

THE MARITIMES



THE MAGAZINE OF THE NORTH CAROLINA MARITIME MUSEUMS

HATTERAS BEAUFORT • SOUTHPORT

WINTER 2022/SPRING 2023



The iconic Cape Hatteras lighthouse as it stood at its original location in 1905. See "About the Cover" on page 13.

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NORTH CAROLINA
**MARITIME
MUSEUMS**
BEAUFORT HATTERAS SOUTHPORT

THE MARITIMES

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Editor:
Ben Wunderly
Design:
Stephanie Davis



NORTH CAROLINA
MARITIME
MUSEUMS
BEAUFORT HATTERAS SOUTHPORT

Museums Director:
Joseph K. Schwarzer, II
Public Relations Coordinator:
Cyndi Brown
cyndi.brown@ncdcr.gov

HATTERAS
(252) 986-0720

Administrative Assistant:
Molly Trivelpiece
Friends President:
Danny Couch

BEAUFORT
(252) 504-7740

Site Manager:
Mike Peters
Friends President:
Bruce Prager

SOUTHPORT
(910) 477-5150

Museum Manager:
John Moseley
Friends Chairman:
Tom Hale

*One historic coast.
Three unique museums.*



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Book Review:

Bluejackets in the Blubber Room: A Biography of the William Badger 1828-1865

By Tessa Johnstone

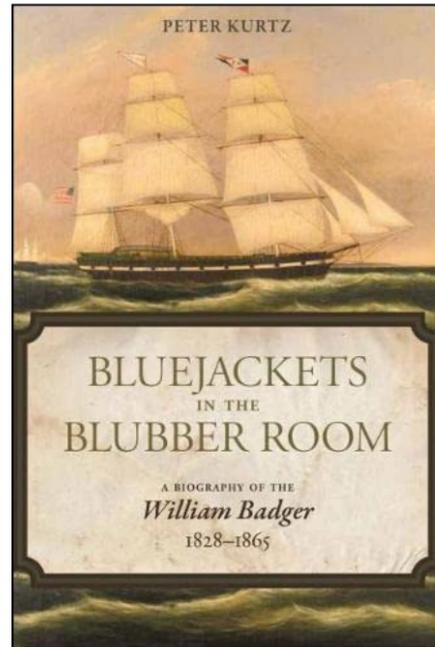
William Badger, a ship named after a New Hampshire-born shipwright, lived three separate lives during its thirty-seven years afloat. The vessel began its career as a merchant ship carrying goods in the lucrative shipping lanes between the United States and Europe. In 1845, after seventeen years ferrying commerce, *William Badger* was sold to a Massachusetts consortium of businessmen and joined the New England whaling fleet.

Oil collected from whales was one of the most profitable industries in the maritime world, and American ships would travel to the far-off coasts of Australia and the Southern Ocean to harvest oil from the sperm whale for the American market. Single journeys on a whaling vessel could last years with no guarantee of successfully filling casks with oil. However, *Badger's* maiden whaling voyage was a success, returning home to Boston in 1849 with over \$50,000 worth of oil. Each crewman was given \$333 for their work. *Badger* completed a total of four journeys; each was marked a success.

The American Civil War began with the Battle of Fort Sumter on April 12, 1861. Union forces were quick to begin procuring seaworthy vessels to use as naval ships alongside the purpose-built warships. *William Badger* was bought on May 18, 1861, only days after it returned from a whaling trip. The vessel was considered by many naval officers to be inferior and in need of major work before it could be put to use. Originally used as coal storage at Fort Monroe in Hampton, Virginia, the *Badger* was transferred to Beaufort, North Carolina, in July 1862, where it was designated to remain for the duration of the war.

Peter Kurtz weaves the story of the *William Badger* in with the larger social and economic stories of the time, explaining the context in which a ship could have three distinct careers. He uses journal entries from *Badger* crew members alongside archival material from newspapers and military documents to illustrate how the highs and lows during a ship's life could influence the crewmembers aboard. From the economics of merchant trading and whaling to the racial tensions between white and black sailors, Kurtz interprets a broad scope of American history using a single sailing ship. While heavy with historical background and sometimes delving too deep into minutiae, Kurtz's *Bluejackets in the Blubber Room* is an interesting account of the seemingly insignificant contributions of the *William Badger* to American history. ■■■

Tessa Johnstone is the N.C. Maritime Museums system Collections Manager.



From The Friends

BEAUFORT: Celebrating 45 Years of the Friends

We're celebrating a milestone! This year marks the 45th anniversary of the Friends of the North Carolina Maritime Museum at Beaufort. To mark the occasion, we are hosting a birthday party in the form of our annual Boat Shop Bash. Tickets to the Nov. 5 event are only \$45 a person. Get your ticket at maritimefriends.org and join us for an evening of celebration, food, and music. We are also soliciting "birthday gifts" to help with our ongoing efforts in support of the museum.

In the months since our last visit, the Friends have been extremely busy. Our annual Junior Sailing Program was a huge success with more than 200 students and a faculty composed largely of our former students.

In June we held the Boat Shoes & Bow Ties fundraising party at Gallants Channel. The large turnout, community generosity, and spirited auction did an outstanding job of raising money to fund museum projects.

