A sea captain, commanded schooner "Warsaw," in which he was part owner; left port in 1839. Vessel and all on board lost and never heard from.

William, b. Sept. 29, 1817; mate of "Warsaw." Lost at sea 1839, with his brother Francis.³

A 1915 newspaper article by Susan Flitner's husband, Francis W. Flitner, includes an additional account of the Warsaw's loss:

Captain Flitner commanded her and with his brother William as mate sailed from New York in 1838. The vessel and crew were supposed to have perished in a storm which soon followed their leaving port, as they were never heard from.⁴

The two articles disagree by one year on the date of the loss. A second article by Susan Flitner also gives 1839 as the date of the loss.⁵ Doing the research to clear up this discrepancy, I learned much more than I had expected to about the lives and times of my seafaring ancestors.

Family Background

Francis and William Flitner were descended from three generations of shipbuilders on the Kennebec River. Their father, Francis Flitner Sr. (1774-1850), and their uncle William Flitner (1766-1835) were both shipbuilders. Their maternal grandfather, Samuel Oakman Sr. (1745-1822), was a merchant mariner and shipbuilder. Their great grandfather Thomas Agry Sr. (1722/23-1783) has been described as "the patriarch [ship]builder of the upper Kennebec."⁶

Francis Flitner Sr. and Elizabeth Oakman married in 1804 and made their home in Pittston, Maine, on a 143-acre lot on the east shore of the Kennebec River. Francis built vessels there until at least 1815 or 1818.⁷ Their property was just north of the property of Thomas and Anna Agry in the area known as Agry's Point.

In addition to Francis Flitner Jr. and his brother William, two other sons of Francis Flitner Sr. also were mariners: Samuel Oakman Flitner (1809-1885) and Zachariah Flitner (1811-1891). Another son, Freeborn (1820-1833), died at age thirteen. The youngest of the six sons, David Neal Flitner (1822-1883), became a watchmaker and lived for many years in Honolulu, where he had a jewelry business that included selling and regulating chronometers. Francis and Elizabeth had three daughters: Elizabeth (1812-1880), Cordelia (1814-1863), and Mary (born 1815 and died in infancy). Their first child also died in infancy (1806).⁸

The Warsaw's Construction

Under American law in the early 1800s, the owner of a vessel engaged in foreign trade was required to obtain a certificate of registry, and the owner of a vessel engaged only in U.S. coastal trade was required to obtain a certificate of enrollment. To register or enroll a newly constructed vessel, the vessel owner and the master carpenter had to file certain documents with the collector for the applicable Customs district. The information required by these documents included the vessel's name and measurements, the place and year of construction, and the names of the vessel's owner(s), master (captain), and master carpenter.

None of these documents for the Warsaw have survived, but various secondary sources, based in part on Bath customhouse records, agree that the schooner Warsaw was built in 1835 in Gardiner, and two of the sources list Thomas N. Atkins as the builder.⁹ Two sources list only J.P. Hunter as the Warsaw's owner, and one source lists Flitner, Hunter & Co. as owners.

John P. Hunter, in addition to being in the lumber business in Gardiner for many years,¹⁰ was the owner of at least two other vessels built in Gardiner and Hallowell.¹¹ An 1846 map of Gardiner¹² shows a wharf labeled "Hunter" on the Kennebec riverfront approximately 100 feet north of where present-day Northern Avenue intersects with Maine Avenue/U.S. Route 201, within what was then Gardiner but is now Farmingdale. If this was J.P. Hunter's wharf, it may have been the site where Thomas Atkins built the Warsaw.

As revealed by the appraisal of Francis Flitner Jr.'s estate, the Warsaw's owners and their respective shares in the vessel at the time of its loss were John P. Hunter (three-eighths), Francis Flitner Jr. (one-fourth), John Mustard (one-fourth), and Mr. Adkins (one-eighth).¹³

Mr. Adkins was probably Thomas N. Atkins, the Warsaw's builder, as it was not unusual for the builder to obtain an ownership share in a vessel he built. It is also possible that Mr. Adkins was James Atkins, who built at least nine vessels and owned at least four others, all constructed in Hallowell between 1832 and 1854.¹⁴ John Mustard's identity is uncertain. The U.S. Census for Topsham, Maine, from 1830 through 1880 shows a John Mustard, born about 1798.

Two sources list the Warsaw's master as Mason Damon,¹⁵ a resident of Gardiner. However, there is no evidence of any Warsaw voyage with Damon as master. William A. Baker explains: "Occasionally the master listed was an employee of the managing owner or the builder who was designated master temporarily when it was necessary to document a vessel before her actual master had been named."¹⁶

Most schooners in the 1830s were two-masted vessels with fore-and-aft sails on both masts. A fore-and-aft sail extends roughly parallel with the vessel's length, in contrast with a square sail, which extends roughly perpendicular to the vessel's length. Many two-masted schooners of this period had one or two square sails above the fore-and-aft sail on one or both of their masts. A schooner with this type of rig was called a square-topsail schooner.¹⁷

The Warsaw was of typical size for schooners built at that time. According to Baker, the Warsaw's dimensions were 75'2" length, 21'6" width (or beam), and 9'1" depth of hold. Calculated from these dimensions, the Warsaw's register tonnage was 128 tons, representing the vessel's volume, not its weight or displacement.

