

LCMMnews



FALL/WINTER 2002-2003

Maritime Research Institute Has Most Successful Season Ever

From the Lake Survey to the Conservation Lab to research on the historic gunboat *Spitfire*, LCMM's Maritime Research Institute had a banner year. Here's exciting news about one of the discoveries that made 2002 so special!

Sloop Island Canal Boat Provides Glimpse into Past

This summer, the Maritime Research Institute undertook an intensive underwater archaeological study of a canal boat in the waters of Lake Champlain near Charlotte, Vermont. The "Sloop Island Canal Boat" is an early twentieth century standard canal boat. To our knowledge, the Maritime Research Institute has begun conducting the most in-depth investigation of a canal boat ever undertaken.

We were given the opportunity to study the vessel as part of the environmental cleanup of the Pine Street Barge Canal Superfund Site in Burlington. This small canal was built for easier loading/unloading of canal boats in the 1860s as Burlington's waterfront boomed with the shipment of millions of board feet of lumber. In 1895, a coal gasification plant, which produced natural gas from coal and oil, was established next to the canal. In the process of creating

natural gas, the locally abundant wood chips were used as a filter. Waste products from this process included coal tar, fuel oil, tar-saturated wood chips, cinders, cyanide, and metals. The wastes were disposed in the wetlands around the

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Photo by Pierre LaRocque

Erick Tichonuk, diving on the Sloop Island Canal Boat, documents artifacts that will help reveal what life was like for the 'Lakers' who plied Lake Champlain over one hundred years ago.

LCMM Breaks Ground For New Visitor Center!

Photo by Eloise Beil

LCMM Facilities Manager Tim Price, COO Laurie Eddy, and excavating contractor Pete LaPete stand in front of the site of a new orientation/education center. The building has been made possible through generous core support from Robert and Cynthia Hoehl and a capital appropriation from the Vermont State Legislature. Look for an in-depth article on the building in the Spring 2003 LCMMnews.





Note from the . . . Maritime Research Institute

On a scale from 1 to 10, this season has been an 11. I can't remember a time when I have felt more productive or been surrounded by a more talented group of dedicated people. The museum at Basin Harbor is poised to begin construction of a new education and visitor center, the Burlington Schooner Project has made tremendous gains, and we have enjoyed the most successful field-research season in our history. Writing this memorandum in September, our season is still active and I hope for light winds and clear water.

Over the past several months, the Maritime Research Institute has enjoyed a number of accomplishments:

- ◆ Our crew assisted the Vermont Division for Historic Preservation and the Lake Champlain Basin Program in opening the *Water Witch* shipwreck for recreational divers.
- ◆ We renovated and opened the historic Captain White Place (1815) in Burlington and began using it for educational programming.

A new Lake Captains Program, in partnership with the King Street Youth Center, holds great promise for the future.

- ◆ "It is a notable project that should be of great benefit to many, many people," was the way one recent visitor wrote to express his impression of the Burlington Schooner Project, now completing its second year. The wooden skeleton of the new canal schooner *Lois McClure* is nearing completion.

- ◆ We published the results of our 1999-2000 Lake Survey and our survey crew implemented the 2002 Lake Survey field project.

- ◆ Our Conservation Lab staff worked on a number of interesting projects and completed conservation of the Valcour Bay Research Project artifact collection recovered in June 2001.

- ◆ Our exhibit design team utilized the Valcour Bay artifacts to produce a major new public exhibition about the project and what it is teaching us about the Battle of Valcour Island.

- ◆ On October 11, we opened the Valcour Bay Research Project exhibit in Clinton County Historical Museum.

- ◆ We submitted the draft *Spitfire* Management Plan to the Naval Historical Center, Washington DC, for review and comment.

- ◆ We began a landmark new study focused on the canal-boat era. The Sloop Island Canal Boat Project brings closure to the Pine Street Barge Canal Superfund site and promises to produce the most definitive study ever undertaken of a canal boat and the life-ways of its crew.

- ◆ Our field crew completed a two-week survey at the Valcour Island battle site in partnership with a team of New York State diver-volunteers.

- ◆ We installed a new exhibit around the *Confiance* anchor at Plattsburgh City Hall.

We thank all of our members and supporters for their continued encouragement. It has enabled us to pull together an extraordinary team to study Lake Champlain in depth and break new ground in managing its priceless resources.

—Art Cohn

2002 Lake Survey Covers 48.7 Miles

In June, LCMM completed year seven of its successful and comprehensive side-scan sonar survey of the bottom of Lake Champlain. Its purpose: to locate shipwrecks and other cultural resources, as well as to develop valuable new geologic and bathymetric information. Personnel included project leader Fred Fayette of R/V *Neptune*, Peter Barranco, Pat Manley, Tom Manley, Kathy Baumann, Dylan Cutler and Evan Twelker.

During the period May 28 to June 27,



Photo by Peter Barranco

Rough weather this summer reminded the crew why the lake has so many shipwrecks.

Neptune logged 460 miles of survey track lines. It covered 48.7 square miles of Lake Champlain's Inland Sea from Savage Island to the East Alburg-Hog Island railroad drawbridge. *Neptune's* base of operations was the St. Albans Town dock on St. Albans Bay, which proved its worth several times during some severe winds even though the dock was under water much of the time.

No large wrecks were located, as this part of the lake received far less commercial traffic than other areas. Historical research also told us that the wrecks of some larger ves-

sels known to have been lost in the area were probably salvaged at the time they went down. These included the steamer *Montreal*, burned in 1877; the steamer *River Queen*, wrecked in 1868; and the schooner *Billow*, sunk in 1870. Nonetheless, the survey did locate at least one small wreck as well as a few intriguing but unverified sonar contacts that will be diver-verified this fall.

Overall, 2002 was another successful year. We've completed approximately 295 square miles or 87 percent of the 340 square miles of the lake deeper than twelve feet.

The Maritime Research Institute Is Proudly Sponsored by Duofold



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canal. The legacy of this contamination is still with us today.

FIVE BOATS EMERGE

In 1983, Pine Street Barge Canal was put onto the National Priorities List as a Superfund site by the Environmental Protection Agency. The descendant companies of those that worked along the canal, Green Mountain Power among others and the current landowners, were charged with cleaning up the site. As part of this process, an archaeological study was conducted in the canal; it located five derelict canal boats.

All of the canal boats were of a type known as “Enlarged Erie-Class” built around 1900. The boats were deemed eligible for the National Register of Historic Places because of the unique information that they could tell us about the past. This presented a problem, because capping the contaminated area, part of the proposed environmental cleanup, would make the vessels inaccessible to future researchers. Studying the canal boats, however, was not possible due to contamination at the site.