And our biggest undertaking continues to be a successful one. We have had a terrific first eight months since the Friends took over the operation of the museum gift shop and rebranded it as Port of Call Museum Store. To further enhance the role of Port of Call within the Beaufort community, we hosted a series of Fall First Friday receptions and exhibits featuring area artists. These First Friday events enabled us to attract more local residents to Port of Call, increasing patronage of the gift shop and membership in the Friends.

Looking forward, one of the biggest events of the year is just around the corner. The highly anticipated Friends of the Museum's annual Crystal Coast Holiday Flotilla will be held this year on December 3. We are soliciting entries for the Flotilla of nearly anything that floats (no entry fee) and seeking sponsorship support for the event from businesses and individuals.

I'd like to take this final moment to acknowledge that we were far luckier in our encounter with Hurricane Ian than our neighbors to the south; many in our communities are doing what they can to help with recovery efforts in Florida. Please consider assisting our many maritime friends there who have been devastated by the storm.

Bruce J. Prager

President

Friends of the NC Maritime Museum in Beaufort ■

SOUTHPORT: Greetings from the Mouth of the Cape Fear River

2022 has been a year of transition and continuity at the museum. There has been crew turnover over this past year. The visitor services and volunteer coordinator departed at the end of December 2021, our museum manager departed in June 2022, and the curator of education departed in mid-September. We have been most fortunate that Kyra McCormick filled the visitor services and volunteer coordinator position

at the beginning of June and John Moseley joined us as the new museum manager in late September. Southport couldn't have made it without the wonderful volunteers—the Friends of the Museum. They have stepped up in a big way and have enabled the museum to maintain course and speed. Not only does the volunteer crew keep the museum afloat with time at the front desk, helping with programs, and maintenance work, they also hosted a very successful fundraiser, Jazz Night, in May at the Southport Community Building. The evening was full of music, dancing, delicious food, and fun. I could not be more proud to share the title of volunteer with this crew. Hopefully, the crew will be at full strength when I pen my next notes, but rest assured that the museum is ready for your visit!

If you haven't checked out our Friends website for a while, please go to friendsncmmsouthport.com. You can make a donation, view membership perks then join or renew your membership, and shop the ship's chandlery all online!

Thank you for your continued interest in preserving and sharing our maritime history—in Southport and throughout North Carolina.

Come see us in Southport!

Tom Hale

Chairman

Friends of the NC Maritime Museum at Southport ■

HATTERAS: Exhibit Changes Coming to the Museum

Many changes will be occurring in the coming months at the Graveyard of the Atlantic Museum. We have been granted funds from the State of North Carolina, the Dare County Visitors Bureau, and the Dare County Board of Commissioners to complete the permanent exhibits at the museum. A.R. Chesson has been awarded the construction contract, and Riggs Ward and Color-Ad Inc. will be our designers and fabricators. Our incredible staff from our own sister museum in Beaufort will complete the team. This has been decades in the making, and we are obviously thrilled. However, there will be changes you will encounter almost immediately. Our daily films will be stopped in order to begin moving some of our exhibits to the education wing during construction. Our Holiday at the Museum, and possibly other programs and events, will be canceled during this period. There may be times when we are closed to the public. We do not know for how long or when this might occur. You will be informed through [Facebook](https://www.facebook.com/atlanticmuseum), [Instagram](https://www.instagram.com/atlanticmuseum) and our monthly newsletter of our progress. This project will bring our already wonderful museum to a new level, and we thank our loyal visitors for your patience while we finally accomplish our dream.

Daniel C. Couch

President

Friends of the Graveyard of the Atlantic Museum ■

North Carolina Maritime Museum at Southport

The Story of Fort Johnston is the Story of Southport

By Mary E. Strickland

A version of this article first appeared in the 2012 Summer/Fall issue of the "The MariTimes." It is reprinted here to mark the 230th anniversary of the founding of Smithville, now known as Southport.

Brunswick Town, an English settlement of population and trade, was established on the Cape Fear River's west bank in 1725, unprotected from raids by Spanish and French privateers. To protect the region, Governor Gabriel Johnston ordered construction of a fort at the mouth of the Cape Fear River. "Johnston's Fort" was proclaimed complete in 1749,

though continuing changes in governors, commandants, and military engineers contributed to a more accurate description as a "work in progress" throughout its history. Still, it would prove to be an important part of the nation's coastal defense.

Following an outbreak of hostilities between the Crown and the Colonies, Royal Governor Josiah Martin fled from New Bern to Fort Johnston in June 1775, seeking refuge aboard the British man-of-war *Cruizer*. Frustrated, American rebel forces took control of the fort, burning most supporting structures. After the North Carolina General Assembly appropriated funds to rebuild and arm Fort Johnston, British regulars again took temporary control in 1781.

The appeal of the naturally healthful area surrounding the fort drew settlers other than river pilots and their families. In 1792, a town named Smithville in honor of General Benjamin Smith was created. The General Assembly ceded the site to the federal government in 1794 to obtain funding for fortification reconstruction. A seawall protected a tapia battery, officers' quarters, men's barracks, powder magazine, blockhouse, and hospital. The spring of 1812 saw the formation of a military unit known as "Sea Fencibles," made up of river pilots of the lower Cape Fear region. Four militia companies were assigned to Fort Johnston to further strengthen Cape Fear defenses.

Fort Johnston supplied trained men, leaders, and weapons for a number of military engagements throughout the early days of our history, including the Second Seminole War in 1836 and the Mexican-American War in 1846. It continued to be a desirable posting, due to the cordial relationship between citizens of Smithville and nearby Wilmington. Soldiers participated actively in economic, social, and religious life of the region.

