



Wolcott, 1831

Oliver Wolcott (1760-1833) was appointed by President George Washington to be the 2nd Secretary of the Treasury. He served from February 3, 1795 to March 3, 1797. Wolcott was retained in office by President John Adams and Served from March 4, 1797 to December 31, 1800. When Alexander Hamilton, the 1st Secretary of the Treasury, resigned from the Cabinet, President Washington appointed Wolcott, placing in the office a man known to be a vigorous supporter of Alexander Hamilton's financial program.

Wolcott, a third generation scion of an American family prominent in Connecticut and national affairs during the colonial and early national periods, had attracted attention as a specialist in public finance for his work in settling the financial dispute between Connecticut and the Federal Government in 1784. After serving briefly as Comptroller of Accounts for Connecticut during 1788-1789, he was named Auditor (1789-1791) and then Comptroller of the United States, where he served from 1791 until 1795. An enthusiastic proponent of Alexander Hamilton's financial philosophy and program, Wolcott spent much of his tenure as Secretary of the Treasury defending his increasingly unpopular financial program against the attacks of the Jeffersonians.

He was retained in office as Secretary of the Treasury by President John Adams, and served through that Administration until his resignation during the election campaign of 1800, effective December 31, 1800, to accept the U.S. Judgeship of Connecticut. Oliver Wolcott died on June 1, 1833 in New York City. He had served briefly in the Continental Army during the American Revolution.

Rig: Topsail Schooner

Builder: New York

Commissioned: 1831

Decommissioned: Ordered sold 8 January 1851

Length: 71' 4"

Navigation Draft: 7'

Beam: 20' 6"

Propulsion: Sail

Complement: 20-24 men

Armament: Much variation, typical was four 6 & 9 pounders

Cutter History:

The *Wolcott* was one of the 13 cutters of the Morris-Taney Class. These cutters were the backbone of the Service for more than a decade. They were designed by Samuel Humphreys for roles as diverse as fighting pirates, privateers, combating smugglers and operating with naval forces. He designed the vessels on a naval schooner concept. They had Baltimore Clipper lines. The vessels built by Webb and Allen, designed by Isaac Webb, resembled Humphreys' but had one less port.

The *Wolcott* served initially at Newport, Rhode Island but exchanged stations with the cutter *Vigilant* at New Haven, Connecticut in May, 1831. She then transferred to New London, Connecticut in 1841. On 1 October 1841 she was ordered to "receive the officer and crew of the *EWING* in exchange" and proceeded to her new station of Wilmington, Delaware. On 1 June 1842 she was ordered to Baltimore, Maryland for repairs at a reported cost of \$3,400.

Ordered to Mobile in December 1844, she was driven ashore in Pensacola Bay and was dismantled. After repairs totaling \$877.14, she was attached to the Navy for service during the Mexican War to carry dispatches in the Gulf. Her commanding officer at the time was Revenue Captain Lewis C. Fatio. The Secretary of the Treasury wrote to the Collector at Mobile on 16 May 1846:

"You will instruct the commanding officer of the Revenue Schooner WOLCOTT to procure a full supply of ammunition – and he will likewise keep at all times a full supply of provisions on board and hold the vessel in readiness for service."

She put to sea from Mobile on 26 May 1846 with "Purser Watson" of the Navy on board carrying dispatches for "Commodore Connor" who was at Pensacola. On this cruise *Wolcott* was under the command of Lieutenant Joseph Amazeen. In August 1846 she carried dispatches to Vera Cruz, this time under the command of Captain Fatio.

In September 1846, Captain Fatio was stricken from the commissioned list of the Revenue Cutter Service. In June 1849, *Wolcott* was laid up in Mobile for repairs

and on 3 July transferred to the Coast Survey. The Government sold *Wolcott* at Mobile on 8 January 1851.

Sources:

Donald Canney. *U.S. Coast Guard and Revenue Cutters, 1790-1935*. Annapolis, MD: Naval Institute Press, 1995.

U.S. Coast Guard. *Record of Movements: Vessels of the United States Coast Guard: 1790 - December 31, 1933*. Washington, DC: U.S. Government Printing Office, 1934; 1989 (reprint).