The solution to this problem presented itself in 1998 when LCMM’s Lake Survey Project located a canal boat of the same type as those five in the barge canal—except this one was in the broad lake. Given the designation Wreck Z, because it was the



The Sloop Island Canal Boat dive team prepares to go under.

twenty-sixth shipwreck we had located, its significance in this pristine archaeological site was immediately apparent.

It was then formally proposed that instead of studying the canal boats in the Superfund site, researchers study this one in waters off Sloop Island. After much discussion and debate, the Vermont Division for Historic Preservation, the Environmental Protection Agency, Green Mountain Power, and LCMM, among others, agreed. It was a unique solution, a case study of sorts, for an otherwise difficult situation.

With all the details worked out, our dive team found itself with the enormous and marvelous task of studying this large, intact shipwreck. We focused on two main goals: documenting the vessel’s structure and recovering the artifacts from the cabin. A team of seven MRI archaeologists spent seven weeks capturing every last scrap of information.

CANAL BOAT IN GREAT SHAPE

The vessel, which rests below ninety feet of cold water, is in excellent condition. Its hull, with one single, large open cargo hatch, rises about ten feet off the bottom, presenting an impressive structure. The vessel still carries its last cargo—a load of coal. At the canalboat’s stern is the most interesting feature: the cabin. The cabin’s interior contained

all of the items that a family of canalers needed as they made their way from port to port.

The presence of cargo and numerous artifacts indicates the vessel sank unintentionally, capturing a complete look into the lives of a nearly forgotten group of people. All of the artifacts are now in our Conservation Laboratory being treated so that we can display them to the public.

NEXT YEAR . . .

We expect to return to the Sloop Island Canal Boat next year to finish the study. In the meantime, we will research the name and history of the vessel. So far, that information has eluded us, but we are hopeful that another focused search will turn up some leads. Of course, if anyone heard a story about a canal boat sinking near Sloop Island between 1915 and 1930, please let us know!

THANKS TO OUR SPONSORS

Many agencies, organizations, and individuals came together to make this project possible. We are especially grateful to Green Mountain Power, National Grid USA Service Company, Vermont Gas, the Environmental Protection Agency, the Vermont Division for Historic Preservation, the Wings Point Association, Luther Bridgeman and family, and Waterfront Diving Center. 📍

Photo by Pierre LaRocque



The iron wheel of the Sloop Island Canal Boat still lies on its deck.

Canal Boat Artifacts in Good Hands

This summer, the Conservation Lab was once again a place full of activity and exciting discoveries. A variety of projects that were started last winter were wrapped up and new conservation tasks begun. The artifacts undergoing treatment in the lab are constantly changing, and, as always, available for the public to see.

FOR TI AND NYSM ARTIFACTS

In the early part of the summer, we concentrated on completing artifacts from Fort Ticonderoga and the New York State Museum. The Ticonderoga artifacts had been recovered during excavations that took place there in the summer of 2001. They include numerous buttons (many with regimental markings), knife blades, entrenching tools, and a host of other items. The New York State Museum collection consisted of artifacts recovered during excavations carried out at the Key Corp Plaza Site in the mid-1980's. This group of items included a pocket sundial, several bone handled utensils, and a number of coins.

SLOOP ISLAND CANAL BOAT ARTIFACTS

The remainder of the summer was dominated by the artifact collection recovered from the Sloop Island Canal Boat. In the second half of July and early August, more than 200 artifacts were recovered from the early twentieth-century canal boat and brought to LCMM for conservation.

This large collection represents a substantial portion of the items that had been used by the family that lived onboard the vessel during its operational life. The arti-

fact assemblage includes a large number of ceramic dishes, glass bottles, a drawer full of silverware and utensils, a toolbox, and even portions of a felt garment. Some of the more interesting finds include artifacts that suggest that children lived onboard. These include several marbles and a checker piece. The analysis of this collection will give us some insight into the lives, and livelihood, of canal boaters at the end of the canal era.

Photo by Chris Sabick



Right: Summer intern Bobbye Jo Coke conserves a composite artifact. Above: Scott McLaughlin (r.) and Darrell Pickney (l.) work on removing stains from a jacket found on the Sloop Island Canal Boat.



Photo by Mike Quennoz

Preservation and analysis of this artifact collection will continue throughout the winter and portions of it will be ready for display next season.

SUMMER INTERNS

Each summer, the Conservation Lab has been blessed with well-qualified interns, and this summer has been no different. This year we had interns from Texas A&M University, Boston University, University of Vermont, and Johnson State College. The intern program is a win-win situation, with the interns receiving valu-

able first-hand experience with archaeological material and the lab receiving help in keeping up with the increased number of artifacts that flow in each field season.

Students from a number of local universities spent time in the lab this spring and summer. Pierre LaFlamme, Jr., a senior at Johnson State College, worked with lab conservators Rob Wilczynski and Chris Sabick to complete the conservation of several artifacts from Fort Ticonderoga. Recent UVM graduate Amy Henry spent several days a week this summer assisting with the conservation of artifacts from a number of projects, including Sloop Island Canalboat, Fort Ticonderoga, LCAA Collection, and the New York State Museum.

The Lab Staff was very pleased to host two students from the Nautical Archaeology Program at Texas A&M University during July. Bobbye Jo Coke returned for a second summer in the lab and was aided this

summer by Mike Quennoz. Bobbye Jo and Mike worked on a number of projects, but were instrumental in completing the conservation of artifacts from Fort Ticonderoga. Bobbye Jo will be returning this fall to study conservation methods for the linoleum flooring recovered from the Sloop Is-

land Canal Boat this summer.

Rob and Chris were also assisted this summer by Sarah Lyman, a Boston University graduate, who split her time between the Burlington Schooner Project and the Conservation Lab. Sarah helped with all the ongoing projects in the lab and participated in the Valcour Island Research Project.

We look forward to working with next summer's crop of interns. If you know anyone interested in spending time in the Conservation Lab, contact Chris Sabick, lab director. [📍](#)

VBRP: Rediscovering a Moment in Time

On October 11, 1776, an American fleet under the command of Benedict Arnold fought the British near Valcour Island, New York. The intensive fighting left heavy casualties on both sides and two American vessels lost. In 1999, the significant underwater discovery of an exploded cannon led to the initiation of the Valcour Bay Research Project (VBRP), a systematic examination of the lake bottom below the location of the Battle of Valcour Island.

The project is a partnership between an extraordinary group of New York State divers and the Lake Champlain Maritime Museum. Our goal is to systematically survey the submerged, scattered Valcour Battle site and, through the distribution of artifacts from the battle and ongoing historical research, add to our knowledge of this important naval engagement.