Sentiments changed, however, with the approach of the Civil War. Cape Fear Minute Men and Smithville Guards demanded surrender of the fort on January 8, 1861. On January 14, rebels evacuated in response to Governor Ellis's directive; he ordered its recapture the day after the April 15, 1861, fall of Fort Sumter in Charleston, SC.

The fort became an important center for Confederate recruitment and training from the onset of the Civil War until its conclusion in 1865. It had served as a major supply depot for the entire Cape Fear system of fortifications, sustaining both the war effort and the civilian population. Confederate blockade running endeavors came to an end when President Lincoln's blockade and naval bombardment shut down the lower Cape Fear River. Fort Fisher surrendered January 15, 1865, after a prolonged three-day attack.

continued...



This portion of a map that was printed in 1861 shows Fort Johnston (adjacent to Smithville) and Fort Caswell (to the south on Oak Island). Other forts that existed in the area during the Civil War include Fort Campbell, also on Oak Island; Fort Holmes on present day Bald Head Island at Cape Fear point; Fort Fisher just north of New Inlet; and Fort Anderson up the river from Smithville.



The barracks building pictured here was located on the west side of the officer's quarters at Fort Johnston. It was later replaced by two separate apartment style buildings in the 1950s. This photograph from the National Archives was supplied to the North Carolina State Archives. It was taken some time in the 1870s.

The Story of Ft. Johnston is the Story of Southport *continued...*

Fort Johnston, also known as Fort Pender and Fort Branch, was abandoned and troops were withdrawn. They joined the men of nearby forts Fisher, Holmes, Caswell, Campbell, and Anderson as they marched to protect the falling port of Wilmington. The town of Smithville then became a staging and operations base for Union troops and vessels in need of repair.

Smithville's name was changed to Southport in 1887 as part of a progressive, though unsuccessful, move to build a natural deep water shipping port connected by railroads to the Midwest. Fort Johnston was used by the U.S. Signal Service in the 1890s, reactivated as the Fort Johnston Engineer Reservation, and was home for the World War II USO, serving Fort Caswell, U.S. Coast Guard, and Naval base personnel.



The early 1800s garrison and officer's quarters as it looked in 1934. The two-story brick structure is the only remaining building on the historic grounds that dates to the Federal style architectural period. It has a commanding view of the Cape Fear River.

It was transferred to the Department of the Army's Military Ocean Terminal, Sunny Point (MOTSU) in 1955. Officers' family quarters were added and modern renovations made to the original garrison. That building, constructed between 1804 and 1809, became the personal residence for the MOTSU rotating commander.

When the federal government decided to surplus Fort Johnston in 2004, it was given to the City of Southport, its officer's quarters planned use as a visitor's center and city museum. The North Carolina Maritime Museum at Southport is housed in the two former duplex apartments, leased from the city and renovated by the museum's support organization, The Friends of the NC Maritime Museum, Inc. The fort is now on the National Register of Historic Places. ■

Mary Strickland is a former museum manager of the North Carolina Maritime Museum at Southport.

Meet the New Manager

We are excited to introduce you to the new museum manager of the North Carolina Maritime Museum at Southport. John Moseley officially started in the manager role on Sept. 28 and joins us directly from Fort Fisher State Historic Site.



John Moseley

Originally from Jacksonville, FL, John graduated from The Citadel in Charleston, SC, with a bachelor's degree in history in 1989. He then spent the next decade and a half working in the for-profit and nonprofit business world in Jacksonville, FL; High Point, NC; and Greensboro, NC.

In 2001, he returned to school to work on his master's degree. While at the University of North Carolina at Greensboro, he was awarded the 2003 North Carolina James Madison Fellow. The James Madison Foundation picks one candidate per state per year to study the history of the United States Constitution. John got to spend a month in Washington, DC, as recipient of the award. Two years later, he received his master's degree in American history and United States Constitutional history. After graduation, he became a high school and middle school educator specializing in United States history, North Carolina history, and the United States Constitution.

Teaching led John to the Cape Fear area sixteen years ago. In April 2011, he began working at Fort Fisher State Historic Site, overseeing the on-site and off-site educational programming. While at the historic site, John was also the volunteer coordinator and trainer, and the safety officer and instructor for 18th, 19th, and 20th Centuries Historic Small Arms and Artillery. He later worked his way up to the assistant manager's position in charge of daily operations.

In May 2012, John became a historian and tour guide for "Tasting History," a walking history tour that includes sampling local restaurants of Carolina Beach. A recent accomplishment, his recommendation for the emplacement of a North Carolina Highway Historical Marker to honor the Women Airforce Service Pilots at Camp Davis Army Coast Artillery Training Center that existed in southern Onslow County. On September 24, 2021, the marker was dedicated in the community of Holly Ridge to recognize this unique World War II activity. Currently, John continues researching the Cape Fear area's Medal of Honor recipients, the Women Airforce Service Pilots in North Carolina, and Fort Fisher's activities during World War II.

Welcome aboard, John! ■

Southport Recognized in 2022 for Inclusion, Online Efforts

By Katy Menne

The crew at the southernmost Maritime Museum in North Carolina has been making steady waves. Through a turbulent 2022, complete with staffing changes and the continued COVID-19 pandemic, the crew keeps tugging and chugging along.



