

The Pound 'N Pint

October 1, 2018

The Colonial Navy of Massachusetts

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Commodore's Log

Greetings all,

I hope this finds you all well! What a season we've had so far! Gaspee Days and the Fourth of July two favorites! Although HOT this year, we persevered! Thanks to all who marched, and others support! And of course major thanks to The Harts for the meat and spinach pies, and to Cathy Vineyard for all her warmth and hospitality!



We ended July in Deep River and marched into August with a quite warm Feast of the Blessed Sacrament parade in New Bedford, and out with the Westbrook Muster. September started with an incredible gig – the dedication of the beautiful new Hancock—Adams Common in Quincy! There were many dignitaries and speakers, along with some folks portraying members of the Adams and Hancock families as well as the unveiling of two new statues. The next day was the Narrows Festival where we played and sang on the very stage that many other legendary performers have graced! We ended September in Sudbury for a beautiful fall day!

The food and grog have kept coming thanks to Jay as well as Pam and Lee (and of course of all you who bring goodies along!), the music has been consistently strong, and the colors snap smartly in the breeze thanks to Bob and our colors crew. We're not resting yet, though...the Fleet still has quite a bit of activity ahead of us, so I hope you are all still raring to go! We are just over the half way mark for gigs... yes we have a busy fall... and hopefully the weather will cooperate as the year draws to a close!

The video celebrating our 50th anniversary is complete and available for purchase and we've scheduled a screening for all in early November! A huge thanks to all who were involved in that committee!

Once again I thank you all, and look forward to seeing you on the street!

Your Humble Servant,

Tim Larkin, Commodore

2018

Upcoming Events

October 7

Providence, RI – Columbus Day Parade

October 20

Somerset, MA – Music Town Festival Parade

November 3 (7 PM)

VFW, Tiverton, RI—The premier viewing of the 50th Anniversary CD.

November 11 (1PM)

Fall River, MA – Veteran's Day Parade

December 1 (1PM)

Fall River, MA – Children's Christmas Parade

December 1 (6PM)

McGovern's Restaurant, Somerset – Christmas Party

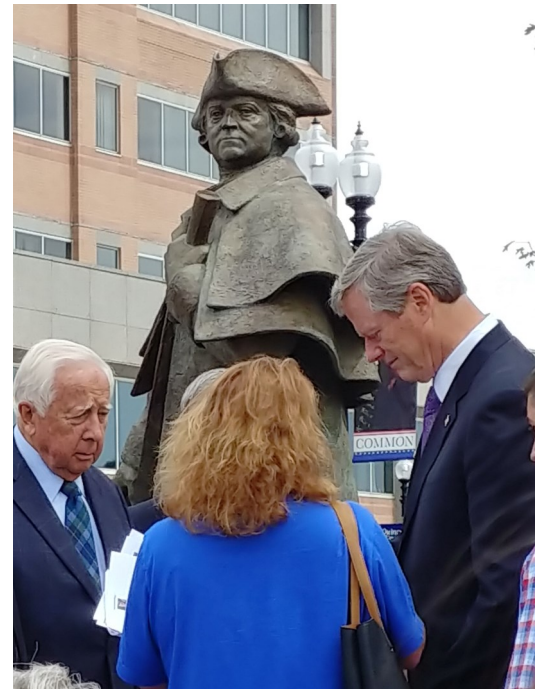
December 11 (7:30 PM)

Tiverton, RI—Annual Meeting

To order your copy of the 50th Anniversary CD please send \$15 to Frederick "Chuck" Connors, 5 Lewin Lane, Swansea, MA 02777 or purchase one at the premier showing.



A rare event—a photo of the drumline at the Hancock-Adams Common dedication as it appeared in the Boston Globe featuring Harry and Tony on fifes.



Author David McCullough and Governor Charlie Baker at the dedication of Hancock-Adams Common before the statue of John Adams.

The Fleet at the Dedication of the Hancock-Adams Common

Tom Murray

Quincy—The CNM shared the spotlight with the Pulitzer Prize winning author, David McCullough and the Governor of the Commonwealth, Charlie Baker. Oh, and with two life sized statues, John Hancock twice the governor of Massachusetts and John Adams, the second president of the United States and father of the US Navy. Both were signers of the Declaration of Independence.

