

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received DEC 6 1984
date entered JAN 3 1985

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Schooner Effie M. Morrissey
and/or common Schooner Ernestina, (preferred)

2. Location

street & number Steamship Wharf N/A not for publication
city, town New Bedford N/A vicinity of
state Massachusetts code 025 county Bristol code 005

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input checked="" type="checkbox"/> N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Massachusetts Schooner Ernestina Commission (Commonwealth of Massachusetts)
street & number 13 Centre Street
city, town New Bedford N/A vicinity of state Massachusetts 02740

5. Location of Legal Description

courthouse, registry of deeds, etc. United States Coast Guard, Documentation Office
Documentation Number: 136423
street & number 477 Commercial Street
city, town Boston state Massachusetts

6. Representation in Existing Surveys

title N/A has this property been determined eligible? yes no
date federal state county local
depository for survey records
city, town state

7. Description Schooner Ernestina, New Bedford, MA

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	N/A moved date
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		_____ N/A _____

Describe the present and original (if known) physical appearance

The Schooner Ernestina, formerly the Effie M. Morrissey, is a two-masted wooden sailing ship now berthed in New Bedford, Massachusetts. The ship, designed by George Melville McClain and built in the James and Tarr Shipyard at Essex, Massachusetts, was launched on February 1, 1894. She is now being restored for use as a museum and as a sailing school vessel.

The schooner measures 106 feet on deck; 152 feet overall (including bowsprit and main-boom); and 92 feet at the waterline. She is 24 feet, 5 inches wide, draws 13 feet, and has a gross tonnage of 120 tons.

When she was built, the Ernestina's main and foremasts were 76 and 74 feet tall respectively and she carried two topmasts. Her main boom and main gaff were 68 and 35 feet long, and she carried approximately 8,500 square feet of sail. Since 1982, the schooner's masts have been short, about 60 feet tall. New and taller mast timbers have been purchased for the vessel. The masts and topmasts will be installed and the ship's original fisherman rig restored.

The Ernestina was constructed in the traditional plank on frame style. She is made of white oak and yellow pine with treenail pegged fastenings. Prior to World War II, her hull was painted black, but during the war, when the schooner was commissioned for the U.S. Navy, the entire ship, from mastheads to deck structures to hull, was painted battleship gray. In 1948, however, she was returned to her original coloration.

Throughout most of her career (excluding the World War II years) the schooner's bulwarks and deck structures have been painted a combination of white and gray. When delivered to the United States in 1982 the ship's deck structures were painted yellow and green; these colors have since been replaced with white and gray.

The Ernestina's exterior and interior are basically unaltered from their original state. The ship carries the 1891 iron Stoddart wheel that was installed in 1894. The schooner's original deck furniture, hatches (main cabin and two fish hatches), forecastle, scuttle, fife rail, and hardware remain unaltered.

In 1948, two small deck houses, one forward of the forward fish hatch and one on the ship's port side aft of the forward shrouds, were dropped on deck. These minor additions are removable and have not affected the essential structure of the ship.

The interior layout of the Ernestina is essentially as it was when the ship was launched. The aft cabin retains its original configuration; fisherman-style finish work, including a simple bunk layout, will be restored in the near future.

The cargo hold has undergone some minor changes. An engine was installed in 1927 and accommodations were built to house the scientists and students who accompanied the Ernestina on her Arctic voyages. In 1948, when the ship became a Cape Verdean packet, the engine was removed and the accommodations were taken out to make room for the cargo. Another engine was installed in 1953, but this was removed around 1980; the Ernestina currently has no engine. The ship's sand ballast, installed in Cape Verde in 1982, has recently been removed and replaced with stone ballast similar to the type first carried by the schooner.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input checked="" type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input checked="" type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1884 **Builder/Architect** Captain William E. Morrissey

Statement of Significance (in one paragraph)

The Schooner Ernestina possesses integrity of design, materials, workmanship, feeling, and association. As the oldest surviving Grand Banks fishing schooner, one of the only two arctic exploration sailing vessels still afloat (the other is the Bowdoin, built in 1921 and now berthed at the Maine Maritime Museum), and the last sailing ship to have brought immigrants to America, the Ernestina is significant for the important role she has played in America's maritime, scientific exploration, social, and naval history. She is significant, too, by virtue of her design, workmanship, and materials, as the sole surviving representative of the Fredonia-type Gloucester fishing schooner. The Schooner Ernestina thus meets Criteria A and C of the National Register of Historic Places on the National level.