This year has been very good for the VBRP. After a year of conservation, the artifacts raised in 2001 (see the Fall 2001 LCMM*News*) were incorporated in a major new exhibition entitled "Rediscovering a Moment in Time." The exhibit was opened by Senator and Mrs. Patrick Leahy on July 1, just in time to provide reflection on historical events as well as the events of the past year. The exhibition, which traveled to the

Clinton County Historical Association in Plattsburgh on October 11, explains the history of the battle, and how and why we are executing the underwater research project.

In between exhibit openings, our crew of divers returned to Valcour Bay to complete a fourth season of field survey. We worked on both ends of the American line and also began investigation of the site where the first American flagship, *Royal Savage*, ran aground and was burned. The results of our two-week survey and the ongoing work of the New York volunteers are impressive. We will complete the publication detailing the first four years of the survey this winter. We are also planning to return to Valcour Bay in 2003.

A special thanks to new team member Captain Dick Heilman, who provided a great diving platform appropriately named *Great Republic*. Much appreciation to the New York State Office of General Services and surveyor Richard Bennett for their assistance during the project. We want to also extend a warm thanks to the Dr. McDowell



Senator Patrick Leahy helps open the Valcour Bay Research Project exhibit on July 1, 2002. Art Cohn and his son Nathan look on.

Family and to Chris Booth and family for providing us with great support and hospitality. We are particularly grateful to the Naval Historical Center and the Department of Defense Legacy Program for providing funding for this year's project. 📌

2002 Volunteer Dive Team

Todd Bissonette, Matt Booth
Greg Durocher, Jerry Forkey
Chris Fox, Roger Harwood
Richard Heilman, Phillip Lamarche
Bill Leege, Dennis O'Neil
Edwin Scollon, Tony Tyrell

Canal Boat Research: We Need Your Help!

As the sailing canal boat *Lois McClure* is being constructed on the Burlington Waterfront, LCMM archaeologist Scott A. McLaughlin is uncovering the history of the people who lived and worked on Lake Champlain's canal boats.

Photo: LCMM Collection



For the past two years, Scott has been researching the household strategies, social networks, and culture of Lake Champlain's canalers for a Ph.D. dissertation in anthropology from Binghamton University. Scott has located thousands of documents relating to the

construction and operation of the lake's canal boats, from which he will reconstruct the canaler's largely forgotten way of life.

Nearly 4,000 canal boats called Lake Champlain home from 1819 to 1940. The community of mariners that op-

erated these boats likely numbered greater than 10,000. Scott is exploring every facet of the canaler's life. While custom records, newspaper notices, and canal records make it relatively easy to trace the movement, growth, and decline of the canaler's way of life, the day-to-day experiences, aspirations, and family life has proven more difficult to recreate. Diaries, letters, and ship's logs are rare; of those that exist, probably most remain in family hands.

Scott has created an extensive database containing details about the lake's canal boat shipwrights, owners, and captains that is on the museum's Web site. Please take a look at the list of canalers. If you have any information about any of them, please contact the museum.

Experimental Archaeology: Documenting *Lois McClure*

When *Lois McClure* was still in the planning stages, one question predominated: How are we going to build this boat? If this is to be a replica 1862-class canal schooner, hadn't it better look like the original schooners that sailed on Lake Champlain?

Unfortunately no plans exist of these types of vessels. The only concrete data available was at the bottom of the lake, in the form of two sunken sailing canal boats, *O.J. Walker* and *General Butler*, located off the breakwater in Burlington. Fortunately for the shipwrights, LCMM archaeologists had already investigated both of these wrecks and could supply information about the vessel's dimensions and methods of construction.

In addition, all three boat builders, Paul Rollins, Rob Thompson, and Steve Page, were taught SCUBA diving by instructors Art Cohn, Pierre LaRocque, and Erick Tichonuk. Now when questions arise that the archaeological data cannot answer, Paul, Rob, and Steve can examine the shipwrecks themselves.

This project is not only an educational tool for the public, but it's an opportunity to test the accuracy of the archaeo-

logical record; an archaeological experiment in shipbuilding. In order to properly treat it as such, precise documentation is essential. As a result, intern Sarah Lyman was hired to document the reconstruction of *Lois McClure*.

Proper documentation of a replica vessel includes photography, video, and written notes detailing the process. Paul, Rob, and Steve have been keeping task logs that summarize their specific tasks and experiences, including comparisons between expected and actual performance. These logs show the boatbuilders' thought processes in attacking problems that must have been encountered in the nineteenth century as well.

At the conclusion of the documentation project, we hope to have gained information about the construction of 1862-class sailing canal boats to better understand their role in history, and to get an insight into the lives of the shipwrights that produced these vessels. ⚓

Photo by Sarah Lyman



Shipwrights Steve Page (l.) and Rob Thompson (r.) prepare to dive down to the canal schooner *O.J. Walker*.

New Faces at The Shipyard

John Connell. John comes to LCMM with thirty years experience in education as a teacher, dean of faculty, and school director—combined with a life-



long love of boats. He was drawn to the project because of its educational value and the museum's mission of preserving, collecting, and connecting history to the community. John is a great asset to the museum in Burlington.



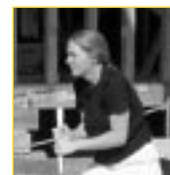
Lianna Tennell. Lianna proved that she was interested in boatbuilding at a young age when she built a twelve-foot boat in her back yard.

After volunteering at the BSP last fall, Lianna decided she wanted to make boatbuilding a career. She splits her time between work at the BSP and building Adirondack Guide boats in Ferrisburg. Lianna jumped into the project and hasn't looked back.

Erika Place. Erika came to us last summer as a volunteer interpreter. She enjoyed it so much and showed such enthusiasm that we asked her to return



this year as an intern interpreter. When visitors are greeted by Erika, they can be sure that they are getting as good a tour as we can give.



Sarah Lyman. After graduating from Boston University with a bachelor's degree in archeology and spending three years doing contract land archeology, Sarah volunteered her time to help out with the Valcour Bay Research Project last summer. This led to an intern position with the BSP documenting the construction of *Lois McClure*. She's done a great job with such an important part of the process.

Burlington Shipyard Facts (1/1/02– 9/10/02)

- Visitors to the site: 17,100.
- Number of students involved: 400.
- Active volunteers: 61.
- Volunteer Hours: 2,575.
- Most hours put in by one volunteer: Gary Fisher, 417 hours.
- Construction details as of 9/10/02: Hull framed, bottom planked, shear clamp being fitted for deck beams. Hope to have hull partially planked by end of October.
- Overall money raised to date: \$890,249.
- Still needed to complete construction: \$109,751.

Building Boats for a Living, Building Boats for Fun

If you were building a canal schooner in 1862, you'd be working hard, trying to meet a deadline and earn a living. You'd be working twelve hours a day, year-round, putting out possibly two boats a year, and watching them get used hard from the day they were launched through the day they were retired or sank, whichever came first. Most had a life span of ten years.

