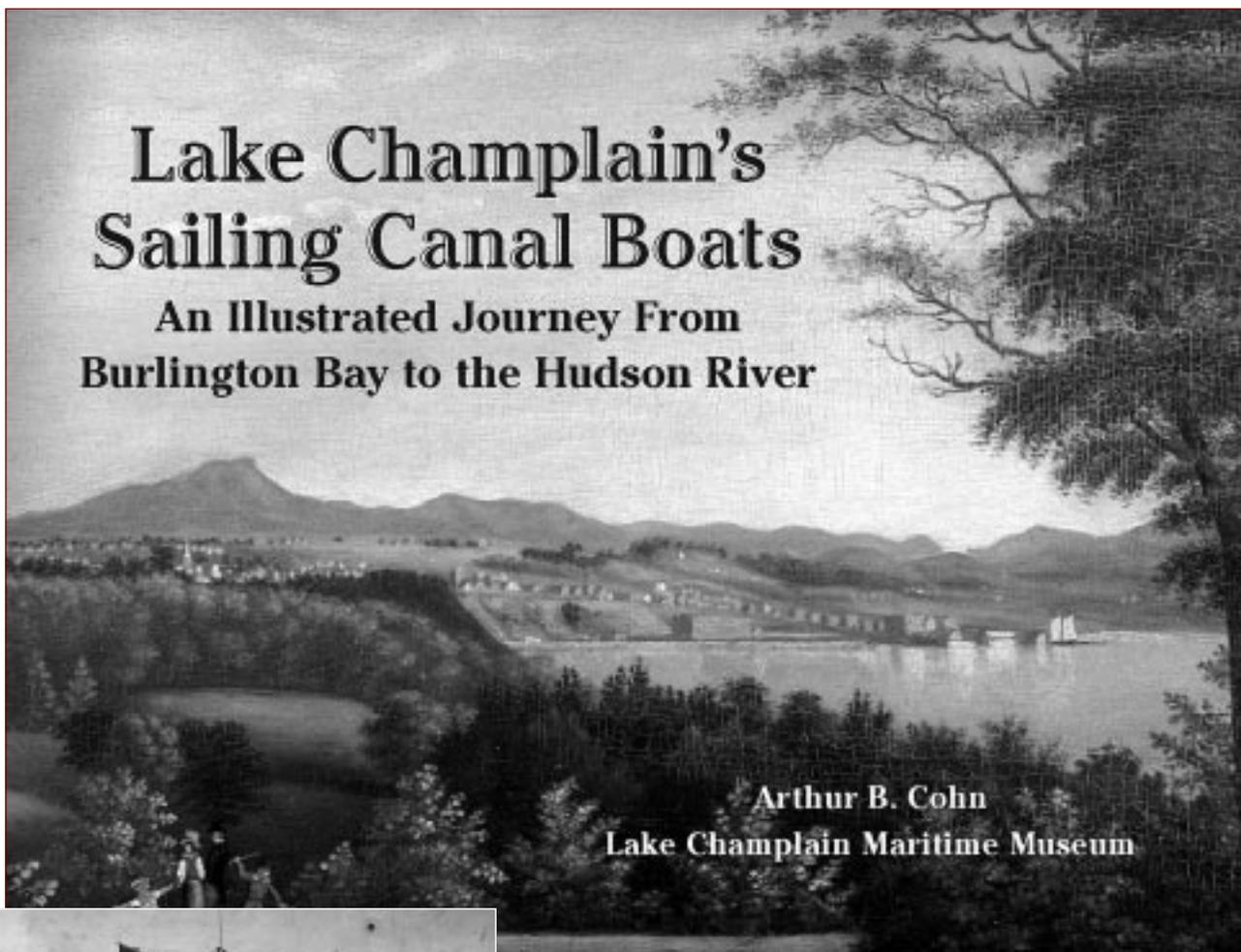


LCMMnews



FALL/WINTER 2003-04



Sailing Canal Boats

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MARITIME RESEARCH INSTITUTE



Note from the . . . Maritime Research Institute

This, our eighteenth season of public operations, has been an important year in the life of the institution.

Our Basin Harbor site has produced boats, launches, lectures, and wonderful special events. Our Burlington Shipyard has created a canal schooner that, like a time machine, is already beginning to transport us back to the days when almost everything moved by water. And our dedicated museum staff and volunteers shared the lake's history with thousands of school children and visitors.

Here are some of the highlights of 2003:

◆ The museum at Basin Harbor dedicated the new Hoehl Family Education and Visitor Center, a wonderful facility in which to greet visitors and share our special legacy of history and submerged cultural heritage.

◆ We published the results of our 2001–2002 Lake Survey project, and this season our survey crew completed the examination of the southern lake from the Champlain Bridge to Whitehall, New York. In the process, we located fifteen new shipwrecks!

◆ The new pilot gig *Northern Sun* was built and launched by a dedicated group of young people from the Hannaford

Career Center in Middlebury.

◆ Our Conservation Lab staff worked on projects for Fort Ticonderoga and the Lake George Battlefield Alliance, and we documented a rudder located near the mouth of the Saranac River. The lab, of course, provided a great learning environment for student interns.

◆ We completed our landmark underwater study of the Sloop Island Canal Boat. This project promises to produce the most definitive evaluation of canal boats and canal life-ways ever undertaken. A preliminary exhibition, "Life Aboard: Canal Boat Families Rediscovered," debuted at the museum's Basin Harbor site.

◆ Our field crew completed a successful two-week survey at the Valcour Island battle site in partnership with a team of New York State diver-volunteers. This year, we were pleased to have a Newport, Rhode Island-based Navy Mobile Diving and Salvage Unit join us. We also released a final report summarizing findings from the first four seasons.

◆ We partnered with Senator Leahy, the City of Burlington, Atlantic Mechanical, and the U.S. Coast Guard to facilitate the Burlington Breakwater Light replica tower project. At Basin Harbor, we installed a decommissioned aid-to-navi-

gation tower from Benson, Vermont.

◆ This fall, our dive team traveled west to work with the Institute of Nautical Archaeology at Texas A&M University, and the Oklahoma Historical Society, to help document the oldest western river steamboat yet located.

◆ Our newest book, *Lake Champlain's Sailing Canal Boats: An Illustrated Journey from Burlington Bay to the Hudson River*, will be available to the public this fall.

With a successful 2003 season under our belts, we will focus this winter on planning the launch of the schooner *Lois McClure* (on July 3, 2004), its Inaugural Lake Tour (fall 2004), and the Grand Journey (2005). We are all excited about the extraordinary opportunity we have to share the region's vibrant and dynamic commercial era with the public.

Thanks to all members and supporters for your continued encouragement. We couldn't do any of this without your long-standing and generous support. It has enabled us to pull together an extraordinary team to study the depths of Lake Champlain, interpret our findings to the public, and break new ground in the management of these insightful resources.