McCullough described Adam's "courage, determination, and ferocity in argument, ferocity in speaking for a cause were driving elements in the birth of this country." Of Hancock Governor Baker said, "It's hard, pretty hard for me to imagine the United States of America happens without John Hancock. He gave up more than most to fight for the birth of this nation, and while he was not a military hero, he was a Founding Father for sure."

The Fleet played a number of pieces and sang one shanty prior to the event and then led the dignitaries to the dedication site.



Conor and Kieran happy to be celebrating their cousin's deserved recognition. What a family reunion! Just for the record they are third cousins eight times removed but who's counting? - Submitted by Conor Murray



Snapshots from the Narrows Festival of the Arts



Left to Right starting from the top: Harry, Chris and PJ before the inside show; Chris, PJ, Harry, and Joe posing with Jared Robinson of Zoink Zulag and the Galactic Shag before the march on; The Festival poster; Cillian Gavin, PJ's grandson a future fleet member posing with Chris;

the members performing on the main stage in the Narrows Center. Top three pictures courtesy of Chris Pietraszek and the bottom two by Katie Gregory.



Participation of the Fleet was funded in part through a generous grant from the Mass Cultural Council





Snapshots from the Westbrook Parade and Muster



The Fleet and Friends. Left to right from the top: Kentish Guards; Old Guard; Carmine Calabrese marching with The National Association of Veteran Civil War Musicians; Ann, Bill, Rachel, and Dave with Ameri-clique; Vickie leading The Sailing Masters; The Colonial Navy assembling for the parade and last but not least William Diamond Fife and Drum Corps. All photos courtesy of Tom Murray.

Restoring Mayflower II

By Donald Herminitz

Mayflower II is currently undergoing extensive restoration to return the ship to her 1957 glory, as originally conceived by naval architect Bill Baker and realized by shipwright Stuart Upham. In 2014 Plimoth Plantation, owner and caretaker of *Mayflower II*, and Mystic Seaport have established a partnership to enable this major restoration in preparation for 2020, the 400th anniversary of the Pilgrims' arrival to New England.

Almost four centuries have passed since the voyage of the first *Mayflower* in the autumn of 1620, yet still we use some of the same tools available to shipwrights of that era. Many people ask us "why," given the availability of modern technology, such as computers, laser precision, and power tools. During *Mayflower II*'s original construction between 1955 and 1957, Stuart Upham responded to the very same question: "The tools which we used...have not varied much in [three] hundred years. Believe me, except for sawing and drilling, modern machinery cannot be used if you want me to build *Mayflower*." Maritime Artisan Andrew Guest supports that belief when he says there really aren't any power tools that can produce the smooth result of an adze or the accuracy of a chisel. Power tools tend to be used to make things round or straight, while hand tools can be used for working with other shapes or in difficult to reach places. We can use a modern Wood-Mizer portable sawmill, a Lucas sawmill, and a near 100-year-old power planer to mill wood from a log to a rough shape for the ship. Hand tools, including the adze, various axes and hatchets, chisel, slick, and hand planes, etc., are then used to follow up on each and every piece to ensure a perfect shape and fit.