The schooners built in the Kennebec region in the 1830s for use in the West Indian and U.S. coastwise trades have been described as follows:

These West Indian traders and coasters were turned out in large numbers at low cost. Roughly built, they were serviceable vessels for their purpose and most made good profits. As lumber was the principal cargo from the Kennebec region most of these vessels were adapted for its carriage. They were single deck vessels with relatively shallow hulls, short high quarter decks, and deep main deck bulwarks suitable for stowing large deck loads.¹⁸

With a hold that was two to three feet deeper than that of a typical lumber schooner, the Warsaw was better suited for carrying cargo and passengers below the deck. An 1838 advertisement that described the Warsaw as a "fine, fast sailing regular U.S. Mail packet schooner"¹⁹ suggests that the vessel was built for greater speed than the typical lumber schooner.

The Warsaw's Voyages

Between November 1835 and September 1838, the Warsaw made numerous voyages between ports of the East and Gulf Coasts of the U.S. and, on one occasion, to the West Indies. Most of these voyages are documented by newspaper records of vessel clearances and arrivals, as shown in Appendix 1.

Before a merchant vessel could sail from a U.S. port, it had to be cleared by a Customs official who certified that the vessel's master had met all the legal requirements to sail for its destination. Because vessels did not always sail on the dates they were cleared, a clearance date shown in a newspaper was not necessarily the actual date the vessel sailed.

1835

The Warsaw was probably launched in the fall of 1835, because her first documented voyage is reported in the November 25, 1835, issue of the New York Shipping and Commercial List (NYSCL), which shows that on November 20, "Schr Warsaw, Flitner" cleared New Haven, Connecticut, for Barbados. This voyage is further documented by a crew list in the National Archives dated November 19, 1835.

The crew list, transcribed in Appendix 2, confirms that Francis Flitner Jr. was master of the schooner Warsaw of Gardiner for a voyage to "Barbadoes and a Market," meaning that the vessel could proceed to Barbados and additional ports as necessary to sell its cargo or acquire a return cargo. Of the six crew members listed, four were residents of Pittston: Oliver Colburn Jr., age 21, who was probably the Warsaw's mate (second in command to the master); Samuel Cutts Flitner, age 19, one of Francis's first cousins; Benjamin Piper, age 19; and Josiah Trask, age 16.

The other crew members were George Maxwell, age 19, of Gardiner; and John Tredwell, age 58, of Long Island. Given his age, Tredwell was perhaps the Warsaw's cook.

Francis's brother William, then 18, was not yet a crew member. The date that William joined the Warsaw's crew is unknown because no other crew lists for the Warsaw exist. U.S. Customs regulations required crew lists to be submitted only for international voyages, and the Warsaw's voyage to Barbados and return to the U.S. are the Warsaw's only known international voyages.

1836

The Warsaw arrived in St. Marks, Florida, from St. Thomas on January 19, 1836. St. Thomas, then a Danish colony, is now part of the U.S. Virgin Islands, situated about 450 nautical miles northwest of Barbados. Whether the Warsaw reached Barbados is unknown. Very favorable sailing conditions would have been required for the Warsaw to have sailed, in two months, the approximately 4,500 nautical miles from New Haven to St. Marks by way of Barbados.

In 1836, Florida was a U.S. territory. It did not become a state until 1845. The seaport of St. Marks was located about 20 miles south of Tallahassee, serving as an outlet for the cotton crops in that region.

The date that the Warsaw sailed from St. Marks was probably February 9, based on this report published in the New York Evening Post after the Warsaw arrived in New York on March 2:

The schooner Warsaw, Captain Flitner, on the 9th ult. [February 9] light bearing N. by W. fourteen miles from that place [St. Marks], fell in with a canoe, having in her Rufus W. Green, and the dead bodies of two other men, named Gibbs and Stanley. They had on the 5th, at night, taken the canoe, at Shell Point, to go to Spring Creek, but were blown off to sea, where they had been three days and nights without sustenance. Messrs. Gibbs and Stanley died from extreme exposure when two days out, and when taken up by the Warsaw, Mr. Green was nearly exhausted; but has since recovered.

The Warsaw's typical sailing time for this route of roughly 1,500 nautical miles was three to four weeks. Captain Flitner was probably already familiar with this route because he was probably the captain of the schooner identified as "Delta, Flitner" from September 1834 through May 1835, during which period he made two round trips between New York and St. Marks. The Delta was built in 1829 in Sidney, Maine, located on the Kennebec River above Augusta.²⁰ Appendix 3 lists the voyages of Delta, Flitner.

The Warsaw cleared New York on March 23, stopping in Key West to discharge a passenger, Captain John Burrows, and then sailed from Key West for St. Marks on April 9.²¹ The Warsaw arrived in St. Marks on April 13, according to the April 23 issue of The Floridian, a Tallahassee newspaper, which contained this advertisement describing the Warsaw's cargo:

Expected per schooner Warsaw, an assortment of hardware, and a few superior rifles and double barrel guns – all will be sold low for cash or approved credit, purchasers are invited to call and examine for themselves.

April 9th 1836

A. FORMY DUVAL

The Warsaw cleared St. Marks on May 2 and arrived in New York on May 22 carrying cotton.²² On June 2, the Warsaw cleared New York for Bath, Maine. The date of the Warsaw's arrival in Bath is unknown, but the Warsaw cleared Bath on September 21 for Mobile. It seems likely that Captain Flitner visited his family in Pittston before his departure for Mobile. The Warsaw arrived in Mobile on October 22, and cleared for St. Marks on November 13.

1837

The date of the Warsaw's arrival in St. Marks and subsequent clearance from there are unknown, but the Warsaw's arrival in New York from St. Marks was on January 27, 1837. After two subsequent round trips between New York and St. Marks, the Warsaw cleared New York for Boston on August 14, arriving in Boston on August 19, and cleared Boston for Gardiner on August 22.