Once again, on behalf of the Board of Trustees and staff, I thank you.

—Art Cohn

HOEHL FAMILY EDUCATION AND VISITOR CENTER OPENS



LCMM Executive Director Art Cohn stands with benefactor Robert Hoehl, and Fred and Susan Fayette (l. to r.) at the dedication ceremony for the new facility.



Study of Sloop Island Canal Boat Completed

In the summer of 2003, the Maritime Research Institute's archaeological team completed its second, and final, season documenting the Sloop Island Canal Boat. The project was undertaken as an off-site archaeological study in conjunction with the clean-up of the Pine Street Barge Canal Superfund Site in Burlington, where historic canal boats of nearly identical construction were found in contaminated soil.

The barge canal contains five canal boats eligible for the National Register of Historic Places, but the process of removing contaminants from the site would, unavoidably, damage the boats. In such situations, federal

law requires that an archaeological study be performed beforehand. Fully documenting the boats inside a Superfund Site, however, proved impractical. Instead—with the approval of all parties involved—we investigated the Sloop Island Canal Boat in place of the boats in the contaminated barge canal.

It took ten weeks of diving this year and last, a total of more than four hundred dives, to complete our study of the Sloop Island Canal Boat. We believe that this is one of the most in-depth archaeological investigations of a canal

boat ever undertaken.

Although we are still analyzing all of the data, we have come to some conclusions about this wreck. The construction of the boat indicates that it was built in the 1880s or 1890s. The artifacts recovered from the cabin, however, suggest that it sank after 1925. This sinking date means it was one of the very last canal boats operating on the lake. Based on the cabin's complete artifact collection, the sinking appears to have been sudden, leaving the resident family little time to remove personal possessions.

The artifacts indicate that the vessel's crew consisted of a nuclear family with a father, mother, and at least one child. For example, we discovered a wool coat near the center of the cabin that, judging by its size, shape, and design, is for a pregnant woman. We also found the heel of a woman's shoe. Located within one of the hutch drawers were several colored clay marbles and small buttons, which may have belonged to a young child. Also suggesting a child's presence on board is a checker recovered from the toolbox.

Over the next year, our archaeologists and historians will finish cataloging and conserving the artifacts and sifting through



The Sloop Island Canal Boat's wheel lies intact.

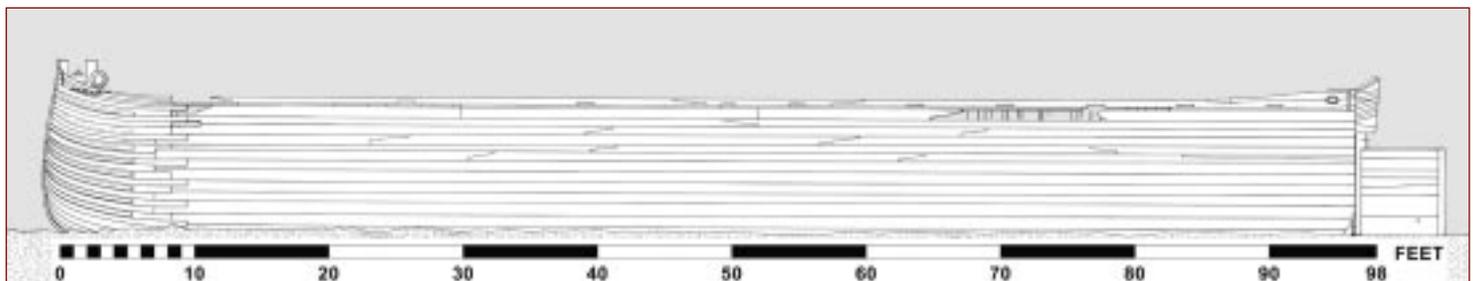
Photo: Pierre LaRocque

Save the Date— Schooner Launch July 3, 2004!



The Lake Champlain Maritime Museum, in conjunction with the Burlington Department of Parks and Recreation, is pleased to announce that the launch of **Lois McClure** has been scheduled for July 3, 2004, as part of the city's annual Independence Day Celebration. More specific information will appear in the Spring/Summer issue of LCMMnews.

hundreds of pages of field notes. We will put together a technical report and popular publication on the investigation, which will augment the Lake Champlain Basin Program Wayside Exhibit near the Pine Street Barge Canal in Burlington, as well as a newly installed exhibit at Basin Harbor, "Life Aboard: Canal Boat Families Rediscovered." Artifacts from the Sloop Island Canal Boat form the nucleus of that exhibit. As conservation treatment progresses, and further information from our research and fieldwork becomes available, the exhibit will continue to expand. ⚓



Archaeological drawing shows the side of the Sloop Island Canal boat. Drawn by Adam Kane and Chris Sabick; inked by Adam Loven.

Interns, Volunteers, Staff Power the Conservation Lab

This summer, the Conservation Lab has been involved with a number of ongoing projects. Artifact documentation and preservation is completed by lab staff, conservation interns, and museum volunteers, under the direction of conservators Chris Sabick and Rob Wilczynski, and aided by graphic artist Adam Loven.

Joining the staff this year were conservation interns Sarah Hallett, Rebecca Roberts, and Sarah Vukovich, and returning volunteers Gordon Cawood, Krissy Kenny, and Philip Barlow. With support from these people, the lab was able to process a large volume of artifacts from the Sloop Island Canal Boat, Fort Ticonderoga Museum, and the Lake George Battlefield Association (LGBA), as well as selected objects from the museum's own collection.

Photo: Rob Wilczynski



Intern Rebecca Roberts cleans a glass lamp chimney from the Sloop Island Canal Boat.

Gordon continues to use his drafting talent to record scale drawings of objects as they are prepared for conservation. Over the years he has been instrumental in creating hundreds of artifact drawings for the museum.

Adam often expands Gordon's drawings to create accurate, detailed, inked representations of the objects. Adam also works on drawings of Lake Champlain shipwrecks for MRI archaeologists, and has just completed an internship of his own with Shadows and Light Design in Burlington, Vermont. Together, Gordon and Adam have enabled the museum to process objects in an extremely efficient and accurate manner.

Krissy has been an active museum volunteer since 1999. She has assisted the conservation lab on many projects. Recently, she has been involved in the preservation of objects from a burial site in St. Johnsbury, Vermont. Her interest has broadened to include researching conservation procedures, centering on the stabilization of a wool coat recovered from the Sloop Island Canal Boat during the 2002 research season. This summer found Krissy assisting MRI divers at the Sloop Island Canal Boat and the Valcour Bay Research Project sites. She is also active with many of the museum's historical re-enactments.

Phil has been volunteering in the lab for two seasons. His interests in conservation and historic preservation have served him well. He is currently a graduate student in the Historic Preservation Program at the University of Vermont. Phil hopes to continue assisting us with future work in the lab. He has helped document artifacts through detailed scale drawings and photographs, as well as conserving artifacts from the Sloop Island project.