For more than 300 years, fishing has played a central role in the economic development of Massachusetts. Residents of the coastal towns of Essex County, particularly Gloucester, have relied on fish as a both a staple and a trade commodity since the mid 17th century. The Grand Banks, off Newfoundland, have long proved to be especially fertile fishing grounds. For the first 30 years of her existence the nominated schooner, plying the waters of the Grand Banks, played a part in sustaining the lives of Gloucester fishermen.

Originally, christened the Effie M. Morrissey after builder Captain William E. Morrissey's daughter, the wooden schooner was launched at the James and Tarr Shipyard of Essex, Massachusetts, on February 1, 1884. For the next 30 years, the 106-foot vessel fished the Grand Banks for cod, haddock, herring, and mackerel, bringing record catches into Gloucester, Boston, and ports in Maine and Nova Scotia.

The Ernestina earned a reputation as a particularly fast and lucky schooner. In 1912, a ballad, "The Log of the Record Run," recounted the vessel's notorious fishing trip from Portland to Yarmouth. On that voyage, she logged 200 miles in 20 hours, at times reaching speeds of 16 knots. During that trip, the Ernestina carried her foresail only for the last eight hours.

In the mid 1920's, the heyday of the small fishing schooner drew to a close. Larger vessels were practical for fishing. Thus, in 1926, the Ernestina was sold to Captain Bob Bartlett, a seasoned explorer of Arctic waters based in New York. Bartlett had skippered Admiral Robert Peary's ship, the Roosevelt, on a number of polar expeditions. Over the next 15 years, Bartlett took numerous scientists and students to the Arctic, and hundreds of experiments and studies were carried out from the schooner's decks, from mapping Greenland and testing ocean currents to taking samples of Arctic plant and animal life and documenting Eskimo lifestyles. Sponsors for the expeditions included the Smithsonian Institution and the American Museum of Natural History, whose collections retain many of the specimens gathered by the schooner's crew. In the 1930s, Bartlett and his ship were featured often in newsreels and magazine articles.

9. Major Bibliographical References

(See continuation sheet)

10. Geographical Data

Acreeage of nominated property N/A

Quadrangle name New Bedford North, MA

Quadrangle scale 1:25,000

UTM References

A

19	339980	4610680
Zone	Easting	Northing

B

Zone	Easting	Northing

C

--	--	--

D

--	--	--

E

--	--	--

F

--	--	--

G

--	--	--

H

--	--	--

Verbal boundary description and justification

The nomination consists of the Schooner Ernestina Structure.

List all states and counties for properties overlapping state or county boundaries

N/A
state code county code

state code county code

11. Form Prepared By

name/title Betsy Friedberg, Preservation Planner, with Julia Brotherton, Assistant Planner/Educational Coordinator, Massachusetts Schooner Ernestina Commission

organization Massachusetts Historical Commission date August 1984

street & number 294 Washington Street telephone (617) 727-8470

city or town Boston state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Valerie A. Talmage

title State Historic Preservation Officer date November 16, 1984

For NPS use only

I hereby certify that this property is included in the National Register

for Helores Byan Entered in the National Register date 1-3-85
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

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received

date entered

JAN 3 1985

Continuation sheet Schooner Ernestina Item number 7 & 8 Page 1

The forecastle has been somewhat altered: the galley (usually located in the forecastle of fishing schooners) was moved to the forward deck house in 1948. The present forecastle contains eight bunks, laid out in the traditional manner; two bunks were removed in 1980 to make more storage room in the forepeak. Restoration plans include returning the galley to its original position, replacing the two bunks, and restoring original finish work.

