

*Boston Documentation of Shipwreck Remains on Shore  
South of the Shoals Club on South Beach, Bald Head Island  
Brunswick County, North Carolina*



Submitted to:

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## Introduction

A section of vessel remains likely dating to the late 19th century or early 20th century washed ashore (or was exposed by erosion) on South Beach, south of the Shoals Club on Bald Head Island (BHI) in Brunswick County, North Carolina (Figure 1). Because the wreck remains represent a potential hazard for BHI residents and visitors, Village Manager Chris McCall asked Tidewater Atlantic Research, Inc. (TAR), of Washington, North Carolina to prepare and submit a proposal for archaeological documentation of the surviving structure and carry out historical research designed to identify the vessel. The first phase of TAR documentation was carried out on 26 April 2022. The second phase of TAR documentation was carried out on 5-6 May 2022.



**Figure 1. Wreck remains on beach below BHI Shoals Club bulkhead.**

## Phase I Documentation

The 26 April 2022 TAR investigation consisted of on-site documentation of the vessel remains. The wreck structure lay adjacent to the Shoals Club bulkhead and was completely exposed (Figure 2). With technical assistance from Sam Lohman of Coastal Protection Engineering (CPE) of Wilmington, a systematic high-detail photographic record of the wreck remains was produced. Mr. Lohman, a licensed drone pilot, flew the survey using a 20-megapixel camera equipped Phantom IV RTK drone (Figure 3). The survey was carried out using DJI flight planning software. Image data was collected at several heights and angles to provide sufficient information to generate comprehensive 2D and 3D images.



**Figure 2. BHI vessel wreckage completely exposed.**



**Figure 3. CPE Phantom IV RTK drone and operator.**

The drone images were processed by Mr. Lohman and Adam Priest of CPE. ESRI SiteScan software was employed for processing. That software produced high-definition comprehensive images of the wreck remains in both 2D (Figure 4) and 3D (Figure 5) as the data were collected with RTK positioning. All SiteScan images were scaled in North Carolina NAD 83, US survey foot geographical coordinates. That level of positioning permits collection of high-resolution scale images of the wreckage. Those data support post-processing development of highly accurate design and construction recording in images that permit specific feature measurement.





**Figure 4. Drone 2D image of BHI shipwreck remains.**



**Figure 5. Drone 3D diagonal south image of BHI shipwreck remains.**



In addition to the drone documentation, measured drawings, and photography were employed to document diagnostic features of the wreck structure. Those features included the futtock dimensions, spacing, and fasteners (Figure 6). The hull plank pattern and fasteners were also recorded (Figure 7).



**Figure 6. Futtock dimensions and space.**



**Figure 7. Hull planking and fasteners.**

Details of the shelf timbers and associated deck beam rebates were measured and documented (Figure 8). On the offshore side of the wreck, structure evidence of standing rigging for a mast was partially exposed (Figure 9).



**Figure 8. Shelf timbers and associated deck beam rebates.**



**Figure 9. Mast stay hull strap and shackle hardware.**



Given the comprehensive level of Phase I on-site photographic and measured drawing documentation, Island Contracting, Inc. removed the wreck structure from the beach in sections (Figure 10). This process was carried out on 28 April 2022 and did not result in any loss of design and/or construction data.



**Figure 10. Sections of wreck structure moved off the beach.**

One recovered section was transported to Island Contracting's facility located south of Bolivia, North Carolina. That section was examined by TAR principal investigator Gordon Watts on 5 May to document hull planking which had been inaccessible on the beach. Samples of the hull planking, futtocks, and shelf timber wood were extracted for analysis. Details of the surviving standing rigging were also photographed and recorded by BHI personnel while the associated hull section was still on the original beach location.

### **Data Analysis**

Examination of the BHI wreck remains confirmed that the structure represents a section of the top side of a sizable vessel. The 65-foot long section is comprised of hull planking, futtocks, top timbers, and beams that comprised a shelf clamp. The shelf clamp includes a timber with rebates for deck beams. Surviving hull planking out board of the shelf clamp and attached to the futtocks measured 4 1/2 inches in thickness. Surviving planks ranged from 7 to 8 1/2 inches in width with 7 1/2-inch thickness being dominant (Figure 11).



**Figure 11. Shelf clamp timbers and futtocks with attached hull planking.**

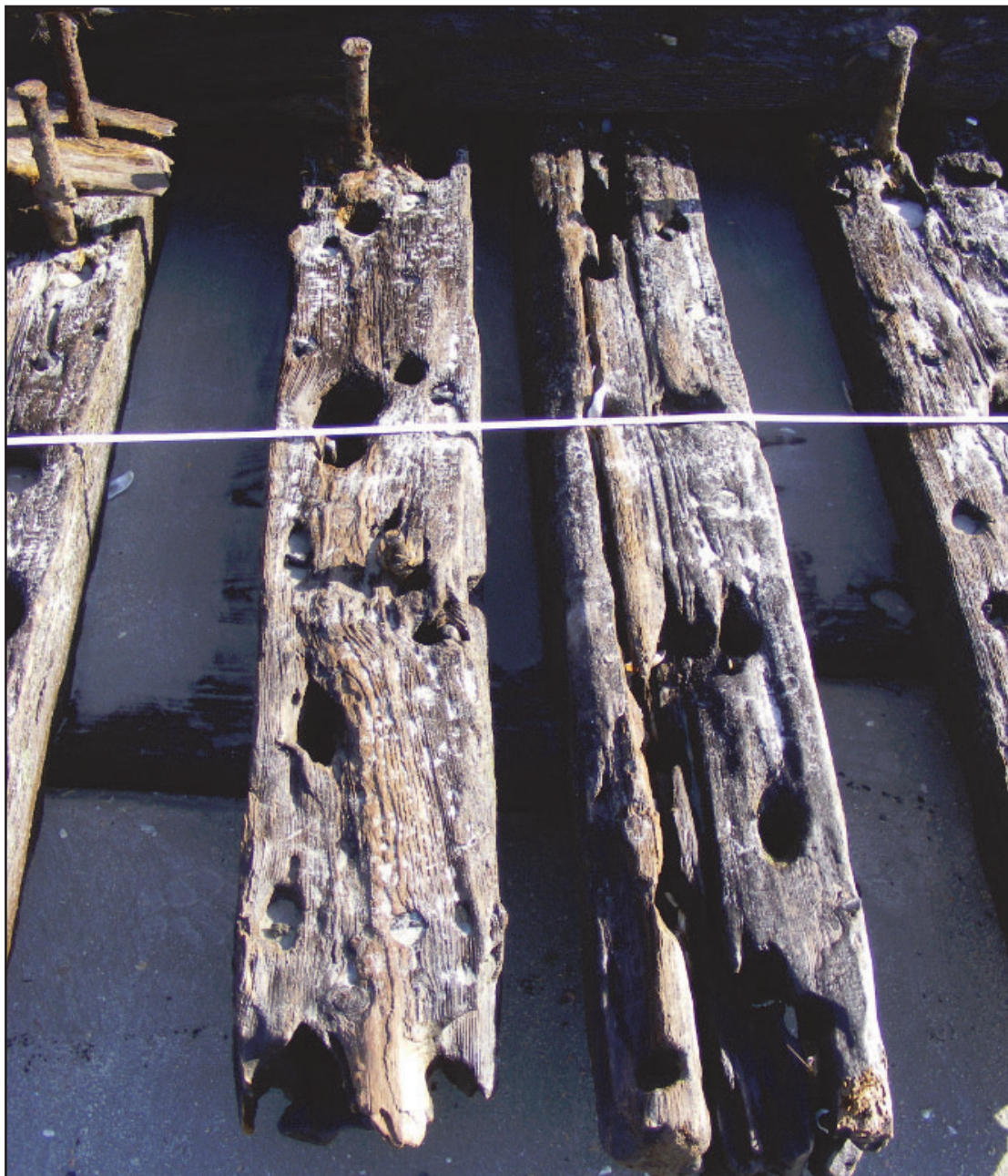
A combination of iron spikes and trunnels secured hull planks to the futtocks (Figure 12). Spikes were 1/2 inch sided. Locust trunnels were 1-1/4 and 1-1/2 inch in diameter and most were secured with wedges.



**Figure 12. Hull plank with iron bolt, spike, and trunnel fasteners.**

Futtocks and top timbers associated with the BHI wreck structure measured from 11-1/2 to 12 inches molded and from 10-1/2 to 12 inches sided. Those timbers were positioned to create a room and space that varied from 10-1/2 to 3 inches to as much as 12 to 8-1/2 inches (Figure 13).





**Figure 13. Example of varying room and space.**

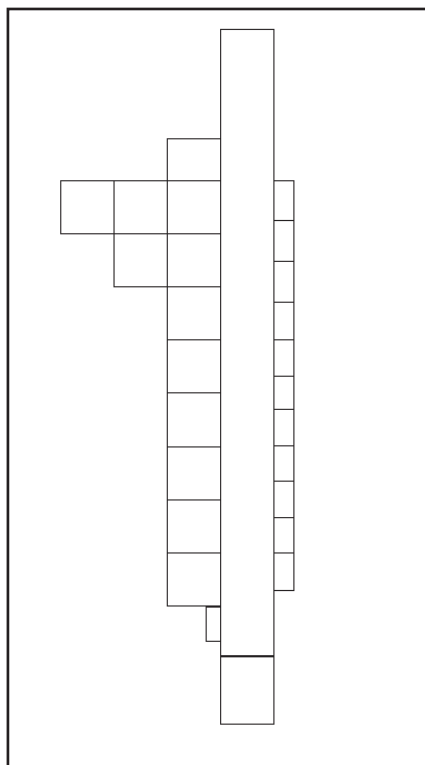
Iron bolts (1-inch in diameter) were employed to attach some, but not all, adjacent futtocks with top timbers. Slightly larger 1-1/4-inch diameter iron bolts with cast iron washers were employed to connect futtocks and top timbers to shelf clamp timbers (Figure 14).





**Figure 14. Example of shelf clamp bolt with washer.**

The shelf clamp consisted of 11 timbers (Figure 15). All appeared to originally be 14 inches molded. With the exception of the top two, all were originally 12 inches sided. The top two timbers measured 10 inches sided and 11 inches molded.



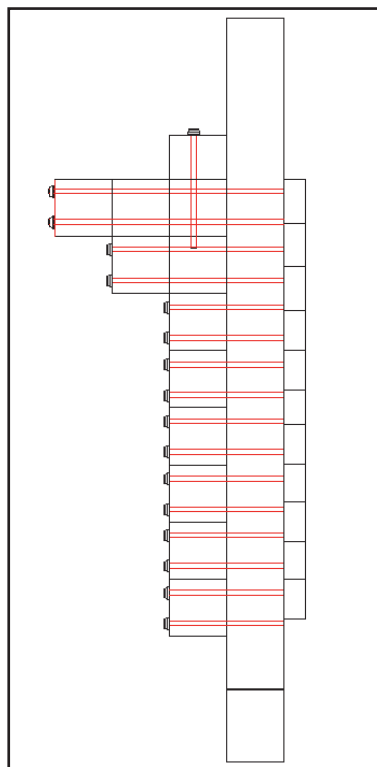
**Figure 15. AutoCAD vertical hull section drawing illustrating shelf clamp (left horizontal), futtocks (center vertical), and planking (right horizontal).**

The lower surviving top shelf clamp timber was composed of two elements placed one on top of the other and diagonally scarfed (Figure 16). Each measuring roughly 7 inches molded.



**Figure 16. Top outboard shelf clamp timbers with diagonal scarf.**

Seven shelf clamp timbers were attached directly to the futtocks and top timbers by the 1 1/4-inch diameter iron bolts with cast iron washers (Figure 17).



**Figure 17. AutoCAD vertical hull section drawing illustrating shelf clamp (left), futtocks (center), and planking (right) with the fastening bolt pattern.**

The uppermost timber in the shelf clamp measured 10 inches sided and 4 inches molded. Rebates roughly 2 inches deep and 14 inches in width were spaced on 49 to 50-inch centers to seat deck timbers (Figure 18). Iron bolts, mostly with cast iron washers, were employed to fasten the shelf clamp components.



**Figure 18. Top timber in the shelf clamp with rebates for deck beams.**

Several elements of standing rigging were also associated with the BHI wreck remains. Those elements consisted of iron straps, shackles, and turnbuckles. The 3-inch-wide, ½-inch-thick straps that attached the standing rigging to the hull (Figure 19) were fitted with shackles (Figure 20). Shackles with eye stubs attached connected the turnbuckles (Figure 21).



**Figure 19. Iron straps attached the standing rigging turnbuckles to the hull.**





**Figure 20. Shackle connected to the hull strap with the turnbuckle stub eye attached.**



**Figure 21. Turnbuckle attached to the eye stub.**

## Identification of Shipwreck Candidate

Based on extensive archival research and surviving structure at the site, the principal investigator is convinced that the remains represent a hull section of the Maine built four-masted schooner *Charles A. Dean*. According to numerous authoritative sources such as *Lloyd's Register of Shipping: Returns of Ships Totally Lost, Condemned, &c.* (1926) and U.S. Coast Guard records, the American-flagged vessel wrecked on Frying Pan Shoals on 13/14 December 1926.

## Holly M. Bean Shipyard

Maine maritime historian Barbara Dyer (2015) commented that “Camden’s wooden boat builders were perfectionists”, and remarked that during the late nineteenth century to early twentieth century, Holly M. Bean ... “was known as the most successful builder on the Atlantic Coast.”


He worked first for John Dailey at the head of the harbor in 1870 to build a brig. He then went to Tenants Harbor with Mr. Dailey to help build a three-masted schooner, which was a new style at that time. Next he built nine vessels with Whitney Long, of Tenants Harbor, before returning to Camden in 1873 to work with Capt. Isaac Coombs. Bean’s yard was at the head of the harbor, where the Camden Public Library land is today. Then, he started his own yard two years later. He built the second four-masted schooner, John B. Prescott, which launched in January 1899, and was the first of the five masted in the world. The George W. Wells was launched in August 1900. John Wardwell was designer for many of Bean’s boats. Most of the vessels were built for Capt. John G. Crowley, who was manager of the Coastwise Transportation Company. Coastwise transported coal to the New England


Published in 1909, the Board of Trade Journal related that New Hampshire native Holly M. Bean arrived at Camden, Maine ca. 1875 and immediately

... established a yard, built many vessels, seventy-two in all, and made for himself a reputation for fair dealings and for his yard that of turning out the best work. His vessels were literally built upon honor as the term is; no man in his line stood higher than he, and his yard had an international fame for the best possible work. (1909a:349; See Appendix A)

The elder Bean retired during 1909 passing the celebrated “business” to his son despite the fact that there were apparently ... “no buildings, workers nor tools” for Robert L. Bean to receive (Dyer 2015). Despite local skepticism, the younger Bean persevered and build several schooners from 1916 to 1920 (Figure 22). According to the February 1916 issue of *International Marine Engineering (IME 1916a:87)*, “R. L. Bean, Camden, N.J. [sic] will build a four-masted schooner of 1,500 tons carrying capacity”. The succeeding issue of *IME* (March 1916b:113), commented that one merchant vessel was under construction at the shipyard of “H. M. Bean”.

# R. L. BEAN





Schooner Frank M. Low, Launched from the Ship Yard of R. L. Bean,  
*photo by Wall, Camden, Me.* Camden, Oct. 27, 1909.

=====

Largest  
 and one  
 of the  
 Best  
 Located  
 and  
 Equipped  
 Ship  
 Yards  
 on the  
 Entire  
 Coast

=====

## SHIP BUILDER

CAMDEN, MAINE, U. S. A.

Figure 22. Recurring R. L. Bean shipyard advertisement (As presented in: Board of Trade Journal 1909b:336).

By October 1916, the same journal related that “The R. L. Bean Shipyard, at Camden, Me., where the first of the world’s six-masted schooners was built, now has contracts for three years’ work” (IME 1916c:476). A list of relevant schooners constructed at the R. L. Bean shipyard from 1916 through 1920 is presented in Table 1.

Official Number	Name	Tons	Construction Date
214638	<i>Percy R. Pyne, 2d</i>	1341	1916
215501	<i>Blue Peter</i>	1234	1917
214808	<i>Charlotte Maxwell</i>	668	1917
215825	<i>Florence B. Phillips</i>	671	1917
216979	<i>Edna McKnight</i>	1326	1918
216001	<i>Laura A. Barnes</i>	629	1918
217624	<i>Charles A. Dean</i>	1143	1919
218625	<i>Helen Barnet Gring</i>	1226	1919
219634	<i>Robert L. Bean</i>	1335	1920
220774	<i>T. N. Barnsdall</i>	1309	1920

**Table 1. Schooners built at R. L. Bean shipyard during four-year period (U.S. Bureau of Navigation 1932:1012).**

### **Chronicle of the Schooner *Charles A. Dean***

The *Charles A. Dean* was built at R. L. Bean’s Camden shipyard over the course of several months commencing in 1918 and was launched mid-day on 4 March 1919 (Figures 23, 24, and 25). *The Camden Herald* (TCH 1919) published a detailed account of the auspicious event which is presented in its entirety as Appendix B. Excerpts follow for clarity and continuity.

Her keel was laid at quite a sharp pitch so her start was quick and she indeed seemed eager to reach the sea. Her plunge and bow were very graceful and the launching could not have been smoother or more successful. A beautiful bouquet of roses was chosen by Miss Quinlan, daughter of Capt. Peter Quinlan of Baltimore and who has supervised her construction. Capt. Quinlan is well satisfied with this fine vessel and well he may be, for no better built vessel has ever been launched on the Atlantic coast. No work or expense has been spared to make her as staunch and as smooth as possible and her model is just right so that she will be a good cargo carrier. The following are some of the interesting details of her construction: Keel, 180 feet; beam, 41 feet; depth of hold, 20 feet... The net tonnage of this schooner is 1050 tons and she will have a carrying capacity of about 1800 tons. She cost approximately \$200,000. This schooner like the one launched by Mr. Bean last fall, is for Crowell & Thurston of Boston, who are having so many fine schooners constructed. They wanted the best schooner that could be built. The most exacting critic must admit that Mr. Bean has given them just what they wanted. [TCH 7 March 1919:1]



A front-page account published by *The Morning Sentinel (TMS)* on 5 March 1919 provided vital details related to the vessel's initial (and challenging) passage to European waters. The Waterville, Maine paper remarked as follows.