If you'd been building boats in the 1800s in the booming Champlain Valley, you'd have had a wide selection of local woods to choose from, as most of it passed through one of Burlington's many waterfront sawmills. You might have had a large crew of experienced boatbuilders, some of whom had relocated from the Atlantic coast, to build steamboats, schooners, sloops, and canal boats. There was lumber, marble, bricks, and coal to move. There were people who needed to get from Whitehall to St. Jean, and Burlington to Plattsburgh—and all depended on boatbuilders to produce vessels on time.

A DIFFERENT EXPERIENCE

Building a canal schooner at a shipyard on the Burlington Waterfront in 2002 is a much different experience. For one thing, the act of building of the boat is just as important as its future use. We are building the schooner for the public to learn from and enjoy, and we see as many as three hundred visitors per day at the ideal building site provided by the Lake Champlain Transportation Company. This public interaction is so important that we work only during the warmer six months of the year.

The challenges we face these days, such as sourcing quality lumber, are far over-

shadowed by our energy and excitement in being involved in such a project. We are all here for the same reason, but we all have different motivations that keep us coming back. Whether it's maritime history, wooden boats, woodworking, camaraderie, or just a desire to challenge and improve our skills, we are inspired to dedicate our time and talents. We work eight-hour days, and break for lunch together, discussing the afternoon's work or the sailing conditions from the evening before. It is easy for all of us to say that we love what we do, but the proof is in our friends who volunteer to be here. Whether they

come down once a month, once a week, or once a day, they have decided that this project is worth setting aside time in their busy lives to participate in, and they have become an integral part of the crew.

EARNING A LIVING, HAVING FUN

In 2002 at the Burlington Shipyard, we're having fun, earning a living and building something that generations to come will have to enjoy. Years from now, we'll all look back on this project—as boatbuilders before us did—and realize that there is nothing else we would have wanted to do. 📍

Photo by Eloise Beil



**Captain
White
Place
Opens!**

Art Cohn addresses the assembled crowd celebrating the opening of the Captain White Place on June 5, 2002. Ready to make remarks, from left to right, are Peter Clavelle, Mayor of Burlington; Fred Bay, Executive Director of the Josephine Bay Paul and C. Michael Paul Foundation; Paul Bruhn, Director of the Preservation Trust of Vermont; and Roxane Leopold, Director of the King Street Youth Center.

State of Vermont Surplus Property Comes Through

If you've never been to the State of Vermont Surplus Property warehouse in Montpelier, it is well worth the trip. As you'll see, it deals in much more than just office furniture and old computers.

Bill Beard, the manager of the facility, contacted us back in May to ask if we were interested in 3,600 feet of one-inch manila line. It could be had at no charge thanks to cooperation between the State of New York, New Hampshire, and Vermont Surplus Property.

Could we ever! If you visit the shipyard now, you'll see three large coils of line, waiting patiently to haul the mainsail up as we set sail for the lower Hudson River.

Bill didn't forget about us, and when he was contacted by Vermont Composites in Bennington, our phone rang within minutes. Vermont Composites had finished up a job for NASA/Marshall Space Flight Center in Huntsville Alabama, and he had 7,500 board feet of mahogany (epoxied together into molds) that was heading to the land fill in a week unless we were interested in it.

Rob Thompson, Matt Davis, John Connell, and Mike LaVecchia drove down in a truck lent to us by Harry Atkinson and hauled it back to Burlington where we plan to recycle it into waterways, bulwarks, cabin trunk, etc., on *Lois McClure*.

A special thanks to the 3M Corporation for its very generous contribution of supplies including dust masks, sanding discs, and much more needed to help outfit the wood shop at the Burlington Shipyard.

A Challenging Job: Lofting Lois McClure

Determining the shape of *Lois McClure* has proven to be quite a challenge. An initial design was drawn based on an 1840 lines drawing from the New York State Canal Commission Archives. But as we compared this design to the archeological findings from 1862-class wrecks, marked differences became apparent. The 1862-class boats were longer and much fuller in the bow, and they also had a more complex transom construction. Clearly, it was necessary to go back to the drawing board in order to portray accurately this class of boat. In our case, the "drawing board" was the space above the office at the Burlington Schooner Project Shipyard, where we could lay out the shape of the boat in full scale as a "lofting."

A lofting is basically a way of viewing in two dimensions the complex three-dimensional shape that is a boat's hull. When finished, it will serve as the blueprint for the hull, providing us with all the information necessary to build the proper shape. To create this blueprint, we slice into the boat's shape from many different directions and lay out the outline

Photo: Mike LaVecchia



With the stem in place, cant frames are shaped and installed.

of those slices. We must make sure that all of those lines are "fair," or smooth, and that they all line back up together in three dimensional space when put back together. Usually, a lofting starts with a scale drawing of the boat to be built, but in this case we thought it would be helpful to design and loft at the same time.

Using a combination of historical photographs, archaeological information, and our own experience of what is possible with wood, we began to draw the boat's lines. One of the key pieces of information proved to be the location of the ends of the chine log, which is, in a flat bottom boat, the corner timber where the floor and futtock frames come together. These points represent the change in the boat from the hard-chined box that is most of the hull to the more curvaceous bow and stern. Thanks to measurements taken from the wreck of *O.J. Walker*, we had the width of the deck for the first twenty feet from the bow. Because the bow stayed full so far forward we could then use "battens," or flexible strips of wood, to fill in the shape confidently.

The stern of the boat proved to be more challenging. For reasons not yet completely understood, the 1862-class canal boats had extremely complex transom arrangements with multiple chines, curved surfaces, and extreme twist. Here we relied heavily on period photographs and a few critical hull shape measurements made from the wrecks by divers. After multiple revisions, a shape emerged that agreed with all the sources . . . but it was a strange and difficult shape and we were not as confident with it as we had been of the bow.

A few weeks later, the boat builders had an opportunity to dive on the wreck of *O.J. Walker*. Much to our relief, the shape we saw sixty feet down in Lake Champlain was very close to that of the lofting at the shipyard. This provided the assurance needed that we had it right, and that *Lois McClure* could be built true to form for the 1862-class of canal boats. Finally we could put down pens and pencils, pick up chisels and saws, and get to work. ⚓

Photo: Mike LaVecchia



Rob Thompson, with the help of Bob Dollar, drills long holes in order to bolt the stern knee to the keel.

Adopt Part of Our Canal Schooner!

Help LCMM raise the balance needed for construction, launch, and journey! For details, contact the LCMM Development Office (802) 475-2022 X105 or gifts@lcm.org.