While Francis was presumably in Pittston, his brother Samuel Oakman Flitner, master of the brig Catharine,²³ arrived in Bath from New York on September 9. The next day, in Pittston, Samuel and his fiancé, Abigail M. Jackson, also of Pittston, recorded their intentions of marriage,²⁴ and on September 20 they were married.²⁵ Francis's brother William turned 20 on September 29, and his sister Cordelia turned 23 on October 5.

Warsaw, Flitner, cleared Bath on October 13 and arrived at St. Marks on November 10 with a cargo of lumber. An advertisement in a local newspaper announced the Warsaw's availability for freight or passage to New Orleans, with a tentative sailing date of November 21,²⁶ but I found no record of the Warsaw sailing for New Orleans, arriving in New Orleans, or returning to St. Marks from New Orleans. On December 14, the Warsaw cleared St. Marks for New York.

1838

The Warsaw arrived in New York on January 5 with 365 bales of cotton.²⁷ On January 24, 1838, the NYSCL published the following listings under the headline, "FOR DISTANT PORTS IN UNITED STATES":

KEY WESTSchr. Warsaw, Flitner, 9 E. R. ____ W.W. Pratt
ST. MARKS, FlorSchr. Warsaw, Flitner, 9 E. R. ____ W.W. Pratt

These entries advertised that the Warsaw, docked at Pier 9 (also known as Coenties Slip) on the East River, was accepting cargo and passengers for Key West and St. Marks, but a sailing date was not listed. W.W. Pratt was the coastal shipping line for which the Warsaw was sailing.²⁸

The Warsaw cleared New York for St. Marks on January 31 and arrived in St. Marks on March 2. The March 10 edition of The Floridian reported the arrival of "Schr. Warsaw, F. Flitner, master, from New York via Key West and Tampa, merchandize to sundries and U.S. Mail. Captain F. reports the arrival at Tampa of the General Marion, in 13 days from Baltimore."

The Warsaw cleared St. Marks on March 24 and arrived in New York on April 11, with a cargo of cotton consigned to W.W. Pratt.²⁹ On April 18, the Warsaw cleared New York for

Jacksonville, Florida. I have not found any record of the Warsaw's arrival in, or departure from, Jacksonville. The Warsaw cleared St. Marks for New York on June 19.

The Warsaw arrived in New York by way of Key West on July 14, carrying a box of merchandise consigned to W.W. Pratt, the U.S. mail, bales of cotton consigned to four different parties, six named passengers, and six unnamed passengers in steerage.³⁰ Two of the named passengers were "capt. S. Lewis" and "J. Colborne," whose identities will be discussed later.

There is no record of the Warsaw sailing from New York before she cleared for St. Marks on August 25.³¹ It is plausible that Francis (and William, if he had joined the Warsaw's crew by this time) traveled to Pittston and back to New York on coastal packets while the Warsaw was docked in New York and accepting cargo for St. Marks.

A reason for Francis or both brothers to return to Pittston at this time was to attend the wedding of their brother Zachariah to Mary Elizabeth Lapham on August 16, 1838. After the wedding, they would have had time to return to New York and clear for St. Marks on August 25. An advertisement that appeared in the *Morning Courier and New York Enquirer* between August 16 and August 22 states that the "schooner WARSAW, F. Flitner, master" was docked at Pier 11 on the East River with "most of her cargo engaged." The date of sailing was reported as August 27 (a Monday) by the NYSCL and as August 28 by the *New York Evening Post*.

On board the Warsaw when she sailed from New York were Francis, William, and other crew members whose names are unrecorded. Oliver Colburn Jr. and Samuel Cutts Flitner had both left the Warsaw by then.³² According to one publication, there were, in addition to the crew, "a number of passengers on board, among them Samuel Y. Cook, a merchant of Tallahassee."³³

Given the accounts of severe gales reported in several issues of the NYSCL, the most probable explanation of the Warsaw's disappearance after sailing from New York is that the vessel ran into a hurricane off the Florida coast on or around September 7. The intensity of the storm is described by the following accounts:

Three Key West wrecking smacks, *Dread*, *Alabama*, and *Caution*, of Mystic, Conn. were lost on the Florida coast during the late gale 7th ult. [September 7]. The crews, with the exception of one man, were all lost.³⁴

The late gales of 6th, 7th, and 8th September, were very severe at Great and Little Exuma, Rum Key, St. Salvador, and Long Islands, destroying large quantities of salt, blowing down houses, and killing several of the inhabitants.³⁵

The September 15 issue of the NYSCL reported a "very severe gale" hit New York on September 12. This was perhaps the same storm that earlier hit the Florida coast.

Three to four weeks after the hurricane occurred, two vessels commanded by cousins of Francis and William Flitner sailed from New York for the Gulf of Mexico. On September 29, 1838, the brig *Nimrod*, commanded by Joseph Oakman (1807-1847),³⁶ cleared New York for St. Marks

and arrived in St. Marks on October 30. On October 6, 1838, the brig Catharine cleared New York for Tampa Bay, Florida. This vessel, previously commanded by Samuel Oakman Flitner, was now under the command of William Ladd Flitner,³⁷ an older brother of Samuel Cutts Flitner. With these voyages along the Warsaw's customary route, the fate of the Warsaw and her crew became more certain. The November 3, 1838, issue of the NYSCL ran this notice: "Schr. Warsaw, Flitner, which left this port for St. Marks, via Key West, the 27th August, and has not been heard of since."

