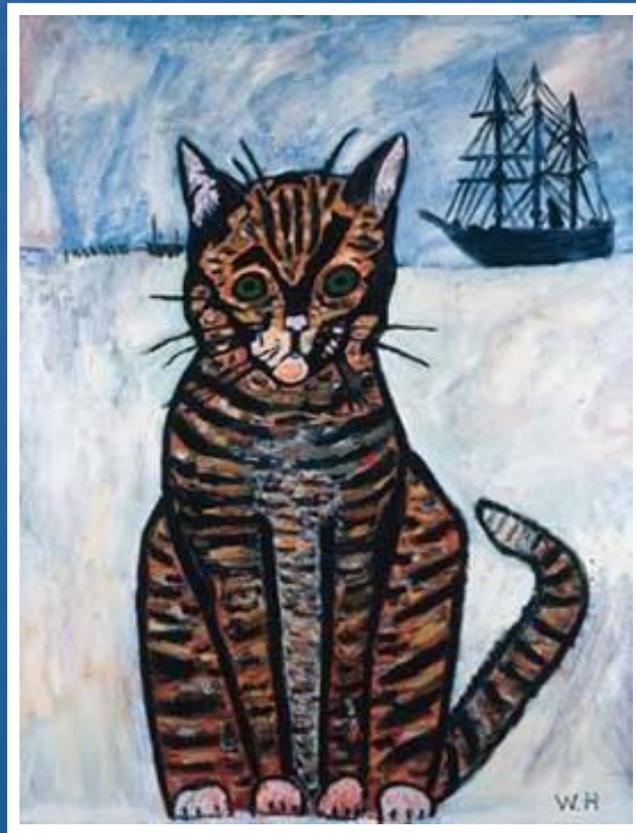


Cats Ahoy!



Prepared by Vickie Shields for the Enchanted Cat Club's TICA
Continuing Education Units, CEU Fiesta, June 5-6, 2010
Albuquerque, New Mexico

Cats and Ships, and the origins of the Maine Coon Cat



Maritime law regulates ships and shipping.

As sea-borne transportation is one of the most ancient channels of commerce, rules for maritime and trade disputes developed very early in recorded history.



Modern maritime law has its origins in the Rhodian Sea Law (Roman, in Latin),

which was based on the Code of Justinian commissioned in the 6th century (AD 529 to 565),

which itself was primarily a collection of prior laws of earlier civilizations.



State of Maine History Timeline

11,500 years ago: Paleo Indians settled in Maine. Did they have cats they brought from Eurasia? Not likely, although this is around the time (9500 BC) when there is early evidence of domestication or taming in Cyprus.

500 A.D.: Code of Justinian, Maritime Law organized

1000 A.D.: Norse sailors, led by Leif Erikson, arrive in Newfoundland and Nova Scotia. Evidence suggests that they may have reached as far south as Maine. Did they have cats on board? Probably, in my opinion. The Vikings were known to have cats on their ships for vermin control, and the maritime laws regarding cats were well established in the Mediterranean and northern European areas by then.

1524: Giovanni da Verranzano became the first confirmed European to explore the coast of Maine. Did he have cats on board? Very likely, because of the food supplies he brought on the voyage. He was an Italian, working for the French, and explored the coast from South Carolina to Newfoundland.

1820: As a result of the Missouri Compromise, Maine becomes its own state.

1871: First cat show at the Crystal Palace in London. Harriet Beecher Stowe begins writing Uncle Tom's Cabin in Brunswick, Maine. This novel would later serve as a source of inspiration for abolitionists prior to the Civil War.

1861-1865: American Civil War;

1881: First major cat show in the U.S., held in New York City.



THE
SHIPPING-LAWS
OF
THE BRITISH EMPIRE:

CONSISTING OF

PARK ON MARINE INSURANCE

AND

ABBOTT ON SHIPPING.

EDITED BY

GEORGE ATKINSON, SERJEANT-AT-LAW,
AUTHOR OF "INTERNATIONAL LAW," "THE SHERIFF LAW," ETC.

LONDON:

LONGMAN, BROWN, GREEN, AND LONGMANS.

1854.