<u>A Gift Of . . .</u>	<u>Will Adopt A . . .</u>
\$25	bolt
\$50	wedge
\$100	block and tackle
\$500	rib/frame
\$1,000	plank
\$2,000	wale
\$3,500	hatch
\$7,500	mast
\$10,000	sails
\$25,000	rudder
\$50,000	anchors
\$75,000	windlass

The museum is recognized as a 501c(3) organization by the I.R.S. All gifts for the Burlington Schooner Project are tax deductible to the full extent allowed by law.

Summer Programs for Kids Flourish

LCMM had another successful season of day camps for children this summer. Special thanks to Melissa Nelson, who coordinated and served as the lead counselor for each session. Melissa was joined by our accomplished staff educators, who provided demonstrations and instruction in a variety of areas.

Early childhood educator Sara Smith was the leader for the ever-wonderful **Tugs** program (for three and four year olds). We also added a new session this year for five and six year olds, called **Steamers**. Participants explored the world of water through fun and games.

Runabouts (ages seven and eight) in *Splashabout* this year learned and practiced how to tie rope knots, the characteristics of displacement and buoyancy, how to read a compass, and how to row a boat. Those in *Colonial Crafts* created a homey atmosphere in their classroom with a well-appointed hearth complete with cooking tools, a spinning wheel, a rope bed, and a sleeping cat—all made from cardboard and paint! We immersed participants in early American life with a variety of activities that included sewing, cooking, games, and quill pen writing.

Cruisers (ages nine through eleven) became *Liberty Makers* and *Skin Divers* this year. Boys and girls enjoyed outdoor-cooked meals, setting up camp sites, and making their own haversacks. They also learned about water safety, and how to



"Schooners" built and raced their own yachts.

swim like fish and fly hand-made fish kites.

Schooners (ages twelve through fourteen) were surprised in their *Nautical Archaeology* week to be asked to break a plate—for the sake of learning how to document artifacts and solve puzzles like a professional. Professional staff divers Erick Tichonuk and Rob Wilczynski took time out from research projects in Lake Champlain to provide a group of teens with the skills they need for a lifetime of underwater adventure.

Aside from activities underwater, Schooners accomplished the building of another fleet of *Pond Yachts* for above-the-water fun. Staff instructor Ed Blechner did a wonderful job leading each student through the complexities of the project.

Learning, doing, seeing, creating—a lifetime of adventure with boats and water begins with Summer Programs for Kids!



Above: Rob Wilczynski does a last minute check prior to taking a young "Nautical Archaeologist" down. Right: "Splashabouts" identify flags.



Mark Your Calendars! Summer Programs for Kids Schedule 2003

Registration will begin February 3 for LCMM members, and February 10 for non-members.

- **Tugs (ages 3-5)**
—July 7, 14, 21, 28, and August 4
- **Steamers (ages 5-6)**
—Water World, July 9–11
- **Runabouts (ages 7-8)**
Splashabout, July 15–18
- **Cruisers (ages 9-11)**
—Lake Sailor, July 22–25
—Skin Diver, July 29–Aug 1

- **Schooners (ages 12-14)**
—Pond Yachts, July 22–25
—Underwater Archaeology, August 5–8

NEW PROGRAMS

- **Anchors Aweigh Performing Arts (ages 9-11)**
Dates TBA
Ham it up with singing, dancing, and drama in a maritime-related performance.
- **Paddling Ecology for Teens**
July 8-11
Investigate the water of Lake Champlain and the creatures that live in it from a fleet of canoes!
- **Lake Merchants (ages 10-13)**
In Burlington, July 7-11
Rowing, sailing, and working on the Schooner Project, and exploring the historic waterfront are all part of this new program!
- **Blacksmithing for Teens**
Dates TBA
Learn the basics of handling hammer and tongs at the forge and anvil.

Maritime Skills, Outdoor Education



On May 23, the brand-new pilot gig *Triton* was launched at Basin Harbor. Over 250 people watched as the student boat builders from the Vergennes Middle School alternative education program ACT made heartfelt speeches to the crowd. Then, with bagpipes playing, they named the boat and watched as she slid gracefully into Lake Champlain.

The addition of *Triton* brings our fleet of rowing gigs to five. This allows us to offer our innovative rowing program to a growing audience of youth and adult rowers. Special thanks to the students who built her: Jason Sturtevant, Eddie Griffen, Kyle Korth, John Tubbs, Chuck Mangus, John Bunker, Justin Hutchins. Staff: Nick Patch, Matt Davis, Lee Shorey, Sarah Thomas, Tim Price, Michael Graziadei. High School student intern: Landon Urban. Graduate student interns: Pierre LaFlamme and Eric Goodman, Volunteers: Jim Peterson, Don Dewees, Brent Coulthard.

We are very excited that the *Champlain Longboats* program was included in an article in the July/August issue of *Wooden Boat* magazine entitled "Rowing for Life." We are proud that this program has received so much positive press this last year.

This winter, we will be building a pilot gig with the Diversified Occupations Program at the Hannaford Career Center in Middlebury. If anyone is interested in volunteering time on this project, please contact us. It is an incredible opportunity to participate in the building of a traditional lapstrake boat from the ground up.

Photo by Tim Price



Champlain Discovery participants finish their kayaks at LCMM.

SPRING WAVE

On June 1, LCMM sponsored the third annual *Spring Wave*, our regional youth rowing event at Button Bay. Over sixty youth from as far away as North Haven, Maine, participated in this inspirational event. After two youth races, we held an adult race for the first time. But as parents and teachers of students took to the oars, a strong wind from the west blew in unexpectedly. It became necessary to haul

Photo by Peggy Lyons



Student boat-builder Eddie Griffen speaks to the crowd on Triton launch day with the rest of the crew in the background.

all eight gigs out of the water, by hand, to protect them. Students, staff, and parents worked together to get the boats out of the water in record time—a real team effort.

RAFFLE A SUCCESS

The Annual *Champlain Longboats* raffle

netted over \$3,000 for the program. We are very grateful for the generous donations of an original painting by Tad Spurgeon, a \$750 gift certificate



Photo by Peggy Lyons

Launch Parade for Triton.

from Canoe Imports, and a Walden paddler Vision kayak from the Small Boat Exchange. Special thanks to all of you that bought tickets to support this great program.

CHAMPLAIN DISCOVERY

We had a very successful season with the *Champlain Discovery* program. Sixteen teenagers built their own sea kayaks this summer and traveled from Whitehall, New York, to Burlington, Vermont, over twelve days. The teens camped at wilderness sites along the way.

The visible sense of accomplishment and enthusiasm in these young participants was quite a sight as the intrepid kayakers paddled into Burlington Harbor.