CAMDEN, Me., March 4—The four-masted and double decked schooner Charles A. Dean was launched from the R. L. Bean ship yard here today. The vessel built at a cost of \$200,000 for the Merchant Marine company of Boston took the water in so nearly completed state she will be ready soon to start on her maiden voyage from New York for France. The schooner is of 1175 tons gross and has a carrying capacity of 1800 tons. [TMS 5 March 1919:1]

Ostensibly, the subject schooner was named for a prominent Massachusetts native and successful businessman and civic leader who retained an office on State Street, Boston in close proximity to Merchant Marine Company. According to the Moosehead Historical Society & Museums (2016) in a posting entitled “Remembering Our Early Benefactors”,

We turn now to Charles Augustus Dean. Mr. Dean was born in Shrewsbury, Massachusetts on June 15, 1844. When the Civil War broke out, he ran away to join the army, specifically Company H, 8th Vermont Voluntary Infantry. After being mustered out in 1864, he settled upon employment in the fledgling paper manufacturing industry, first in Cincinnati, Ohio, and then Rochester, New York. In 1875 he married Minnie Palmer in Woodstock, Connecticut and moved to Boston where he became manager for Hollingsworth & Whitney. The Deans spent winters in Captiva, Florida, and in 1903 they bought an eighty foot steam yacht that they christened “Aroostook.” Such was Mr. Dean’s love of salt water fishing. In the summers they retreated to a rustic camp on Moosehead Lake where, it was reported, Mr. Dean went ‘to get away from everything.’ Perhaps not entirely surprising the camp was located at Kokadjo [Maine] where Hollingsworth & Whitney had its lumbering operation. [Figure 26; Dean was also associated with the Union Bag and Paper Company ca. 1900]

Soon after its maritime debut, a New York journal reported that the “New four-masted schooner Charles A. Dean (1,175 tons gross) was launched from the R. L. Bean shipyard, Camden, Me., March 4, for the Merchant Marine Co. of Boston” (*Shipping*, 15 March 1919:22). The schooner’s first commercial voyage [to France] may have commenced in April 1919. On 28 April 1919, telegraphic news confirmed that the merchant ship arrived at Las Palmas, Gran Canaria [Spanish possession] after clearing the Port of New York (*The New York Tribune* 13 May 1919:9). Although extant sources do not elaborate on the asserted contract passage to Europe, the schooner apparently made excellent time on its “maiden voyage” and returned to United States waters within three months. International news reported by *The Tampa Tribune (TTT)* on 11 July 1919 commented that the *Charles A. Dean* had arrived at Jacksonville two days earlier from Vela De Cora, Venezuela. The *American Lumberman* (p. 62) stated the schooner was loading lumber at the Florida port on 26 July 1919 “for England”.





**Figure 23.** *Charles A. Dean* under construction at R. L. Bean shipyard launch (Courtesy of the Barbara Dyer Collection, Walsh History Center, Camden Public Library, Camden ME).

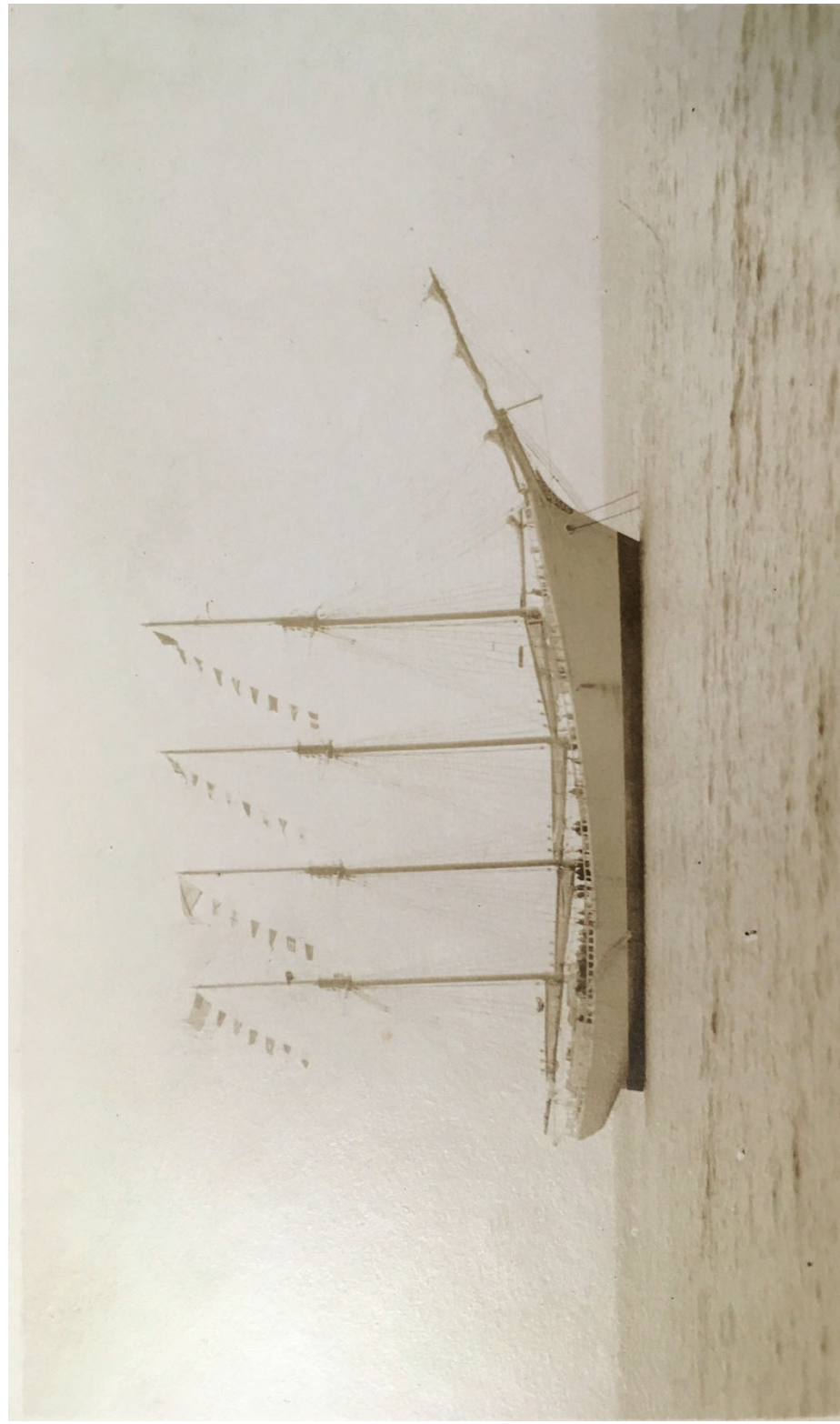


Figure 24. *Charles A. Dean* shortly after its launch on 4 March 1919 (Courtesy of the Margaret Thomas Collection).



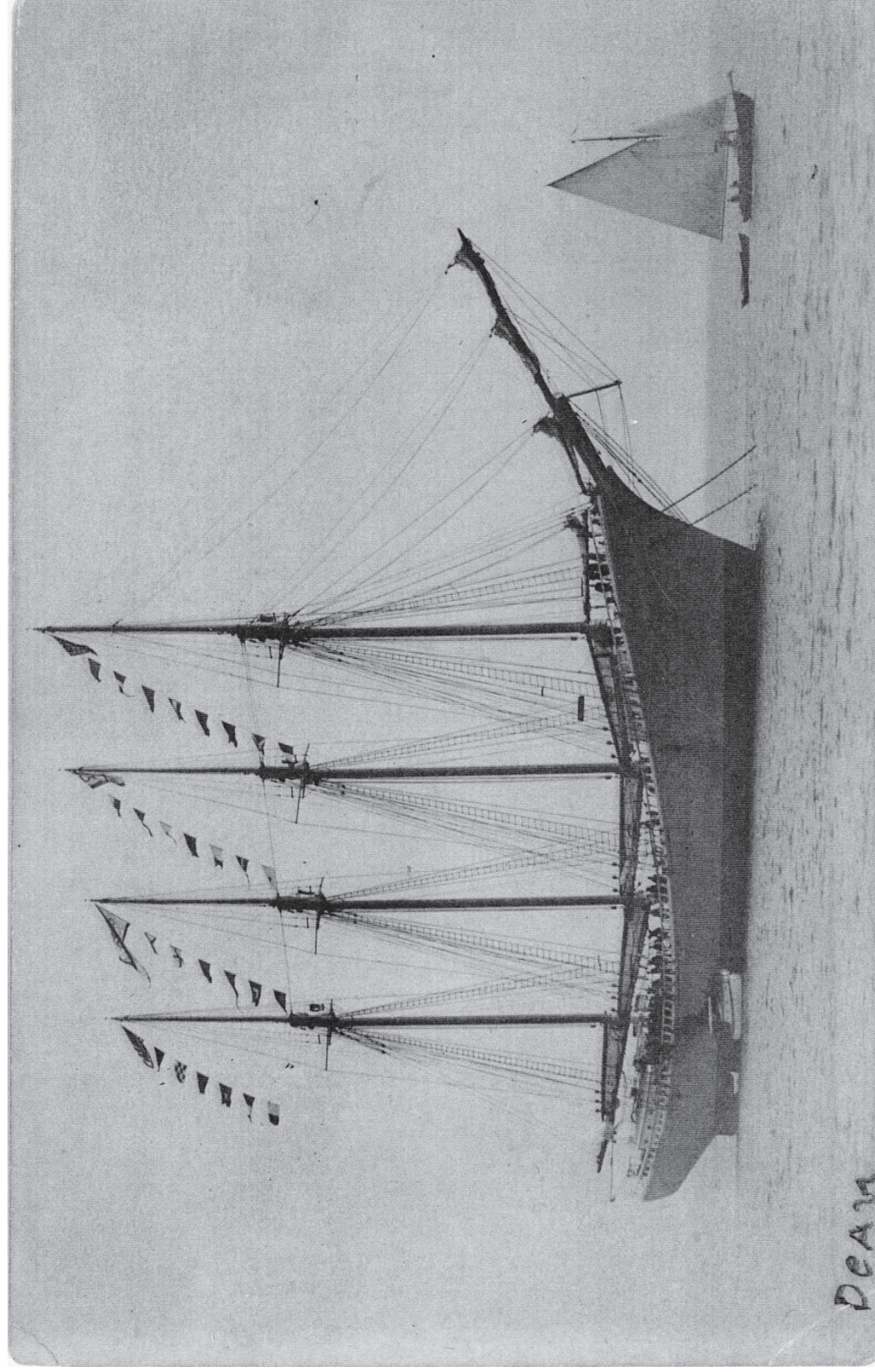


Figure 25. Photograph of *Charles A. Dean* taken on launch date of 4 March 1919 (Courtesy of the Barbara Dyer Collection).



Figure 26. Ca. 1909 panoramic photograph of Hollingsworth & Whitney Company paper mill located at Waterville, Maine (Courtesy of the Library of Congress [LOC]).



In addition to the *Charles A. Dean*, *Lloyds Register of Shipping; From 1<sup>st</sup> July, 1919, to the 30<sup>th</sup> June, 1920* related that Crowell & Thurlow of 131 State Street, Boston owned/managed 26 schooners and steamers. Crowell & Thurlow's subsidiary firms; 1- Atlantic Coast Company, Inc. managed four schooners; 2- Crowell & Thurlow Steam Ship Company managed two steamers; and 3- Merchants Marine Company managed the 1326-ton schooner *Edna McKnight* (Committee of Lloyd's Register 1919:41).

In early November 1920, *TTT* (p. 15) advised interested parties that the *Charles A. Dean* arrived at Fernandina, Florida in late October and cleared the Florida port on Halloween Day for Brunswick [Georgia]. By Saturday, 20 November 1920, the *Wilmington Morning Star* (p. 8) verified the fact that the *Charles A. Dean* had recently cleared Savannah and was now bound for Havana, Cuba.

As of 5 March 1921, the *Charles A. Dean* was loading phosphate at the Port of Tampa "A.C.L. terminals". At this date, the master of the schooner was identified as "Baker" (*TTT* 1921a:15). On Saturday, 23 April 1921, a premier Boston newspaper related that the *Charles A. Dean* was among the Crowell & Thurlow fleet anchored at the city's port. *The Boston Globe* (*TBG* 1921a:5) commented on the historical significance of this maritime news as follows.

More large schooners are in port at present than at any time since before the war. A fleet of four-masted schooners has arrived bringing coal from Chesapeake Bay, lumber and phosphate rock from Florida. During the war tonnage for the foreign trade was in such demand that vessels of this type were sent off shore and rarely engaged in coastwise trade. The fleet of four-masters now here includes the Harry G. Deering, Charles A. Dean, Mary L. Baxter, Mabel A. Frye, Velma L. Hamlin, Paul E. Thurlow, Bradford E. Jones and Helen Barnet Gring, all owned by Crowell & Thurlow... The Mary L. Baxter, which brought coal from Norfolk, was towed from Delaware by the tug John F. Lewis, because of a broken rudder head.

Legal exhibits associated with a congressional hearing confirmed that the *Charles A. Dean* delivered coal to Bermuda in spring 1921. In August of that year, Bermuda Bunkering Co. Ltd. (BBC) of New York City advised the U.S. Shipping Board and Emergency Fleet Corporation (USSB-EFC) [Washington, DC] that numerous steamers [owned/managed by the latter quasi-agency] bunkered at Bermuda from mid-February to the date of the said letter. In addition, BBC spokesman L. H. Hollender advised the USSB that four American schooners had transported coal to Bermuda. Those vessels and relevant details are presented in Table 2.

Vessel	Arrival at Bermuda	Tonnage
<i>Josephine A. McQuestin</i>	21 March 1921	2416
<i>Charles A. Dean</i>	11 May 1921	1759
<i>Mabel A. Frye</i>	25 May 1921	1842
<i>Commack</i>	2 June 1921	1873

**Table 2. Merchant vessels engaged in Bermuda coal shipments (USSB-EFC 1925:4013).**

Bermuda's port superintendent engineer confirmed that the schooner *Charles A. Dean* did in fact sail to the island during May 1921 to deliver coal to the Berwind White Coal Company [St. Georges]. In his letter ultimately forwarded to the U.S. House of Representatives, J. B. Rowen verified that coal records' discrepancies could be resolved by merely checking the small amounts of coal ... "furnished to various ships for galley purposes"... (USSB-EFC 1925:4019). By late May 1921, the *Charles A. Dean* was back in American waters as it awaited release from quarantine off Tampa. On 31 May, the schooner was queued in line to load phosphate at the busy port (*TTT* 31 May 1921b:12).

In early November 1921, *The Baltimore Sun* (1921a:18) commented in its "Shipping" column that the schooner *Charles A. Dean* was ... "chartered to load nitrate at Lemoine, Maine, for Baltimore"... Several days later, *TBS* (1921b:22) elaborated on its arrival on 14 November ["vessel to W. A. Blake & Co."] and added "From Lemoine, Maine, the schooner *Charles A. Dean* arrived with nitrate for the American Agricultural Company. The nitrate is from Government stores intended for war purposes". Shortly before Thanksgiving 1921, the *Charles A. Dean* sailed to Norfolk, Virginia after clearing Baltimore (*TTT* 1921c:6).

The *Portland Evening Express* (1921:14) of Maine reported that the "Schooner *Charles A. Dean* from Baltimore, with fertilizer, and barges *Phoenix*, *Pocopson*, *Trenton*, *Enterprise*, and *Pennington*"... safely reached Bangor by 5 December 1921 despite the imminent threat of ice in the Penobscot River. This story was published under the headline; "Ossipee Ordered To Bangor For Duty As An Ice Breaker, To Keep River Open for Coal Barges".

On Christmas 1921, *TBG* published this headline; "Bangor's Glory As Port Passes, Closing of Penobscot by Ice No Longer Great Event—Pulp Supplants Lumber". The story remarked that the ... "coming and going of the [yearly] ice blockade was an event anxiously awaited"... by "hundreds of lumber manufacturers, ship owners and brokers, chandlers, millmen, stevedores, rafters and towboat men"... [1921b:43] The Boston paper also commented that

While the Penobscot River is yet open to Bangor and navigation has suffered no interruption, recent snowstorms have thickened the water and a sharp cold snap would shut port up tightly until another Spring. Several sailing vessels, among them the schooners *Grand Turk*, from Norfolk, and *Charles A. Dean*, from Baltimore, and half a dozen barges are yet to arrive with cargoes, mostly coal, and with a fair weather chance they probably will get here before the final freeze. The steamer *Belfast* maintains service between here and Boston, the regularity of her trips of late considerably interrupted by gales... [*TBG* 1921b:43]

One prominent Bostonian with a keen business and personal interest in the subject river's navigation (and sea-going trade in general) died the previous year. Charles Augustus Dean, successful lumber and pulp-paper magnate, was aboard his yacht *Aroostook*\* off Captiva, Florida at the time of his death. Though retired as its president, Dean served as the director of Hollingsworth & Whitney maintaining an office at 53 State Street, Boston in close proximity to Crowell & Thurlow (*TBG* 1921c). [Named for the Maine waterway *Charles A. Dean* loved; tradition indicates that this Native American word means "beautiful river"]

The 17 February 1922 edition of *The New England Grocer and Tradesman* reported on the *Charles A. Dean*'s momentous visit to New Orleans during January of that year. Republished in its entirety by *The Louisiana Planter and Sugar Manufacturer* (1922:143) some two weeks later, an excerpt follows.