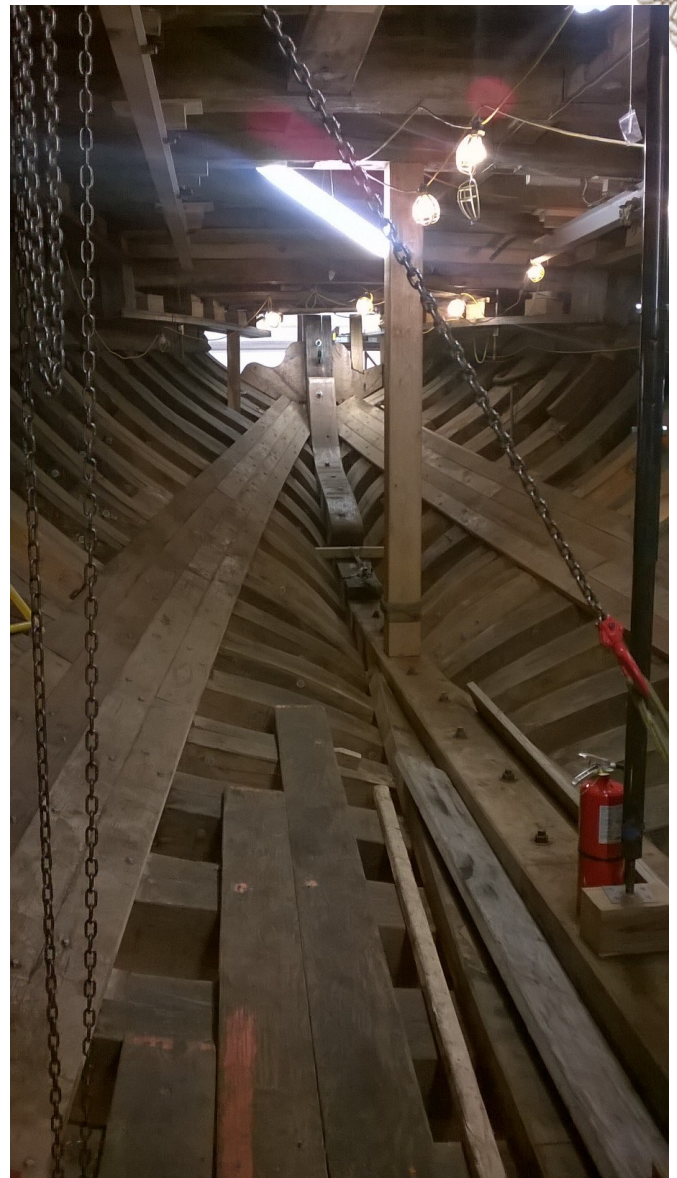
Wood for *Mayflower II* is mostly drawn from American Live Oak for floor timbers, knees, the stem, some dead-eyes, and other structural parts; American White Oak for futtocks, some interior clamps, beams and carlins, and other parts; Danish White Oak for all of the ship's underwater hull planking, wales, and some interior clamps; Douglas Fir for deck planking and some above-water hull planking; Longleaf Yellow Pine for waterways, some above-water hull planking, and other parts; Lignum Vitae for some new block sheaves; Ash for block shells; Purpleheart for deadeyes; Black Locust for trunnels; and other woods as needed."

When discussing craftsmanship on a ship, one cannot forget the rigging (all the lines used to support her masts, yards, sails, etc.). I have been working directly with Mystic Seaport's head rigger, Matthew Otto, to complete an entire overhaul of the ship's rigging. There are several hundred lines on the ship, and although the call has been made to switch to a synthetic material in the interest of safety and longevity, each new piece of gear is made one by one with as close attention to detail as possible to the authentic construction of early 17th century style rigging. Nearly all of the new cordage is being made by New England Ropes of Fall River, MA. In addition, some of the shroud and stay material was made up inside the historic Plymouth Cordage Company ropewalk currently at Mystic Seaport (using modern equipment, not the antique exhibit machinery). When assembling the new gear, each and every splice, grommet, seizing, lashing, etc., is all done by hand using traditional techniques, the same as in 1957 and as in 1620. A marlinespike, various fids and pullers, a heaver, serving board, and a knife are all essential tools for rigging.

Proper restoration aboard a traditional sailing vessel such as *Mayflower II* must be done using the same techniques developed by experienced mariners and perfected during the Golden Age of Sail. Why? Because they work, and no machine can perform any better. Walter Ansel, lead shipwright at Mystic Seaport, says, we have "a tremendous amount of respect for the historical methods that were carried out before us, and we try to duplicate things in kind." Modern tools certainly have their place in many projects, saving hours of unnecessary labor. But in many cases on a ship, having a hand in the work has greater results.



Bow of the Mayflower II with nearly all new futtocks and planking.



The hold of the ship with nearly all new planking.



New lower pendants used form bringing in the sides or "leech" of the sails.



New lined material for the mizzen and top stays.