Thanks to the staff of *Champlain Discovery*: Angella Gibbons, Lloyd Graves, Andy Chugg, Angela Conlan, Ben Mayock, Rachel Van Houten, Vienna Shea, Cristin Toomey, Skip Dewhirst, Michael Graziadei and Elizabeth Sipple. The program is all consuming for five weeks, and the staff members work their hearts out.

We are very pleased to add to the impressive list of periodicals that have featured LCMM's Outdoor Education programs. *Canoe and Kayak* magazine will be publishing an article on the *Champlain Discovery* program in the summer of 2003.

I want to thank LCMM staff, volunteers, and donors who work so hard to make it possible to offer these innovative programs to an economically diverse population. Providing the funding is at the core of what makes both *Champlain Longboats* and *Champlain Discovery* powerful, life-changing experiences for participants.

Nick Patch

Lake Captains Program Takes Off

LCMM, in partnership with the King Street Youth Center, is excited to announce the creation of a new year-round program to increase its audience to under-privileged Burlington youth living in the King Street neighborhood. After an exciting summer of lectures, courses, and kids' programs at the Captain White Place, the fall saw a shift of gears to a new after-school program.

The Lake Captains Program (LCP) will be

Photo by Mike LaVecchia



LCMM's Matt Davis (r.) with a group of students.

based at the Captain White Place and Burlington Shipyard and will attempt to bring to life the stories and skills of nineteenth-century lake captains like the White brothers.

LCP's primary goal is to build appreciation for the history of the King Street neighborhood and its role in the maritime history of Burlington and the Champlain Valley. Some of the activities students will participate in include rowing and sailing, wood-working projects for *Lois McClure*, sewing

sails, creating a historic waterfront walking tour, and maritime arts and crafts.

The program is made possible by core support from the A. D. Henderson Foundation and grants, to date, from the Leo Cox Beach Philanthropic Foundation, Walter Cerf Community Fund, Flying Birch Fund, and Oakland Foundation.

2003 Courses and Workshops

From 13-inch pond yachts to the 17-foot *Annapolis Wherry*, Lake Champlain Maritime Museum is a busy place as students glue, sand, hammer, steam-bend, drill, shave, and paint kayaks, canoes, and rowing boats. Students are diligent, and instructors generous with time and skill.

Blacksmithing, Lofting, Introduction to Boatbuilding, and Paddle Making are just some of the courses that will be available in the 2003 season. Watch for the new catalog online or send your name and address to info@lcmmm.org to have a printed copy sent by mail.

GIFT CERTIFICATES AVAILABLE

Get a jump on holiday shopping! Find the perfect gift for that hard-to-shop-for friend. Show someone you care with a gift certificate for a course or workshop of his or her (or your) choice. Gift certificates can be given in any amount and will be sent to either the purchaser or the recipient with a catalogue. If you know someone who would enjoy learning new skills, take

a guided canoe trip down the Otter Creek, or try their hand at boat building or blacksmithing, a gift certificate might be the perfect gift!

To register for a course, order a catalogue, or buy a Gift Certificate, please call 802-475-2022, or e-mail info@lcmmm.org.



Educational Outreach

"The program exceeded our expectations! The students said it was the best program they have ever done! It truly inspired and motivated them!"

*Teacher, Grade 3-4,
St. Francis Xavier School*

Outreach programs are an invaluable way to supplement teaching and provide essential segments of classroom curriculum. All LCMM programs meet both Vermont and New York standards and include additional teaching and activity ideas.

The range of programs available is impressive, and each is geared to meet group interests with expertise. From costumed living history interpreters portraying historic characters—such as Captain Benjamin Rue, an eighteenth-century boatbuilder or a nineteenth-century canal boat "laker"—to hands-on science and artifact discovery, each program provides both a new approach to familiar topics as well as the opportunity to learn first-hand the results of current research.

What's even better is that Outreach programs are available free of charge! Students all around the lake and beyond are able to benefit from these wonderful programs, thanks to generous sponsors this year to date:

George H. Mergens Foundation
South Lake Champlain Trust
National Bank of Middlebury
Neat Repeats
Champlain National Bank
Crown Point Telephone
Northern Insuring
NYSIR

SPONSORS WANTED!

Sponsors allow us to offer Outreach programs for free to schools throughout New York and Vermont. Your contribution to our Outreach program will enable us to come to your neighborhood school free of charge! Please contact Chris McClain at 802-475-2022 to find out how.

Confiance Anchor Exhibit Installed at Plattsburgh City Hall

Photo by Pierre LaRocque



In September, LCMM installed an interpretive exhibit around the *Confiance* Anchor in Plattsburgh City Hall. The anchor is believed to be from the British Flagship *Confiance*, the largest sailing vessel ever on Lake Champlain. During the Battle of Plattsburgh Bay on September 11, 1814, *Confiance* had three of its four anchors shot away, making it impossible for the vessel's crew to rotate the warship. This was a significant factor in the American victory. The anchor was rediscovered in 1996, brought to the LCMM for conservation in 1998, and returned to Plattsburgh in 2000.

The new exhibit tells the story of the War of 1812, the Battle of Plattsburgh, the anchor's role in the American victory, and the conservation of the massive artifact. An outstanding collaborative effort, the exhibit was developed by LCMM staff, funded by the Clinton County Historical Association, the Battle of Plattsburgh Association, and Rod and Dodie Giltz. Shadows & Light Design and Lightworks, Inc., of Burlington, designed and printed the interpretive panels. The exhibit is portable so it can be easily moved if the anchor is relocated to another facility.

Eagle-eyed Readers Set Us Straight on Identity of Steamboat

In the Spring/Summer 2002 LCMM*News* article on new exhibits, we included a photograph of a steamboat under construction, and we mistakenly identified the location as Shelburne Shipyard. Many thanks to the readers who contacted us with more accurate and complete information. The boat is the *Horicon II*, constructed during the winter of 1910-11 at the Baldwin Shipyard in Ticonderoga, on Lake George, not Lake Champlain. The Lake George Steamboat Company, for whom the boat was built, was owned at the time by the D&H (Delaware and Hudson) Railroad Company, which also owned the Champlain Transportation Company.

Underwater Preserves Expand!

In July 2002, the Vermont Division for Historic Preservation (VDHP) opened the site of the schooner *Water Witch* to recreational divers. *Water Witch*, one of Lake Champlain's most impressive shipwrecks, is the eighth site in the Lake Champlain Underwater Historic Preserve program.

Water Witch was built as a steamboat in 1832. In 1835 she was purchased by

the Champlain Transportation Company (CTC) to solidify its dominance of lake steamboating activities. CTC removed *Water Witch's* steam machinery, converting her into a lake schooner.