Because changes to the Ernestina over time have been largely superficial, the ongoing preservation work is cosmetic rather than structural. When complete, the Ernestina will be restored to her original appearance.

8. Significance (Continued)

During World War II, the Ernestina, still under the command of Captain Bartlett, served as an Arctic supply and survey ship for the United States Navy. She serviced U.S. airbases in the Arctic and conveyed supplies to Allies in the Soviet port of Murmansk.

In 1948, after Bartlett's death, the schooner was bought by Henrique Mendes and renamed the Ernestina. Mendes, a native of the Cape Verde Islands off the west coast of Africa, began carrying passengers and cargo between the islands and the United States. For the next sixteen years, the Ernestina brought thousands of Cape Verdean immigrants to the United States and tons of American goods to Cape Verde. By 1965, she was both the last and the longest-lived sailing packet covering this route, as well as the only sailing vessel still bringing immigrants to America.

When more modern and swift steam vessels became available for transAtlantic travel, the Ernestina's popularity as a long-distance transport declined. The Cape Verdean government, which had acquired the Ernestina, transferred her to short inter-island trade routes. In 1982, she was officially returned to the United States as a gift of the people of Cape Verde. The Commonwealth of Massachusetts appointed a five-person Schooner Ernestina Commission, which designated New Bedford as the ship's home port and stipulated that she be kept actively sailing as an educational vessel.

In addition to her historical significance, the Schooner Ernestina is architecturally significant as the sole surviving representative of the Fredonia-model schooner.

Nautical authority Howard I. Chappelle states that this appellation refers to "the general hull form of all schooners having the same approximate profile"--clipper bow, elliptical transom, deep draft, and fine sharp lines--as the Schooner Fredonia, a swift and stable schooner designed by Edward Burgess in 1889.

The Commission plans to fully restore the Ernestina to museum-quality condition. The ship will also be outfitted to conform with United States Coast Guard regulations in order to operate as a sailing school vessel in ocean and coastal service.

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date entered

Continuation sheet Schooner Ernestina Item number 9 Page 1

Bartlett, Robert A., Sails Over Ice. New York: Charles Scribner, 1934.

Bartlett, Robert A., "Servicing Arctic Airbases ." National Geographic Magazine, Vol. 89, 1946, pp. 612-616.

Chapelle, Howard I., The American Fishing Schooners, 1825-1935. New York: W.W. Norton, 1973.

Forbes, Alexander, Quest for a Northern Air Route. Cambridge, Mass.: Harvard U. Press, 1951.

Grenn, Fitzhugh, Bob Bartlett, Master Mariner. New York: G.P. Putnam's, 1929.

Horwood, Harold, Bartlett, The Great Explorer. New York: Doubleday, 1977.

Houston, Laura, and Michael Platzer, ERNESTINA/EFFIE M. MORRISSEY: Commemorative Edition. Rye, N. Y.: Rye Printing Co., 1982.

Putnam, George Palmer, Mariner of the North. New York: Duell, Sloan and Pearce, 1947.

Sarnoff, Paul, Ice Pilot Bob Bartlett. New York: J. Messner, 1966.

Sarnoff, Paul, "Whatever Happened to the MORRISSEY?" Yankee, September 1966, pp. 72-79

Thomas Gordon, Fast and Able: Life Stories of Great Gloucester Fishing Vessels. Gloucester: Gloucester 350th Anniversary Celebration, Inc., 1973.

Tod, Giles, The Last Sail Down East. Barre, Mass.: Barre Publishers, 1965.

Wallace, Frederick William, "Life on the Grand Banks." National Geographic Magazine, Vol. 40, No. 1, July 1921, pp. 1-28.

See Also

Schooner ERNESTINA ex-EFFIE M. MORRISSEY, Resource Bibliography--Books, Periodicals, Newspapers, Unpublished Materials. Rye, New York: The Rye Historical Society, 1983.