Sarah Hallett, of Baltimore, Maryland, is an anthropology major at the University of Vermont. Sarah was involved in the treatment and documentation of dozens of artifacts recovered from the Sloop Island Canal Boat and from the Lake George Battlefield projects. She also helped finalize Art Cohn's new book, *Lake Champlain Sailing Canal Boats*.

Rebecca, a native of Poultney, Vermont, is a graduate of the University of Rochester, in New York. She comes to the museum with a degree in history, and a minor in English, with a desire to develop hands-on skills in artifact preservation. She has assisted with photo-documentation, scale drawings, and conservation of a number of objects from LGBA, Fort Ticonderoga, and the

Photo: Rob Wilczynski



Intern Sarah Hallett cleaning a Sloop Island artifact.

Sloop Island wreck. Rebecca has also been instrumental in producing a shipwreck inventory for the museum. This summer, she also assisted the MRI divers at the Sloop Island Canal Boat site.

Sarah Vukovich is also a graduate student in the Historic Preservation Program at the University of Vermont. Along with working on the documentation and preservation of Sloop Island artifacts, she has been the principal investigator of a rudder recovered at the mouth of the Saranac River twenty years ago, as well as in the structural assessment of the popular LCMM exhibit, the Coast Guard Buoy Tender. Sarah is a wonderful laboratory interpreter, and she also had the opportunity to join MRI divers at Sloop Island this summer.

Our special thanks to all of the interns, volunteers and conservation staff who have helped to make this a successful summer! 🇺🇸

Photo: Rob Wilczynski



Intern Sarah Vukovich talks with museum visitors.

Revolutionary War Secrets Revealed in Valcour Bay

This summer marked the fifth year of the Valcour Bay Research, the systematic archaeological survey of the artifact scatter left behind from the Battle of Valcour Island.

For this survey, we divide the bottom into fifty-square-foot grids, which are then methodically surveyed by divers with metal detectors. Past field seasons saw the mapping of an area where a cannon on

board the gunboat *New York* exploded during the October 11, 1776, engagement. Several pieces of that cannon have been recovered and are on display at the Clinton County Historical Museum.

We were fortunate this year to have back many of our core group of volunteers, without whom the project would not be possible. We also had the support of a team of Navy divers from a Navy Mobile Dive Sal-

vage Unit based in Providence, Rhode Island. This year's survey was supported by grants from the American Battlefield Protection Program of the National Park Service, and the

Department of Defense Legacy Resource Management Program, administered by the Naval Historical Center.

During the 2003 field season, our survey progressed several hundred feet west

of the position where *New York's* cannon exploded. While surveying, we encountered a strange depression in the lake bed approximately one hundred feet long, thirty feet wide and several feet deep. Any depression on the bottom of Valcour Bay is strange because the bottom is normally flat and featureless.

Our preliminary investigations indicate that this is the spot where the gunboat *Philadelphia* came to rest when it sank. *Philadelphia* was raised in 1935 by Lorenzo Hagglund, and is now displayed at the Smithsonian Museum of American

History. Although we have not yet surveyed the hole or the area immediately around it, we did begin mapping the artifacts in the adjacent grids. Not surprisingly, we found several cannon balls and other types of ordnance. However, we also

located eleven non-Revolutionary War artifacts. These included pieces of early twentieth-century hardware such as nuts and bolts.

These are extremely significant, as they were likely dropped overboard during the 1935 raising of *Philadelphia*. We cannot say for certain yet that we have found *Philadelphia's* resting spot, but the evidence is pointing in that direction. Being able to plot the location where *Philadelphia* sank will allow researchers to further reconstruct the positions of the ships during the battle.

LAKE SURVEY: BEST YEAR YET

2003 marked the eighth year of the Lake Survey, our sonar survey of the bottom of the lake. This year, our veteran survey team headed south and surveyed the lake from the Champlain Bridge down to Whitehall. The analysis of the data is still preliminary, but it looks like we found

Photo: Peter Barranco

thirty-five shipwrecks, fifteen of which we did not know about.

We have not yet dived on the sites, but the sonar images seem to indicate that nearly all are canal boats. This is not surprising; many canal boats were abandoned in this part of the lake in the late 1800s and early 1900s. Due to poor water clarity and lots of milfoil in that part of the lake, our dive verification team will not document the wrecks until the spring, when we hope there will be better visibility.

In completing this survey of the southern part of the lake, we have now surveyed nearly all of Lake Champlain. Completing the survey, however, is really just the start of our work. Very few of the sites have been studied in detail—a task that will likely take several decades. ↯



Photo: U.S. Navy

Valcour Project divers prepare to descend to the bottom of lake Champlain



Middlebury College intern Laura Kelly and Professor Tom Manley help with the Lake Survey.

Wish List

Can you make one of our wishes come true by donating one of these much-needed items? If so, please contact the Development Office at (802) 475-2022, Ext. 105; or e-mail petty@lcmm.org.

- DVD players for exhibits (4)
- 4WD tow vehicle like a Suburban or similar.
- Gardeners to "adopt" and care for a museum garden.
- Portable "PowerPoint" projector.

And for our replica canal schooner:

- Cast iron wood cookstove
- Wooden barrels
- Services of a working tug

On the Ways: Looking Ahead from Burlington Shipyard

There were many days during the summer of 2003 when all of us working on *Lois McClure* felt like nothing was getting done. But all you had to do was look at photos of the schooner from late summer 2002 to realize that progress has been tremendous.

When the Shipyard opened last May, the schooner's hull was less than half planked and a few deck beams had been fastened into place. A visit to the Shipyard now would show you that the hull planking, deck framing, cargo-hatch framing, tabernacles, forward bits, cabin trunk, and sole are all completed. And you'd see as many as ten people a day—usually more volunteers than employees—building hatch covers, laying down deck planking, completing the waterways, and fitting the bulwarks.

The Shipyard, in other words, is buzzing with activity.

CHAMPAGNE ON THE HORIZON

As fall 2003 draws to a close, and with more than 60,000 visitors and school children visiting the site over three years, we are seeing the light at the end of the tun-

nel. And that light is a reflection off the champagne bottle as it's broken over the bow of *Lois McClure*.

cozy cabin in the rear where the captain and his wife lived, sometimes with children. *Lois McClure* will have the same stern

cabin. However, to offer our staff and volunteers a chance to sail aboard the boat, and to meet current standards for on-board electrical and plumbing systems, we will have a marine head, shower, galley sink, electric lights and bilge pumps, water holding tanks, and bunks for ten people.

2004 LAKE TRIALS

We will start the 2004 season at the Shipyard, completing the construction of the boat, finishing the rigging, and caulking and painting the hull in preparation for the July 3 launch. Be sure to read the Spring 2004 *LCMMnews* and watch *lcmm.org* for news about special events and celebrations associated with the launching.