Water Witch enjoyed a long career as a schooner. But on April 26, 1866, Captain Thomas Mock and his wife, three children, and two sailors, were sailing north from

Port Henry when the vessel foundered in a gale. *Water Witch* sank so quickly that the small tender boat could not be launched and all onboard were soon struggling to survive in the

frigid lake water. Without their timely rescue by Captain Edward Eaton from Essex, New York, all would have been lost. Tragically, the shipwreck took the life of the Mock's infant daughter Roa.

Water Witch was discovered in 1977 and was later archaeologically studied and interpreted by LCMM. The vessel lies in 85 feet of water.

The Maritime Research Institute assisted the VDHP in getting the *Water Witch* ready for opening. The VDHP further prepared the site for diver visitation by creating a framework around the schooner's tender boat to lessen diver impact on the site. The Lake Champlain Basin Program provided funding, and the U.S. Coast Guard, Burlington Station, provided important logistical support for the site's opening. The Vermont State Police Marine Patrol are providing ongoing, valuable safety and enforcement functions.

Drawing by Kevin Crisman



'Through the Lens' Again a Delight

Did you ever wish that you had more time to explore the waterfront or just sit by the lake and watch the changing scenery? The next best thing to being there is LCMM's annual photography exhibit, "Lake Champlain Through The Lens." This year, works by eighteen amateur and professional photographers from Vermont, New York, and Massachusetts captured the moods and seasons of the lake, the boats, and the people of the Champlain Valley. A special feature this year was a group of sixteen stereo color slides taken by David K. Nelson of Wilmington, Massachusetts, which create a powerful illusion of three dimensions. Nelson used a 1950s vintage Stereo Realist camera to take the slides, and he built the viewer from recycled parts. Nelson plans to use his stereo camera to document the construction of the canal schooner *Lois McClure* at LCMM's Burlington Shipyard.

The judges for the show brought a wide range of experience and talent to the task

of selecting award winners among forty-nine photographs. Jerry LeBlond of Rutland, Vermont, is a past president of Vermont Professional Photographers Association who specializes in editorial, architectural, and advertising photography. Nancy Battaglia of Lake Placid, New York, is a free-lance photographer who specializes in outdoor sports, recreation, and Adirondack subjects and recently photographed the Olympics. Jeff Clarke has degrees in underwater photography and environmental science. He operates a commercial photography studio in Burlington, Vermont.

Redwing, a striking image of a red-painted pilot gig and the patterns created by its reflection in the rippling water by



Redwing, Best in Show, Amateur division, by R. Paul Smith



Photo by Eloise Beil

"Terry" is a boat-inspired interactive learning station that arrived at LCMM in time for Kids Maritime Festival 2002 and has been enjoyed by young visitors all season long. LCMM is looking for a sponsor to help us purchase Terry so that s/he can be added to a new kid-friendly permanent exhibit about life on the lake. For more information, please contact Lee Petty at (802) 475-2022.

R. Paul Smith of Burlington was awarded Best in Show, Amateur division. Best in Show, Professional division, was awarded to Liza Cowan of Burlington, for an unusual view of the waterfront seen through the windshield of a weatherbeaten vintage truck.

As always, the most popular category in the exhibit was Scenic. Barbara Ekedahl of Lincoln, Vermont, was awarded First Prize in the Amateur, Scenic division for the soft color, subtle light and balanced composition of *Lake Champlain Twilight*.

Boats offer endless variety to both professional and amateur photographers. *Redwing*, by R. Paul Smith of Burlington, took First Prize in Boats, Amateur division. Robert Tepper of Rutland took Second Prize for *Space Ships*, a misty near-monochromatic view.

R. Paul Smith was awarded first place in the Amateur Still Life category for *Solitude*, a bold, simple composition of an oar meeting its reflection in dark water.

Heidi Weston also submitted entries in the Amateur, People category. Her first-place winner, *Looking for Momentum*, captured the concentrated effort of a boy in a homemade boat. 

NEW GRANT AWARDS

March 1, 2002–
September 30, 2002

LCMM acknowledges with gratitude the support of these foundations for special programs and projects:

Leo Cox Beach Philanthropic
Foundation
Lake Captains Program



Walter Cerf Community Fund
Vermont Community Foundation
Lake Captains Program



Flying Birch Fund
Vermont Community Foundation
Lake Captains Program



Freeman Foundation
Lake Survey Project



A. D. Henderson Foundation, Inc.
Lake Captains Program



Lake Champlain Basin Program
Lake Survey Project
Underwater Preserve Expansion



Dept. of Defense Legacy Program
Naval Historical Center
Management of the Gunboat Spitfire



International Paper Company
Foundation
Paddling Ecology



The Oakland Foundation
Lake Captains Program



Sustainable Future Fund
Vermont Community Foundation
Paddling Ecology



The Turrell Fund
Champlain Longboats



Vermont Arts Council
(through a grant from the National
Endowment for the Humanities)
*Artistic performance at the
Small Boat Show*

Huzzah! Huzzah! LCMM Reaches \$3.745 million Capital Campaign Goal!

*Our thanks to all who
contributed!*

Bill Sperry, chairman of the LCMM Board of Trustees, announced in late October that LCMM's landmark Capital Campaign (1998–2002) had reached its goal of \$3,745,000. On behalf of the board, Sperry expressed sincere gratitude to members and supporters of the museum for their generous gifts.

Of the total, \$900,000 is being used to make capital improvements at the Basin

Harbor site (see page one of this issue); \$1,000,000 to build and interpret a replica canal schooner in Burlington; \$1,515,000 to establish an endowment for educational activities; and \$330,000 to build excellence in programming and operations.

Donors to the campaign will be featured in LCMM's 2002 *Annual Report*, due out in March 2003, together with an analysis of the campaign's significance for the museum.

Membership at LCMM Is The Best Deal in the Champlain Valley!

Join LCMM now and enjoy special member privileges throughout the coming year...

- ✓ Discounts on purchases at the Gateway Museum Store on-line and at Basin Harbor
- ✓ Subscription to the LCMMnews and Annual Report
- ✓ Free admission to Vermont Museum and Gallery Alliance member museums
- ✓ Free admission, at the Sponsor level and above, to many Council of American Maritime Museums member institutions
- ✓ Free admission to the Museum at Basin Harbor and the Burlington Shipyard
- ✓ Satisfaction in knowing you are helping to preserve Lake Champlain's rich history



Photo by Eloise Bell

For more details visit the LCMM Web site: www.lcmm.org.

Development Notes . . .

—Bequests to Lake Champlain Maritime Museum perpetuates the museum's important work. Call now for your copy of "Sailing into the Future: Planned Giving Ideas to Support LCMM." (802) 475-2022 Ext. 105 or gifts@lcmm.org.

