

HULL LIFESAVING MUSEUM

SAVING LIVES THEN. CHANGING LIVES NOW.



Ship Models for Sale from the Collection

With the close of our current exhibit, *Miniature Ships – Epic Stories*, in early July, the Museum will be deaccessioning* models from the collection that are not directly relevant to our core mission. This is a unique opportunity for the general public to acquire a beautiful ship model. Proceeds from the sale will be used purchase future acquisitions that are more relevant to U.S. Life Saving Service history.

These models are beautiful representations of historic vessels and will provide years of visual enjoyment on a fireplace mantel, bookshelf, sofa table or wherever a “conversation piece” is warranted in your home décor. Each model has its own unique story worthy preserving and retelling.

The models included in this sale are pre-owned/used models, built by craftsmen from high quality wood kits; however, they would not be considered vintage, antique, or new.

** Deaccessioning is the formal process of removing artifacts from museum collections, and in this case making them available for sale to the general public.*

Note on model Prices: *Like all art, the value is in the eye of the beholder. We have priced the models to be a good value to the future owner. We have taken into consideration, the level of difficulty and detail that went into the construction of the model and the current condition of the model. Donations above the listed price of the models are welcome and will contribute toward the viability of the museum for future generations.*



Dark Harbor 17-1/2

Pleasure craft

Wood, built from a commercial kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 25-1/2"



The *Dark Harbor 17-1/2* is a 25' 10" long day sailor, referred to as a 'knockabout.' Interestingly, the 17-1/2 designation refers to the waterline length which was the custom in those days for describing the size of a vessel as to the overall length as is now standard. It was designed in 1908 by B.B. Crowninshield, a yacht designer and naval architect active from the late 1890's who designed several boats including an America's Cup contender.

The boats were first built by the Rice Brothers of East Boothbay, Maine in 1909 for members of the Manchester (Massachusetts) Yacht Club, and initially called *Manchester 17s*. The boat was great fun to sail because it was easy to maneuver and could take rough weather. The boat's popularity soon spread from Boston's North Shore to the coast of Maine with the greatest concentration of boats winding up in Dark Harbor, Islesboro, ME prompting the name change.

About 200 boats were launched before production wound down in the mid-1930s and they can still be spotted today.

Model Note: Model is in good condition, the accurately depicted sails were made by the craftsman's wife, Mrs. Atherton.

Asking Price: \$150

Pen Duick

Racing Yacht

Wood, built from kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 22-1/2"



Pen Duick is best known as the name of a series of successful racing yachts sailed by French yachtsman Éric Taberly (1933-1998) through the 1960 - 70s. Taberly became a national hero in France when he won the Observer Single-Handed Trans Atlantic Race (OSTAR) in 1964 in record time. He ignited a passion for solo ocean racing that persists today. He went on to win numerous races including the 1976 OSTAR.

Yum was the original name of the boat that started it all, a 57' 1898 gaff-rigged cutter bought by Guy Tabarly, Éric's father, in 1938. It was built by renowned Scottish yacht designer William Fife III Jr. (1857 - 1944). Fife designed close to 600 yachts, including two contenders for the America's Cup. Tabarly's father renamed her *Pen Duick* and taught his son to sail on her.

By the 1950s *Pen Duick* had fallen into disrepair. Éric, then a French Navy Officer, purchased the boat from his father and, unable to hire a yard to salvage her, he proceeded to restore her himself. He made a mold to build her a new polyester hull; it was the largest of its kind at the time. He refitted her entirely and completed numerous sailing tours and regattas on her. Sadly, it was aboard this boat that Éric Tabarly disappeared at sea during the night of the 12 - 13th of June 1998 off the coast of Wales, en route to Scotland for a reunion and regatta for Fife designed sailing yachts.

Model Notes: Not only is this a well-built, accurate model in good Condition, the story of Eric Taberly and his succession of racing yachts, all named Pen Duick is compelling. In France, the name Eric Taberly carries similar weight to his United States sports hero counterparts such as Baby Ruth.

Asking Price: \$250

Flying Cloud

Clipper Ship

Wood, built from kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 13"



Clipper ships were designed to compete for the passenger and cargo trade going from the east to the west coast, around Cape Horn. They had new and original naval design characteristics that were meant for speed: long and narrow hulls, narrow cutting bows, low freeboard, streamlined sterns, and large amounts of sail.