Photos by: Gerry Brabham

Former North Carolina Maritime Museum at Southport staff receive recognition for their efforts in digital marketing. Pictured staff are Museum Manager Lori Sanderlin (left) and Curator of Education Katy Menne (second from right). Also pictured is North Carolina Museums Council awards chairperson LeRae Umfleet (second from left), and Scott Warren, past president of the Council (right).

In March 2022, the crew won the Diversity, Equity, Accessibility, and Inclusion (DEAI) Award from North Carolina Museums Council for our work with patrons with low vision or total blindness. For the preceding several months the crew collaborated with North Carolina Department of Health and Human Services, Services for the Blind, MadLab Designs, Southport Lions Club, and community advisors to create a tactile map of the entire facility. This is paired with the semi-guided tour to assist visitors as they engage with the permanent exhibits and learn in a space they are comfortable with.

In late summer 2022, Southeastern Museums Conference (SEMC) notified the crew they won the Silver award within the Digital Marketing section of the SEMC Technology Showcase. Staff won due to the extraordinary efforts collaborating on and creating digital learning around maritime communities and cultures worldwide. Monthly posts on the museum's Instagram page took followers to a different country to explore how maritime items are shown in museums. On the second or third Sunday of the month, posts would show an additional flag stamped into a passport. Then on the next day, Monday, the artifact would be posted



with credit given to the organization or institution from which it came. Countries covered during the experiences were Norway, Taiwan, Spain, Canada, Australia, Sierra Leone, Germany, New Zealand, and Solomon Islands.

The Silver award was officially received in October during the awards luncheon at the Southeastern Museums Conference Annual Meeting in Arkansas.

Our crew looks forward to more good news coming out of Southport. With a new manager and educator, in addition to board members rotating off and joining the crew, it is with great anticipation we look forward to seeing what new minds bring to the table. ■

Katy Menne is the former education curator at the North Carolina Maritime Museum at Southport.

North Carolina Maritime Museum in Beaufort

About the Scotch Bonnet

By Cyndi Brown

Scotch Bonnet (*Semicassis granulata*)

Kingdom: Animalia

Phylum: Mollusca

Class: Gastropoda

Subclass: Caenogastropoda

Order: Littorinimorpha

Superfamily: Tonnoidea

Family: Cassidae

Subfamily: Phaliinae

Genus: *Semicassis*

Species: *Semicassis granulata*



A fully intact Scotch bonnet from the teaching collection at the North Carolina Maritime Museum in Beaufort. Though smaller than the state record size specimen, the pattern on this one is more distinct, meaning it was probably found soon after washing up on the beach or received less wear and tear in the surf.

North Carolina is a land of firsts: the site of the first English child born in America, man's first powered flight and Babe Ruth's first professional home run.

It is also the first in the nation to name a state shell.

The Scotch bonnet was selected as the official state shell in 1965—a move initiated by the North Carolina Shell Club. Ashley Futrell of Beaufort was the North Carolina Senate sponsor of the bill, and Moncie Daniels of Dare County introduced the legislation in the state House. But before the bill was eventually passed, there were questions from other legislators about the practicality of selecting a state shell that was not easy to find in the state. Daniels, himself, was only able to find two after a promise to give one to each of his fellow representatives who voted for the bill.

One of the reasons the shell is not a necessarily common find is that the marine snail prefers warmer tropical and subtropical waters. Its range is from North Carolina to Brazil, with the Gulf Stream accounting for its northernmost appearance.

The mollusk, a member of the helmet family, is a gastropod, meaning there is only one opening in its protective exoskeleton. It is both predator (sand dollars, and sea urchins) and prey (crabs).

The Scotch bonnet (pronounced bonay) was first described in 1778 by the Austrian naturalist Ignaz von Born. His Latin description, translated to English by Google, reads: "Shell ovate, transversely, obsolete furrowed, serially spotted with yellow tissue, granulated lip, recurved tail."

A live or fresh shell featuring those brightly colored spots can fade quickly under the sun's rays. The delicate nature of the shell makes finding an intact one washed up on shore a challenge to even the most seasoned shell seeker. The greatest chance of finding one are most likely in the areas of the coast closest to the Gulf Stream, like the Southern Outer Banks—however, the state's record largest Scotch bonnet shell was found on Bear Island in neighboring Onslow County. The record holder it supplanted was found on Portsmouth Island, located within the Cape Lookout National Seashore. ■

Cyndi Brown is the Public Relations Coordinator for the North Carolina Maritime Museums

Curator Donates Record Shell

By Cyndi Brown

The North Carolina Maritime Museum in Beaufort is known for an extensive collection that highlights the many types of shells that are found along our coastline.

But it's a shell in the personal collection of the museum's education curator that is particularly notable.

The North Carolina Shell Club recently certified a Scotch bonnet belonging to Benjamin Wunderly as the state's largest. It supplanted the previous title holder, a new find that was certified only two months before.

In fact, it was a news article about the discovery of that state record Scotch bonnet that led Wunderly to take a closer look at his own collection.

"I thought to myself that I've got a Scotch bonnet that's probably a contender based on the picture," said Wunderly, who has worked at the museum since 2011 and was promoted in July to the Education Department's top role. "I took some crude measurements at home, and I thought I might have something close to the record."