—Special thanks to Dr. Paul G. Gill, Jr., of Middlebury, Vermont, for his donation of Lightning No. 7 to the LCMM watercraft collection.

—Apologies to Point Bay Marina, Charlotte, Vermont, whose name was omitted from the list of LCMM members in our 2001 *Annual Report*.

CAN'T SELL YOUR BOAT?

Consider donating it to Lake Champlain Maritime Museum. The donation of a marketable sailboat, power boat, rowboat, canoe, or kayak may bring substantial financial benefits to you and to educational programs for kids at the museum.

For more details and a copy of "FAQ about Donating Your Boat," contact Nick Patch (802) 475-2022 Ext. 113 or npatch@lcmm.org.

Ernie Haas: Volunteer at Two Sites

The past couple of years, the museum has been making an effort to let the public know that it is now "One museum, two sites." A variation on that theme, "One volunteer, two sites," applies to our featured volunteer, Ernie Haas.

For many years, Ernie has offered his time and talents to any number of projects and special events at the Basin Harbor site. Ernie has now expanded his volunteer calendar to include many hours of service helping build the schooner *Lois McClure* at our Burlington Shipyard site.

A condensed list of Ernie's contributions

Wish List

Special thanks to the following donors who made last spring's wishes come true: Elizabeth Barton (air conditioner), Patrick Grace and Allen Hitchcock (caulking tools), Bob and Dee Carroll (slide projector), and Jim Laberge (microwave oven). We still have needs:

- **Laminating machine**
- **4WD pick-up truck in good condition**
- **Anemometer , barometers, thermometers (for education courses)**
- **Sail cloth and sail hooks**
- **Blocks**
- **Line**
- **Marine books**
- **Large clamps**
- **Caulking tools**
- **Work gloves**
- **Staging (for building the schooner)**
- **Palms (sailmaking gloves)**
- **Sail hooks and cloth**
- **150 hp diesel engine (for re-powering the *Churchill*)**
- **Utility shed for Shipyard**

Please contact Lee or Gwen in the Development Office if you can make any of our wishes come true. Call (802) 475-2002 Ext. 103 or 105; or e-mail gifts@lcm.org.

show that he has had his hand in almost every building project: *Philadelphia II*, Horse Ferry, Merritime Canal Boat, North Harbor docks, and new museum buildings. He has also assisted at special events: parking cars, interpreting history, and monitoring waterfront activities.

Visitors are treated to Ernie's voice and/or image in many of the video-enhanced exhibits throughout the museum. Remarkable maritime prints and paintings by Ernie bring to life the vessels that plied Lake Champlain and the historic events that took place there.

Ernie, a Vermont resident since 1986, began producing nautical artwork while in the navy during the Korean War. After years in commercial art in New York City, Ernie changed careers and taught American history for some twenty years in Connecticut at both the high school and college level. Retiring at an early age allowed Ernie to return to his first love—painting. He

moved to Vermont where he has gained a reputation for his paintings of landscapes and maritime subjects.

There has never been a request of Ernie that he has not accepted with enthusiasm. The museum is indeed fortunate to count him as a friend and faithful volunteer.

Volunteer opportunities at LCMC continue through the winter months in the Conservation Lab, administrative offices, and the new education building under construction at Basin Harbor. If you are interested, please call Bruce Seaburg, Volunteer Coordinator, at (802) 475-2022, ext. 115.

Photo: Mike LaVecchia



Ernie Haas

Photo by George Fowler of *The Islander*



News Flash! At a dinner in his honor on September 28, 2002, museum Executive Director Art Cohn receives the 2002 Champlain Islands Chamber of Commerce's prestigious Teddy Roosevelt Award. Presenting it are former Governor Madeleine Kunin and State Senator Dick Mazza.

Lake Champlain Maritime Museum extends deepest sympathy to the families of these members and supporters who recently passed away:

MARIE MILBRANDT
OF TIVOLI, NEW YORK
LIFE MEMBER

EMADELE K. READ
OF SHELBURNE, VERMONT
MEMBER SINCE 2000

MARGARET "PEG" STON
OF PERU, NEW YORK
MEMBER

VICTORIA BUFFUM
SHELBURNE, VERMONT
FRIEND OF THE MUSEUM

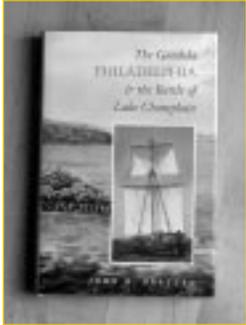
STANLEY C. MASON
SOUTH NORWALK, CONNECTICUT
MEMBER 1995-1997

GATEWAY MUSEUM STORE

Support LCMM by Shopping Online at the Gateway Museum Store!

Place your orders on the web (www.lcmm.org) or by telephone (802-475-2022)

Holiday gift giving that keeps giving . . . support LCMM by shopping online at the Gateway Museum Store. Look for the following new items:



The Gondola Philadelphia & the Battle of Lake Champlain

Written by John R. Bratten

In this fascinating work, archaeologist John Bratten details the gunboat's history, construction, armament, tools, utensils, personal items, and rigging elements. He takes advantage of contemporary records to describe the *Philadelphia's* artifacts and presents for the first time an analysis of photographs

taken during the 1935 recovery of the boat. Finally, he assesses the replica *Philadelphia II*, built at the Lake Champlain Maritime Museum. 235 pages; \$34.95

Schooner

Written and Illustrated by Pat Lowery Collins

Acclaimed children's author Pat Lowery Collins chronicles the generations-old art of shipbuilding



and the extraordinary construction of a modern-day schooner, and he tells the tale of a young boy who watched and helped as the mighty boat rose from keel to spars. Ages 7-10.

32 pages; \$14.95



Mini Deck Prism

These are miniature, authentic repro-

ductions of the deck prisms used on schooners to create light below deck. Attractively packaged in individual canvas draw-string bags. A great gift for the sailor who has everything!

Color: Aqua or Blue; \$14.00

Diver

This plush diver with bubbly sound and light is sure to delight!. Unusually unique!

Color: Blue; \$25.00



Northern Cardinal

Plush, authentic birds with Audubon bird songs. Also available: loons, mallard ducks, robins, and blue jays.

\$9.50 each

Burlington Schooner Project Sweatshirt

These pigment-dyed sweatshirts in four-color design are now even softer.

Color: Chambray

\$49.95, sizes Medium to X-large

\$50.95 size 2X-large



LCMM Sweatshirt

Take a look at these new, more relaxed pigment-dyed sweatshirts in one-color design.

Color: Denim

\$48.95 sizes Medium to X-large

\$50.95 sizes 2X-Large



LAKE CHAMPLAIN
MARITIME MUSEUM

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Support LCMM with a Gift to the 2003 Annual Campaign!