*See also
with notes
new page
marks*

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Ernestina (schooner)
Bristol County
MASSACHUSETTS

DEC 6 1984

Working No. _____
Fed. Reg. Date: 2/4/86
Date Due: 1/3/85 - 1/20/85 -
Action: ACCEPT 1-3-85
 RETURN _____
 REJECT _____
Federal Agency: _____

Entered in the
National Register

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair		
<input type="checkbox"/> deteriorated		
<input type="checkbox"/> ruins		
<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance (*in one paragraph*)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Property Name: Schooner ERNESTINA
Street Address: Steamship Wharf
Community: New Bedford, MA
Photog. + Date: Herman Spooner 1894
Loc. of Neg: Cape Ann Historical
Association, Gordon Thomas Coll.
Photograph Number 1 of 5

Description of View: MORRISSEY
under full sail, starboard side



Dynamiting our way to freedom.

Property Name: Schooner ERNESTINA
Street Address: Steamship Wharf
Community: New Bedford, MA
Photog.+ Date: Robert Bartlett 1932
Loc. of Neg: unknown
Photograph Number 2 of 5
Description of View: Dynamiting
Arctic ice to free the MORRISSEY



FRNESTINA

1032

Property Name: Schooner ERNESTINA
Street Address: Steamship Wharf
Community: New Bedford, MA
Photog.+ Date: John Kochiss, 1956
Location of negative: Schooner
ERNESTINA office, New Bedford
Photograph number 3 of 5
Description of view: starboard
bow



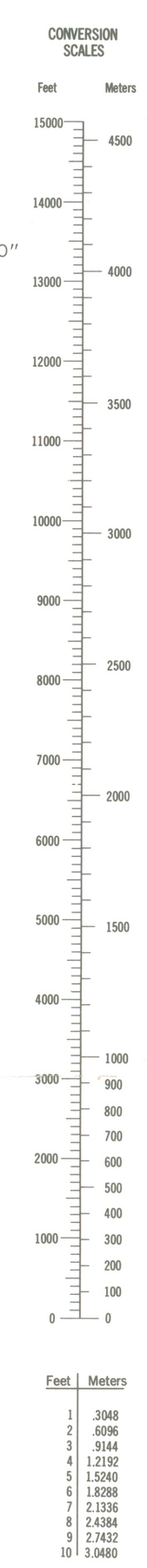
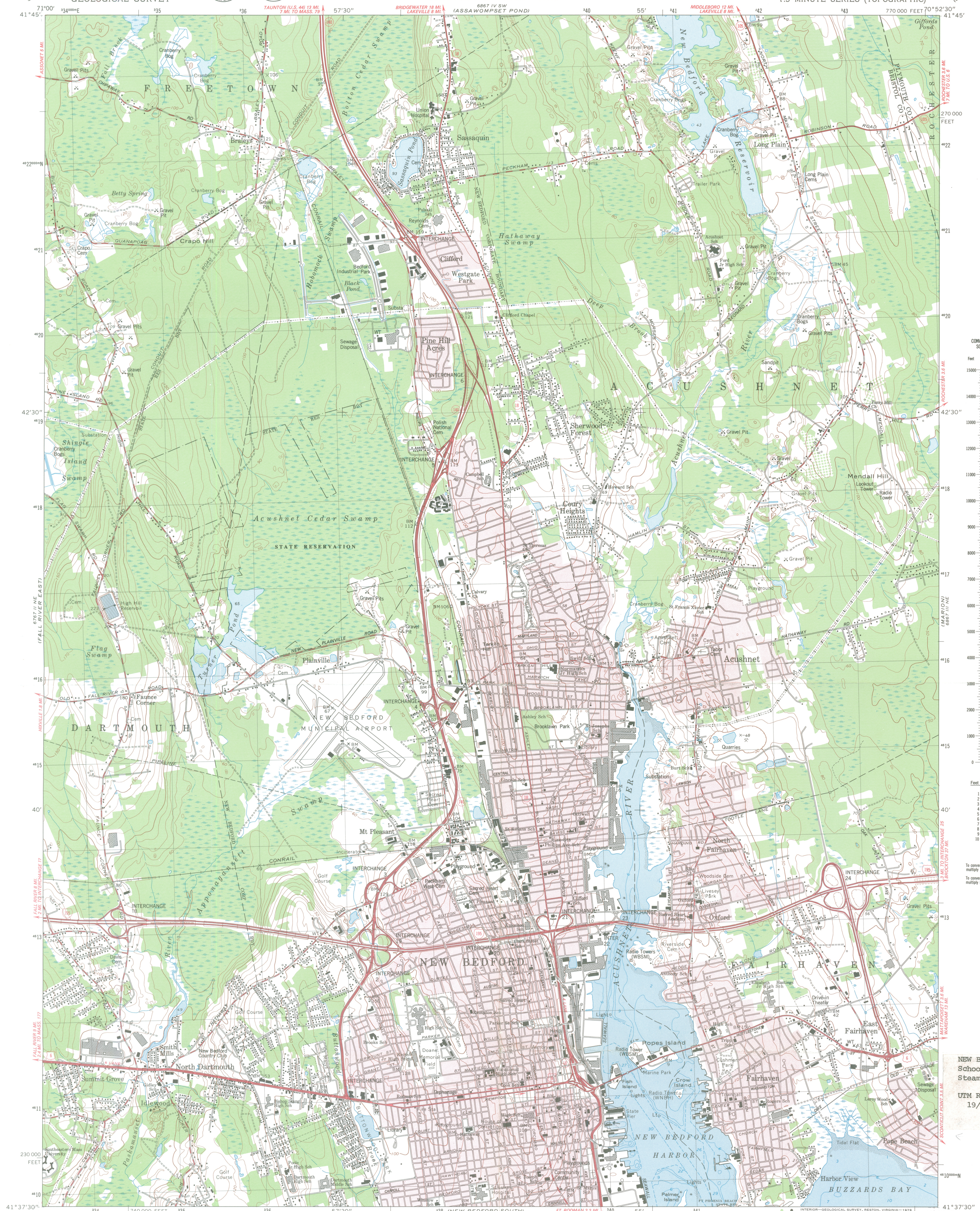
Property Name: Schooner ERNESTINA
Street Address: Steamship Wharf
Community: New Bedford, MA
Photog.+ Date: Michael Platzter 1983
Loc. of Neg: Sch. ERNESTINA office
Photograph number 4 of 5
Description of View: port side,
under full sail