So he took his scotch bonnet—North Carolina's official state shell—to the shell club's annual Shell Show, which was held in Morehead City in May. Two officials measured his shell and discovered it was 91.25 mm—a few millimeters larger than the previous state record of 87 mm.



North Carolina Maritime Museum in Beaufort Education Curator Benjamin Wunderly with his state record Scotch bonnet he found on Bear Island.



Hammocks Beach State Park Superintendent Sarah Kendrick receives the donation of the record-breaking Scotch bonnet from Benjamin Wunderly at the park's visitor center in Swansboro.

"They told me it was larger by about the thickness of three dimes," Wunderly said. "I felt bad about bumping her record so soon after she got it, but records are meant to be broken. I expect to be dethroned any day now."

Wunderly originally found the shell on Bear Island in 1999 while he was working as a park ranger at Hammocks Beach State Park in Swansboro.

"I went on beach patrol every day as a park ranger," he said. "I eventually amassed a nice shell collection, including all the rare ones I'd never seen before and stopped collecting."

That is until he came across the aforementioned Scotch bonnet.

"I saw this shell one morning and I said, 'OK, I gotta get that one.' I'd never seen one as large," he said, noting that the 4 or 5 Scotch bonnets he had previously collected were about half the size.

All of them, he added, were found on Bear Island. That's why he's decided the record breaking one should go back there. After taking the Scotch bonnet to the NC Shell Club's Annual Meeting, Wunderly donated it for display at the Hammocks Beach State Park Education Center, which is located on the mainland in Swansboro.

"I was kind of pleased that I had kept it so long," Wunderly said, recounting a series of moves over the more than two decades that he's had the shell. "But I'd like it to be somewhere people can see it."

"I think they'll get a kick out of a pretty big Scotch bonnet." ■

Adults Only Tour Exposes the Spicier Side of History

By Christine Brin

History is dirty, and maritime history is no exception. It is covered in whale feces, fish oil, and sundry other bodily fluids. Often the “dirtiest” parts of the historical narratives are removed during tours and presentations to make them more acceptable for a general audience. Unfortunately, removing these stories also removes some of the more interesting and relatable aspects of our past. In the museum’s newest program, the “Adults Only Tour,” educators are making an effort to add these stories back—along with a couple laughs, of course. This tour shares the standard history presented at the Maritime Museum and spices it up with the “dirtier” aspects of maritime drinks, love, and biology.

While on the tour, guests will interact with not only the bones and heart from the sperm whale on display in the Whales and Whaling exhibit, but also poop from a humpback whale. At the cannons in the exhibit hall, they’ll listen to an American Civil War era song encouraging women to collect their urine in the interest of making more gunpowder for the Confederate Army. There are also many tales of “love at sea.” This tour does not shy away from discussions that include those stories, including women in maritime history, love diseases, and a bit more that can’t be sterilized enough for public consumption. The discussions of love at sea are not limited to that between humans; they extend to sea creatures as well, such as the sea turtle with its aggressive form of love making.



Loggerhead sea turtles mating in Beaufort Inlet.

Yes, we did mention drinks, and yes you can have one if over 21. North Carolina has a long history of both rebellion and alcohol that come together in the history of moonshine. The need for running water to create this rebellious alcohol, and occasionally to transport it, makes this into an interesting maritime topic. No discussion on alcohol, or any drink for that matter, would be complete without a tasting. Included in the registration cost of this tour is a souvenir cup and a chance to sample some moonshine produced by the Waltons Distillery from Jacksonville in neighboring Onslow County.



Figurehead on display at the North Carolina Maritime Museum in Beaufort. To some, the carving has a likeness of the outspoken and unbathed Queen Consort Caroline.

This tour has also brought new life to some commonly overlooked artifacts. The museum has a figurehead displayed outside the Information Office by the entrance of the exhibit hall since the current museum building opened in 1985. The bust occasionally receives a brief mention but has commonly been overlooked on tours. During the Adults Only program this artifact becomes a star piece, spurring discussions on curses at sea, superstitions, the portrayal of women at sea, and the scandalous life of Queen Caroline.

This “dirtier” museum tour proved to be quite popular in its inaugural year, with some dates selling out months in advance. As a result of the enthusiastic response, the Education Department has added twice as many dates to the 2023 calendar of events. You can buy these [tickets online](#). We hope you can join us for this new program that offers a different perspective on our maritime history. Come enjoy a drink, have a few laughs, and maybe learn something too. ■

Christine Brin, associate education curator at the North Carolina Maritime Museum in Beaufort, leads the Adults Only Tour.



While in port sailors were commonly visited by their ‘sisters and wives.’ Image from the collections of the Mariner’s Museum in Newport News, Virginia.

Registration! Summer Science School & Junior Sailing Program

Summer Science School offers courses for children entering preschool through tenth grade. Each class provides an opportunity to learn about the maritime history, culture and environment of coastal North Carolina through classroom and field trip experiences. The most popular class topics include seashore life, pirates and fishing. Registration begins Tuesday, January 24, 2023. For more information about Summer Science School registration, contact the museum registrar at (252) 504-7758.

The Junior Sailing Program offers basic through advanced sailing instruction to youth ages 8 and older. This exciting program teaches the arts of rigging, sailing and seamanship, and introduces students to maritime traditions and history. The program is designed to teach the basic skills of sailing to beginners and to hone the skills of more advanced students, using a combination of time in the classroom and on the water. Registration begins Tuesday, January 17, 2023. For more information about Junior Sailing or registration, contact the Friends office at (252) 728-1638.