After launch, *Lois McClure* will get a few weeks to allow her to adjust to her new life afloat. Then we'll step the masts and begin the process of lake trials and ballasting.

The challenge when building a replica like *Lois McClure* is keeping it historically accurate, while also comfortable and safe for the crew and accessible to the public. The process of lake trials will allow us to evaluate the sailing performance of these once-common vessels, gain a better understanding of how they were used in the late 1800s, and also to assess the appropriate amount of weight needed for the safety of the crew and vessel.

INAUGURAL TOUR AND GRAND JOURNEY

As September 2004 begins and kids are returning to school, we will embark on an Inaugural Tour of Lake Champlain. A

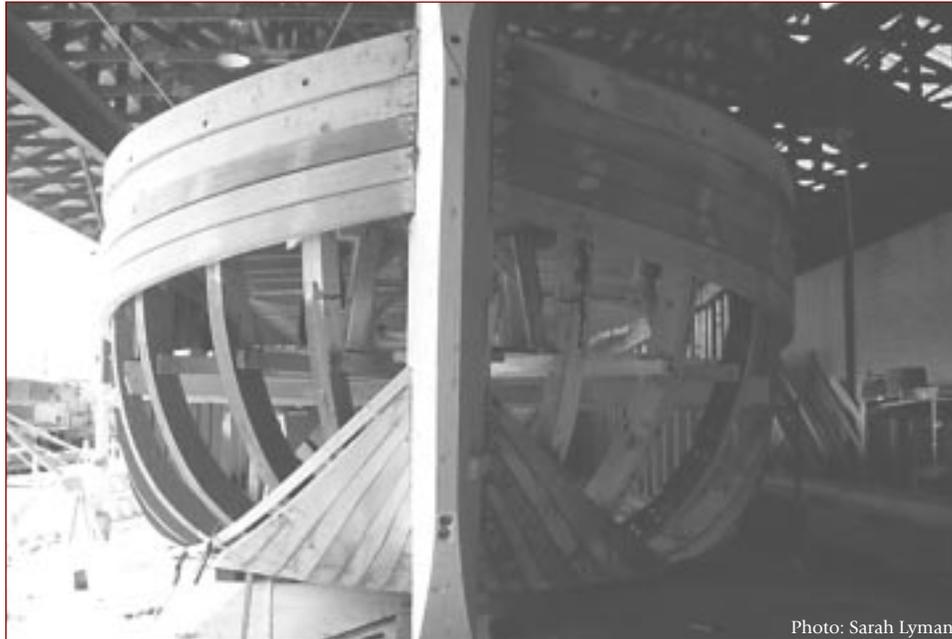


Photo: Sarah Lyman

We have our work cut out for us. Besides the exterior work yet to be completed, there's the interior. The interior of most such vessels was open to accommodate cargo, but they did have a small-yet-



Top: Shipyard craftsmen have planked from the keel up to the wales. Above: Rob Thompson fastens a plank near the stern of the schooner. Left: Kerry Batdorf, Dale Henry, and Lianna Tennal fasten a cedar waterway into place.

Photos: Sarah Lyman





Photo: Elisa Nelson

Inside the hold of the schooner. The centerboard trunk is to the left.

professional crew, lead by Captain Roger Taylor, along with volunteers who helped build the boat, will travel aboard *Lois McClure* to towns along the lake including Whitehall, Westport, Essex, Plattsburgh, and St Albans.

As spring 2005 draws closer, plans for the Grand Voyage to New York City are being set in motion. Retracing the same route that these vessels followed, *Lois McClure* will begin its six-hundred-mile roundtrip Grand Journey, a sail up the lake and a tow through the Champlain Canal and down the Hudson River to South Street Seaport in New York City.

Along the way she will stop at the same towns that would once have seen many of these vessels lumbering by each day with loads of wood, coal, or iron ore, interpreting a great time in this region's history. Both trips are designed to reconnect this generation with the generation who carried goods along the same route 150 years earlier.

Interpretive events, educational programs, and special activities will be planned for each stop along the way. Once dockside in Burlington, *Lois McClure* will be open to the public for tours, educational programs, lectures, and more. 

Parcelling and Serving: News From the Rigging Loft

Brian Olson, the Schooner Project's lead rigger, is pleased to report that the job of rigging *Lois McClure* is going along quite well. After noting from archaeological reports that wire rope was used aboard 1862-class schooners on the lake, and that in fact some "served" wire still exists on the wrecks, we chose to use 5/8" galvanized wire for our standing rigging. Although the galvanization process helps to protect the wire from weather-related degradation, we are going through the time-honored process of parcelling and serving to better protect the wire from moisture.

This process involves wrapping the wire with canvas strips soaked with linseed oil (parcelling), and then "serving," or systematically wrapping the wire with twine. Once complete, the whole thing gets tarred, forming a

water-resistant shield for the metal wire.

Since May, over 7,300 feet of seine twine has been applied to the standing rigging. This is just under half of the serving required to cover the seven hundred feet of cable.

Photo: Sarah Lyman



We'd like to thank Bill Atkinson, Jerry Manock, and Dean Rice for their help parcelling and serving. The end of the 2003 season saw production of the stays and shrouds completed and ready for installation. Other tasks to be done include fabricating mast and spar hardware, making deadeyes, making wire seizings to attach finished deadeyes to the shrouds, beginning grommeting for block production, and starting the finishing appointments for the uprigging after the schooner's launch next summer.

Spotlight on a Volunteer: Gary Fischer

Gary Fischer brings a wealth of talent, experience, and dedication to the Burlington Schooner Project. For twenty-seven years, Gary served as a F-104 flight mechanic for the Vermont Air Guard. Since retiring from the Guard in 2000, he has maintained a busy schedule as a self-employed cabinetmaker and carpenter. Most recently, Gary has brought his skills to bear on *Lois McClure* where he earned a reputation as one of the "go to guys" for the projects that require skill, patience, precision, and, most important, perseverance. Jobs ending up in Gary's capable hands included crafting *Lois McClure*'s centerboard trunk, her mast tabernacle, array of knight heads, and other solid timbers at the bow.

Gary is also responsible for such outstanding innovations as the morale-boosting, mid-afternoon "creemee" break and the widely acclaimed, calibrated "Smackometer" (a.k.a. a large mallet). Gary's unequalled hours of volunteer service are an inspiration to all of us. And his quiet and reassuring confidence are essential to bringing the construction phase of the project to a timely conclusion. Thanks, Gary!



Lake Captains and other LCMM Programs Turning City Kids into Old Salts

This summer has been a busy one for the Lake Captains Program with a great deal of activity with participants from the King Street Youth Center and the Burlington Community Schools Project. The focus of our activities has been getting students out on the lake in *Mac*, our pilot gigs, and on the ferry *Champlain*.