On December 8, 1838, this notice appeared in the New York Evening Post:

SCHR. WARSAW, CAPT. FLITNER

Persons who sold goods to the firm of French & Cook, merchants, Tallahassee, Florida, in the year 1838, and shipped them on board of the above named vessel, are requested to send duplicate bills or invoices to the subscriber immediately, as the above vessel which sailed from here for St. Marks, 28th Aug. is lost, and they will also collect their insurance and have their bills arranged.

J.P. VAN EPS
80½ Pearl St.

Samuel Y. Cook, "a merchant of Tallahassee," who was reported to be a passenger on the Warsaw on her last voyage, was apparently the co-owner of the French & Cook firm named in the preceding notice.

Settlement of Francis Flitner Jr.'s Estate

On August 8, 1839, the probate court for Kennebec County acknowledged that Samuel Oakman Flitner had presented the last will and testament of Francis Flitner Jr.³⁸ The will, signed on September 17, 1829, named Francis Flitner Sr. as executor. However, on September 10, 1839, he wrote to H.W. Fuller, Judge of Probate, Kennebec County, to decline acting as executor and to ask that his son Samuel be appointed administrator. On the same date, Judge Fuller approved the will, granted Samuel the power to administer his brother's will, and appointed three appraisers to inventory and evaluate Francis's estate.

The appraisers' inventory, dated October 8, 1839, confirms that Francis owned "1 quarter part of the Schooner Warsaw the same being lost at sea & amount of policy of insurance," equaling \$1,000.³⁹ From this we can assume that the total amount of insurance on the Warsaw was \$4,000. Then, as today, vessels were insured for an agreed value that was payable in full if the vessel was totally lost. The total amount the insurer paid for a loss was divided among the vessel's owners in proportion to their shares of ownership.

The inventory also shows four notes of hand, or promissory notes, with balances payable to Francis totaling \$443.10. One of the four note makers was John P. Hunter, the Warsaw's principal owner. Two other makers, William Hanover and John Colburn, were residents of

Pittston. William Hanover was either Francis's uncle (1770-1855) or Francis's first cousin William Flitner Hanover (1803-1871). John Colburn was either John Colburn Jr. (born 1807), who signed Francis Flitner Jr.'s will, or John Colburn Sr. (1783-1850). In the final statement of the settlement of the estate, the Hunter, Colburn, and Hanover notes are shown as having been repaid in full, with interest. The maker of the fourth note, Stacy Lewis, had not paid his debt as of the time of the estate's final settlement, so the note was renewed for \$145.60 on September 16, 1840, and left with Francis Flitner Sr.

The Stacy Lewis and the John Colburn referred to in the appraisers' inventory were perhaps the "captain S. Lewis" and "J. Colborne" named as passengers on the Warsaw in the New York Evening Post article about the Warsaw's arrival in New York on July 14, 1838.⁴⁰

The Aftermath

On June 17, 1840, Samuel Oakman Flitner and his wife, Abigail, had their first child, whom they named Francis William Flitner in memory of his uncles who were lost at sea. Samuel and Abigail had three other children: Delia in 1842, George in 1849, and Effie in 1854. The family lived a short distance upriver from the Francis Flitner Sr. property, in a two-story frame house built in 1840.

After leaving the brig Catharine, Samuel Oakman Flitner commanded a series of increasingly larger merchant vessels, often for transatlantic shipping lines.⁴¹ Between August 1850 and June 1852 he sailed the Pittston-built ship James N. Cooper around the world. He retired to "his pleasant home on the Kennebec"⁴² in or around 1868 and lived there until his death in 1885.

Zachariah Flitner, William Ladd Flitner, and Samuel Cutts Flitner also had long sailing careers. Zachariah retired to Pittston and later became a Maine state representative. William retired to his home in Inwood, New York, at the northern tip of Manhattan. Samuel moved his family to a farm in Brighton, Iowa, in 1857.⁴³

Joseph Flitner Jr., eldest brother of William Ladd Flitner and Samuel Cutts Flitner, was less fortunate. After commanding merchant vessels for nearly 20 years, he sailed to California in 1849 to pursue gold mining and died early the next year.⁴⁴ He was survived by his wife, Cordelia, and their three daughters, ages ten, five, and two, who had remained in Pittston.

Cousin Joseph Oakman died of yellow fever in Mobile, Alabama, in 1847 at the age of 40. He was survived by his wife and their one-year-old daughter.⁴⁵ Oliver Colburn Jr., who served as the Warsaw's mate in 1835, left the Warsaw before her final voyage. However, he was later lost at sea, along with his younger brother Abbott.⁴⁶

Francis W. Flitner (1840-1916) and Susan Ellen Hawthorne (1842-1919) were married on January 13, 1869. They lived for many years in Boston, where he was a wool merchant.⁴⁷ Their articles record many details of Flitner family history that would otherwise have been lost. Their photos are shown below.



Appendix 1 – Voyages of Schooner Warsaw, Captain Francis Flitner Jr.