*Abbott on
Shipping.*



mination agrees with the rule laid down by Roccus, who says, if mice eat the cargo, and thereby occasion no small injury to the merchant, the master must make good the loss, because he is guilty of a fault.^a Yet, if he had cats on board his ship, he shall be excused. This rule, and the exception to it, although bearing somewhat of a ludicrous air, and not strictly the law of England,^b furnish a good illustration of the general principle, by which the master and owners are held responsible for every injury, that might have been prevented by human foresight or care. In conformity to which principle they are responsible for goods stolen or embezzled on board the ship by the crew or other persons,^c or lost or injured in consequence of the ship sailing in fair weather against a rock or shallow known to expert mariners.^d So, where in a voyage from H. to G., a vessel was sunk in the river T. by striking against the anchor of another, which anchor lay under water, and without a buoy, whereby some goods in the former were injured, the owners thereof were held responsible for the injury.^e

Hypotheca-
tion and
sale.

If the master, being compelled to take refuge in a foreign port during the course of his voyage,^f has occasion for money for the repairs of the ship, or other expense necessary to enable him to prosecute and complete the voyage, and cannot otherwise obtain it, he may hypothecate the cargo, or sell a *part* of it for this purpose,^g but upon the arrival of the ship at the place of destination, the merchant will be entitled to receive the clear value for which the goods might have been sold at that place.^h If the ship afterwards perish, and reach not the destined port, the ordinance of Wisbuy^b

“And this determination agrees with the rule laid down by Roccus, who says, if mice eat the cargo, and thereby occasion no small injury to the merchant, the master must make good the loss, because he is guilty of a fault.

Yet, if he had cats on board his ship, he shall be excused.”



Exam and Willard 1941

A MANUAL
OF
MARITIME LAW.

CONSISTING OF
A TREATISE ON SHIPS AND FREIGHT
AND
A TREATISE ON INSURANCE.

3808

TRANSLATED FROM THE LATIN OF ROCCUS

Rocco, Francesco

WITH NOTES.

BY JOSEPH REED INGERSOLL.

The Maritime Law is not the law of a particular country, but the
general law of nations. Lord Mansfield.

PHILADELPHIA:
PUBLISHED BY HOPKINS AND EARLE,
Fry and Kammerer, Printers.
1809.

NOTE LVIII.

If goods laden on **board** of a ship are devoured by rats, and the owners consequently suffer considerable damage, the master must repair the injury sustained by the owners, for he is considered in

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MARITIME LAW.

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fault. But if the master kept **cats** on **board**, he is excused from that liability. (*e*)

If a master change the course of his voyage to avoid paying illegal duties, and to preserve his rights, as such taxes are improperly demanded, and therefore may be evaded without a crime, he is not liable even though loss ensue. *Stracch. de Naut. p. 3. No. 12. (f)*



ON THE
STOWAGE OF SHIPS
AND THEIR
CARGOES,

Freights, Charter-Parties, &c.

SECOND EDITION.

BY ROBERT WHITE STEVENS.

1859.

LONGMANS, LONDON; STEVENS, PLYMOUTH.

Entered at Stationers' Hall.



CK

their young. Bull-terriers are considered preferable to [VERMIN domestic cats, but they cannot follow vermin so easily; to be of service they should weigh 8 to 14lb, over that they are unwieldy. A wire trap with a wire bottom, placed on a bucket of water, has often proved successful. Rats will not eat food that has been handled, and will carefully avoid a trap that has been chased by their own species.*

1169 ABBOT, in his work on shipping, says: moreover, the master must, during the voyage, take all possible care of the cargo. If it require to be aired or ventilated, as fruit and some other things do, he must adopt the usual and proper methods; and although he is not responsible for injury done to it in consequence of a leak occasioned by tempest or other accident, yet, where rats occasioned a leak, whereby the goods were spoiled, the master was held responsible, notwithstanding the crew, afterwards, by pumping, &c. did all they could to preserve the cargo from injury; and this determination agrees with the rule laid down by Roccus, who says: if mice eat the cargo, and thereby occasion no small injury to the merchant, the master must make good the loss, because he is guilty of a fault. Yet if he had cats on board his ship, he shall be excused. This rule and the exception to it, although bearing somewhat of a ludicrous air, furnish a good illustration of the general principle, by which the master and owners are held responsible for every injury that might have been prevented by human foresight or care. In conformity to which principle they are responsible for goods stolen or embezzled by the crew or other persons, or lost or injured in consequence of the ship sailing in fair weather against a rock or shallow known to expert mariners.†