Our two one-week "day-camps" with the Community Schools Project each included two days of rowing/sailing, one day of projects at the Shipyard, one day aboard the ferry *Champlain*, and one day sailing aboard *Friendship*. King Street Youth were able to participate two to three afternoons per week in rowing/sailing aboard *Mac*, and occasional projects at the shipyard on bad-weather days. A total of twenty-two students participated in these programs.

School programs at the Shipyard will continue this fall, as well as after-school sessions of the Lake Captains Program. Once the shipyard closes in late October, the Lake Captains Program will move back to the Captain White Place for the winter. As long as the weather is suitable, we will continue getting students out on the lake. When it gets too cold, we will turn our attention to "indoor" projects like model making, sail making, and

projects for the schooner like crafting rigging blocks.

Winter also will give us needed time to plan the education programs that will take place in the fall 2004 on board *Lois McClure*, as well as a new curriculum using the Theodore Bartley Journals (see box below).

Life on a Canalboat: The Journals of Theodore Bartley (1861-1889)
to be released in 2004 in conjunction with the launch of the
replica canal schooner!

This popular edition of the amazing journals of Theodore Bartley, who lived and worked on the Champlain Canal and Lake Champlain during the second half of the nineteenth century is being published by LCMM in partnership with Purple Mountain Press. Historian Russell Bellico and museum Executive Director Art Cohn are working together to edit the 1,600 pages of Bartley's original journals and illustrate them. Their 300-page version will include more than seventy-five compelling images from the collections of LCMM, the New York State Archives, and regional historical societies and museums. The project is being supported, in part, by Furthermore: a program of the J.M. Kaplan Fund, and by the Leo Cox Beach Philanthropic Foundation.

**ADOPT a part of the replica canal schooner *Lois McClure*
or become a SPONSOR of its voyages.**

**Contact Lee Petty in LCMM's Development Office
for details: 802-475-2022, Ext. 105**

Cohn Book on Canal Boats Published

We are delighted to announce the publication of a new Lake Champlain history book authored by Art Cohn, LCMM executive director. *Lake Champlain's Sailing*

Canal Boats: An Illustrated Journey from Burlington Bay to the Hudson River is the culmination of decades of research and contributions by a great team of historians, institutions, and museum staff.

This readable, heavily illustrated book takes the reader on a fascinating journey through history. It is being produced now to serve as a companion to the new schooner *Lois McClure*. Both projects have been made possible by the generous support of J. Warren and Lois McClure.

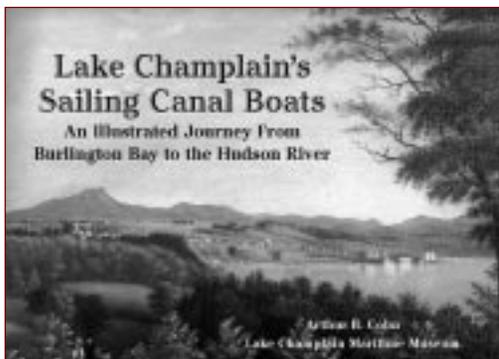
The book draws on a wealth of historic photographs and illustrations, and

new information from the lake's extraordinary shipwrecks, to tell the nearly forgotten story of Lake Champlain's sailing canal boats. Using the Burlington Schooner Project as its springboard, the book brings to life Lake Champlain's nineteenth-century commercial era.

We expect the limited print run of this full-color, 200-page book to fly off our shelves, so order your copy early.

Special for members: To show our appreciation for your support, copies of the book ordered through the museum will be autographed by Art Cohn.

To order, please call 802-475-2022 or order online, securely, at www.lcmm.org.



Free and Reduced-Rate Programs Available

Outreach programs are available, on a first-come, first-served basis, throughout the Champlain Valley and beyond. Program fees are \$125. The Lake Champlain Maritime Museum, however, works to find corporate, foundation, and community partners to enable some schools to participate in our Winter Outreach Program for free or at a reduced rate. Call (802) 475-2022 or info@lcmm.org to find out more.

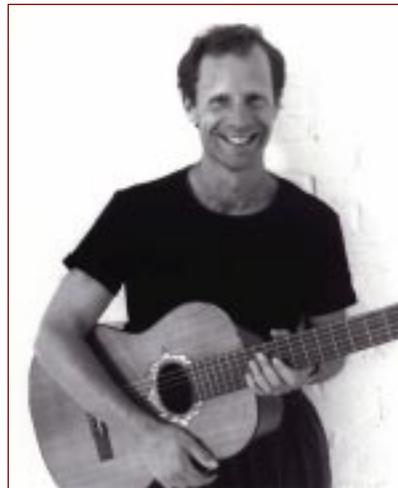
Become a Sponsor!

Help bring the history and heritage of Lake Champlain into school classrooms. Contact the development office, petty@lcmm.org or 475-2022 x105, to sponsor a program or get more information. Businesses, corporations and individuals may, if they wish, designate a particular school or area to benefit from their sponsorship.

Educational Outreach Begins in November

This winter, our education team will be bringing the rich history and heritage of Lake Champlain and the Champlain Valley to life in classrooms throughout Vermont and New York. The museum now offers nine different programs to schools covering military history, the commercial era, boat construction, and nautical archaeology.

New this year is a humanities program, **Songs and Stories of Lake Champlain**. This K-5 program, developed with the support of the Lake Champlain Basin Program, is a fun and educational exploration of the local lore of Lake Champlain and features original songs written and presented by musician and educator Matt Witten. The songs cover a range of topics related to Lake Cham-



Matt Witten

plain, such as "A Tropical Sea," about the fossils in Button Bay; "Plankton Song," co-written with Moriah Elementary School students; "Kid's Life on a Sailing Canal Boat," based on the writing of a nineteenth-century schooner captain; and "Horses on the Water," which focuses on Lake Champlain's horse-powered ferries.

The material is tailored to different age groups. For example, the program emphasizes more movement with the youngest grades, while it challenges and engages higher grades through more historical content. Witten accompanies the songs with accordion, banjo, and guitar.

LCMM expects that this program will prove quite popular; call 802-475-2022 now to schedule it for your school.

Multi-Gen 'Pond Yachts' a Success

On a mid-August weekend, LCMM held its first "multi-generational" Pond Yachts course. This new course, which has previously been offered to twelve to fourteen year olds, was designed for six pairs of adult-child partners.

Under the direction of LCMM educator Ed Blechner, the partners worked together to build functional pond yachts in two days.



The positive experience of two generations working together was apparent to everyone involved in this project. (See the fan mail below!) Look for more multi-generational LCMM course offerings in our 2004 line-up.

Dear LCMM Staff,

My grandson and I were recent participants in the Pond Yacht course. The experience was totally rewarding! The compliment I most want to share with the museum is delight at the unique opportunity for an adult and child to share in an experience as equals, and as part of a "team" with other participants. This sets Pond Yachts a league apart from most summertime programs.