Abbreviations:

BMP	=	Boston Morning Post	NYEP	=	The Evening Post (New York)
FLOR	=	The Floridian (Tallahassee)	NYH	=	The Herald (New York)
KW	=	Key West	NYMH	=	Morning Herald (New York)
KWE	=	Key West Enquirer	NYSCS	=	Shipping and Commercial List (New York)
NY	=	New York			

CLEARANCE			ARRIVAL		
<i>Date</i>	<i>Cleared (or Sailed)</i>	<i>Source</i>	<i>Date</i>	<i>Arrived</i>	<i>Source</i>
11/20/35	New Haven for Barbados	NYSCS, 11/25/35	1/19/36	St. Marks from St. Thomas	FLOR, 1/23/36
2/9/36	St. Marks for NY (sailed)	NYEP, 3/3/36	3/2/36	NY from St. Marks	NYEP, 3/3/36
3/23/36	NY for St. Marks	NYSCS, 3/23/36	Unknown	Key West from NY	--
4/9/36	Key West for St. Marks	KWE, 4/16/36	4/13/36	St. Marks from NY	FLOR, 4/23/36
5/2/36	St. Marks for NY	FLOR, 5/7/36	5/22/36	NY from St. Marks	NYEP, 5/23/36
6/2/36	NY for Bath	NYSCS, 6/4/36	Unknown	Bath from NY	--
9/21/36	Bath for Mobile	NYSCS, 9/28/36	10/22/36	Mobile from Bath	NYSCS, 11/5/36
11/13/36	Mobile for St. Marks	NYSCS, 11/30/36	Unknown	St. Marks from Mobile	--
12/13/37	St. Marks for NY	NYEP, 1/28/37*	1/27/37	NY from St. Marks	NYSCS, 2/1/37
2/14/37	NY for St. Marks	BMP, 2/17/37	3/10/37	St. Marks from NY	FLOR, 3/18/37
4/6/37	St. Marks for NY	FLOR, 4/15/37	4/28/37	NY from St. Marks	NYSCS, 5/3/37
5/19/37	NY for St. Marks	NYH, 5/20/37	6/4/37	Key West from NY	NYSCS, 6/21/37
Unknown	Key West for St. Marks	--	6/14/37	St. Marks from NY	FLOR, 6/17/37
7/22/37	St. Marks for NY	FLOR, 7/29/37	8/8/37	NY from St. Marks	BMP, 8/10/37
8/14/37	NY for Boston	NYSCS, 8/16/37	8/19/37	Boston from NY	BMP, 8/21/37
8/22/37	Boston for Gardiner	BMP, 8/23/37	Unknown	Gardiner from NY	--
10/13/37	Bath for St. Marks	NYSCS, 10/25/37	11/10/37	St. Marks from Bath	FLOR, 11/25/37
12/14/37	St. Marks for NY	FLOR, 12/23/37	1/5/38	NY from St. Marks	NYEP, 1/6/38
1/31/38	NY for St. Marks	NYSCS, 2/3/38	Unknown	Key West from NY	--
2/14/38	Key West for St. Marks	NYMH, 3/8/38	3/2/38	St. Marks from NY via Key West and Tampa	FLOR, 3/10/38
3/24/38	St. Marks for NY	NYSCS, 4/21/38	4/11/38	NY from St. Marks	NYSCS, 4/14/38
4/18/38	NY for Jacksonville	NYSCS, 4/21/38	Unknown	Jacksonville from NY	--
6/19/38	St. Marks for NY	NYSCS, 7/14/38	7/14/38	NY from St. Marks	NYEP, 7/14/38
8/25/38	NY for St. Marks	NYSCS, 8/29/38	9/7/38	Lost at sea	NYSCS, 10/6/38

*12/13/38 sailing date is approximate, based on NYEP arrival notice stating: "40 ds fm St Marks."

Appendix 2 – Transcription of Crew List for Warsaw, Flitner, November 19, 1835

[Page 1] [Italic type represents handwritten material]

List of Persons, composing the Crew of the *Schooner Warsaw* of *Gardiner Barbadoes* whereof is Master, *Francis Flitner Jr.* bound for ~~West Indies~~ and a Market

DESCRIPTION OF THEIR PERSONS.

NAMES.	PLACES OF BIRTH.	PLACES OF RESIDENCE.	OF WHAT COUNTRY CITIZENS OR SUBJECTS.	Aged.	Height.		Complexion.	Hair.
					Feet	Inches		
<i>Francis Flitner Jr. Capt.</i>								
<i>Oliver Colburn</i>	<i>Maine</i>	<i>Pittston, Maine</i>	<i>United States</i>	<i>21</i>	<i>5 -</i>	<i>6½</i>	<i>Light</i>	<i>Light</i>
<i>Benjamin Piper</i>	<i>New Hampshire</i>	<i>Pittston, Maine</i>	<i>United States</i>	<i>19</i>	<i>5 -</i>	<i>10</i>	<i>Light</i>	<i>Light</i>
<i>George Maxwell</i>	<i>Maine</i>	<i>Gardiner, Maine</i>	<i>United States</i>	<i>19</i>	<i>5 -</i>	<i>8½</i>	<i>Light</i>	<i>Light</i>
<i>Samuel C. Flitner</i>	<i>Maine</i>	<i>Pittston, Maine</i>	<i>United States</i>	<i>19</i>	<i>5 -</i>	<i>4½</i>	<i>Light</i>	<i>Light</i>
<i>Josiah Trask</i>	<i>Maine</i>	<i>Pittston, Maine</i>	<i>United States</i>	<i>16</i>	<i>5 -</i>	<i>4</i>	<i>Light</i>	<i>Light</i>
<i>John Tredwell</i>	<i>New York</i>	<i>Long Island</i>	<i>United States</i>	<i>58</i>	<i>5 -</i>	<i>4</i>	<i>Black</i>	<i>Woolly</i>

[Page 2]

I *Francis Flitner Jr.* do solemnly, sincerely, and truly swear, that the within List contains the names of the Crew of the *Schooner Warsaw* together with the places of their birth and residence, as far as I can ascertain the same. [signed] *Francis Flitner Jr.*

Sworn this *Nineteenth* day of *November 1835* before me [signed] *Wm. H. Ellis Collector.*

I do hereby further certify, that the within named persons who compose the company of the within mentioned *Schooner Warsaw* whereof *Francis Flitner Jr.* is at present master, produced to me proof in the manner directed in the Act, entitled “An Act for the relief and protection of American Seamen.” And pursuant to the said Act, and the Act supplementary to the Act concerning Consuls and Vice-Consuls, and for the further protection of American Seamen.