The four-masted schooner, *Charles A. Dean*, Capt. C. R. Davis, Jr., loaded at New Orleans with five thousand barrels of molasses for the Boston Molasses Company and sailed from the Crescent City January 18<sup>th</sup> for Boston, was reported off the Delaware Capes, Monday, this week, and will be moored at the dock of the Boston Molasses Company on the South Boston side of the harbor, discharging her cargo... This is the first full cargo of molasses to come to Boston from New Orleans by sailing vessel, for, it must be, nearly forty years; and it is a commercial event of note. The 5,000 barrels comprising the cargo contain early-made molasses of the new crop. There is a romance and fascination in the arrival of sailing vessels with rich cargoes from various parts, lacking entirely in the case of steamers. It takes us back to the old days when there were sailors who handled sails and trimmed yards, when the cargoes from the seven seas came blowing along driven by the trade winds booming aloft, while the sailors swung the huge yards and trimmed the sails to catch every breath, in order that the ship might reach her port of destination at the earliest moment and be able to take advantage of the best market and fulfill the expectations of her owners and those awaiting the cargo. In the old days sailing vessels brought from New Orleans cotton and molasses, the cotton for Fall River and the molasses for Boston... The *Charles A. Dean* has two decks... In the case of molasses, with a two or three deck vessel the entire cargo does not rest upon the lower tier of barrels, the weight being distributed between the decks. The New Orleans molasses which reached port [Boston] this week by the schooner *Charles A. Dean* is the cream of the early crop and its arrival will create a great deal of interest and will be received with enthusiasm by the grocers all over New England, both wholesale and retail, who are anxious to receive shipment of this desirable new crop [of] New Orleans molasses, so pleasing to their customers and so satisfactory in every way to the dealers.

A copyrighted photograph featuring the stern of the *Charles A. Dean* anchored off a Canal Street dock was captured presumably during January 1922. This image is available for viewing at <http://www.nolavintagephotos.com/images.asp?id=10026>. The excellent quality photograph is incorrectly dated as being produced during 1895.

Owing to the importance of the molasses shipment intended for Boston, *TBG* (24 February 1922:11) related that "Bringing the first cargo of Louisiana molasses received here in a long time, the four-masted schooner *Charles A. Dean*, Capt. Davis, arrived in the harbor this morning. The vessel was 37 days on the passage, having encountered considerable adverse weather. The cargo consisted of 4835 barrels of molasses, consigned to the Boston Molasses Company".

Interestingly, stock shares of the *Charles A. Dean* were sold during March 1922 for \$325 by the auctioneer firm of R. L. Day. Shares for another R. L. Bean built schooner, the *Edna McKnight*, were also traded in March 1922 by the same Boston auctioneer (Standard Statistics Company 1926). During the same month as these stock conveyances, “The steamer Metapan of the United Fruit company, inbound from Cartegena [sic] collided with the Boston schooner Charles A. Dean off the Barnegat, N. J. [light]” according to the *Daily Kennebec Journal* (DKJ 25 March 1922:8). *The New York Herald* edition published Saturday, 25 March 1922 expanded on the marine casualty (Figure 27).

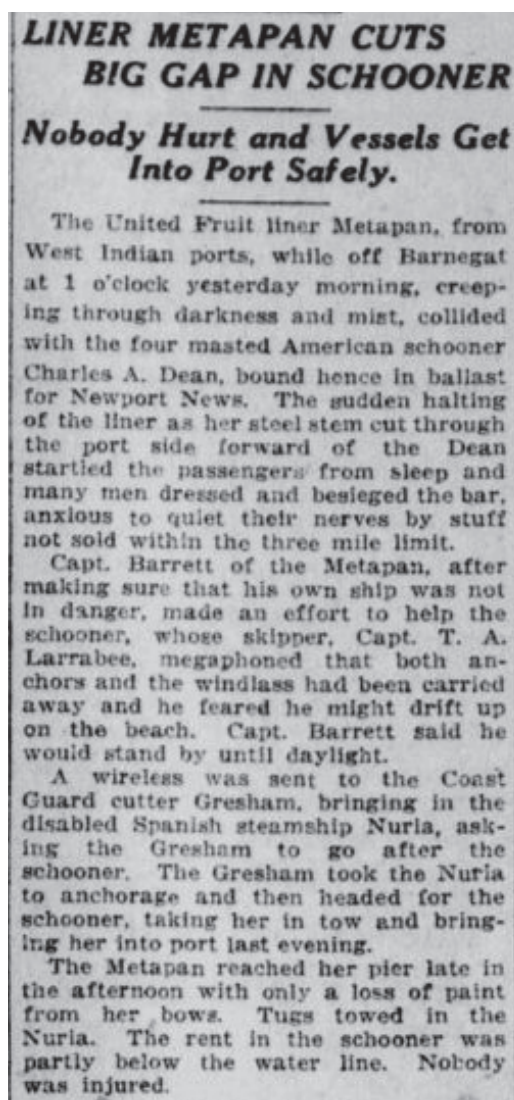
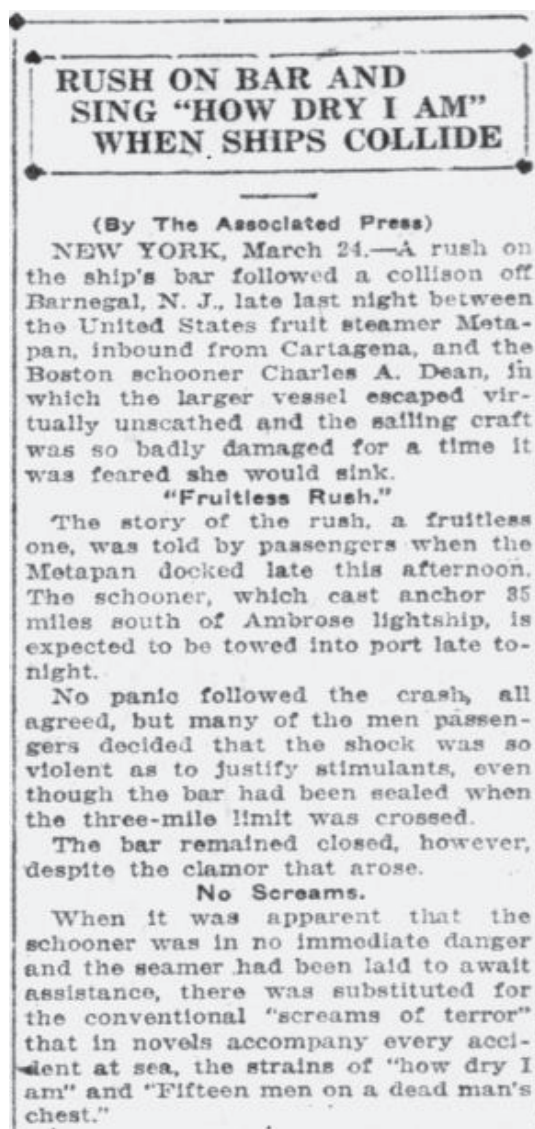


Figure 27. *New York Herald* account of March 1922 collision (Courtesy of the LOC).

With assurances that there were no injuries, *The Pensacola Journal* published this tongue-in-cheek account of the 23 March marine casualty involving the *Charles A. Dean* and steamer *Metapan* (Figure 28).





**Figure 28. Flippant Prohibition Era news story (Courtesy of the LOC).**

The 31 March 1922 issue of *The Milford Chronicle* (p. 5) documented the fact that the schooner's regular master was not at the helm during the collision with this remark; "Capt. Charles R. Davis, Jr., of the schooner, Charles A. Dean, Boston, is home [Frankford DE] from the trip. Since Capt. Davis came home the Dean was run into by a steamer". On Tuesday, 18 April, the *Perth Amboy Evening News* published a serious-minded story entitled "Schooner Charles A. Dean, Rammed By A Steamer, Is Being Repaired Here". The New Jersey newspaper's story is presented as Figure 29.

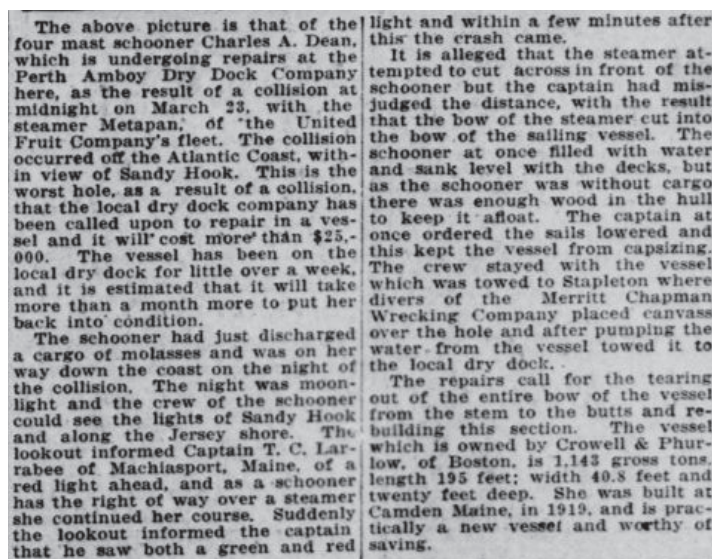


Figure 29. Diver investigation and repair report (Courtesy of the LOC).

A District of Columbia newspaper later published a better-quality image of the damaged vessel (Figure 30) commenting that "FAR BELOW THE WATER LINE the schooner Charles A. Dean was struck in a New York harbor collision with the steam-ship Metapan. The bow of the vessel was almost completely severed from the rest of the hull. The photograph shows the Dean under repair in dry dock" (*The Washington Times*, 25 April 1922:13)



Figure 30. Damaged bow of the *Charles A. Dean* (Courtesy of the LOC).

In May 1922, *The Marine Review* (p. 22) commented that the “United Fruit Co.’s METAPAN ran down the schooner CHARLES A DEAN off Hampton Roads [sic] recently. Several of the METAPAN’s bow plates were dented. The schooner’s decks were largely awash when she was taken in tow by government cutters.” A year after the collision occurred, the repaired schooner was fully engaged in long-distance voyages.

On 1 May 1923, a Boston paper confirmed that the *Charles A. Dean* reached Gloucester, Massachusetts with a 1600-ton cargo of salt. *TBG* (1923:12) remarked that the inbound trip took 18 days. During late October 1923, the schooner cleared the Delaware River after having first entered the Port of Philadelphia from “Port St. Joe [Florida]” (*Portland Press Herald* 1923:12). In its column, “News of the Ships and Shipping Men”, *The Philadelphia Inquirer* (1923:17) clarified that report confirming that the schooner was bound for Providence, Rhode Island.

Maritime advice published in early summer 1924 confirmed that the *Charles A. Dean* entered the Port of Boston on Monday, 23 June with a consignment for its owner. Outbound from Jacksonville, Florida, the schooner carried 854,000 feet of lumber ultimately destined for the Boston & Maine Railroad. *TBG* (1924:7) also remarked that the *Charles A. Dean* was sailing with the *Helen Barnett Gring* [another R. L. Bean built vessel] which also carried a significant lumber cargo from the same Florida port. At this date, *Lloyds Register of Shipping; From 1<sup>st</sup> July, 1923, to the 30<sup>th</sup> June, 1924* related that Crowell & Thurlow of 131 State Street, Boston owned both schooners (Committee of Lloyd’s Register).

On Thursday, 28 August 1924, *The Camden Herald* (p. 2) commented that “The schooner, Charles A. Dean, which is unloading lumber for the steamboat wharf was built here in Camden in 1919 by R. L. Bean”. By 14 September, the schooner was anchored at nearby Rockland, Maine preparing to sail to Baltimore (*TBS* 1924:19). An interesting story was published on 27 November 1924 by *The Evening Mail* of Halifax, Nova Scotia. At that date, the Canadian paper remarked that

Gives Up Command—Captain Allen, who was in Halifax a few days ago looking up a crew for his vessel which is loading at Windsor for Philadelphia, has been obliged to give up the command of the four-masted schooner Charles A. Dean on account of illness, and a new skipper from Philadelphia was expected at Windsor yesterday to take charge of the vessel.

In its 5 June 1925 “Sea and Harbor, ARRIVED” column, a Tampa journal reported that two Crowell and Thurlow schooners were registered at the associated Florida port. Specifically, *The Tampa Times* (1925:28) commented that the “Charles A. Dean (Am.), Seaboard elevator, Dominican Republic, ballast, to load phosphate. Ella Pierce Thurlow (Am.). Torrey, A. C. L. terminals, Baltimore, [\*discharging] 2,200 tons paving brick”.

On 23 November 1925, a correspondent for the *New York Lumber Trade Journal* (NYLTJ) reported that the “Charles A. Dean sailed from Savannah last week to Miami for the Jones-Young Co., with a [lumber] cargo of 1,500,000 feet”; and that the *Robert L. Bean* was also chartered to transport the same capacity of lumber from Savannah to Miami. Those and several other four and five masted schooners were “carrying exclusively Southern pine” to Florida ports. NYLTJ (1925:41) elaborated on the brisk coastwise trade with this observation.

Jacksonville, Fla., Nov. 23.—The enormous building program under way in the State of Florida is taking practically everything the mills can produce, and in addition, water cargoes are coming in from Charleston, Savannah, Mobile, New Orleans, the Pacific Coast, and some of the Eastern wholesalers having concentration yards are shipping by water to Miami.

Shortly after New Year’s Day 1926, *The Miami Herald* (TMH 1926a) advised readers in its Sea Commerce section that the *Charles A. Dean* was anchored at the foot of N. E. First street loaded with lumber. On Thursday, 18 February 1926, TMH (1926b) reported that the *Charles A. Dean* was both “Due in harbor today” and “Waiting to enter” the Florida harbor.

By Sunday, 28 February, TMH (1926c) reported that the *Charles A. Dean* was anchored in the same port’s “Yacht Basin”. Further details verified that the schooner was loaded with a cargo of lumber for the Virginia Lumber Company and had most recently cleared Savannah. On the same date, at six other schooners under the management of Crowell & Thurlow were also anchored in the same yacht basin with cargoes of lumber.

The 1 March 1926 issue of *American Documented Seagoing Merchant Vessels of 500 Gross Tons and Over* related that the 1143-ton *Charles A. Dean* was owned by the Boston Maritime Corporation of 131 State Street (U.S. Bureau of Navigation 1926:27). *Lloyd’s Register of Shipping for 1927* confirmed that Crowell & Thurlow of State Street, Boston operated 12 steamers and 46 schooners [including the *Charles A. Dean*] (Lloyd’s Register Foundation 1927:48, 1255)

An undated copyrighted photograph presented in the authoritative volume entitled *Sail’s Last Century, The Merchant Sailing Ship 1830-1930* [Conway’s *History of the Ship* series] shows the *Charles A. Dean* at Nova Scotia. Efforts to obtain permission from the British publisher and American copyright holder to use the image were unsuccessful. The very detailed caption [UK style] for the excellent image follows.

*The four-master schooner Charles A. Dean was built at Camden, Maine, in 1919. She is shown here loading plaster at a wharf at Walton in the Minas Basin, Nova Scotia. Twice a day on the ebb of the Minas Basin’s great tides the Charles A. Dean grounded on the hard red mud, so that her keel, some of her frames amidships, and the wharf, took the huge weight of the vessel and her cargo. The vessel was lost on Frying Pan Shoals, North Carolina, in December 1926. (Gardiner and Greenhill 1993:119)*



### ***Charles A. Dean Shipwreck Event (13/14 December 1926)***

On 14 December 1926, the *New Britain Herald (NBH)* printed a dramatic story on its front page entitled “Mutinous Crew Is Threatening Vessel, Ship Aground Off North Carolina—Coast Guard Returns for Guns”. The Associated Press column [originating in Wilmington] follows in its entirety.

The schooner Charles A. Bean [sic], loaded with cross ties, Baltimore to Savannah, is ashore on Frying Pan shoals with her officers reported threatened by a mutinous crew. A message from the coast guard said the captain refused to permit the guardsmen to board the vessel because of the mutiny and that the coast guardsmen had returned to their station for arms with which to force their way on board the ship. Four tugs from Wilmington and Southport have started for the scene. [NBH 1926a:1]

A page-four column entitled “S.O.S.” Calls Heard” of the aforementioned Connecticut newspaper on 14 December commented that “Calls for assistance were received here [Wilmington NC] today from an unidentified four masted schooner reported ashore on Frying Pan shoals. Four tugs are proceeding to the scene from Wilmington and Southport. A heavy gale is blowing”. On the same date, a Norfolk, Virginia informant added additional details about ongoing conditions aboard the grounded schooner. Published by the *Douglas Daily Dispatch* (1926:8) of Douglas, Arizona, the story entitled “Captain And Crew Will Be Taken Off Ship” stated that

NORFOLK, Va., Dec. 14.—(AP)—Armed coast guardsmen on the cutter Modoc, which carries two five-inch guns, tomorrow morning will remove Capt. W. A. Albert, master, and the mutinous crew of the four masted schooner, Charles A. Dean ashore on Frying Pan shoals, off the North Carolina coast, whether they want to leave the ship or not. These were the orders issued tonight by division coast guard headquarters here to the crew of the cutter Modoc, which left Wilmington late today [14 December] for the scene. Coast guardsmen from Oak Island station on the North Carolina coast today found the crew of the schooner in a state of mutiny when they came to her aid. They were not permitted aboard. Both Captain Albert, well known ship master of Boston, who was described as facing the crew single-handed with a gun behind a barricade in the stern of the ship, and members of the crew were said to have ordered the coast guardsmen to keep away from the vessel. The crew also were reported by the guardsmen to have been armed, but the cause of the disturbance on the ship has not been ascertained. Reports to division headquarters, lacking confirmation, said a demented man was aboard the schooner in irons. Coast guard officials were of the opinion that the schooner was driven ashore because Captain Albert was busy defending his life and was not able to steer the vessel properly during a strong easterly wind.