Mary G.

Pond Yachts Offered During Winter 2004 Vacation Weeks

Our popular adult-and-child Pond Yachts program will be offered during the winter break. Spend three days with your son or daughter (or grandchild or friend) building a beautiful and functional boat ready to sail when the spring arrives. Start with pine blanks and finish with a rigged boat. These traditional sloops are 22 inches long, 5.5 inches wide, with a 27-inch mast, complete with a copper keel, working rudder, and sails. No previous woodworking experience is necessary. Tuition is \$195 (LCMM current members \$185) for one adult and one child and includes all materials.

Session I: Saturday, February 14 through Monday, February 16, 9:30 A.M.-4:30 P.M. daily

Session II: Saturday, February 21 through Monday, February 23, 9:30 A.M.-4:30 P.M. daily



Note from . . . Outdoor Education

CHAMPLAIN DISCOVERY

Amazing as it seems, Champlain Discovery, LCMM's kayak-building and lake-history program

for teens, has grown and prospered at the Lake Champlain Maritime Museum for ten years. This program has had remarkable support over the years from foundations, staff, donors, and the local and broader LCMM community. We give heartfelt thanks for their continued enthusiasm and generosity.

Champlain Discovery has had an im-

act on a lot of lives—and it has been life-changing for some.

We are thrilled to announce two new developments in the 2004 Champlain Discovery Program.

◆ The Josephine Bay Paul and C. Michael Paul

Foundation has awarded LCMM a second \$100,000 challenge grant over three years for the Champlain Discovery endowment. We will be hard at work raising \$33,000 a year for the next three years. If you are interested in helping us meet this match, please call me at 802-475-2022. When this match is complete, we will have well over \$400,000 in the program's endowment. Income from the fund will insure that Champlain Discovery will be accessible to an economically diverse population, now and in the future.

◆ We are expanding the Champlain Discovery program to Burlington in the summer of 2004. There will be sessions both at our Basin Harbor site and on the Burlington waterfront. This will allow us to reach out to a much larger audience.

CHAMPLAIN LONGBOATS

We successfully launched our sixth thirty-two-foot pilot gig in May. *Northern Sun* was built at LCMM with staff and students from the Diversified Occupations Program at the Hannaford Career Center in Middlebury.

The "Spring Wave," our regional youth rowing event, was a huge success. Seven boats and over fifty participants came from Northhaven,

Photo: Nick Lavecchia



Waiting for the start: Spring Wave 2003. Northern Sun is second from the bottom.

Donate a boat to help support Champlain Discovery and Champlain Longboats. Boats are sold to fund these innovative maritime youth programs. Call Nick Patch at LCMM, 802-475-2022 x113, for details.

Photo: Nick Lavecchia



Northern Sun leaves the shop on launch day.

Maine; Vinalhaven, Maine; Hull, Massachusetts; and Chittenden and Addison counties in Vermont.

This summer, in addition to the weekly community rowing program, we rowed with students from the Baird Center for Families and Children in Burlington, Vermont; a team of breast cancer survivors in training to race Dragon Boats; students from Bellows Free Academy in St. Albans, Vermont; staff at Committee on Temporary Shelter in Burlington; folks from Orleans County's Reach Program; and four local adult rowing teams.

The rowing program continued through late fall, with at least six local youth crews and four adult crews rowing regularly. We participated in two trips to the Boston area for rowing events, as well as our own series of youth races, and the James Wakefield Rescue Row held in Burlington on October 18.

Plans are in the works to build a twenty-five-foot, four-oared gig so we can join with Bellows Free Academy in St. Albans, Lamoille Union High School, and other regional youth programs that row four-oared boats.

Again I want to thank all the donors, volunteers, and staff that make these two vibrant programs come alive. Your help makes it possible.

—Nick Patch

LEARNING ADVENTURES

Champlain Discovery: Ten Years Of Life-Changing Adventures!

- ➔ 160 kayaks built by teens.
- ➔ Over 15,000 miles paddled on Lake Champlain.

Participants in Champlain Discovery range in age from thirteen to sixteen. They spend three weeks building their own sea kayaks at the Lake Champlain Maritime Museum and then spend twelve days paddling Lake Champlain from Whitehall, New York, to Burlington, Vermont. They explore the culture and environment of the Champlain Valley as they paddle over half the length of this amazing waterway. Students then return in following years with the kayaks they built to paddle the northern half of Lake Champlain on our CD alumni trip, after which they will have kayaked the entire length of the lake.

Photo: Angella Gibbons



Photo: Nick Patch



Champlain Discovery Highlights 2003

Photo: Angella Gibbons



Photo: Angella Gibbons



2003 Trip Finale in Burlington. Andy Chugg, Jason Kaiser, Michael Hartnett, Leah Marvin-Riley, Eliza Collins, Alec Jacobson, Jamie Watkins, Chris Olah, Angella Gibbons, Lauren Cunningham, Stirling Gibbs, Charlie Glassberg, Erik Lembke, Lloyd Graves. Photo: Brooke Cunningham

Photo: Angella Gibbons

Champlain Discovery 2004

- ❖ Museum at Basin Harbor June 21 to July 25
- ❖ Burlington Shipyard July 5 to August 8

For information and an application, call 802-475-2022 or e-mail info@lcmm.org.

Photo: Angella Gibbons



Rabble in Arms: Carleton's Raid Thrills Vergennes

Photo: Eloise Beil

This year's Rabble in Arms event was the most dynamic and exciting yet! Rabble in Arms has always been a unique way of exploring history by using the museum's replica 1776 gunboat in experimental archaeological and historical scenarios.

The 225th anniversary of a little-known but highly significant local event provided the context for the longest journey *Philadelphia II* has taken in the past ten years, drawing over 150 re-enactors to the museum's eighth annual Revolutionary War encampment.

Based upon the raids led by British Major Christopher Carleton in 1778, *Philadelphia II* (temporarily renamed *Jersey*, after the captured American gunboat), embarked on a journey of destruction up Otter Creek. According to historical accounts, in the fall of that year a British raiding force with a gunboat and several bateaux went up the creek as part of a larger action to extinguish any support an American army might find should it return to the region.

Their mission was to take all men of fighting age prisoner, send women and children south into other colonies, and destroy all buildings, crops, and livestock. They were incredibly successful. In twenty-one days, the British destroyed nearly one hundred structures and enough supplies to feed 12,000 men for four months.

On August 23, in conjunction with Vergennes Day, the museum recreated one of Carleton's Raids on the community, complete with eight bateaux, *Philadelphia II*, and a host of British troops. Over five hundred spectators watched as a small American force resisted the raiders in the



Raiders approach the falls in Vergennes, Vermont.

basin at the foot of the Vergennes waterfall. The raiding party struck again the following day at a frontier homestead created for the occasion on the museum grounds. The British met resistance again, but not before taking more prisoners and successfully burning the rebel dwelling.