I do hereby further certify, that the said persons,

Are citizens of the United States of America.

Given under my hand and seal of office, this *Nineteenth* day of *November 1835.* [signed] *Wm. H. Ellis Collr.*

[Reference information written on page 2 so as to be visible on the folded document]

*No. 54 Out
Schooner Warsaw
List of Crew
19th November 1835
128 Tons
7 Men*

Appendix 3 – Voyages of Schooner Delta, Flitner

Abbreviations:

- BMP = Boston Morning Post
- FLOR = The Floridian (Tallahassee)
- NY = New York
- NYDA = New York Daily Advertiser
- NYSCCL = Shipping and Commercial List (New York)

CLEARANCE			ARRIVAL		
<i>Date</i>	<i>Cleared (or Sailed)</i>	<i>Source</i>	<i>Date</i>	<i>Arrived</i>	<i>Source</i>
9/16/34	NY for St. Marks	NYDA, 9/17/34	10/28/34	St. Marks from NY	NYSCCL, 11/22/34
Unknown	St. Marks for NY	--	1/2/35	NY from St. Marks	NYSCCL, 1/7/35
1/25/35*	NY for St. Marks	NYSCCL, 1/24/35	Unknown	St. Marks from NY	--
3/24/35	St. Marks for NY	FLOR, 3/28/35	Unknown	NY from St. Marks	--
5/6/35	NY for Boston	NYSCCL, 5/9/35	5/12/35	Boston from NY	BMP, 5/15/35
5/16/35	Boston for Bath	BMP, 5/18/35	5/17/35	Bath from Boston	BMP, 5/25/35

*Advertised sailing date; no clearance notice found.

NOTES

¹ S. E. Flitner, “Flitner Family: Compiled by Mrs. S. E. Flitner, Boston, Mass.,” *Maine Historical and Genealogical Recorder*, vol. VI (Portland, Me.: S. M. Watson, 1889), 285-292, 341-348, and 417-421.

² There is evidence that Zacharias Flitner was in Quebec as early as 1762. “Zachariah Flitner” is listed as an officer (Provost Martial) of His Majesty’s Hospital in Quebec, in “General Murray’s Report of the State of the Government of Quebec in Canada June 5th, 1762,” reprinted in *Canadian Archives: Documents Relating to the Constitutional History of Canada 1759-1791*, 6-7 Edward VII, Sessional Paper No. 18 (Ottawa: S.E. Dawson, 1907), 37, accessed through <http://books.google.com>.

³ S. E. Flitner, “Flitner Family,” 291.

⁴ Francis W. Flitner, “Ship Building in Pittston,” *Gardiner Reporter-Journal*, January 29, 1915.

⁵ S. E. Flitner, “Some of the Descendants of Edward Oakman of Marshfield,” *Maine Historical and Genealogical Recorder*, vol. IV (Portland, Me.: S. M. Watson, 1887), 183-184.

⁶ William Hutchinson Rowe, *The Maritime History of Maine: Three Centuries of Shipbuilding & Seafaring* (New York: W. W. Norton, 1948), 148. Thomas Agry and his wife, Anna, had three sons—Thomas, John, and David—who were also shipbuilders. According to Francis W. Flitner’s article (note 4), “All the early shipbuilders on the Kennebec River above Merrymeeting Bay learned their trade from the Agrys.”

⁷ William Avery Baker, *A Maritime History of Bath, Maine and the Kennebec River Region* (Bath, Me.: Marine Research Society of Bath, 1973), 950-951, lists a brig Rhine, built in 1815 by “F. Flitner,” and a schooner Ranger, built in 1818 by “I. Flitner.” Assuming that the “I” was a typographical error, the Ranger was probably built by Francis Flitner as well.

⁸ S.E. Flitner, “Flitner Family,” 291.

⁹ Secondary sources, summarized below, include Baker, *Maritime History of Bath*, 917 (see note 7 for full cite); Fen. G. Barker, ed., *A Complete Schedule of Vessels Built and Registered or Enrolled in the District of Bath, Maine* (Bath, Me.: Fen. G. Barker & Co., 1878), 58; William Armstrong Fairburn, *Merchant Sail*, 7 volumes (Center Lovell, Me.: Fairburn Marine Educational Foundation, 1944-1955), 3,324; and J.W. Hanson, *History of Gardiner, Pittston and West Gardiner* (Gardiner, Me.: William Palmer, 1852), 318.