Mark Your Calendar!

Nov. 5 Friends of the NC Maritime Museum Boatshop Bash

Dec. 3 Crystal Coast Christmas Flotilla

Dec. 4 Annual Membership Meeting & Holiday Open House

2023:

Jan. 20, Clam Chowder Cook Off

May 6, Wooden Boat Show

June 10, Maritime Day

June 16, Harborside Deck Cocktail Party

July 6 Great 4th Race

July 21 Annual Crab Cake Cook-off

Aug. 3 Traditional Skiff Rally

Oct. 21 Fall In-The-Water Meet

For details call (252) 728-1638 or visit www.maritimefriends.org

Graveyard of the Atlantic Museum in Hatteras

An Introduction to the Graveyard's Newest Artifact

By Molly Trivelpiece



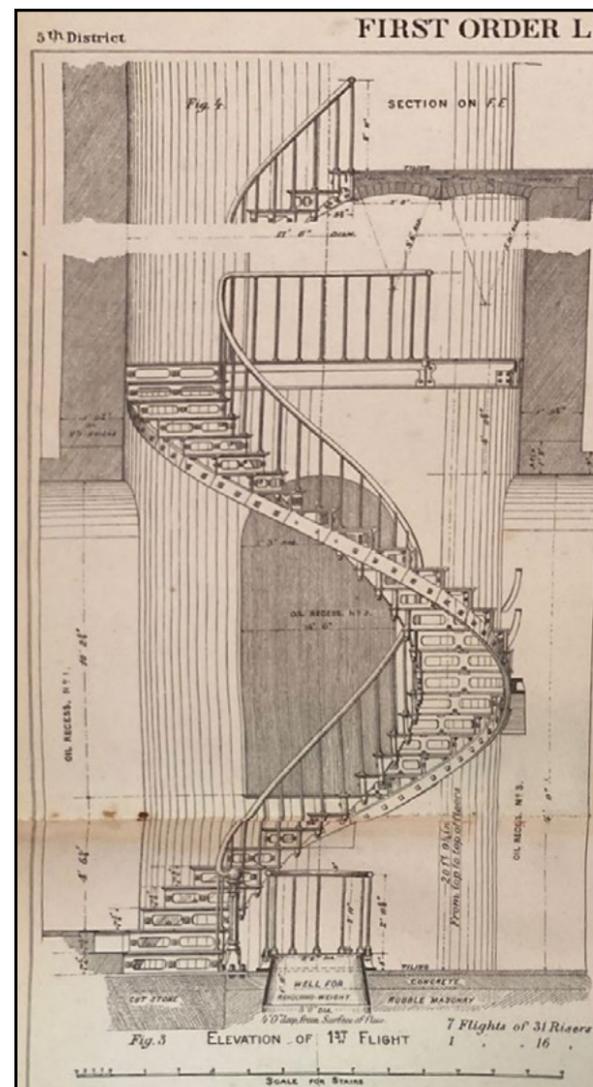
Vertical section and front elevation for First Order light house for Cape Hatteras, NC.

A newly acquired artifact will help shed some light on the region's most iconic landmark. Ms. Jackie Wenberg recently donated a copy of the book "Light-House for Cape Hatteras, North Carolina, Saint Simon's, Georgia, and Waugoshance Light-house Straits of Mackinac, Michigan." This newly donated bid book was printed by the U.S. Lighthouse Board in the Treasury Department. The book was made available to potential contractors and was the first step to begin the process of building government owned lighthouses.

The cover of the book has been replaced, but the rest of the interior pages are practically pristine, quite a feat, considering it was published in 1869. Of particular interest within the content are the architectural drawings of what we know today as the Cape Hatteras Lighthouse.

Construction on the original lighthouse at Cape Hatteras began in 1799, and the beacon was illuminated in 1803. After several decades, however, the structure was deemed ineffective. So, an additional 60 feet was added to its height. The lighthouse also received a new paint job: red for the top half and white below. However, a need for repairs prompted Congress to appropriate funds for a new tower—one that eventually became the Cape Hatteras lighthouse we know today.