1170 It has been held that if a master can produce evidence to show that he has used every precaution to guard against rats, before taking in the cargo; that the ship was sea-worthy, as far as rats were concerned, when taken in; and that, after taking it in, and during the voyage, he took every means in his power to protect his cargo, and to keep clear of



OCEAN LIFE IN THE OLD SAILING SHIP DAYS

From Forecastle to Quarter-deck

By
CAPTAIN JOHN D. WHIDDEN

The sea! the sea! the open sea,
The blue, the fresh, the ever free!
Without a mark, without a bound,
It runneth the earth's wide regions' round;
It plays with the clouds; it mocks the skies;
Or like a cradled creature lies.

The Sea—BRYAN W. PROCTER.

With 29 Illustrations from Photographs

BOSTON
LITTLE, BROWN, AND COMPANY
1914

Bidding good-by, and shaking the hand of the old soldier on guard, we entered our carriage, and were driven rapidly to Jamestown, where we found our boat awaiting us. Embarking, we were pulled on board, when, all being in readiness, the anchor was tripped, sail made, and we were speedily again on our way from St. Helena, having made a most pleasant break in our homeward voyage.

Before leaving the barque the day we went to Longwood, I had told a darkey boy to procure three or four cats and take them on board, and the mate, who had my instructions regarding the business, would give him half a crown apiece. There were a great many rats on board, and in case of damage to the rice cargo, I believed that the fact of my having cats on board, would clear the insurance all right.

Mr. Lovett now informed me that the boy had brought on board three cats, two wild, and one tame, and they had all taken refuge in the hold. That they were playing havoc with the rats we knew by the noise at night, — the squealing of the rodents and the scampering through the lazarette, distinctly heard in the after cabin, in the still watches of the night. After awhile the tame one



NOTES AND QUERIES:

Medium of Inter-Communication

FOR

LITERARY MEN, ARTISTS, ANTIQUARIES,
GENEALOGISTS, ETC.

"When found, make a note of."—CAPTAIN CUTLER.

THIRD SERIES.—VOLUME SECOND.

JULY—DECEMBER, 1862.

WILLIAM BELL & DALDY, PRINTERS,

LONDON:

BELL & DALDY, 186, FLEET STREET.

1862.

3

now my most Worshipful Masters, I most humbly beseeche my heauenlie God, I may not receave Rewards either of Gold or Silver for such as are Created after the Image, Similitude, and Likenesse of God, our most heauenlie, most sweete Comforter, whom in Troubles is reddey alwaies to bee founde.

"Well Masters, this Buisnesse floweth so sweete unto mee that I can hardly leaue off my pen from my paper, but it will ende in this small Buisnesse, although they are worth unto you 1000^l, and above, I will not aske 000. And so much in the name of God as touching that Buisnesse, and touching the Negroes or Indians

0th 0^s 0^d."

Touching **cats** in regard to commerce, I have been informed, by good authority, that marine **insurance** does not cover damage done to **cargo** by the depredations of rats; but if the owner of **cargo** thus damaged can prove that the ship was not furnished with a cat, he can recover compensation from the owner of the ship. Again, a ship that is found, under certain circumstances, *without a living creature on board*, is considered a *derelict*, and, according to certain conditions, a forfeiture to the Queen, Lords of the Admiralty, and other interested parties. And it has not unfrequently occurred, after all the crew have been lost or the ship otherwise abandoned, that a live canary-bird, domestic fowl, but most commonly a cat, being found on **board** has saved the vessel from being condemned as a derelict. Consequently, ship-owners, considering the cat's proverbial tenacity of life, as well as its presence being a bar to claims of damage by rats, always take care not to send a ship to sea without having a cat on **board**.