Source	Builder	Owner(s)	Master	Where Built	Year	Tons
Baker	Thomas N. Atkins	J.P. Hunter	Mason Damon	Gardiner	1835	128
Barker	--	J.P. Hunter	Mason Damon	Gardiner	1835	138
Fairburn	Thomas N. Atkins	--	--	Gardiner	1835	128
Hanson	--	Flitner, Hunter & Co.	F. Flitner	No more specific than "Gardiner, Pittston, and Bowman's Point"	1835	128

The 1830 United States Census shows Thos. N. Adkins as the head of a household in Hallowell, which was at that time the next municipality north of Gardiner on the west side of the Kennebec River. The 1840 Census shows Atkins and several other heads of households who were listed as Hallowell residents in the 1830 Census as residing in Gardiner in 1840. This confirms that Atkins and these other families lived on the so-called Bowman Tract, which included Bowman's Point, the site of several shipyards from about 1800. The Bowman Tract was part of Hallowell until 1834, when it was incorporated into Gardiner. In 1852, the Bowman Tract was separated from Gardiner and added to the newly incorporated town of Farmingdale.

Vessels built by Thomas Atkins in 1828 and 1833 were recorded as having been built in Hallowell, while those he built in 1835, 1836, 1846, and 1848 were recorded as having been built in Gardiner, suggesting that Atkins's shipbuilding sites, as well as his residence, were also on the Bowman Tract. Hanson's *History of Gardiner* (226) lists Thomas N. Atkins as a Gardiner selectman and/or assessor for 1839, and his name appears on the 1851 Gardiner tax list in the same source (228). According to the *Vital Records of Farmingdale, Maine, to the Year 1892* (ed. Henry Sewall Webster, Gardiner, Me., 1909), T.N. Atkins died December 16, 1861.

¹⁰ Henry D. Kingsbury and Simeon L. Deyo, editors, *Illustrated History of Kennebec County Maine* (New York, N.Y.: H.W. Blake & Co., 1892), 527.

¹¹ Baker, *Maritime History of Bath*, 917, 933.

¹² "Plan of the Village of Gardiner with the Adjacent Village of Pittston," map published by M.B. Bliss and G.M. Atwood, Gardiner, Me.

¹³ The appraisal of Francis Flitner Jr.'s estate (from the Kennebec County probate records) includes "1 quarter part of the Schooner Warsaw." The final statement of settlement of the estate shows how the sum of \$55.62 in "bills paid at New York on Schr Warsaw" was divided among three persons who can be assumed to be the vessel's other owners:

John P. Hunter	\$27.81
John Mustard	\$18.54
Mr. Adkins	\$ 9.27

Just as the profits from the operation of a vessel were divided among its owners in proportion to their ownership shares, the expenses of running the vessel were apportioned in the same way. Presumably, Francis had advanced the full amount of the expenses incurred in New York, which was \$74.16 if the amount paid by the three other owners (\$55.62) was three-fourths of the total. Since Francis was responsible for only one-fourth of the total (\$18.54), the other owners owed the remaining three-fourths to Francis's estate. Each owner's share of the vessel can therefore be confirmed by dividing the amount that each owner paid by the total paid by all:

Hunter	$27.81 \div 74.16 = 0.375 = 3/8$
Flitner	$18.54 \div 74.16 = 0.250 = 1/4$
Mustard	$18.54 \div 74.16 = 0.250 = 1/4$
Adkins	$9.27 \div 74.16 = 0.125 = 1/8$

¹⁴ Baker, *Maritime History of Bath*, 933.

¹⁵ Baker, *Maritime History of Bath*, 917; and Barker, *Complete Schedule of Vessels*, 58.

¹⁶ Baker, *Maritime History of Bath*, 165.

¹⁷ A model of the square-topsail schooner Arrowsic is in the collection of the Maine Maritime Museum in Bath. A description and drawing of the Arrowsic can be found in Howard I. Chapelle, *The National Watercraft Collection* (Washington, D.C.: United States Government Printing Office, 1960), 73-74. Accurate depictions of square-topsail schooners can also be found in paintings by the American artist Fitz Henry Lane (also known as Fitz Hugh Lane), including *Becalmed off Halfway Rock* and *Lumber Schooners at Evening on Penobscot Bay*. The latter painting is part of the permanent collection at the National Gallery of Art in Washington, D.C. Reproductions of both paintings can be found in John Wilmerding, *Paintings by Fitz Hugh Lane* (New York: Harry N. Abrams, 1988), 91, 128.

¹⁸ Baker, *Maritime History of Maine*, p. 340.

¹⁹ Morning Courier and New York Enquirer, August 22, 1838.

²⁰ Baker, *Maritime History of Bath*, 963. Sidney was located on the Kennebec River above Augusta.

²¹ Key West Inquirer, April 16, 1836, "Passengers," and "Marine Intelligence."

²² A notice in the May 23, 1836, issue of the New York Evening Post states, "ARRIVED LAST EVENING...Sch Warsaw, Flitner, 17 ds fm St. Marks, via Key West, cotton to master," a chronology that suggests the actual sailing date was May 5.

²³ The brig Catherine, 199 tons, was built in Hallowell in 1828, according to Baker, *Maritime History of Bath*, 932. The builder was T. N. Atkins, who later built the Warsaw. In the clearance and arrival notices in newspapers, this vessel's name is usually spelled Catharine, suggesting that this is the correct spelling of the vessel's name.

²⁴ Henry Sewall Webster, ed., *Vital Records of Pittston, Maine, to the Year 1892* (Gardiner, Maine: The Reporter-Journal Press, 1911), 193.

²⁵ S. E. Flitner, "Flitner Family," 345-346.

²⁶ *The Floridian*, Saturday, November 25, 1837. "FOR NEW ORLEANS. The Scr. WARSAW, Flitner master, to sail on 21st. For freight or passage apply to the master on board, or to R. LYON."

²⁷ *New York Evening Post*, January 6, 1838.