On Wednesday, 15 December, the *NBH* again advised its readers about the alleged mutiny aboard the *Charles A. Dean* implicating both the crew and the captain of patently false activities (Figure 31).

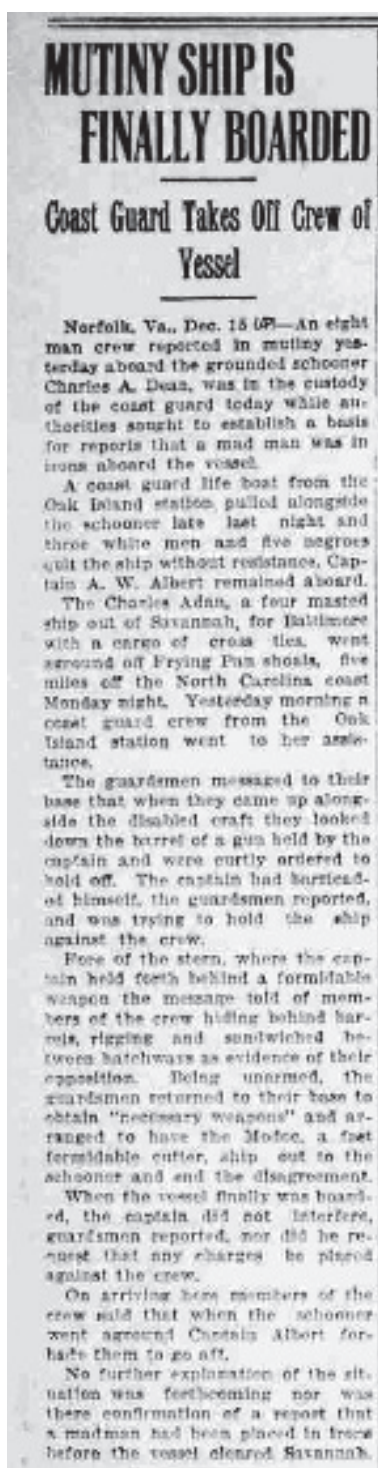
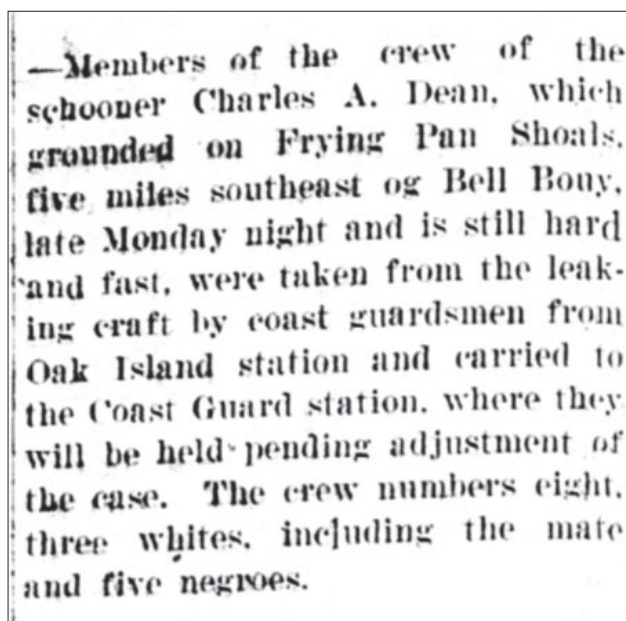


Figure 31. *NBH* 15 December 1926 casualty report (Courtesy of the LOC).

Two days later, *The Independent* of Elizabeth City, North Carolina published a brief report; which appeared to support unofficial allegations suggesting the onboard mutiny theory asserted by the *NBH* and other American newspapers (Figure 32).



—Members of the crew of the schooner Charles A. Dean, which grounded on Frying Pan Shoals, five miles southeast of Bell Bouy, late Monday night and is still hard and fast, were taken from the leaking craft by coast guardsmen from Oak Island station and carried to the Coast Guard station, where they will be held pending adjustment of the case. The crew numbers eight, three whites, including the mate and five negroes.

**Figure 32. North Carolina newspaper account (Courtesy of the LOC).**

Pertinent entries recorded by the Cape Fear Light Station (CFLS) keeper for 13 December 1926 through 17 December 1926, which relied on first-hand accounts and verified on-the-scene information follow.

Dec. 13. Strong to moderate S.W. Partly cloudy, some rain. Doing routine work around station. 14. Moderate S.W. Cloudy rain & fog. Doing routine work and fixing motor boat stuffing box. A four masted schooner ashore on Frying Pan shoals about 7 miles south of the station [Figure 33; Figure 34]. Was seen by the 1<sup>st</sup> ass't keeper and reported to Coast Guard at about 1030 a.m. 15. Strong North cloudy & damp. Doing routine work around station. Schooner still ashore. Tioga standing by. 16. Fresh North Partly cloud & dry. Doing routine work around station. 17. Moderate variable clear & dry. Cleaned Lens and dusted down tower steps. Schooner still ashore on shoal. [?] cutter and tugs have pulled on her for two days.



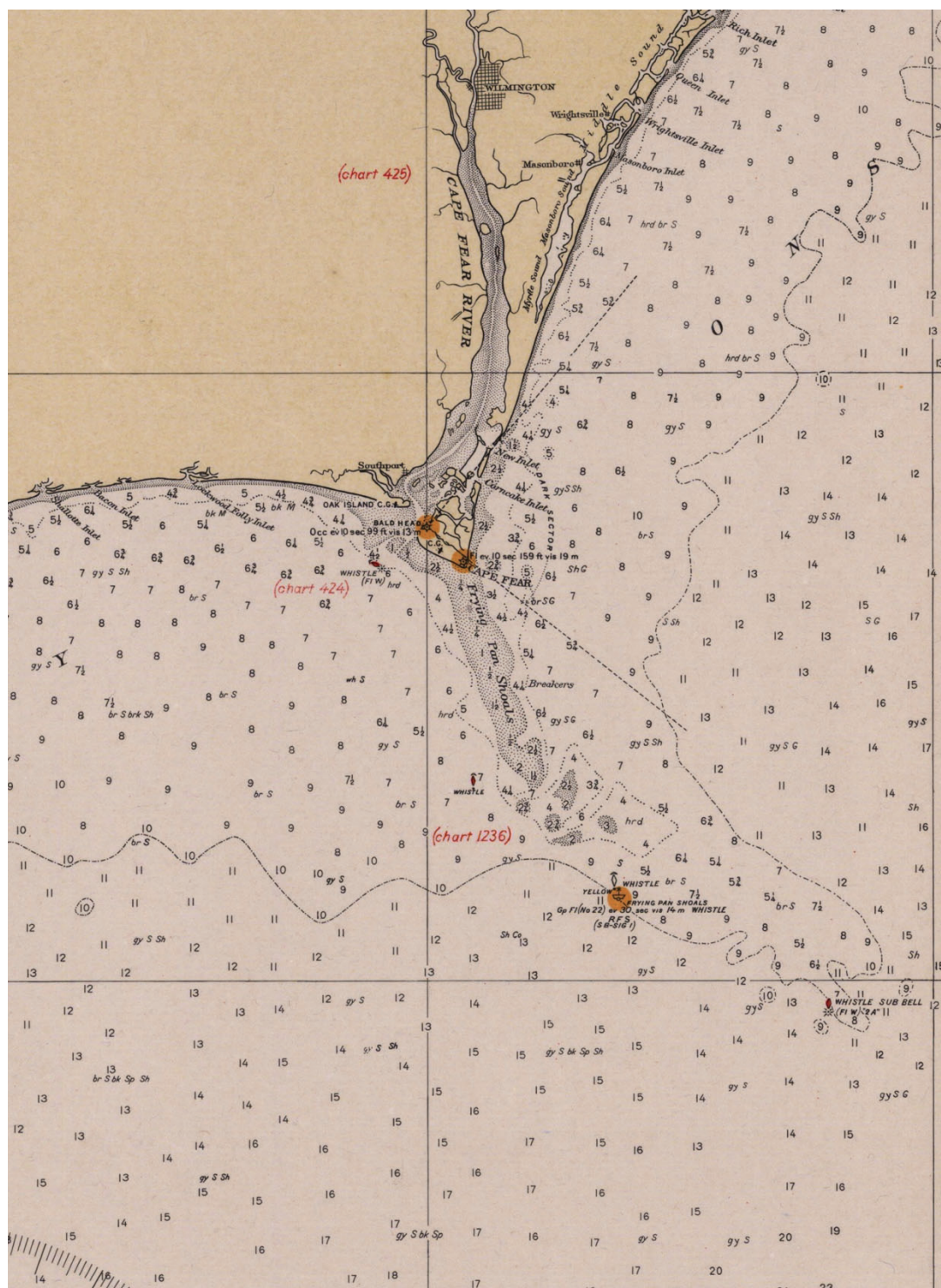


Figure 33. Detail of 1929 USC&GS Chart No. 1110 Cape Hatteras to Charleston Light (Courtesy of the Office of Coast Survey.)

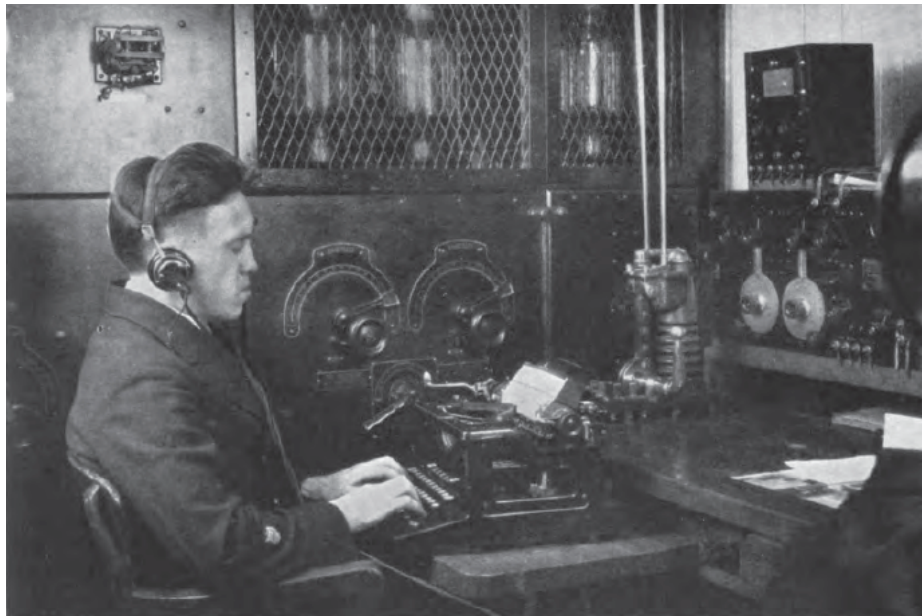




In the “Coast Guard Section” of *Our Navy* (1927:26) published after the distress call, Editor Edward Sullivan simply commented that “The Modoc, on December 17, assisted the schooner Charles A. Dean, which went aground on Frying Pan Shoals. The press reported that a mutiny had broken out aboard the Dean, but the Modoc [Figure 35; Figure 36] reported that such was not the case”.



**Figure 35.** USCG cutter *Modoc*.



**Figure 36.** 1926 image of *Modoc*'s radio room (As presented in: Zeusler 1926:6).

On 20 December 1926, *The Baltimore Sun* reported that the “Cutter Modoc [Figures 37 to 39] and four tugs failed to float schr. Charles A. Dean. Savannah for Baltimore, ashore on Lookout Shoals [sic]; water reduced to three feet in hold; no cargo jettisoned yet”. On Christmas Eve, the owners of the stricken vessel continued to expect a favorable outcome as follows.

Crowell & Thurlow, the managing owners of the Boston schooner Charles A. Dean, which stranded on Frying Pan Shoal, Dec. 13, while on passage from Savannah to Baltimore with 800,000 feet of creosoted railroad ties and was reported in dispatches as being a total loss, stated yesterday [23 December] that the vessel had not been abandoned as a wreck. She has 13 feet of water in her hold but the owners say she is in good condition and can be saved if the weather continues favorable. Capt. Clarence Holden has gone to superintending the work. [*TBG* 24 December 1926:3]

Captain Holden soon concluded that despite concerted attempts to refloat the schooner, it could not be saved and that the valuable cargo destined for Maryland would also be lost. On Tuesday, 28 December 1926, *TBG* commented that

The four-masted Boston schooner Charles A. Dean from Savannah for Baltimore, which went aground on Frying Pan Shoal recently, will prove a total loss, according to advices received in this city [Boston] yesterday by the owners of the ill-fated craft. She is embedded eight feet in the sand and the bottom planking is shattered. The vessel is being stripped by wreckers. [1926b:4]



**Figure 37.** 1926 view of *Modoc's* state-of-the art gyro compass (Presented in: Zeusler 1926:22).





Figure 38. 1926 view of USCG cutter *Modoc*'s bridge (As presented in: Zeusler 1926:5).



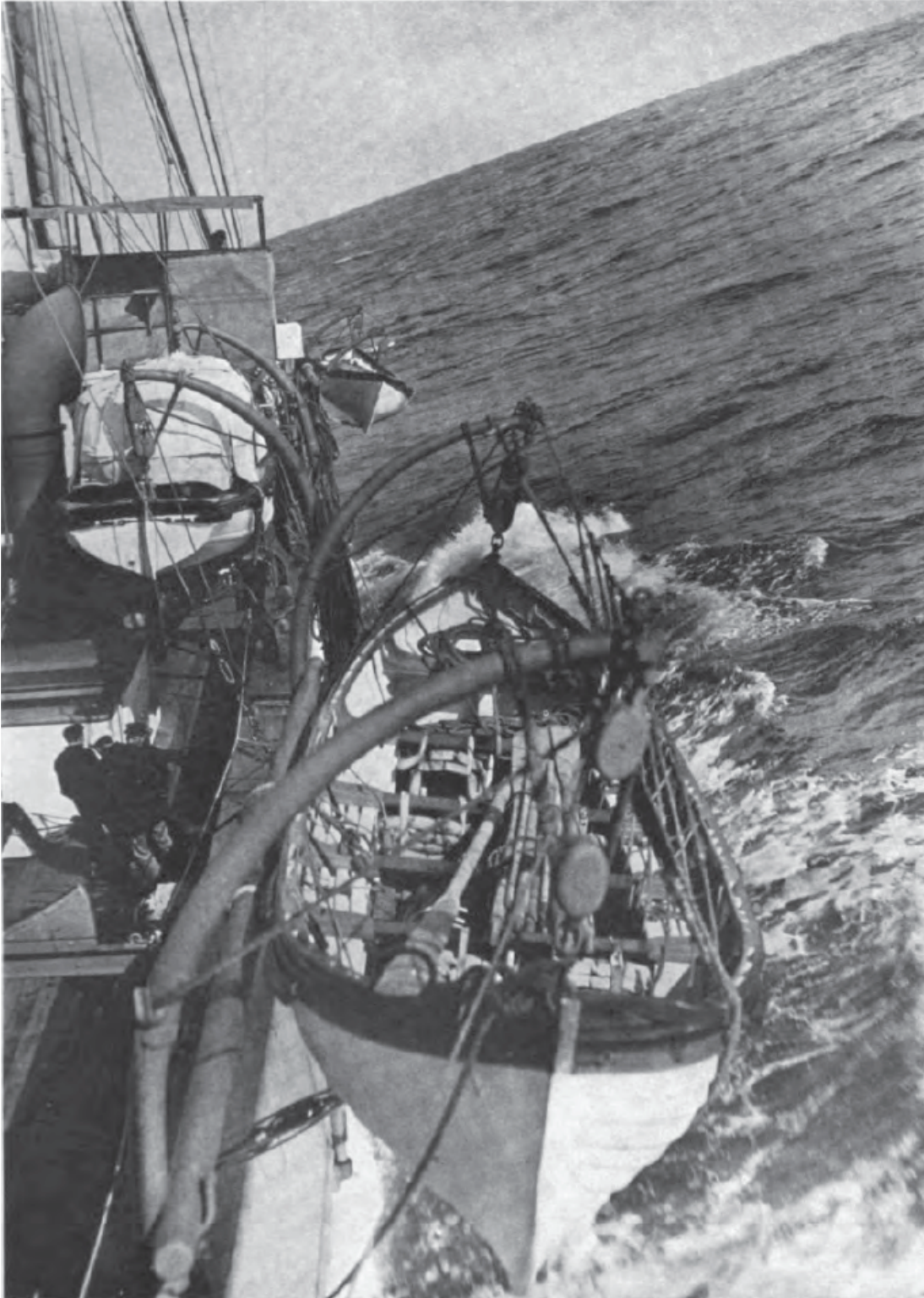


Figure 39. 1926 image of *Modoc* rising broadside to a long swell (As presented in: Zeusler 1926:9).

The most credible shipwreck report was certainly presented by the U.S. Coast Guard. A very lengthy account was memorialized by Lieutenant N. G. Ricketts and included photographs (Figure 40) of the dramatic rescue attempt at Frying Pan Shoals. According to USCG lieutenant Ricketts (1927), the *Charles A. Dean* ... “was bound from Savannah for Baltimore with railroad ties” when Master W. A. Albert apparently mistook an onshore flashing light for the Frying Pan lightship. Important excerpts from the USCG sanctioned account (not yet discovered in American newspapers) follow.