ERNESTINA NEW BEDFORD

USS CONSTITUTION

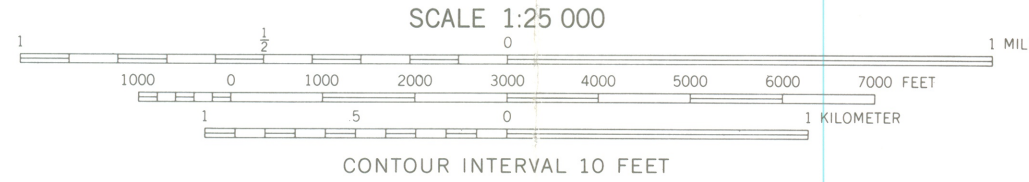
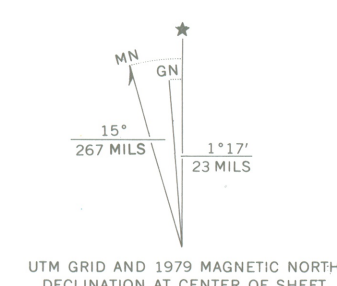
Property Name: Schooner ERNESTINA
Street Address: Steamship Wharf
Community: New Bedford, -MA
Photog.+ Date: D. Moreland 1983
Loc. of Neg: Sch. ERNESTINA office
Photograph number 5 of 5
Description of view: port stern



To convert feet to meters
multiply by 0.3048
To convert meters to feet
multiply by 3.2808