We can't talk about the success of this year's event without recognizing the tremendous support and cooperation of the community. LCMM extends a special note of gratitude to Point Bay Marina for donating towing services for *Philadelphia II*, and to Tom's Marine Service for providing a safe harbor and logistical support. Special thanks to the Ferrisburgh Volunteer Fire Department for keeping our homestead blaze under control, and to the City of Vergennes and the Vergennes Day Committee for all their support. Donations from our local stores, farms, and hunters helped the re-enactors stay warm, well fed, and welcome.

A very big thank-you to all the re-enactors who volunteered their time, truly making the event a stellar success. The excitement generated by this year's Rabble event is still being felt and plans are in motion for another exciting event next year. ⚓



Dastardly raiders torch a settler's homestead on museum grounds at Basin Harbor.

Photo: Bob Mitchell

John Dunham and Tom Larsen—Volunteers and Re-enactors

The Lake Champlain Maritime Museum is fortunate to have two active and talented teenage volunteers, John Dunham and Tom Larsen. John and Tom have helped us as blacksmiths, docents on the *Philadelphia II* gunboat, special event re-enactors, and surface-support aides on dive projects. They also take on office chores, work in the Nautical Archaeology Center, and tend to grounds maintenance and boat-shop tasks.

John and Tom are students at Mt. Abraham Union High School. While attaining high honors academically, they still find time to participate in the school band, play on the soccer team, and achieve All-State recognition on the track-and-field team.

The museum is very fortunate to have volunteers like John and Tom. If you'd like to put your energy and talent to use at LCMM, please call Bruce Seaburg at 802-475-2022.



John Dunham and Tom Larsen

Judges Declare Annual Juried Photography Exhibit 'Best Ever'

As judges for *Through the Lens 2003*, Jerry LeBlond and Nancy Battaglia agreed that this year's exhibition was the best ever. With sixty-two photographs from twenty-eight participants in Vermont and New York, the show encompassed many moods, times of day, and seasons, and it truly captured the magic of Lake Champlain.

LeBlond, of Rutland, Vermont, is a past president of Vermont Professional Photographers Association. He specializes in editorial, architectural, and advertising photography. Battaglia, of Lake Placid, New York, is a free-lance photographer who specializes in outdoor sports, recreation, and Adirondack subjects.

Professional, Boats

First Place and Best in Show, Professional (tie): Kent Strobel, Stowe, Vermont, *Docking in Essex*

Other Participant: Alan Maynard, Underhill, Vermont, *Sailboat Blues*

Amateur, Still Life

First Place: Elisa Nelson, Burlington, Vermont, *Prop*

Honorable Mention: Kathleen Towne, Colchester, Vermont, *A Day at the Beach—Sandbar*

Amateur, Boats

First Place: Kathleen Towne, Colchester, Vermont, *5:30 A.M., Malletts Bay*

Second Place: Deborah Wroth, Charlotte, Vermont, *Passing Sloop Island*

Amateur, People

First Place: Melanie and Erik Brotz, Burlington, Vermont, *Skipping Stones*

Second Place: David Schmidt, Williston, Vermont, *Afternoon Ferry Ride*

Amateur, Scenic

First Place: David Schmidt, Williston, Vermont, *Champlain Calm*

Second Place: Richard Ennis, Jericho, Vermont, *Adirondacks from Sandbar State Park*

Amateur, Nature/Wildlife

First Place: Richard Ennis, Jericho, Vermont, *Great Blue Heron*

Second Place: Robert I. Tepper, Rutland, Vermont, *Lily Waters*

Amateur, Black and White

First Place: Robert Withington, Plattsburgh, New York, *Root Cascade*

Honorable Mention: Amanda Grant, Burlington, Vermont, *Quality Times*

To view the complete list of winners, visit www.lcmm.org.



Above: Best in Show, Professional (tie), went to Kent Strobel for *Docking in Essex*.

Below: Best in Show, Amateur, was awarded to Kathleen Towne of Colchester, Vermont, for *5:30 A.M., Malletts Bay*. The highly original treatment of a familiar subject won this outstanding image top honors in the Amateur Boats category.



Best in Show, Professional (tie), was awarded to Clyde Smith for *Enigmatic Isolation*.



Best in Show, Professional (tie)

Professional, Scenic, First Place: Clyde H. Smith, Burlington, Vermont, *Enigmatic Isolation*

Professional, Boats, First Place: Kent Strobel, Stowe, Vermont, *Docking in Essex*

Professional, Scenic

First Place and Best in Show, Professional (tie): Clyde H. Smith, Burlington, Vermont, *Enigmatic Isolation*

Second Place: JoAnn Schaller Soloski, Port Henry, New York, *Westport Reflections*

Whitehall Narrows Light 9 On View

Photo: Eloise Beil

Whitehall Narrows Light 9 stood at Benson, Vermont, from the 1930s until 2001, when the Coast Guard donated it and moved it to the museum. This light tower represents an important, and ongoing, chapter in maritime history. Since 1827, the federal government has provided lights to safely guide mariners on Lake Champlain. The old, manually operated lighthouses were replaced by this style of automatic beacon in the 1930s. As those in turn became obsolete, a new public appreciation for the lake's historic beacons inspired relighting of four original lighthouses in 2002, and the construction and dedication of replica light towers on the Burlington Breakwater in September 2003.

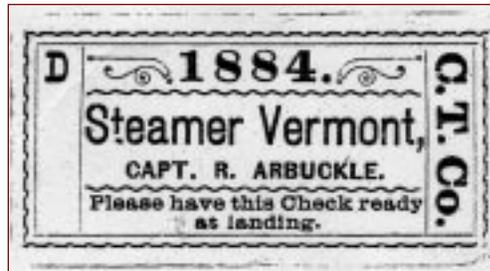


Photo: Eloise Beil

"Life Aboard: Canal Boat Families Rediscovered" is a new exhibit containing artifacts recovered from the Sloop Island Canal Boat, as well as rare historic photographs of the people who lived and worked on the boats of the Champlain Canal. The exhibit will continue to grow in 2004 as LCMM nautical archaeologists complete conservation treatments of objects from the Sloop Island Canal Boat.



Rare survivor of the steam-boat era, this ticket from the Steamer Vermont II was given by Mike Cannon in memory of John Hudson Savage. The elegant stateroom hall of the Vermont II is seen in this photograph from the Northcountry Collection of Plattsburgh State University.



Ship Model Acquired

This model of an 1862-class canal schooner, recently donated to the Maritime Museum by Earl W. Reed and family, was made in the 1920s by John Montgomery of Isle La Motte (right). Montgomery's father, Captain William Montgomery, was owner and captain of the canal schooner *General Butler* the night *Butler* sank in Burlington Bay. John grew up to become captain of the steamboats *Chateaugay* and *Ticonderoga*. He made detailed models of the boats he knew so well. Recalled his nephew, Earl Reed, "Winters were long on Isle La Motte, and he had plenty of time to whittle."