At 1 A.M. on the following day [19 or 20 December 1926] fire broke out on the schooner, where the throbbing donkey boiler, overheated to make steam for the pumps, had ignited the beams under it. A fire and rescue party was rushed over from the Modoc in a surfboat to put it out. With axes and fire extinguishers they crept into the black smoke-filled hold and crawled over the creosoted ties. These ties gave off fumes themselves that nearly smothered one and made the tears run from the eyes. The smoke made it a thousand times worse, but the fire was put out. SHOALS CLAIM PREY. Meanwhile the wind had sprung up suddenly from the northeast, and the Modoc's men were trapped on the wreck with the schooner's crew. Spray covered the schooner as the shoals began to seethe white again. The very elements seemed to be taking a hand to help keep the schooner in the grip of the shoal and to deliver the utmost in human sacrifice into its insatiable maw. The Modoc and the tugs started pulling in the gale, but everything was against them; everything went wrong. Swerved off by the wind, and current, the Modoc lost her port anchor and part of her chain while heaving up to pull. After an hour and five minutes of full powered strain at forced draft, during which the schooner was dragged 25 feet more towards deep water, the great hawser was parted for the second time, and all bets were off. The little tugs wallowed to shelter at Southport, but the Modoc stood by for her men and the schooner's crew. In the afternoon there came a lull, and the station boat, whose crew had been wet, cold, and miserable for four days now, brought off all hands and transported them to the Modoc for safety. The shoals had been cheated of their human prey this time, but they claimed the vessel for their own. [Ricketts 1927]



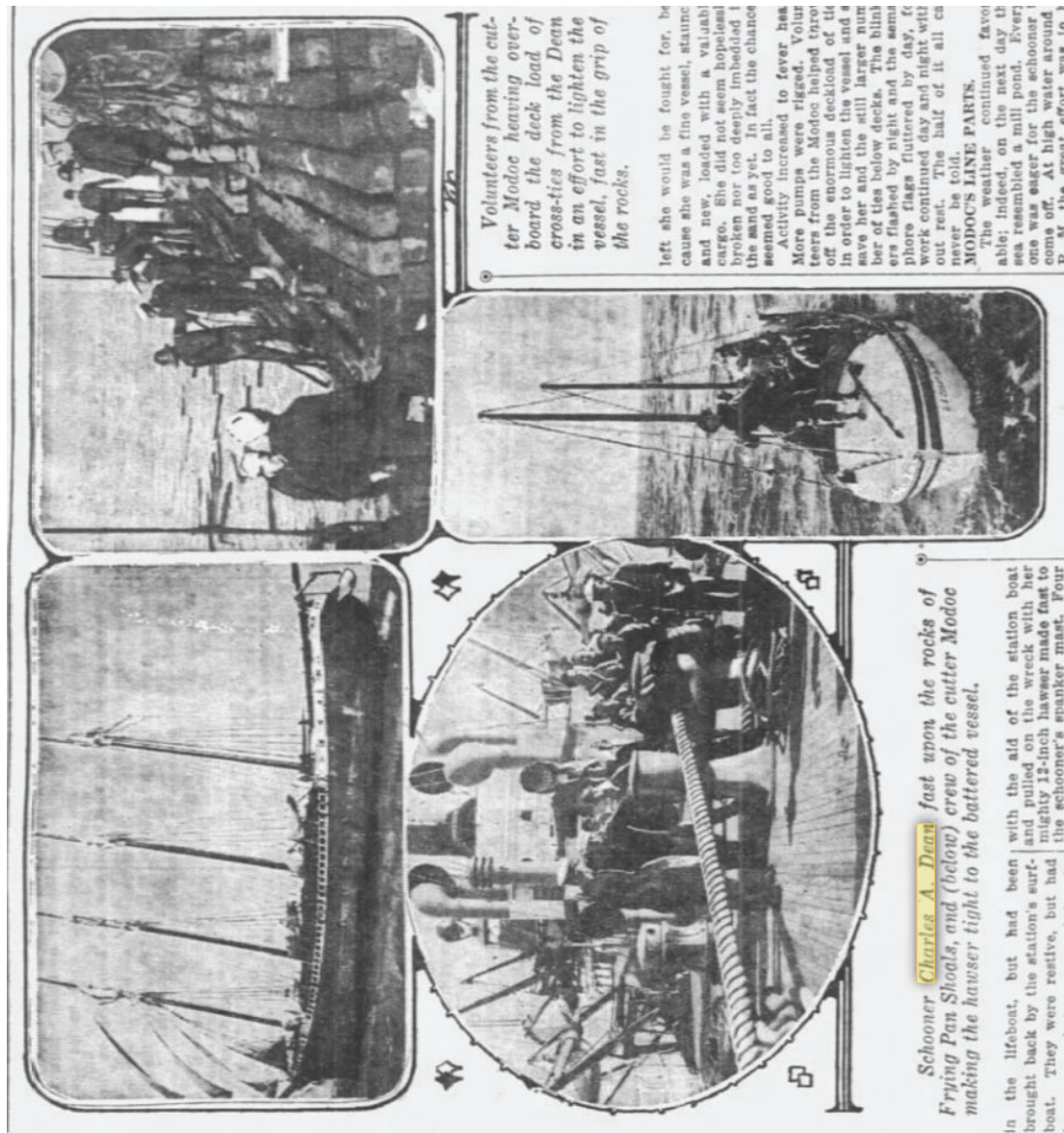


Figure 40. Collage of four official USCG photographs presented in: Ricketts 1927.

On 22 June 1927, a North Carolina newspaper published navigation advice under the headlines; “Derelict Ship Menace At Sea, Schooner Charles A. Dean Floats From Beach and Drifts Southward”. The entire story follows due to its significance.

Loaded with 15,000 water-soaked cross ties, the schooner Charles A. Dean, which grounded recently off Frying Pan Shoals, floated herself today and is drifting down the coast. The heavily laden craft slipped off the bar early in the afternoon [21 June] and was swept in the direction of Myrtle Beach, S. C., moving in the shipping lanes. She is considered a serious menace to navigation. No human hand is aboard to guide the craft as she drifts helplessly in the darkness. Her crew was taken off when the vessel grounded. First reports regarding the departure of the crew was that a mutiny took place aboard the craft, but it was definitely established that such never occurred. (*The Charlotte Observer*, 22 June 1927b:3)

### **Institutional Consultation**

Through the courtesy of the Camden Public Library (Camden ME), historical images of the *Charles A. Dean* and *Blue Peter* and relevant archival information were shared with TAR (Ken Gross to Robin Arnold, elec. comm., 17 May 2022; Ken Gross to Robin Arnold, elec. comm., 23 August 2022). Numerous other digital collections archived in Bermuda, Canada, Maine, Massachusetts, and North Carolina were consulted.

Through the courtesy of the North Carolina Underwater Archaeology Branch (Kure Beach NC), the 31 March 2022 BHB0003: Baldhead Shoals Club Wreck report and complete *Charles A. Dean* Site File were shared with TAR (Nathan Henry to Robin Arnold, elec. comm., 31 May 2022). The author of “Lost Ships of Bald Head Island” (Southerly 2004) was contacted with respect to a potentially relevant image of wreck material photographed prior to November 2004 (Kathy Welliver to Robin Arnold, pers. comm., 15 August 2022). The subject photograph (Figure 41), which *may* show a larger section of the shipwreck under study is presented through the courtesy of Ms. Welliver.





**Figure 41. Undated image of shipwreck remains on BHI (Courtesy of Kathy Welliver).**

### **Correlation with Contemporary R. L. Bean Schooner *Blue Peter***

Briefs, affidavits, and exhibits memorialized in the 347-page New York Supreme Court, CASE ON APPEAL, Charles L. Fuller, *Plaintiff-Respondent*, against Frederick Starr, *Defendant-Appellant* (1924:passim) revealed in-depth construction details about the 230-foot *Blue Peter* which was built at the R. L. Bean shipyard and launched on 4 August 1917 (Dyer 1998:29; Figures 42-46).

The 1918 edition of *Lloyds' Register of Shipping* confirmed that the two-decked wooden schooner's official number, 215501, was related to the "LHSB". Tonnage for the *Blue Peter* was listed as 1234 (gross) and 1105 (net). Dimensions were recorded as; length-205.4 feet, breadth-40.3 feet, and depth-18.9 feet. The vessel's homeport was identified as Rockland, Maine and its owners were identified as "Blue Peter Nav. Corp, (W. & S, Job & Co. Mgrs)". Built for "the English government" (Dyer 1998:28), the four-masted schooner presented very similar tonnage, dimensions, and construction details as the *Charles A. Dean* (See expanded launch details for the *Blue Peter* presented in Appendix C).



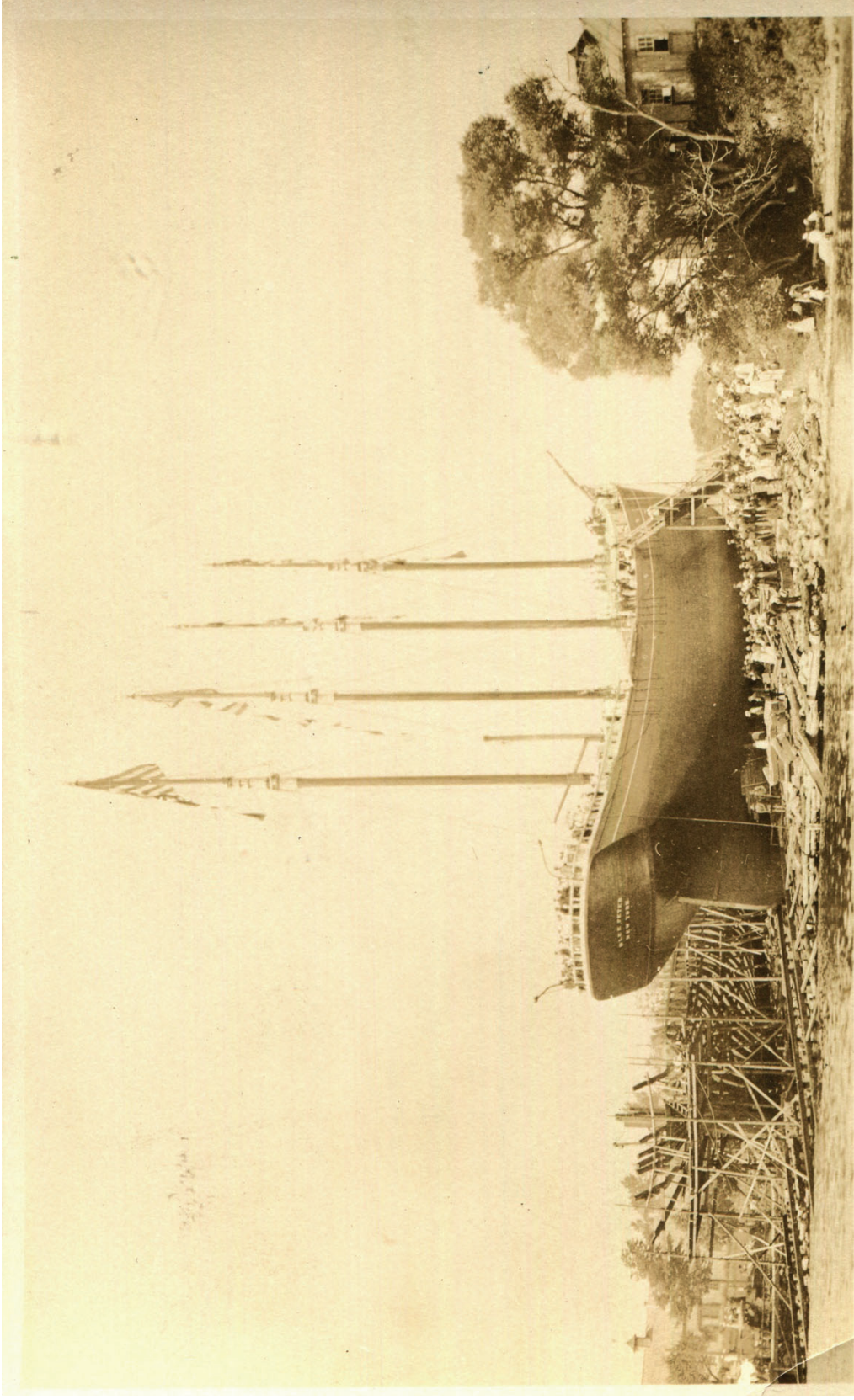


Figure 42. *Blue Peter* under construction at R. L. Bean shipyard (Courtesy of the Barbara Dyer Collection).



## BLUE PETER MAKES CAMDEN HOLIDAY

Camden, Me., Aug. 5.—The four-masted schooner Blue Peter, named in honor of the English Jack, was launched from R. L. Bean's shipyard Saturday. The local band played and the occasion was made a holiday.

The vessel was christened with flowers by Miss Myrtle Bean, daughter of the builder.

The Blue Peter has a gross tonnage of 1200 and a net tonnage of 1100, her carrying capacity being about 2000. Her dimensions are: Length over all, 130 feet; length of keel, 130 feet; breadth of beam, 40 feet; depth of hold, 19 feet. The vessel has a hardwood bottom and spruce top, and is planked and ceiled with hard pine. The four Oregon masts are each 102 feet long, and the topmasts are 45 feet long. There are two full decks, with a poopdeck extending 12 feet forward of the after house.

She is the third vessel launched from the Bean yard this year, and another schooner will be ready for launching there by Nov. 1.

Figure 43. 6 August 1917 *Daily Kennebec Journal* article (Courtesy of the LOC).



Figure 44. August 1917 launch of *Blue Peter* (Courtesy of the Barbara Dyer Collection).





Figure 45. August 1917 launch of *Blue Peter* (Courtesy of the Barbara Dyer Collection).



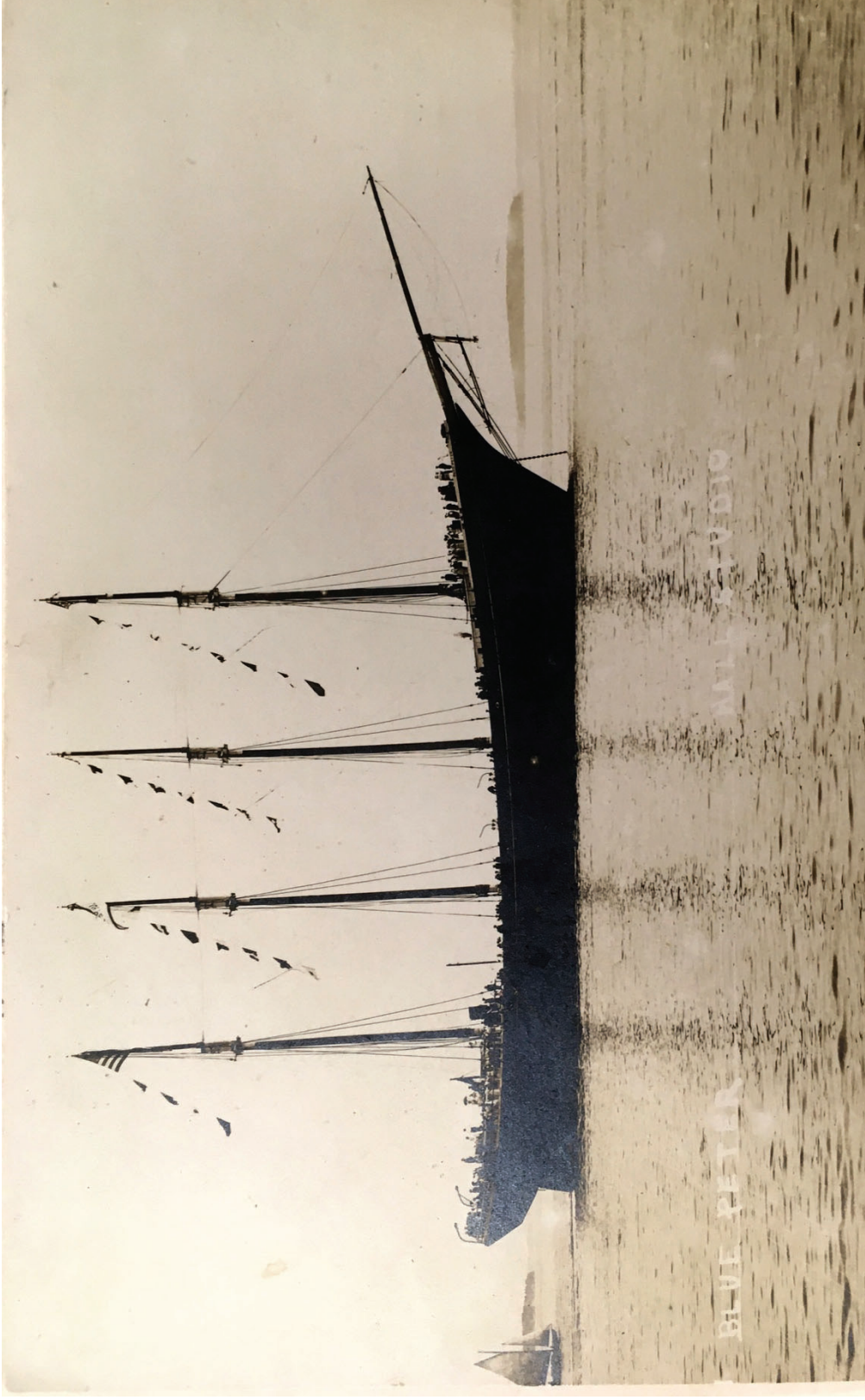


Figure 46. Schooner *Blue Peter* at anchor, August 1917 (Courtesy of the Barbara Dyer Collection).

## Conclusions and Recommendations

The historical evidence and design and construction features of the BHI wreck remains are conclusive in the opinion of the principal investigator. This circumstance appears to be an excellent example of shipwreck remains being identified in conjunction with maritime research. Analysis of the surviving BHI vessel structure provides some diagnostic insight into potential shipwreck associations. The size of futtocks, top timbers, hull planking and particularly the shelf clamp timbers suggests that the associated vessel could have been from 180 to as much as, or even more than, 200 feet in length. Heavy deck beam rebates suggest a vessel designed for cargo stowed below as well as carried on deck.