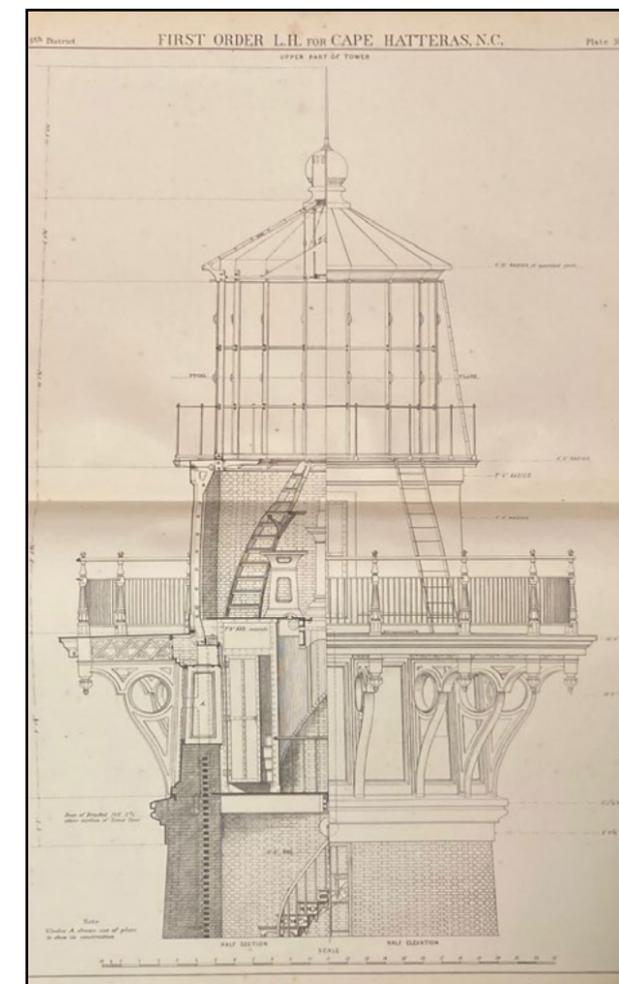
The bid book Ms. Wenberg donated featured the aforementioned lighthouse proposed for Cape Hatteras in North Carolina, as well as a lighthouse for Saint Simon's in Georgia, and the Waugoshance lighthouse at the Straits of Mackinac, Michigan. For the Cape Hatteras



Elevation for the first of seven flights of 31 risers.

portion, the bid only covers the metal work (it covers the entire construction for the other two towers).

The Cape Hatteras proposal includes the materials and labor needed to construct and assemble the Fresnel lens at a workshop and then move the lens to the top of the new tower. Masonry work and components for the Fresnel lens were not to be included in the amount of the bid. The cost also contained the sum for the entire work to be completed, including the time it would take. A member of the Lighthouse Board would personally inspect the building materials and oversee craftsmanship. They had authority to reject anything not deemed in accordance with the original bid. A copy of the plans was included in each bid, along with a sum of \$5,000 and a written guarantee that the contract would begin within ten days of the accepted bid. The printed drawings detail the measurements and quantities of the materials, from the nuts and bolts to the windowsills. Each figure is labeled with dimensions, details, and general arrangements.



Upper part of tower.

The book enhances the museum's efforts to tell the complete story of the Cape Hatteras lighthouse. An invaluable part of our maritime history, the artifact's proper care and handling will ensure its preservation for the future. ■

Molly Trivelpiece is the administrative coordinator at the Graveyard of the Atlantic Museum.

About the Cover: The iconic Cape Hatteras lighthouse as it stood at its original location in 1905. The lighthouse was temporarily decommissioned in 1935 due to the threat of beach erosion. A steel skeleton tower was constructed nearby, it filled in until 1950 when beach accretion prompted reactivation of the brick tower. Unfortunately, the lens in the lighthouse was vandalized during the period of inactivity, it was replaced with an aero beacon style light in 1950. In 1999 the brick tower was moved to a new location, placing it 1,500 feet from the once again encroaching sea. ■

Renowned Lighthouse Lampist Visits Hatteras Island

By Mary Ellen Riddle

For 57 years, lampist Jim Woodward nurtured a relationship with lighthouse Fresnel lenses. He recently visited the Graveyard of the Atlantic Museum to assess how to move the Cape Hatteras Lighthouse 1854 lens from the lobby to the main museum gallery. The move is part of the Hatteras maritime museum's redesign plan that will include all new exhibits throughout the ship-like structure that opened in 2002. Woodward's presence at the museum in August was a benediction of sorts of the long-awaited redesign.

As the most experienced lampist in the world, Woodward, a landlocked Arizona resident, is used to traveling to tend to Fresnel lenses. He has disassembled lenses all over the country and in Bermuda and Belgium.

"I've worked every design of lens ever built," Woodward said.

Seventeen years ago, he put together the Fresnel lens that currently stands as a beacon in our lobby. It is on loan from the National Park Service.

Woodward's passion for lenses started in 1964 when he was a Coastguardsman stationed at the Civil Engineer's Office in Cleveland, Ohio. He worked as a draftsman.

It was there that he met Arthur Meinhold, the Chief of Aids to Navigation Engineering of the Great Lakes, Lenses, and Buoy Lights. Meinhold was tasked with the job of working on the lighthouse in Loraine, Ohio, that had a lens in disrepair.

"Art wrote a work order to remove the lens and put in a new optic and deliver the old lens to the office where he worked," Woodward said.

While Woodward was a self-professed fanatic of maritime history, this didn't include lighthouses. Yet he watched in fascination as Meinhold completely disassembled the lens to factory pieces. Woodward, age 19 at the time, asked if he could help but was rebuffed by Meinhold. This didn't stop Woodward from intently watching every step Meinhold took while working after hours. Meinhold, a somewhat crusty man according to Woodward, finally put him to work rather than just have him stand there gawking. This was the beginning of Woodward's lengthy affair with lighthouse Fresnel lenses.

"It was about being in the right place at the right time with the right interest and skills," he said.

After his Coast Guard stint ended, Woodward became

a civilian employee at the same office. While there he took a lot of engineering courses and was involved mainly with lighthouse structural work, as he was the only one in the office who didn't mind the extra travel time involved in getting to their remote locations.