Photo below: Eloise Beil



Meet Our New Board Members!

William H. Truex, Jr., chair of the Maritime Museum's Board of Trustees, who succeeded retiring trustee William E. Sperry in September, takes pride in introducing four new members of the museum's Governing Board.

Elliott "Barney" Bristow, president of Bristow, Inc., in Waltham, Vermont, has been an enthusiastic and generous supporter of the Maritime Museum since its beginnings. He has served as a trustee since 1992. Barney's greatest achievement to date as a trustee was his initiation in 1996 of the museum's first endowment fund. This endowment for education, named in memory of his late mother, Aurelia Barnes Bristow, already provides significant support for the museum's unique maritime history programs for children. Barney also spearheaded the museum's second Capital Campaign (1998-2002), which succeeded in increasing the endowment he established to almost \$2,000,000.

Roderic "Rod" Giltz, of Plattsburgh, New York, is President of Northern Insuring Agency, Inc. which serves clients from five offices in northern New York State. In addition to serving previously as a member of LCMM's Advisory Board, Rod is a trustee of the Adirondack Community Trust and William H. Miner Agricultural Research Institute, on the board of the Devel-

opment Corporation, and vice president of the board of Champlain National Bank. He has actively supported the museum's efforts on the New York side of Lake Champlain including the *Confiance* Anchor exhibit at Plattsburgh City Hall and the Valcour Bay Research Project and exhibit.



Molly Lambert, of Burlington, Vermont, is president of the Vermont Captive Insurance Association (VCIA). She is responsible for leading the association and serving as the industry's chief spokesperson. Prior to joining VCIA, Molly served as Secretary of Commerce and Community Development for the State of Vermont and chief advisor to the governor on public policy, projects and programs related to economic development, housing, and tourism.

Molly describes her commitment to the Maritime Museum this way, "Along with the Green Mountains, Lake Champlain defines the Vermont landscape. The environmental and economic success of this state is dependent on the success of our stewardship of this incomparable resource. The Lake Champlain Maritime Museum raises our consciousness not only about the lake's astounding history but also about its importance to the Vermont way of life for centuries to come. It's a privilege to be part of this effort."

Roger Stone, of Shelburne, is president of Stone Investment Advisory, Inc. of Burlington, Vermont, a company that provides independent investment advice to employ-

In transition . . .

Lake Champlain Maritime Museum extends deepest sympathy to the families of these special members and supporters:

Horace Beck
Ripton, Vermont

Colin Fink
Essex, New York

Barbara M. Keenan
Vergennes, Vermont

Malcolm Lane
Park Township, Michigan

William W. Olmstead
Chestertown, Maryland

Carmen M. Roberts
Vergennes, Vermont

ers in the state and offers portfolio management to institutional clients. It was formed in 1995 after Stone's twenty-five-year career in institutional portfolio management in Boston.

Stone grew up in Burlington and is a University of Vermont graduate. LCMM's mission, celebrating Lake Champlain and its history, dovetails with Stone's love of the lake from sailing in Malletts Bay as a boy, summers in North Hero with his family, and his return to the area eight years ago.

Says Stone, "The museum has established its value and role through the vitality and quality of efforts of staff and volunteers. My principal goal as a board member is to champion and shepherd this success for the future."



CONSIDER "ENDOWING" YOUR ANNUAL GIFT WITH A DONATION TO THE LCMM ENDOWMENT FUND. FOR EXAMPLE, A GIFT OF \$2,000 NOW WILL YIELD ABOUT \$100 EACH YEAR FOR OPERATIONS...FOREVER.

HAVE YOU REMEMBERED LCMM IN YOUR WILL? YOUR BEQUEST WILL HELP GROW THE LCMM ENDOWMENT. FOR MORE INFORMATION, PLEASE CALL LEE PETTY AT 802-475-2022

STAFF NEWS: Congratulations to Nautical Archaeologist **Adam Kane** on the publication of his first book, *Western River Steamboat*, to be released by Texas A. & M. University Press in spring 2004. . . . Also to Schooner Project Coordinator **Mike LaVecchia**, who was granted a full scholarship by Mystic Seaport Museum to attend its Traditional Boat Building Course during the last week in October. Mike used this incredible opportunity to hone his skills in lofting and spiling (fitting planks). . . . Welcome to LCMM's new Development Assistant **Jenn Beaumont**.

CORRECTION: Sincere apologies to Albert Mogerley and Ron Miller, whose names were inadvertently omitted from the list of donors for The Captain White Place in LCMM's FY 2002 Annual Report, and to Mary Y. Stred, and sons, who were omitted from our list of Life Members.

Museum Store Offers Holiday Gift Ideas

Consider a gift that will please those maritime fans on your list and help support LCMM at the same time!

Gift certificate. The Lake Champlain Maritime Museum is pleased to offer a new gift certificate option. It's good for course tuition, museum store purchase, or membership. Gift certificates are available in any denomination and custom made to order.

Lighthouse tote bag. For the Lighthouse fan on your list consider a gift that is useful as well as attractive. The natural canvas tote bag is printed with line art in black ink, highlighted with sky blue, spring green, and red colors, and displays the five different types of architectural styles found on the lake. The bag is made of ten-ounce, 100 percent cotton canvas with black web handles, and measures 15 x 14 x 3. Price: \$12.95.

Lighthouse book. Also available is the 32-page soft-covered book *Lake Champlain Lighthouses: An Illustrated Guide to the His-*

toric Beacons. Written by George Clifford and illustrated by Sid Couchy, this publi-

Photo: Eloise Beil



cation provides a brief history of Lake Champlain as well as the history of the ten lighthouses on Lake Champlain. Price: \$4.95.

Get 'em both! Special package price for both the tote bag and lighthouse book (pictured to the left): \$16.95.

New book. Get Art Cohn's new book, *Lake Cham-*

plain's Sailing Canal Boats: An Illustrated Journey from Burlington Bay to the Hudson River. Books ordered through LCMM will be autographed by the author. For more details on the book, see page 8.

It's easy to place an order:

- ❖ Call 802-475-2022.
- ❖ Visit our secure Web site at www.lcmm.org.

Have your MasterCard or Visa credit card ready and we'll ship the order immediately!

Have Your Meeting Here!

The Hoehl Family Education and Visitors Center is available year-round for rental by community groups. The auditorium, which seats up to 120, is equipped with audiovisual equipment for slide and PowerPoint presentations. For information about using the auditorium and adjoining facilities, please call the museum at 802-475-2022, email info@lcmm.org, or visit www.lcmm.org.

Photo: Eloise Beil



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