



See the World from the Deck of a Ship

By Cipperly Good, the Richard Saltonstall Jr. Curator of Maritime History

When we were recently offered the collection of a Merchant Marine engineer who retired in 2018, we quickly accepted the donation. The opportunity to compare the experiences of a 21st-century mariner traveling the globe with those of a 19th-century counterpart was too compelling to pass up. Souvenirs from his voyages provide a tangible way to explore those connections and shared traditions across time.

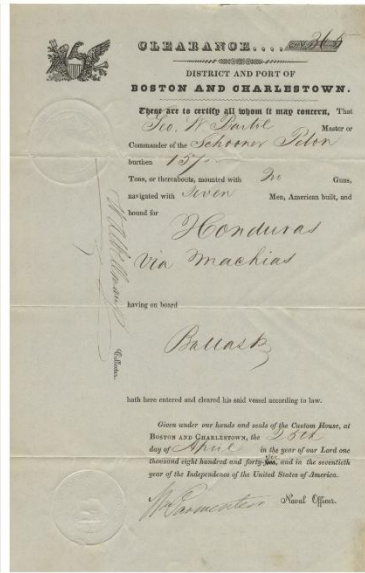
Raymond Moody was born here in Searsport as the last of the area's deep sea sailing captains were passing away. He first went to sea as an oiler in 1979, operating and maintaining the propulsion and vessel systems, assisting in bulk fuel transfers, and serving as one of the vessel's firefighters and first aid responders. Ray earned his first U.S. Merchant Marine Officer license in 1983 as a third assistant engineer of steam vessels; he retired in 2018 with a license to operate as chief engineer of steam, motor, and gas turbine vessels.

Ray worked for the Exxon USA fleet from 1979 to 1989 on intercoastal and foreign routes. Following the March 1989 EXXON VALDEZ oil spill, he left the company—along with many other Exxon employees who had completed their terms of service. In 1990, Ray joined Coastal Tankship USA, Inc., a maritime petroleum shipping company based in Houston, Texas, as a third assistant engineer. He remained there until 2001, when the fleet was laid up. Ray then quickly transitioned from moving cargos of petroleum to training the next generation of merchant mariners. He interviewed with Maine Maritime Academy, “from a phone booth in port,” and days later was aboard the TS STATE OF MAINE, observing the chief engineer. By the next trip, Ray was the second assistant engineer. Ray stayed with Maine Maritime Academy and the TS STATE OF MAINE for the remainder of his career, rising to the rank of first assistant engineer.

Like many a junior officer in the merchant marine, Ray left his wife Cynthia and family at home. Over his 39-year career at sea, they remained in touch by letters (both handwritten and in email form) and phone calls. Cynthia had an additional way to keep track of her husband's general whereabouts—a daily blog kept by cadets on the TS STATE OF MAINE during their cruises. Ray brought back souvenirs to Cynthia from his travels, and they served as reminders of him during subsequent voyages.

Like his 19th-century counterparts, Ray traveled the world aboard cargo vessels, visiting many of the same ports and waterways that generations of mariners had sailed before him.

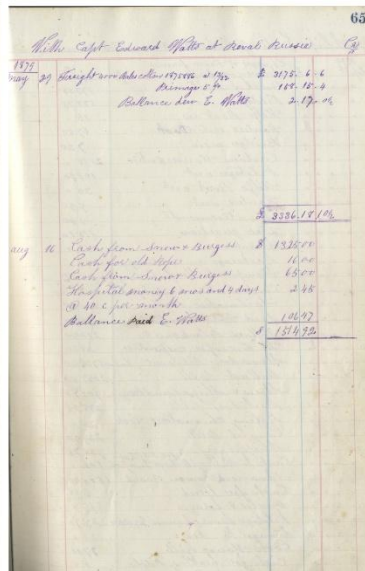
HONDURAS



While shipping petroleum with Exxon, Ray stopped in Honduras. He brought home a wooden plaque with the Honduran coat of arms.

In 1846, the schooner PELON sailed in ballast from Boston, stopping in Machias, Maine, before continuing to Honduras. It likely returned carrying hides destined for shoe factories. The coat of arms Moody brought back had been adopted roughly twenty years before *PELON* made its voyage, creating an unexpected connection between two mariners who traveled the same waters in different centuries. Vessel File Archival Collection, PMM 32-1474.

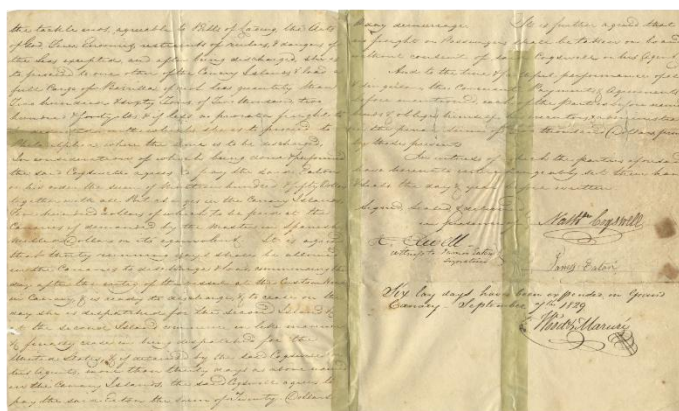
ESTONIA



In 2002, the TS STATE OF MAINE cadets cruised to Estonia, with Ray serving as 2nd engineer. Tasked with tending to the ship, he was unable to disembark but asked the first engineer to get him a necktie, for which Estonia is known. Instead, the first engineer returned with this propeller clock!