²⁸ A directory in the *New York Shipping and Commercial List*, January 16, 1836, includes an entry for "Pratt[,] William Wyllis, corner Coenties slip and Front." An advertisement in the December 2 and December 16 issues of *The Floridian* describes W.W. Pratt's shipping line in more detail:

N. York & St. Marks line of Packets

First rate vessels and experienced Masters will be employed by this line to sail from either port—a vessel will sail on the 8th and 24th of every month, and oftener, should patrons require.

WM WYLLYS PRATT, Agent NY

ROB'T LYON, Agent St. Marks

²⁹ *New York Evening Post*, April 11, 1838.

³⁰ *New York Evening Post*, July 14 and 16, 1838.

³¹ The August 25 clearance is confirmed by the *New York American for the Country*, August 25, 1838: "CLEARED SINCE OUR LAST...This Morning...schooner Warsaw, Flitner, St. Marks, via Key West, WW Pratt."

³² A crew list dated October 8, 1836, for the brig *Castor*, William Cutts, master, shows Oliver Colburn Jr. as mate for a voyage from New York to Saint Domingo. A crew list dated September 4, 1836, for the brig *Franklin of Bath*, James G. Bailey, master, shows S.C. Flitner as a crew member for a voyage from Bath to Martinique.

³³ *The Sailor's Magazine and Naval Journal*, vol. xi, (New York: American Seamen's Friend Society, 1839), p. 166.

³⁴ *New York Shipping and Commercial List*, October 6, 1838.

³⁵ *New York Shipping and Commercial List*, October 13, 1838.

³⁶ Francis and William's mother, Elizabeth, was a sister of Joseph's father, Samuel Oakman Jr. See S. E. Flitner, "Some of the Descendants of Edward Oakman of Marshfield," 131. Francis Flitner Jr. and Joseph Oakman were born within one month of each other, and both lived in the vicinity of Agry's Point.

³⁷ The crew list for a voyage of the brig *Catharine* from New York to Ponce, Puerto Rico, dated June 16, 1838, shows Wm. L. Flitner as master.

³⁸ The will of Francis Flitner Jr. reads as follows:

In the name of God, Amen:

I Francis Flitner, Jun. of Pittston in the County of Kennebeck, State of Maine – Considering the uncertainty of this mortal life and being about to proceed on a voyage to sea, being of sound mind and memory to make and publish this my last will and testament in manner and form following. Viz. Be it known hereby that I give and bequeath unto my mother Elisabeth Flitner the whole and in full my real estate in said Pittston together with all the privileges and appurtenances thereunto belonging as set forth in the deed. I also do appoint Francis Flitner Esq. of Pittston my Sole Executor of this my last will and testament; hereby revoking all other or forms wills by me made. In witness whereof I have hereunto set my hand and seal the 17th day of September in the year of our Lord one thousand eight hundred & twenty nine.

Francis Flitner Jr.

Signed and sealed and declared by the above named Francis Flitner Jun. to be his last will & testament in presence of us—

Witnesses Wm Worcester Reuben Colburn John Colburn Jr.

³⁹ The inventory of Francis Flitner Jr.'s estate reads as follows:

Real Estate

1 Lot of land in said Pittston containing five acres more or less including half of a water mill privilege with buildings thereon
Valued at\$900.00
1 undivided half of a lot of land in said Pittston called the Carey lot containing eight acres more or less
Valued at.....200.00

Personal Estate

1 quarter part of the Schooner Warsaw the same being lost at sea & amount of policy of insurance.....1000.00
1 note of hand signed by Stacy Lewis to Francis Flitner Jr. for.....130.00
1 note of hand signed by John Colburn to Francis Flitner Jr.200.00
1 note signed by John P. Hunter to Francis Flitner Jr. for23.10
1 note signed by Wm. F. Hanover to F. Flitner Jr.—Balance due.....100.00
1 Gold Watch & rigging.....45.00
Cash.....178.57
\$2776.67

⁴⁰ Stacy Lewis was most likely Stacy Baxter Lewis, born March 21, 1815, in Yarmouth, Massachusetts (Massachusetts Town and Vital Records, 1620-1988, Yarmouth Births, Marriages, Deaths by Families 1645-1850, Vol. 18, p. 129; accessed on ancestry.com, May 25, 2019). He appears to have been a resident of Vassalboro, a town located just above Augusta on

the east side of the Kennebec River. Stacy's father, Jabez Lewis, was the owner and master of vessels built in 1829 and 1831 in Vassalboro (Baker, *Maritime History of Bath*, 969).

⁴¹ For references to Samuel Oakman Flitner, his brother Zachariah Flitner, and their first cousin William Ladd Flitner in the transatlantic shipping lines, see Carl C. Cutler, *Queens of the Western Ocean* (Annapolis, Md.: U.S. Naval Institute, 1961), 406, 409, 410, 521, 526.

⁴² S. E. Flitner, "Flitner Family," 345.

⁴³ S.W. Flitner, "Flitner Family," 346, 417-419.

⁴⁴ S.E. Flitner, "Flitner Family," 348.

⁴⁵ S. E. Flitner, "Descendants of Edward Oakman," 131.

⁴⁶ According to Hanson, *History of Gardiner, Pittston and West Gardiner*, 72, Oliver Colburn Jr. and his brother Abbott were both lost at sea on February 22, 1844. Webster, *Vital Records of Pittston*, 319, says that Oliver and Abbott were lost at sea in 1842 or 1843.

⁴⁷ Mitchell and Daggett, *The Town Register 1903-4: Pittston, Chelsea, Randolph* (Kent's Hill, Me.: H.E. Mitchell Publishing Co., 1904), 58.