Analyses of wood samples recovered from the wreck were carried out by Dr. Carol Griggs of the Cornell-Tree Ring Laboratory, Ithaca, New York. Samples from the shelf clamp, frames, and hull planks were identified. None of the timbers proved to be yellow pine as originally thought. Instead, the samples consisted of Douglas fir, Sitka spruce and larch. Those Northwest coast wood specie identifications proved to be a surprise. Not surprising, the trunnel proved to be crafted of locust; a traditional New England specie employed for fasteners (Carol Griggs to Gordon Watts, elec. comm., 5 July 2022). The BHI wood samples continue to be analyzed by Dr. Griggs; a formal report is pending [30 August 2022].

Analysis of the structural remains might never have been sufficient to reliably identify a specific vessel association. In this case, historical research generated conclusive evidence. On 13 December 1926 the *Charles A. Dean* went aground on Frying Pan Shoal. In spite of efforts by USCG personnel assigned to the cutter *Modoc* to save the ship, the *Charles A. Dean* settled into the shoal. When deteriorating weather made conditions at the site too risky, salvage operations were abandoned. The *Charles A. Dean* broke apart scattering elements of both vessel and a cargo of railroad ties along Frying Pan Shoals and the Smith Island shoreline.

In William Armstrong Fairburn's definitive six-volume *Merchant Sail* series, the acclaimed naval architect and marine engineer remarked of the historical significance of the *Charles A. Dean* in this manner.

The big schooners built in the Camden-Rockport district after the construction of the *Katherine D. Perry* of 1125 tons in 1891, were generally for Massachusetts, New York, New Jersey, and Pennsylvania owners. The last vessel built in the area, the schooner *Charles A. Dean* of 1, 143 tons, was constructed for the Boston Maritime Corporation [a Crowell & Thurlow company] in the post-war year of 1919 after shipbuilding had been terminated in the area for a period of ten years. [1945-1955, vol. 5, p. 3448]

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1922 “Brings Cargo of Molasses”. In: *The Boston Globe*, Friday, 24 February, p. 11. Boston, MA. Courtesy of Newspapers.com.

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1924 “Port of Boston.” In: *The Boston Globe*, Wednesday, 25 June, p. 7. Boston, MA. Courtesy of Newspapers.com.

1926a “Port Of Boston”. In: *The Boston Globe*, Friday, 24 December, p. 3. Boston, MA. Courtesy of Newspapers.com.

1926b Port Of Boston. Grounded Boston Schooner Will Be Total Loss.” In: *The Boston Globe*, Tuesday, 28 December, p. 4. Boston, MA. Courtesy of Newspapers.com.

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1927 “Derelict Ship Menace At Sea, Schooner Charles A. Dean Floats From Beach and Drifts Southward.” In: *The Charlotte Observer*, Wednesday, 22 June, p. 3. Charlotte, NC. Courtesy of Newspapers.com.

### Committee of Lloyd’s Register

1918 *Lloyds Register of Shipping; From 1<sup>st</sup> July, 1918, to the 30<sup>th</sup> June, 1919, Volume I-Sailing Vessels, Owners, &c.* Committee of Lloyd’s Register, London, England.



1919 *Lloyds Register of Shipping; From 1<sup>st</sup> July, 1919, to the 30<sup>th</sup> June, 1920. Volume I-Sailing Vessels, Owners, &c.* Committee of Lloyd's Register, London, England.

1923 *Lloyds Register of Shipping; From 1<sup>st</sup> July, 1923, to the 30<sup>th</sup> June, 1924, Volume I-Sailing Vessels.* Committee of Lloyd's Register, London, England. Courtesy of Internet Archive <archive.org>

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## Appendix A



# BOARD OF TRADE JOURNAL

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BOARD OF TRADE BUILDING—Wm. A. Wheeler, Maurice C. Rich, Frank M. Low, Guy W. Davis, J. Henry Rines.

In the death of John W. Penney, of Mechanic Falls on the 1st inst, there passed out of the Board of Trade circles of Maine one of the oldest and strongest advocates of organization work in the promoting of general business interests. He caused the creation of the Mechanic Falls Board, and during its first eleven years of life presided over its destinies with signal success. He also took a deep interest in the State Board, and until recent years seldom missed a meeting. Mr. Penney was an able historical writer, and on several occasions contributed most interesting articles to these columns. The world is better for having possessed a John W. Penney.

.\*

That was a great stunt little old Boston pulled off last month when, in fourteen days, it not only raised through popular subscriptions the \$500,000 it wen after for a new Young Men's Christian Association, but incidentally added an extra \$14,377 for good luck, besides having pledges for a number of extra thousands to be called for in case of an emergency. It warms the blood to witness such a spontaneous civic movement right in the heart of the so-called cold and conservative New England. "The spirit of the West" has been strikingly exemplified in this first step of the 1915 movement, and will without doubt be an inspiration for the greater achievements now being mapped out.

.\*

President Taft in a recent speech gave splendid advice when he urged the young men to go into farming rather than into the profession. Maine holds out splendid inducements to the wise ones who may see fit to follow his suggestion. Scientific farming is fast replacing former slipshod methods, and the profitable results are at last tending toward the rehabilitation of many abandoned farms through this section of the country.

The use of the farm for school purposes is winning its way not only where it is desired to train young persons to farm pursuits, but for its general advantages. The farm furnishes many opportunities for scientific study. It has its geology, its chemistry of soils, its plant life, its insects and animals, its birds, and besides, the conduct of a farm requires a practical knowledge of agriculture, some mechanical skill, and, in order to make it profitable, a knowledge of the markets and commerce. A farm school near a city where the school system may co-operate with the farm school, and where this sort of training may be accessible to large numbers, would be a good addition to the present educational scheme. Many youths, if they had some familiarity with farm work, especially an intelligent grasp of its varied character.

## Where Vessels are Built Upon Honor

**T**HE shipbuilding industry is still of the highest importance to Maine. There was a time when the Maine-built clipper ships were the best of the merchant marine fleet of the United States, and today we are naturally proud of the splendid products of the shipyards of the State, and those who know anything of shipbuilding in Maine have heard of the veteran shipbuilder, H. M. Bean, of Camden.

Mr. Bean was born in Chatham, N. H., July 9th, 1836, and came to Camden in the fall of 1875. He became at once interested in shipbuilding and established a yard, built many vessels, seventy-two in all, and made for himself a reputation for fair dealings and for his yard that of turning out the best work. His vessels were literally "built upon honor" as the term is; no man in his line stood higher than he, and his yard had an inter-



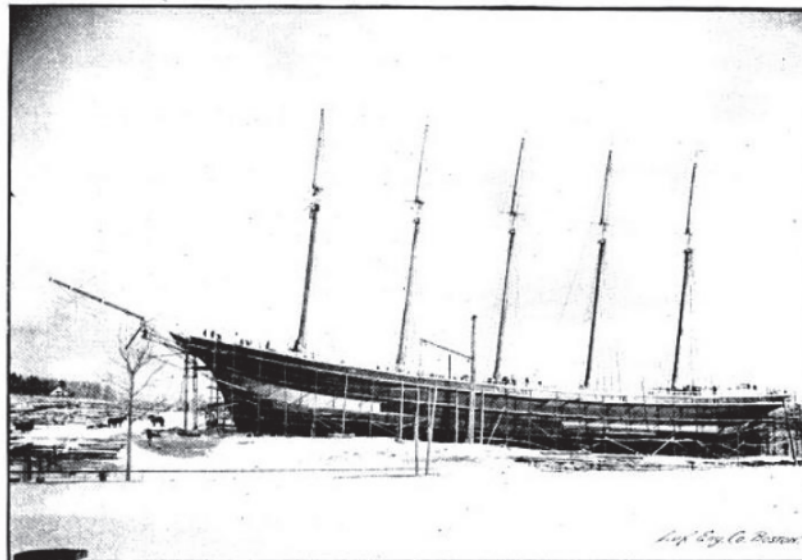
H. M. Bean, the Veteran Shipbuilder

national fame for the best possible work. The same policy is still followed by his son and successor, R. L. Bean.

Mr. Bean built, it is claimed, more vessels large and small than any other man. He built the second four master, the Jonathan Bourne, built in the world. He built the John B. Prescott, the second five-master, and then the George W. Wells, the first six-master, today the fastest wooden schooner afloat.

Mr. Bean conducted his business alone until 1899, when he took into partnership his son, R. L. Bean, and the firm became H. M. & R. L. Bean. In the spring of 1908, he sold his interest in the famous yard to his son R. L. Bean, who is now the sole proprietor.

The yard is finely located on Sea street at Camden, and is close to the steamboat landing. It contains six and a half acres, and the plant is equipped with every possible facility for shipbuilding, and for the turning out of the best possible



The John B. Prescott, built at Bean's Shipyard, Camden, Maine



work. The motto of the firm has been "Only the best" and it is the rule carried into practice everywhere. Whoever builds a vessel should take into consideration the fact that the lives of brave men as well as cargoes of great value must depend upon the material he uses and the workmanship he puts into it, and that has always been kept in mind by those who have in any capacity been employed in the yard, and in his way every man there is a co-worker with the proprietor in the doing of good work.

A first class and thoroughly equipped blacksmith shop is one of the important departments of the yard. The best of raw material is used, and then the iron work is all turned out there and every part of it is thoroughly tested before it is used. There is a finely equipped mill for the wood work, provided with the best and most modern machinery.

Mr. Bean buys the best of Oregon pine in the logs for the masts and spars, and the same care in selecting the material is seen in every part of the plant. The complete rigging is also executed there. Under the management of the present proprietor the old-time reputation of the yard for the doing of the best possible work has been more than maintained because Mr. Bean has stood ready at all times to adopt new methods or to give a friendly reception to new inventions. He launched the



Sch. Frank E. Swain,  
Launched April 8, 1909, at Bean's Yard, Camden, Me.

three-masted schooner Frank E. Swain, with a capacity of 600 tons April 8th 1909. Oct. 27th, 1909, he launched the three-masted schooner Frank M. Low. She has a capacity of 850 tons and was designed, built and fully rigged in the yard and was ready for sea when she took the water.

The yard is one of the best located and equipped in Maine, and that is saying a good deal because there are many fine yards still on our coast. Being a thorough believer in patronizing home industry he has tried to make his business of real use to the town. He employs at good wages about sixty hands, and they are local people and all good workmen. R. L. Bean was born at Tennants Harbor, Me. in 1873, and, of course, was brought to Camden when his parents moved there. He was educated in Camden and worked with his father until he became

his partner and was practically brought up in the business. He is thoroughly convinced that the Maine-built ships of today are better even than the old time and world-famed clipper ships of the past, and he is very proud of the records made by the strong and speedy vessels built at his yard.

In 1900 Mr. H. M. Bean built vessels with a total of 64,000 tons, the largest sum total of sailing tonnage ever built by one man in one year. Mr. Bean is an active member of the Camden Board of Trade.

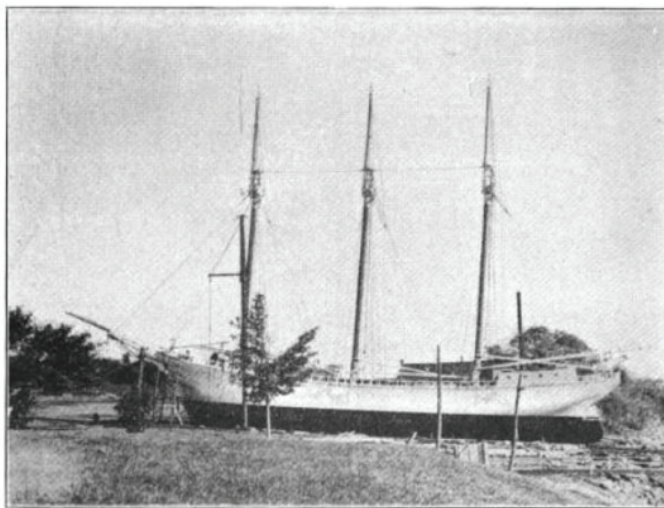


Photo by Hall, Camden

Schooner Frank M. Low  
Launched October 27, 1909 from Bean's Shipyards, Camden, Maine



## Appendix B

## Public Library Corner

Circulation for Feb. was, fiction 244, class books 142, juveniles 24, total number 1,156.

In the Auditor's Report of this month, for the year 1918, will be found the library report of the treasurer, Hon. Reuel Robinson, and the librarian. This information is given for those who often ask questions concerning the library work. As the library was closed twice during the epidemic there will be seen a smaller number in circulation than in previous years.

For the next Loan in April, our librarian has again been appointed by the Women of America as Town Chairman. She has been appointed also by that organization as Town Chairman of the W. S. S., of which further particulars will be given later.

Our young friend Maude Quinlan, who was so pleased with our small library has left us for her home in Baltimore. We trust that all who have the benefit of large home libraries will be as grateful for such entertainment as this library affords as this young lady has been.

Givers of books to the soldiers are Mrs. Marcellus Metcalf and Mrs. Caroline S. Sablin, and we wish to say that since last week we have received a communication from the State Superior of the A. L. A., Mr. Dunnack, our State Librarian, requesting more books for our soldiers on the hospital ships. He says: "These ships are arriving at the port of Portland at the rate of one every 14 days. When a ship has left its passengers it returns for others, and an effort is being made to place plenty of reading matter on each ship when it starts on its return voyage, with instructions not to have any of the boxes opened until the vessel sail from France or England. The last ship that returned to Europe carried 1,100 magazines and 300 books. You will readily understand that Portland alone cannot keep up that supply and we are asking you to send what you can of books and magazines once to the Portland Public Library. Please bear in mind that the magazines should not be more than two months old. It will be a matter of great satisfaction to the wounded men, the co-operating societies and this office if you will consider this a standing request and will make every effort to keep a supply of reading matter arriving steadily at the Portland Public Library."

Now, good citizens, this is your pleasure to supply these books and it will be my pleasure to tab and pocket them and prepare them for shipment. Please be generous with your books as you are no doubt generous in other matters, and send me in a good supply for our wounded soldiers.

LIBRARIAN.

## Ladies' Night Brilliant Success.

The annual observance of Ladies' Night of the Camden Business Men's Association Friday evening was the usual big social event and a real old-fashioned good time. Everyone was alive and ready for a good time and the good music inspired them all.

There was a large attendance of members and their ladies, especially of the ladies. Another thing that gave life and interest to the evening was the presence of all soldiers and sailors of the world's war, who were invited and they certainly enjoyed themselves.

The decorations of the hall were in excellent taste and very attractive. During the dancing excellent fruit punch was served by young ladies from the High School.

At intermission refreshments of ice cream and cake were served.

The social committee had charge of the arrangements and are certainly to be congratulated upon the success.

The following are the officers of the club: President, F. G. Currier; Secretary, D. T. Ware; Social Committee, Walter Elliott, Geo. E. Allen, J. H. Parsons, F. J. Wiley and E. B. Clark.

The floor was in charge of L. M. Chandler. Marston's orchestra furnished the music.

## Card of Thanks

We wish to thank our friends and neighbors for their kindness in our bereavement.

MRS. BESSIE WALKER,  
MRS. GEO. McDONALD.

## BEAUTIFUL LAUNCHING

### Schooner Charles A. Dean Joins America's Fleet

The four-masted schooner Charles A. Dean was scheduled to launch on Wednesday, but as the same owners were interested in a launching at Belfast on that date Mr. Dean kindly set the date ahead to Tuesday, and so at 12:25, March 4th, this beautiful schooner, fully rigged and all ready for sea, glided into the harbor with the "joyous leap" immortalized by the poet. Her keel was laid at quite a sharp pitch so her start was quick and she indeed seemed eager to reach the sea. Her plunge and bow were very graceful and the launching could not have been smoother or more successful. A beautiful bouquet of roses was chosen by Miss Quinlan, daughter of Capt. Peter Quinlan of Baltimore and who has supervised her construction.

Capt. Quinlan is well satisfied with this fine vessel and well he may be, for no better built vessel has ever been launched on the Atlantic coast. No work or expense has been spared to make her as staunch and as smooth as possible and her model is just right so that she will be a good cargo carrier.

The following are some of the interesting details of her construction: Keel, 180 feet; beam, 41 feet; depth of hold, 20 feet. She has four tiers of main keelson 14x14 and two tiers of sister keelson 14x14. The ceiling commences 12 inches thick at side of sister keelson and continues 12 inches thick to upper deck rail. She is square fastened with one and one-half iron and edge bolted between every frame. The lower deck beams are 13x13 and the upper deck beams are 10x14. The outboard planking has three strakes of garboard, eight inches thick, and the balance of the planking is five inches thick to rail. The four Oregon masts are 100 feet long each and the four topmasts, jibboom and spunkboom are of Oregon pine, while the balance of the small spar spars are of spruce. She carries 180 fathoms of one and seven-eighths chain and has two stockless anchors, weighing 4500 pounds each. Knowlton Bros. of Camden furnished the windlass, blocks and all castings. Other Camden firms who furnished

important parts are A. H. Parsons, the plumbing; J. C. Curtis, the hardware; F. L. Curtis, the furniture; Carleton Pascal & Co., the crockery; and the small boats, one a power boat, were built by A. G. Young. The sails were furnished by J. A. Duntun of Boothbay Harbor and the electrical equipment by McKinney and Waterbury of Boston.

The schooner has two houses. The engine room, gallery and forecastle are in the forward house. The after cabin is finished in oak and has hardwood floors. The sails and anchors will of course be handled by steam power.