Reval was the German and Russian name for the city of Tallinn, Estonia from 1710 to 1918. It served as a major strategic port and administrative center within the Russian Empire. In 1879, the Thomaston ship L.B. GILCHREST probably traded its cargo of cotton from New Orleans for Russian grain. Edward W. Watts Account Books, MS 521.

CANARY ISLANDS



In 2003, 2008 and 2017, the TS STATE OF MAINE visited Tenerife in the Canary Islands. The Punta de Teno lighthouse is striped red and white (the artist took some liberties) and sits at the most westerly point of the island of Tenerife. It was this lighthouse souvenir that started Cynthia's lighthouse collection.

In 1829, the Georgetown, Maine brig DIDO entered a charter party to acquire cargo at New York in trade for barilla in the Canary Islands. Barilla is a plant burned to extract soda ash. The DIDO brought the cargo back to Philadelphia to use as a component in glass manufacturing. Vessel File Archival Collection, PMM 32-1164.

ANTWERP



The 2003 cruise also took Ray to Antwerp, Belgium. As the TS STATE OF MAINE traversed the North Sea, they would have seen the Heist lighthouse guiding ships into the port of Zeebrugge.

Captain Benjamin M. Melcher (1814-1893) of Brunswick, Maine had his cameo engraved in Antwerp during one of his voyages. His wife Emeline Morse Melcher wore the brooch to remember her husband by when he was at sea. Captain Benjamin M. Melcher Collection, 1968.25.1.

BERMUDA



1867-S. New Form-SHIPPER'S MANIFEST-PART of Cargo.

Manifest of part of Cargo, Shipped by T. J. STEWART & CO., on board the Ship *Mary Ann M. Loomis*
 under the command of *B. M. Melcher*, Master, for *Hamilton, Bermuda*
April 5th 1890.

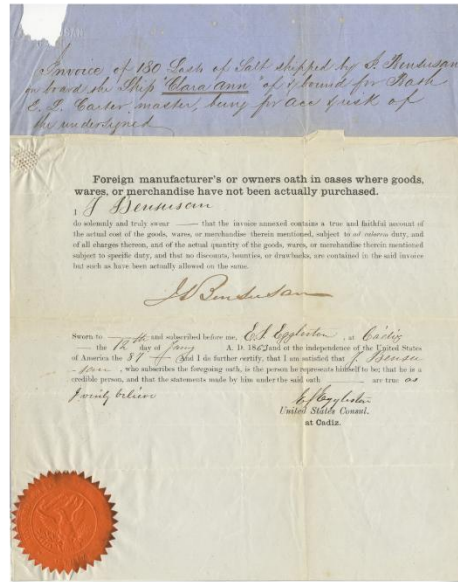
See Instructions on the other side.

RAISES	DISEASES	PASSENGERS AND CONTENTS	No. 1.					No. 2.					No. 3.					TO BE LATERED AT-
			QUANTITIES of Goods, etc.	Value of Goods Declared.	Value of Freight Declared.	Value of Freight Declared.	Value of Freight Declared.	QUANTITIES of Goods, etc.	Value of Goods Declared.	Value of Freight Declared.	Value of Freight Declared.	Value of Freight Declared.	QUANTITIES of Goods, etc.	Value of Goods Declared.	Value of Freight Declared.	Value of Freight Declared.	Value of Freight Declared.	
		<i>Olive Oil, 100 lbs.</i> <i>100 Cans of Oil</i>	<i>525.00</i> <i>525.00</i>	<i>\$ 1.00</i> <i>\$ 1.00</i>														<i>Hamilton, Bermuda</i>
			<i>24th March 1890</i>															<i>24th March 1890</i>

Bermuda served as a frequent stop for the TS STATE OF MAINE, with visits in 2004, 2008, 2010, and 2012. St. David's Lighthouse, operational since 1879, sits on an eastern headland of Bermuda.

In 1890, the Bangor schooner MARY ANN McCANN landed hay and wooden shooks to assemble into onion boxes at Hamilton, Bermuda. Perhaps they returned with a cargo of those famous Bermuda onions! Vessel File Archival Collection, PMM 32-524.

CADIZ



In 2015, the TS STATE OF MAINE voyaged to Cadiz, Spain. Ray brought back this lighthouse figurine that actually depicts the Bodie Island lighthouse in North Carolina, not one in Cadiz!

Maine salt fish dealers required a vast amount of salt to preserve their catch. In 1863, the Bath ship CLARA ANN arrived in Cadiz, known at the time for its thousands of hectares of salt pans, to take a load back home. Vessel File Archival Collection, PMM 32-1103.

Despite the shift from sail, to steam, to gas propulsion, Maine continues to raise generations of merchant mariners who make their living at sea. They continue to roam far across the seven seas. The keepsakes they bring home on their short shore leaves are a loving reminder of these roving tars.