NEW BEDFORD
Schooner Ernestina
Steamship Wharf
UTM Reference:
19/339980/4610680

Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey
Topography by planetable surveys 1936. Revised 1964
Revised 1975 from aerial photographs taken 1974
Field checked 1975. Map edited 1979
Selected hydrographic data compiled from NOS 353 (1973)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 6 meters south and
42 meters west as shown by dashed corner ticks
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid, zone 19
Red tint indicates areas in which only landmark buildings are shown
Boundaries in tidewater areas from information furnished by
Massachusetts Department of Public Works
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 3.7 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

NEW BEDFORD NORTH, MASS.
N4137.5—W7052.5/7.5

1979

DMA 6867 III NW—SERIES V814

PW ✓
CT ✓



THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE • BOSTON 02133

MICHAEL S. DUKAKIS
GOVERNOR

11 May 1984

RECEIVED

MAY 16 1984

MASS. HIST. COMM.

Michael J. Connolly
Massachusetts Historical Commission
294 Washington Street
Boston, Mass.

Dear Secretary Connolly:

On behalf of the people of the Commonwealth of Massachusetts, particularly those from coastal and maritime communities, I join with the Ernestina Commission and the National Friends of the Ernestina in recommending the Schooner Ernestina for inclusion in our historic registries.

As you can see from the brief history which is enclosed herewith, the Ernestina has a rich and proud history as a fishing schooner, an Arctic explorer, and a transatlantic sailing packet bringing immigrants to American shores. The Commonwealth, working in conjunction with the Ernestina Commission and the Friends of the Ernestina have extensive plans for the vessels' proper care and utilization, but these efforts would be easier and the vessel would be assured of its proper place in history if at this juncture you would consider her for inclusion amongst our nation's and our Commonwealth's historic treasures.

I thank you for your consideration and assume that your staff will be working with the Commission and the Friends to assure that the appropriate documentation and information is provided.

Thank you.

Sincerely yours,

Michael S. Dukakis

RECEIVED

AUG - 6 1984



1204 Purchase Street MASS. HIST. COMM.
City Hall Annex
New Bedford, Massachusetts 02740
(617) 999-2931

City of New Bedford
HISTORICAL COMMISSION

August 1, 1984

Ms. Patricia Weslowski
Historic Preservation Officer
MASS. HISTORICAL COMMISSION
294 Washington St.
Boston, MA 02108

Dear Ms. Weslowski:

On behalf of the New Bedford Historical Commission, I wish to submit to the Massachusetts Historical Commission our collective endorsement of the historic schooner Effie N. Morrissey, now known as the Schooner Ernestina, which is currently being nominated to the National Register of Historic Places.

I sincerely hope that your review and recommendation to the United States Department of the Interior will be as enthusiastic and supportive as we are here in New Bedford, regarding the Schooner Ernestina project.

We feel we are fortunate indeed to have the opportunity to work towards the restoration of this historic vessel with particular efforts being directed towards interpretative demonstrations of her famous past.

We feel that this vessel represents the heritage of generations and should be preserved as a tribute to the limits of human perseverance.

Again we appreciate the opportunity to echo local sentiments and forward to you a strong and sincere endorsement of the Schooner Ernestina and hope that she may soon be included upon the National Register of Historic Places.

Sincerely,

DAVID A. KENNEDY
Chairman
N.B. Historical Commission

mw
enclosure



Mayor Brian J. Lawler

City Hall, New Bedford, MA 02740

617/999-2931

September 10, 1984

RECEIVED

SEP 11 1984

Ms. Valerie A. Talmage
Executive Director
Deputy State Historic Preservation Officer
Massachusetts Historical Commission
294 Washington Street
Boston, MA 02108

MASS. HIST. COMM.

Dear Ms. Talmage:

It is my pleasure to write in support of the Schooner "Ernestina" and efforts to include this vessel in the National Register of Historic Places.

I encourage the Massachusetts Historical Commission to nominate the "Ernestina" for inclusion in the National Register.

Thank you for allowing me the opportunity to comment on this matter.

Very truly,

Brian J. Lawler
Mayor

BJL/mao

cc: David A. Kennedy
Historical Commission

Captain Daniel Mooreland
13 Centre Street
New Bedford, MA 02740