The following skilled men have been in charge of the various departments of the work: Will McAuley, foreman, assisted by his brother, Douglas McAuley; H. C. Small, joiner; Charles Dougherty, boss blacksmith; Will Wentworth, boss fastener; J. Frank Thomas, painter; H. P. Buchanan, caulker; E. H. Bohndell, rigger; L. C. Cooper, adz work.

The net tonnage of this schooner is 1060 tons and she will have a carrying capacity of about 1800 tons. She cost approximately \$200,000.

This schooner like the one launched by Mr. Bean last fall, is for Crowell & Thurston of Boston, who are having so many fine schooners constructed. They wanted the best schooner that could be built. The most exciting critic must admit that Mr. Bean has given them just what they wanted.

Two years and eight months ago the site of Bean's shipyard was a bare field with no buildings, no machinery or shipbuilding tools. Within that time a well equipped shipyard has been put into operation, seven big schooners have been built and launched, the eighth is all framed and partly ceiled in the frame of the ninth is lying in the yard. About \$1,000,000 worth of vessel property has been added to our merchant marine and a crew of 80 to 100 men at good wages have been constantly employed. Verily, things do move, when R. L. Bean puts his energy and enterprise behind them.

## Monday Club, Open Meeting.

The last open meeting of the season was held March 3d at Porter Place, Miss Elizabeth D. Porter, hostess, who with gracious hospitality, did everything to make it pleasant for all. The entertainment committee were most fortunate in securing the services of Mr. Dwinall, who gave an interesting account of Aaron Burr, picturing him in a new and agreeable light.

The musical numbers were equally pleasing and both pianist and soloist were most generous, responding to encores and furnishing music while supper was being served, adding greatly to the enjoyment of all.

Miss Corin took us by storm, as we were not prepared for such finished and expressive playing, accomplished with such modesty and naturalness.

Miss Perry, sweet soprano voice was like that of the thrush or song-sparrow, bringing to our minds thoughts of summer and things cheery and happy.

Both young ladies possess fascinating personalities and we wish them success.

It was, indeed, an ideal program, while the supper which followed was one to elicit praise from the most critical epicure and was partaken of with zest and appetites fitting to the viands.

Program:

Piano solo, Theme with variations

Miss Corin

Vocal—Group of Three Songs:

I Know a Lovely Garden,

If You Have a Sweetheart,

His Favorite Flower.

Miss Perry

The Romantic Career of Aaron Burr,

Song, (by request) Nymphs and Fauns,

Miss Perry

Piano, Spanish Waltz, Miss Corin

Live in Today.

Do today's duty, fight today's temptations, and do not weaken and distract yourself by looking forward to things which you cannot see, and could not understand if you saw them.—Charles Kingsley

## Corporation Meeting.

The annual meeting of the Camden Village Corporation was held Tuesday evening. It was a quiet meeting and all the officers were re-elected with one exception as follows: Clerk, J. L. Tewksbury; 1st assessor, F. G. Currier; 2d assessor, Walter Elliott; 3d assessor, George A. Mixer; treasurer, F. L. Curtis; collector, J. J. Paul. The sum of \$1036 was raised to pay interest on the debt and \$315 to pay officers salaries. No appropriation was made to pay on the debt. This is a departure from the policy which has been pursued for several years of raising \$1000 each year to reduce the debt and it was certainly a great mistake from a business point of view, as the outstanding notes are drawing 5 and 6 per cent. interest and this year there was even a stronger reason than ever before for reducing the debt as fast as possible.

## Open Forum.

The Open Forum is growing in numbers and interest. The discussions are lively in tone and splendid in quality. Last Sunday experienced a large attendance and a lively discussion of Bolshevism from many points of view.

The subject for next Sunday, "Beneficial Social Service," will be opened for discussion by Rev. T. M. Griffiths of the Baptist church. The meeting is at 3 o'clock. All the men in Camden are invited.

## George C. Reddy

George C. Reddy, formerly of Pictou, N. S., passed away at the home of his daughter, Mrs. Bessie Walker on Megunticook St., Tuesday night, after a lingering illness. Mr. Reddy is survived by three daughters, Mrs. Bessie Walker of Camden, Mrs. MacDonald of Dorchester, Mass., Mrs. Estelle of Seattle, Wash., and one son, Clifford Reddy of Annapolis, Mass., also by several brothers. Pictou and Halifax papers please copy.

## Knox County Probate Court.

FEBRUARY TERM, 1919.

Will probated: John H. Beverage, late of North Haven, Cora B. Beverage, executrix; Nathaniel E. Cummings, late of Union, Estelle G. Cummings, executrix; George R. Urquhart, late of Vinalhaven, Elizabeth Urquhart, executrix; Maria S. Washburn, late of Thomaston, Francis A. Washburn, executor; Jane M. Hahn, late of Warren, Willard E. Hahn, executor; Alden G. Keller, late of So. Thomaston, Charles S. Watts, executor; Elroy V. Banks, late of Waipole, Mass., Henry Lewis Banks, executrix.

Wills filed for notice: Emily C. Dunbar, late of Camden, naming Maurice Dunbar, executor; Rosa L. Nash, late of Washington, naming Harold Nash, executor; Lydia A. Lane, late of Vinalhaven, naming Wm. R. Lane, executor; Patience S. Hopkins, late of Vinalhaven, naming Carrie A. Buras, executrix; Charles C. Payson, late of Somerville, Mass., naming Howard R. Whitney and Angie W. Perry, executors.

Petitions for administration granted: Estate George P. White, late of Rockland, Lena H. Lawrence, administratrix; estate James G. Babbidge, late of Rockland, Florence A. Keene, administratrix; estate Carolyn W. Brown, late of Rockland, William H. Brown, administrator.

Petition for administration filed for notice: Estate William A. Carroll, late of West Rockport, naming Mamie J. Carroll, administratrix.

Petitions for administration filed and granted: Estate Hannah L. Conary, late of Tenant's Harbor, Alan L. Heil, administrator, estate Ellen C. Heil, late of Camden, John S. Gould, administrator; estate Robert C. Bicknell, late of Rockland, Frances Bicknell, administratrix; estate William E. Vinal, late of Thomaston, Charles H. Westburn, administrator; estate Francis C. Thomas, otherwise known as Fannie L. Thomas, late of Rockland, Philip J. Thomas, administrator; estate Edna R. Watts, late of Warren, N. B. Eastman, administrator; estate Aldensia Simonton, late of Rockland, Frank B. Miller, administrator.

Petitions for guardian filed: Estate Lydia A. Clark of Rockland, naming Catherine Sullivan, guardian; estate Jennie Johnson of Warren, naming Ignatius Bakka, guardian.

Petition for conservator filed and granted: Estate Hiram M. Bradstreet of Vinalhaven, Jesse E. Bradstreet, conservator.

Petition for license to sell real estate granted: Estate John P. Tyler, Mary E. Tyler, administratrix.

Petition for license to sell real estate (proceeds vested) filed for notice: Estate E. Merle Rokes, Nahlala H. Rokes, guardian.

Petition for license to convey real estate and distribute granted: Estate Lavinia M. Snow, Edward K. Gould, administrators.

Petition for license to sell personal estate filed and granted: Estate John Lash, Jessie M. Lash, executrix.

Petitions to determine inheritance tax granted: Estate Edwin C. Fletcher, Charles C. Wood, executor; estate Margaret A. Hart, Josiah W. Hupper, administrator; estate Charles H. Storer, Everett L. Storer, administrator.

Petition to determine inheritance tax filed for notice: Estate Ada F. Tarr, George A. Tarr, administrators; estate Helen S. Vining, Edward K. Gould, executor; estate Edward H. Babbidge, Nancy M. Babbidge, executrix.

Accounts allowed: Edwin C. Fletcher, first and final, Charles C. Wood, executor; estate Pasqualina Tamponi, first and final, Rosario Tamponi, administrator; estate Henrietta H. Paul, first and final, Alan L. Bird, administrator; estate Charles H. Storer, first and final, Everett L. Storer, administrator; estate Almatia A. Sanford, second and final, Leonard R. Campbell, executor.

Accounts filed for notice: Estate Clarence H. Howe, administrator; Willard C. Howe, administrator; estate Annie Reynolds, first and final, Josiah Reynolds, administrator; estate Julia F. Poole, first and final, Clara E. Smith and Walter H. Ingerson, executors; estate Olive A. Pope, first and final, John H. Wilson, executor; estate Irene C. Lermond, first and final, Addie Lermond, executrix; estate Lavinia M. Snow, second, Edward K. Gould, administrator; estate Adelbert J. Tolman, first, Frank B. Miller, administrator; estate Silas M. Davis, first and final, Lena Davis, executrix.

Accounts filed and allowed: Estate Ada F. Tarr, first and final, George A. Tarr, administrator; estate (guardian)

## WAR BRIDES! THE WAR IS OVER.

Plan for a Home as well as His Homecoming

Let him know that his sacrifice for the cause has not been fruitless. Let us make you suggestions how to start your home whether you have the capital or not. We will start you right, figure out your building problems and furnish you estimates free.

## BARGAINS IN WALL BOARD

We have on hand to sell at a discount of 20 per cent. from the regular price White and Quartered Oak Finish. This is scarred slightly but does not harm its surface for painting. Why not convert your attic space into attractive rooms. We will gladly estimate your requirements.

Odd lots of Lumber, suitable for small building, to be sold at a bargain.

Our Coal is the best quality of Scranton, which will last longer than most coal. Burns up clean, leaving a fine white ash. Try a small lot and be convinced.

## M. C. WHITMORE & CO.

BAY VIEW ST., CAMDEN

## Y. M. C. A. Notes.

(an) Harland R. Bird, second, Nellie W. Bird, guardian; estate (guardian) Mary W. Bird, second and final, Nellie W. Bird, guardian; estate Albie S. Vezale, first and final; Joseph J. Vezale, administrator; estate Mary G. Anderson, first and final, Edwin A. Anderson, administrator; estate (guardian) Gladys Klark Seavey, first, Edward K. Gould, guardian; estate Susan A. Oxtun, otherwise known as Aravesta S. Oxtun, first and final, Mabel E. Oxtun, executrix.

Petitions for allowance filed for notice: Estate Stephen G. Bowes, naming Helen Gleason Bowes; estate Harry D. Shute, naming Evelyn C. Shute.

Petition for confirmation of trustee granted: Estate Emeline A. Spear, Angelica S. Graves, trustee.

Petition for change of name granted: Gladys Virginia Havenen changed to Arlene Virginia Havenen.

Inventories filed: Estate Gilbert Marshall Foxwell, \$403.39; estate John F. Bennett, \$800.00; estate Owen Whicavay, \$2,350.00; estate Arthur Clark, \$210.00; estate Percy Montgomery, \$305.49; estate Lizzie M. Simpson, \$9,300.00; estate Abbie S. Vezale, \$1,535.97; estate Olive A. Pope, \$797.14; estate Carrie F. Hill, otherwise known as Francine Hills, \$1,118.22; estate William L. Catland, \$1,647.71; estate Olive A. Kirk, \$357.00; estate Harry D. Shute, \$782.55; estate Alonzo L. Merrill, \$5,360.00.

## Finances Camden Village Corporation.

From the annual report we glean the following interesting information regarding the finances:

Of the \$22,000 of 4% bonds authorized at the last annual meeting to refund the 3% bonds which matured last year, the treasurer was able to sell \$11,400 worth, the balance was hired on notes of 5 and 6%. The obligations outstanding to date are bonds \$11,400, notes \$10,600, total \$22,000. There is \$1,005 in the treasury.

\$175 was appropriated for repairs on roof and \$203.04 was expended making an overdraft of \$128.04.

The manager of the Opera House is as follows:

INCOME.  
Auditorium, leased to S. Hansen \$800  
F. L. Curtis, store 400  
Hooper & Simpson, store 175  
Western Union Telegraph 400  
I. O. O. F. Hall 300  
Business Men's Association 240  
Town of Camden 225

Total income \$2,470

EXPENSES.  
Insurance \$ 721.50  
Coal 1,744.24  
Lighting 14.95  
Wood 34.59  
General expenses 206.54

Total expenses \$2,721.82

Deficit 251.82

## Approved by Experience.

An eastern clergyman says that kissing is a relic of the dark ages. There are many customs that come down from the dark ages—eating, for one.—St. Louis Globe-Democrat.

The topics that are being discussed at the Open Forum should be of interest to every man and boy in our community. Interest is increasing every week, and more men were present last Sunday afternoon than any preceding Sunday since the Open Forum started. Remember that all men and older boys are cordially invited to these meetings, whether members of the association or not, and take part in the discussion.

Boy Scout rally was held at the building, Wednesday evening at 5.30. Supper was served and Mr. Taylor spoke of some of his experiences while overseas.

There has been more interest among the men and older boys this winter in billiards than any previous season since the building was open, and there has been a great deal said about who might be the champion of the town, and in consequence a tournament has been started on the elimination and handicap plan to decide this question. The matches are to be three 60 point games, best two out of three. The tournament is already on its way with the following list of competitors:

Player	Partner
Joseph Brewster	Frank Morrow
Donald Crawford	Arthur Melvin
Marcius Chandler	M. T. Crawford
L. M. Chandler	Calderwood
Z. M. Dwinall	A. V. Elmore
Donald Richards	Neal Magee
Fred Packard	Ballley
Frank Magee	A. F. Sherman
Earl Dyer	Forest Magee

Many of our business men have expressed a desire to use the gym. for light exercises. One of the most popular games in the army for this purpose has been volleyball. It is a game any number can play and affords considerable sport. Anyone who would like to play please send word to the building.

The following is the bowling league standing:

Player	P. C.
Imperials	1,000
Braves	.686
Business Men	.500
Post Office	.500
Red Sox	.125
Team No. 1	.125

## Looking Ahead.

A baby boy arrived one morning. Hunter, three years old, had been given two billy goats for his last birthday. That morning his father said: "Now Hunter, you don't need two goats, suppose you give your little brother one. What do you say?" Hunter didn't say anything for a minute, then he said: "Father, I've been thinking it over, and I've decided maybe I'd better save that goat for my own little boy."

## In Defense of Poetry.

Springtime wouldn't be springtime without its violets—autumn wouldn't be autumn without its vivid foliage. And the book of life wouldn't be complete without its poetry.—Christian Herald.

## Appendix C



## Public Library Corner

Collection for July was as follows:  
 Class books 91; Juveniles  
 Total 1,045.

Patriotism consists not in waving  
 the flag but in striving that our country  
 be as righteous as well as strong  
 James Bryce

We acknowledge, with pleasure the  
 of a beautiful bouquet for the  
 table, the first one brought in  
 season. We think that flowers  
 very attractive in the library, as  
 well as elsewhere, and are prepared  
 to be grateful and say thank you for  
 that are brought in.

Next week we hope to have a list  
 of books that have been added by  
 purchase and those that have been  
 donated, but the public must remem-  
 ber that all of these books are  
 in circulation.

We are printing below a part of an  
 address to all the librarians in the  
 country. Now here is a good chance  
 to help our soldiers with little trouble  
 to ourselves (as the librarian will  
 pack them and send off) and we  
 think that every body should take an  
 interest in this good work. We will  
 add that the books and magazines  
 should be at the library by the 15th,  
 they are due to be sent the 20th.  
 American Library Association  
 War Service Committee.

To the Librarian:—Your personal  
 assistance is now sorely needed in the  
 immediate collection of books for  
 fighting camps.

The American Library Association  
 has been asked by the War Depart-  
 ment to assume responsibility for  
 providing adequate library facilities  
 at all cantonments and training  
 camps in this movement we are  
 operating with and will work  
 through, such agencies as have facil-  
 ities for distributing books at these  
 camps and cantonments. In addition  
 to the 32 regular cantonments and  
 national Guard training camps, there  
 are many isolated groups of guards,  
 several large camps, such as Jef-  
 ferson Barracks and Fort Snelling,  
 thousands of books are needed at  
 once to meet the requirements of  
 officers and men at all of these points.  
 Appeal to your public at once for  
 lists of books.

Make your appeal as strong as pos-  
 sible. It is important to our men  
 that they be given intellectual and  
 moral stimulus as to be given phys-  
 ical stimulus. The experience of the men  
 in the trenches, and the service which  
 our allies and the Germans have  
 rendered through the collection of  
 books, should urge us to most earnest  
 efforts in this direction. Make your  
 appeal widespread and earnest.

Want kind of books to call for  
 Make clear that poorly printed, unin-  
 teresting, obviously out-of-date books  
 are not worth shipping to the men.  
 They should be good and clear and  
 books in fair condition. Be ready  
 to suggest titles of suitable books to  
 those who wish to give money for  
 new books. This committee will have  
 ready August 1st, a list of 7000 such  
 titles which will also be useful in sort-  
 ing donated material. Books of  
 fiction. Good stories will be wanted  
 most, books of adventures, sea stories,  
 detective stories, historical novels  
 and collections of short stories, es-  
 pecially humorous ones. Such authors  
 as Kipling, Doyle, McCutcheon,  
 Henry, Stockton, Brindley, Bark-  
 ington, Hopkinson Smith, Oppen-  
 heim, etc., have been found popular  
 authors with men.

Stirring poetry is in request. Ser-  
 vice, Kipling, Massfield, Noyes etc.,  
 as well as good drama.

Foreign language study books, es-  
 pecially French grammar and diction-  
 aries are much needed—possibly  
 more than any other non-fiction  
 books. In one camp nearly one-fifth  
 of the men are studying French.  
 They should have easy readers and  
 stories besides their text books.  
 Books of travel and history, especial-  
 ly in the countries at war. Lives of  
 heroes, great men and women, es-  
 pecially of famous contemporaries.  
 Technical books on aviation, wireless  
 telegraphy, submarines, automobiles,  
 signalling, first aid and hygiene,  
 drawing and lettering. Ethical books  
 on the point and good citizen-  
 ship, patriotism, courage, good citizen-  
 ship, why America is at war, with  
 direct, simple, non-sectarian devo-  
 tional books.