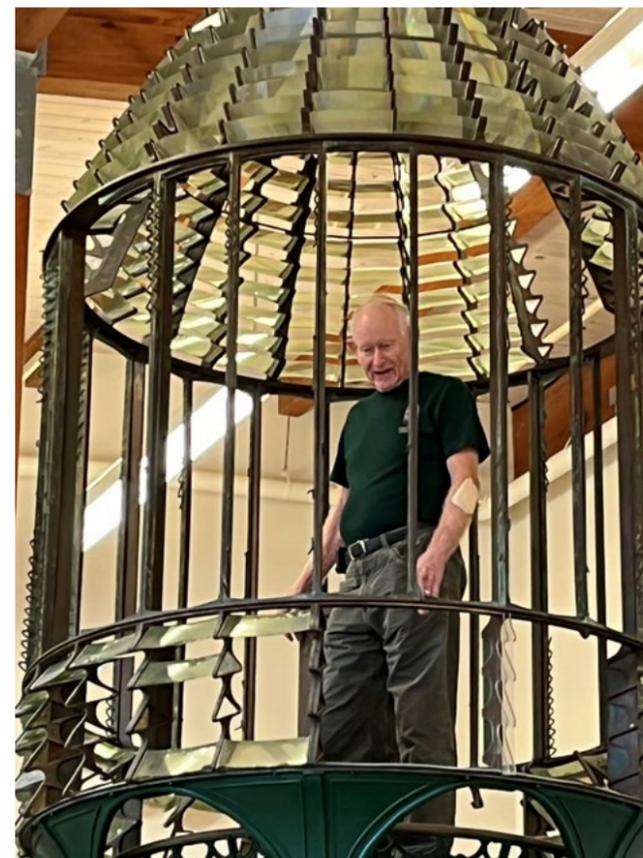
"It was the greatest thing since sliced bread," Woodward said.

He also worked on the Coast Guard's Lamp Program and Lighthouse Automation Project. In time he began working on lenses all over the country and overseas. To date he has disassembled, assembled, removed, and installed close to 400 lenses.

While in Hatteras in August, the spry 78-year-old man, who works out with weights regularly, climbed onto the inner platform that surrounds the Cape Hatteras lens. He was coming home to the lens that he had worked on in 2002.

The Cape Hatteras Fresnel lens is the first thing that greets people when they enter the museum. The massive structure of metal and glass garners a lot of questions from visitors. Woodward was able to fill in facts about the lens during his visit. His intimate knowledge of the lens will allow for its safe passage into the main gallery where the museum will continue to tell its story. Hopefully, it will be the last journey of the lens that cast light into the darkness and helped protect sailors navigating the Graveyard of the Atlantic. ■

Mary Ellen Riddle is the education curator at the Graveyard of the Atlantic Museum.



Experienced lampist Jim Woodward makes the climb into the original first order Fresnel lens from the Cape Hatteras lighthouse. The glass and iron structure is on display in the lobby of the Graveyard of the Atlantic Museum. Seventy-eight-year-old Woodward has spent almost ¾ of his life working on and repairing lighthouse lenses.

A Sea of Changes in Store for Museum Exhibit Gallery

A long-time planned project at the Graveyard of the Atlantic Museum in Hatteras is getting underway.

Thanks to funding from the state and Dare County, the long-awaited new museum design will be constructed. This will allow the museum to exhibit more artifacts from the vast collection, feature new exhibits, and enlarge the maritime history and culture footprint throughout the site.

Interactive exhibits will be included as well. A touch table will allow visitors to discover information about many of the wrecks in the Graveyard of the Atlantic. Also on tap is a rowing machine that will allow guests to get an idea how difficult it would have been to row through stormy seas, just as the United States Life-Saving Service surfmen did to save shipwrecked victims. Lifesaving itself is a vital part of the new design, highlighting the heroics of the surfmen in the Service.

Dramatic events come to life through artifacts and historic accounts. Explore shipwreck mysteries such as the crewless *Carroll A. Deering*, as well as the disappearance of Theodosia Burr Alston and the schooner *Patriot*. Investigate the Corolla wreck, the oldest wreck to wash ashore in North Carolina to date. Shipwreck artifacts on display will include everything from a humble leather shoe to a U.S. Life-Saving Service lifecar.

Maritime history and science topics include archaeology and diving, as well as Outer Banks history from the 1500s onward, featuring whaling, piracy, privateering. The effects of war on the Outer Banks, from the War of 1812 through WWII, will be covered as well. Guests will be able to learn about maritime livelihoods and living with Mother Nature, to gain an understanding of life at the edge of the coast where weather and sea rule.

The new museum design is created to educate, entertain, and instill in visitors a sense of ownership of local, state, national and global history. However, it will necessitate some closures to our gallery. Stay in touch with the museum's progress and for museum hours, closings, and updates by checking our [Facebook page](#), monthly newsletter, and our website: graveyardoftheatlantic.com. ■

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315 Front Street
Beaufort, NC 28516



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**North Carolina Maritime Museum
in Beaufort**
315 Front Street
Beaufort, NC 28516
(252) 504-7740
www.ncmaritimemuseumbeaufort.com

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Mon.–Sat. 10 a.m.–5 p.m.
Sun. 12–5 p.m.



**Graveyard of the Atlantic Museum
in Hatteras**
59200 Museum Drive
Hatteras, NC 27943
(252) 986-0720
www.graveyardoftheatlantic.com

Hours:
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**North Carolina Maritime Museum
at Southport**
204 E. Moore Street
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(910) 477-5150
www.ncmaritimemuseumssouthport.com

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