W. PINKERTON.

Hounslow.

sponsorship; but instead of adhering to the title of godfather, he persisted in calling himself the grandfather of young Pigot. The interpolation, which is probably in the handwriting of a female, proceeds: 'This H. E. Pigot obtained [subsequently] a cadetship for India, and when he was seventeen years of age he took this book with him, as he valued it highly. How it came into its present condition was thus:—In sailing down the Coosa River, with all he had in the world, a sudden squall upset the vessel, and precipitated the people on **board** into the water, and they had to swim for their lives. Among the few things that were recovered was this book, in which H. E. Pigot had been reading just before the accident—soiled, saturated, and in its present forlorn state. H. E. Pigot died in India, on the 28th of October, 1830, a Captain of the 23rd N. I. (Native Infantry.) His widow preserved this volume; and it was finally brought to England by his surviving daughter, Constance Elizabeth, who married Mr. William Heberden. This little history of the life and adventures of Lord Byron's early poems was written by Elizabeth B. Pigot (sister of H. E. Pigot), an early friend of G. G. Byron, when he resided, during the vacations, with his mother, on Bargee Green, Southwell; and printed these poems, having written most of them during his sojourn in that place.—January 22, 1862; the 75th anniversary of Lord Byron's birth-day.' On the original fly-leaf of the book is written in Byron's own hand: 'Henry Edward Pigot; the gift of his grandfather, George Gordon Byron, 1807.'"

Fr.

LETTERS OF CHARLES, EARL OF PETERBOROUGH.

Charles Mordaunt, Earl of Peterborough, was the most distinguished man of his family, particularly as a military commander; and a memoir of him will be found in the *General Biographical Dictionary* (*voce* Mordaunt), as well as in *Birch's Lives*, and elsewhere. It is stated that after



THE
AMERICAN STATE REPORTS,

CONTAINING THE

CASES OF GENERAL VALUE AND AUTHORITY

SUBSEQUENT TO THOSE CONTAINED IN THE "AMERICAN
DECISIONS" AND THE "AMERICAN REPORTS,"

DECIDED IN THE

COURTS OF LAST RESORT

OF THE SEVERAL STATES.

SELECTED, REPORTED, AND ANNOTATED

By A. C. FREEMAN.

VOLUME 136.

SAN FRANCISCO:
BANCROFT-WHITNEY COMPANY,
Law Publishers and Law Booksellers,
1911.

h. Loss by Vermin.

1. **Rats and Mice.**—A warehouseman is bound to guard against damage to goods stored with him, which may be caused by rodents,

but he is not liable for the loss of such goods so destroyed if he has taken ordinary precautions to prevent such loss: Story on Bailments, sec. 444. The best methods known of destroying them include the laying of poison or the more common ones of trapping them or keeping **cats** or dogs. In Cailiff v. Danvers, 1 Peake, 114, 3 R. R. 666, the keeping of **cats** was accepted as evidence of common diligence; and in Taylor v. Secrist, 2 Disn. (Ohio) 299, keeping a terrier dog was regarded in the same light. It is hardly necessary to seek analogous decisions, as we think there has been no occasion, since those cases, prompting the destruction of rats and mice by other means. While poisoning them is undoubtedly efficacious, it is quite possible damage might be done to certain perishable goods by the foul smells arising from the decomposing bodies of the rodents, hidden in inaccessible places. It may be taken, therefore, that in this as in every aspect from which the duty of the warehouseman is to be regarded, that such precautionary measures to resist the inroads of rats or mice as any prudent man would take in like circumstances will relieve the warehouseman from liability. Keeping a cat on **board** ship has been held to be evidence of due diligence, so as to render a leak caused by rats "a peril of the sea": Garrigues v. Coxe, 1 Binn. 592, 2 Am. Dec. 493; Aymar v. Astor, 6 Cow. 267. The contrary view was, however, taken in Laveroni v. Drury, 16 Eng. L. & Eq. 510, 16 Jur. 1024, 22 L. J. R. Ex., N. S., 2, where Pollock, C. B., intimated that a more efficient method of protecting a vessel and its **cargo** from rats might be provided "by no very extraordinary degree of diligence." The warehouseman who uses traps and either **cats** or dogs and, in such stores as the character of the goods stored renders them safe from the mephitic emanations of the decomposing bodies, poison, will not be held liable for the damage caused by rats and mice.



Apprentices aboard the USS *Pensacola* pose with mascot cat and dogs in February 1888. The *Pensacola* was a screw steamer that participated in Admiral David Farragut's capture of New Orleans in 1862.



Crew of the USS *Nahant* with their two cats, ca 1898. The *Nahant* was an ironclad monitor that joined the fleet of Rear Admiral Samuel Francis du Pont (for whom Washington, DC's Dupont Circle is named) in the attack on Charleston Harbor in 1863.

Thank you.

Steering mai ship

to land of cheezburgers

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The end.