Books for the uneducated, good  
 books for boys. Some of the men  
 are not the reading habits. All  
 grades of men must be helped.  
 Books must be included which are

not over their heads. Don't be too  
 fastidious or too "high brow" but  
 help the humblest reader by accept-  
 ing a me title which would not find  
 a place in your library.

The best of books about the war,  
 especially personal narratives and  
 good pictures.

Fresh, attractive magazines are  
 greatly desired especially magazines  
 of the character of Century, Harper's,  
 Everybody's, Outlook, Literary  
 Digest, Popular Mechanics, Popular  
 Science Monthly, Scientific Ameri-  
 can, Saturday Evening Post. Prob-  
 ably no magazine more than two  
 years old should be included.

In cases of doubt take everything  
 offered. Unsuitable matter may be  
 sold and proceeds may be sent to  
 Finance Committee, or used for nec-  
 sary local expense.

## The Observer

The rocky ledge runs far into the sea,  
 And on its outer point, some miles  
 away,  
 The lighthouse lifts its massive ma-  
 sonry

A pillar of fire by night, of cloud by  
 day,  
 A new Prometheus, chained upon the  
 rocks,  
 Still grasping in his hand the fire of  
 Jove.

It does not hear the cry, nor heed the  
 shock,  
 But hails the mariner with words of  
 love.

"Sail on!" it says, "sail on ye stately  
 ships!"  
 And with your floating bridge the  
 ocean spans;

Be mine to guard this light from all  
 eclipse,  
 Be yours to bring man nearer unto  
 man!"

Longfellow

The story of the Lighthouse is in-  
 teresting. The Pharos of Alexandria  
 built 332 B. C. is the most ancient of  
 which there is any authentic record.  
 Today according to information there  
 are 13,500 light stations and light-  
 houses, and the United States  
 has a greater number than any  
 other nation. There has been a  
 rumor that the coast lights of the  
 Atlantic would be abandoned dur-  
 ing the war, but this, fortunately,  
 has been denied. Sandy Hook light  
 at the entrance to New York harbor  
 is the oldest standing light tower in  
 the country built in 1764. One of the  
 early fog whistles was that placed at  
 Boston light, and probably the first  
 fog signal established in this country.

Fog bells at lighthouses are first  
 mentioned in 1820. In 1831, a fog  
 bell operated by the tide was instal-  
 led at Whitehead light station in Maine.

These first bells were small and were  
 rung by hand or operated by the tide,  
 and those worked by clockwork  
 mechanism were not introduced till  
 1850.

Desert light is the most exposed  
 station on the Atlantic coast, on a  
 rocky islet 22 miles from the coast,  
 where the sea breaks entirely over  
 the rock in a heavy gale and where  
 the force of the storm has been so  
 great as to move a 75 ton boulder a  
 distance of 60 feet. Matineus is only  
 less exposed 26 miles from the coast,  
 on a barren rock where neither  
 tree nor shrub can find lodgment.

Monhegan light though far from the  
 mainland, is on an island of con-  
 siderable size, where gardens can be  
 cultivated and where there is a sum-  
 mer resort colony that keeps up  
 regular communication with the  
 mainland during the summer season.

Minot's is one of the best known  
 and most remarkable lights in the  
 world, the difficulties attending its  
 construction were very great. The  
 story of the destruction of the first  
 by completion, is one of the familiar  
 incidents in coastwise history. The  
 entrance to the tower is 40 feet above  
 high water and to reach it one must  
 climb an iron ladder or be hoisted up  
 in a chair. Longfellow once visited  
 the light and described the view as  
 fine enough to justify its visit.

When the town of Scituate, Massa-  
 chusetts, recently purchased the old  
 lighthouse which has stood beside the  
 harbor for more than 100 years it  
 must have recalled to the minds of  
 many of the inhabitants, the story of  
 Abigail and Rebecca Bates, the two  
 brave little girls who lived at the  
 light during the war of 1812. The  
 Observer loves the story and believes  
 it devoutly, having heard her father  
 who was born in Scituate, so often  
 repeat it. This light was the most  
 famous until Minot's light was built  
 south of Boston. It stood far out on  
 the point and had always been care-  
 fully tended. War times had brought  
 changes, however, just as they are  
 bringing them now. Women had to  
 fill the places of the men who had  
 gone to fight and so it happened that  
 Rebecca and Abigail were left in  
 charge of the light. The men of the  
 village who were hardy seamen had

been needed to fight the British on  
 the high seas, and the two girls at  
 the light kept sharp watch for enemy  
 sails on the horizon. One day when  
 a Yankee clipper with a rich cargo of  
 flour tied up at one of the wharves  
 which lined Scituate harbors they re-  
 doubled their efforts. The British  
 were on the watch for just such a  
 prize and the harbor was wholly with-  
 out defenses. There was no time to  
 plan or a course of action. The  
 prize ship must be saved and it must  
 be done quickly. At that time a thick  
 screen of trees and shrubbery lined  
 the shore near the lighthouse. Seiz-  
 ing an old drum which leaned against  
 the wall inside the small cottage be-  
 side the light, Abigail, the older of  
 the two girls, hung the cord about  
 her neck and thrusting a file into her  
 sister's hands they played with all  
 their might. Back and forth behind  
 the screen of trees the regiment of two  
 pum-pum-pum drumming and playing  
 lustily. The music echoed across the  
 water to where the raider hovered  
 outside the harbor and it sounded

ominous. Any little dissonances  
 which unfamiliarly may have been  
 produced were not perceptible at  
 that distance. It sounded like a  
 solemn pure file and drum corps,  
 which of course, meant troops. At  
 last however, the raider disappeared  
 outside the harbor. The clipper was  
 saved and the regiment of two lay  
 down in the grass to rest itself. It is  
 a very good story and it doesn't do  
 to question its authenticity in Scituate.  
 The town now owns this historic old  
 landmark, and will be at liberty to  
 weave romantic tales around its  
 past.

From watching the ships that pass  
 in the night, keeping the light burn-  
 ing in the tower, to a life that will  
 allow him to retire when he feels  
 the call for rest—that is the transition  
 which the faithful keeper of the  
 government lighthouse makes today.  
 Few men in the government service  
 have such careers as a lighthouse  
 keeper at one point, and in all that  
 time there never comes a night in  
 summer or winter when the beacon  
 light is not gleaming.

Weather conditions were ideal for  
 the launching of the four-masted  
 schooner, Blue Peter last Saturday  
 forenoon. A clear, sunny day and a  
 soft northwest wind blowing, made it  
 so favorable that a big crowd of peo-  
 ple, estimated at two or three thou-  
 sand, were out to see this very inter-  
 esting and ever beautiful spectacle,  
 the launching of a big schooner.

Not only was the crowd of specta-  
 tors very large, but there was an  
 unusually large number laughed on  
 board, many of our summer residents  
 availing themselves of the opportu-  
 nity. As though appreciating this great  
 interest, the schooner made one of  
 the most graceful glides into the ocean  
 ever seen in this town of launches.

Starting very slowly and moving with  
 an almost incredible smoothness, she  
 went down the ways as though she  
 had practiced the act many times  
 before.

The Blue Peter was christened with  
 flowers by Miss Myrtle Bean, daugh-  
 ter of the builder, the bouquet being  
 tied with red, white and blue ribbons,  
 on which were printed the names of  
 the schooner, the name of the young  
 lady who christened her and the date.

The inspiring music of the Camden  
 Band added to the liveliness and in-  
 terest of the occasion.

The Blue Peter is a four-masted  
 schooner with a gross tonnage of 1200  
 and a carrying capacity of about 2000  
 tons. Her length over all is 230 feet,  
 keel, 190 feet, beam, 40 feet, depth of  
 hold, 20 feet. The spars are of Oregon  
 pine 102 feet long, topmasts, 45 feet  
 long. There are five tiers in the main  
 keelson, each 14x14 inches and two  
 tiers of sister keelsons. She has two  
 full decks with a poop deck extending  
 12 feet forward of the after house.

The forward house, containing the  
 foremast, galley and engine room, is  
 22x24 feet finished in North Carolina  
 pine. Power for hoisting anchor and  
 sails is provided by a 15 h. p. Mianus  
 gasoline engine.

The after house is 20x30 feet, fin-  
 ished in cypress. It is heated by  
 steam. The vessel has two small  
 boilers, a 22-foot power boat and a 16-  
 foot gig.

There are two stockless anchors of  
 4500 and 5000 pounds each and 200  
 fathoms of 1 1/2 inch chain. The sails  
 were made by L. A. Dutton of Booth-  
 bay, Oakum, manilla rope, etc.,  
 came from Lincoln Dilloway Co.  
 The frame was cut in Nova Scotia.

Windlass, blocks and castings were  
 made by the well-known firm of  
 Knowlton Bros. of Camden. The  
 small boats were built by A. G. Young  
 of this town, and the cabin furnish-  
 ings from our local furniture store, F.  
 L. Curtis.

The men in charge of the various  
 departments of the work were as fol-  
 lows: Master builder, William G. Mc-  
 Auley; master joiner, H. C. Small;  
 blacksmith, Reddington Creamer;  
 fastener, Wm. Wentworth; caulker,  
 H. P. Buchanan; painter, J. Frank  
 Thomas; spar maker, Wm. Saunders;  
 rigger, E. H. Rohndell. The plumb-  
 ing was done by A. H. Parsons.

This schooner is built for W. & S.  
 Job & Co. of New York and will cost  
 about \$150,000. The Percy Pyne  
 launched by Mr. Bean last December  
 was for the same owners.

An enjoyable feature of the launch-  
 ing was a launching party, Mr. and  
 Mrs. Bean entertaining some 75 of  
 their friends who launched by special  
 invitation, and they partook of an  
 excellent buffet lunch in the cabin  
 after the launching was over. The  
 party included many Camden resi-  
 dents and summer residents as well  
 as many from Belfast and Northport  
 and other nearby towns. Among  
 the guests were Daniel Gilmartin and  
 family of New York of the firm of  
 Gilmartin & Trundy, and David Cohen  
 of New York, representing the owners.

This is the third schooner built and  
 launched by Mr. Bean within a period  
 of 13 months, a remarkable accom-  
 plishment when the difficulty of get-  
 ting material under present conditions  
 is considered, and something that has  
 not been equalled in any other ship-  
 yard along the coast.

Mr. Bean has been up against all  
 kinds of obstacles in the construction  
 of these schooners that would tend to  
 cause delay, but with characteristic  
 energy, has overcome them all, the  
 most conspicuous example of his  
 determination to allow nothing to  
 delay the launching, was having the  
 anchor chains, held up by a freight  
 embargo, come through by express,  
 entailing a nice little express bill of  
 near \$200.

Another four-master being con-  
 structed for Gilmartin & Trundy of  
 New York is all framed and the keel  
 of another one is now being stretched  
 and the frame is in the yard. These  
 two schooners will probably be ready  
 for launching in the early fall.

## Hope

Mr. Benj. Nichols of Woburn,  
 Mass., has joined her family at their  
 summer home here.

Mr. and Mrs. Carl Merrifield spent  
 Sunday in Lincolnville, the guests of  
 Mrs. Merrifield's father, Larkin Went-  
 worth.

Mr. and Mrs. Aubrey Dutton of  
 Melrose, Mass., arrived Tuesday to  
 spend their annual vacation at their  
 summer home.

Mr. and Mrs. Eugene True and  
 family from Reading, Mass., are at  
 the Wilder cottage.

Earl Cross is drilling an artesian  
 well for L. P. True back of the factory.  
 Miss Ruth Payson of Newfield, N.  
 H., is visiting relatives here.

Mr. and Mrs. Seldom Bartlett of  
 Portland spent the week-end here the  
 guests of Miss Carrie Quinn.

There will be a dance Friday even-  
 ing, Aug. 10, at True's Hall for the  
 benefit of the Red Cross. A cordial  
 invitation is extended to all.

Mrs. Clara N. Kelley, who has  
 spent several weeks here left Tues-  
 day for her home in Woburn, Mass.

Mrs. Albert Heath is with her  
 daughter, Mrs. Joseph Cassidy, in  
 Rockland.

L. P. True & Co. opened their can-  
 ning factory Monday and have com-  
 menced canning beans.

Trunks, Bags and Suit Cases at  
 Hodgman's.  
 Interwoven Hose for Men 3 pairs  
 for \$1.00 at Haskell's.

# Just Arrived!

## A Cargo of SCRANTON COAL!

## M. C. WHITMORE & CO.

Bay View Street, Camden

### Comique

Thursday, Aug. 9, William Fox pre-  
 sents George Walsh in "The Island of  
 Desire," a story of freebooters at-  
 tempting to steal priceless gems from  
 a young girl, are foiled by the every-  
 day of one man. Also Hearst-Pathe News  
 Friday, Aug. 10, Rolfe-Metro Pic-  
 ture presenting Lionel Barrymore and  
 Irene Hawley in "His Father's Son," a  
 story of how the father bets his son  
 that he can't hold a \$50 a month job  
 for 30 days. It's a picture full of  
 mirth and romance. Also Metro-  
 Figman comedy, "A Modern Ro-  
 mance."

Saturday, Aug. 11, World Picture,  
 Brady-made, Clara Kimball Young in  
 "Dark Silence," a story of the suffer-  
 ing of a woman for a man torn from  
 her, and later blinded in the war; she  
 becomes a Red Cross nurse, only to  
 be sent to the same hospital with her  
 fiancé. The pangs and joys of such  
 experience are expressed in this film,  
 as only Clara Kimball Young can ex-  
 press them.

Monday, Aug. 13, Lasky-Paramount  
 picture, with Mae Murray in "The  
 Flaming Girl," a tale of thrilling adven-  
 tures of a girl in South Africa and  
 London, as drudge and social butter-  
 fly. Also Burton Holmes Travels,  
 now traveling around the Alps.

Tuesday, Aug. 14, Lasky-Paramount  
 picture, Fannie Ward in "The Years  
 of the Locust," a story of tragic in-  
 tensity that pictures the inner life of  
 a woman from the time of her first  
 unhappy marriage to the second in  
 far away South Africa. Also Para-  
 mount-Bray cartoon and a special  
 reel, "General Pershing's Arrival in  
 France," depicting our American  
 soldier boys' welcome in France.  
 Every patriotic American should see  
 this.

Wednesday, Aug. 15, the ninth  
 chapter of the serial, "Patricia," en-  
 titled "Cat's-paw and Scape Goat,"  
 also Hearst-Pathe News and other  
 reels Pathe Program.

### Reunion of 19th Maine

The Forty-fifth Reunion of the 19th  
 Maine Regimental Association will be  
 held at the National Home, Togus, on  
 Wednesday, Sept. 5, 1917.

The officers of the Home will extend  
 to the old veteran regiment a most  
 cordial welcome.

Dinner will be furnished at the  
 hotel for 50 cents per plate. Special  
 entertainments will be given by talent  
 at the Home. Special rates will  
 probably be made by the M. C. R. R.,  
 of one and three-fifths fare for the  
 round trip.

Comrades are invited to bring their  
 wives or other members of their  
 family, to enjoy the day with the old  
 veterans.

### Martin Reunion

The Martin reunion will be held at  
 Oakland Park, Thursday, August 16th  
 1917. If stormy postponed to the  
 next fair day. All who possibly can  
 are urged to be present.

FRED ELWELL, Sec'y.

### Local Red Cross News.

The membership committee of the  
 Red Cross did some effective work  
 this week and they met with splendid  
 response. Nearly every one was  
 ready and anxious to help. The  
 work resulted in adding three hun-  
 dred new members so the member-  
 ship of the branch now numbers  
 422. Two members of the committee  
 had quite a little contest in getting  
 members, one bringing in 120, the  
 other 129. Guess who won, Joe or the  
 parson.

Several small money gifts have  
 come in this week, some wishing to  
 help in this way who held member-  
 ships in other branches.

The ladies who are doing the  
 surgical dressings work are faithful  
 and on Tuesday, Friday and Saturday  
 afternoons the room is well filled  
 with workers while on Tuesday,  
 Wednesday and Friday forenoon  
 from 10 to 1 o'clock a big company  
 works at the Yacht Club. There is  
 plenty of chance for more workers.  
 Call on Miss Allen any day at the  
 rooms and she will tell you how and  
 when you can help. On Wednesday  
 evenings there is a class for young  
 ladies who are busy during the day.

### Resolutions.

At a regular meeting of Megunticook  
 Grange, No. 423, held Aug. 1,  
 the following resolutions were  
 adopted:

WHEREAS, The Grim Reaper has  
 once more entered the ranks of Me-  
 gunticook Grange and taken from us  
 our beloved sister, Mildred Sheldon,  
 therefore be it

Resolved, That we have lost a wor-  
 thy and active member from our order  
 and her circle of friends, a kind and  
 cheerful associate, but we have the  
 faith to believe that what is our loss  
 is her gain in a brighter and better  
 life.

Resolved, That we extend to the be-  
 lieved family our sincere sympathy,  
 and be it further

Resolved, That as a token of our re-  
 spect our charter be draped for thirty  
 days, a copy of these resolutions be  
 sent to the family, one to THE CAM-  
 DEN HERALD for publication, and a  
 copy be placed upon our records.

FLORA A. STOCKWELL, } Committee  
 MAUD CARVER, } Resolutions.  
 HENRY CARVER, }

### Knight Reunion

The Knight family reunion will be  
 held Aug. 28th at the home of Mr.  
 and Mrs. Otis E. Robbins in Sears-  
 mont. If stormy the first fair day  
 after.

All who are descendants of the  
 family or married a descendant are  
 cordially invited to attend.

SUSIE KNOTT ROBBINS, Sec'y.

Children's Wash Suits 50c to \$2.00  
 at Haskell's.