Flying Cloud was known as the fastest clipper ship ever launched. She was built by Donald McKay, one of the 19th century's most important designers and builder of ships, in his East Boston, MA shipyard.

Flying Cloud was launched in 1851 just at the time of the California "Gold Rush", and in its maiden voyage under command of Josiah Perkins Creesy, she made the 16,000 mile trip from New York to San Francisco in a record time of 89 days and 8 hours, more than halving the usual 200 day trip for clipper ships at that time.

This extraordinary accomplishment was due in large part to its navigator: Eleanor Creesy, the Captain's wife. A native of Marblehead, MA, she learned navigation from her father, a successful captain in the coastal schooner trade. Creesy studied the latest scientific data from Lt. Matthew Fontaine Maury, Superintendent of the U.S. Naval Observatory and she applied the course recommended in his "Sailing Directions" to help drive *Flying Cloud* to the stunning record. Remarkably, *Flying Cloud* beat its own record by 13 hours in 1854; a record that stood until 1989, 135 years later.

Flying Cloud's last Cape Horn passage was in 1857; in 1862, she was sold to a British firm and served the immigrant and cargo trade between England, Australia and New Zealand, and in her last years, the log trade between England and Canada. On June 19, 1874 *Flying Cloud* grounded on Beacon Island Bar Saint John, New Brunswick and was condemned, sold and in 1875 burned for the scrap metal value of her metal fastenings.

Motel Notes: This model is relatively small and would make a great addition to a child's bed room as inspiration to future endeavors. It also has a fantastic story of Yankee ingenuity and sea faring skills associated with it.

Asking Price: \$75

Emma C. Berry

Fishing Sloop

Wood, built from a kit by Arthur Porter

Gift of Arthur Porter

Model length overall: 48"



The *Emma C. Berry* was built by John Latham in the R. & J. Palmer Shipyard in Noank, CT for Capt. John Henry Berry, who named it for his daughter. The 38'6" fishing sloop was constructed in a similar way to other traditional fishing boats referred to as "well-smacks." The ship was launched in 1866 rigged as a sloop with a large mainsail, two head-sails and a gaff topsail. The vessel was equipped with a well midship for storage of the fishing catch; the design allowed water to flow through numerous holes in the bottom hull planking to keep the catch alive for delivery to the markets.

The *Emma C. Berry* underwent several modifications over the years but remained a fishing vessel until 1924; she then was used for cruising and yachting. She was donated to the Marine Historical Society in 1969 and then extensively restored by Mystic Seaport Museum staff. She is now exhibited afloat at the Mystic Seaport Museum in Mystic CT, where she appears much as she did when originally built.

As one is one of the oldest surviving commercial vessels in America, the *Emma C. Berry* was designated a National Historic Landmark in 1994.

Model Notes: This is a large model which will command the attention of the viewer. It is also unique in that the actual vessel is preserved at The Mystic Seaport Museum. There are a couple of minor pieces on the model that need a little glue.

Asking Price \$400

Smuggler

Gloucester Schooner

Wood, built from a commercial kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 33"



The Smuggler was a clipper schooner used for fishing out of Gloucester harbor. She was built by Daniel Poland, Jr. and Charles Woodbury at Gloucester for Gloucester owners in 1877. She was considered one of the most beautiful schooners. Because of her moderate size, 78', it is believed she was used for mackerel.

The fishing schooners were sharp-ended, shallow, beamy and had a large sail area for power – they were designed and valued for their speed. Speed was the critical ingredient for a successful fishing trip: a vessel had to make a fast passage to the grounds, the crew had to find the mackerel schools, the catch had to be quickly cleaned and salted to keep it from spoiling and finally, the vessel had to get the fish to market in the shortest possible time.

The fishing schooner could be unstable though, and their use resulted in heavy losses of life and property. In the 25 years following the Civil War, 1866 – 1890, Gloucester lost 382 schooners and 2,454 fishermen. These losses led to the campaign for greater safety in New England fisheries through design reform such as deeper holds and lower centers of gravity.

Model Notes: This is a very nice model in good condition. Her sleek lines add drama and excitement to wherever she is displayed and the story of the tenacious New England fisherman that goes with her is inspiring.

Asking Price: \$250

USS Independence 1776-78

Sloop-of-War

Wood, built from a kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 29"



The Continental Navy, the navy of the United States during the American Revolutionary War, was formed in 1775. Its main goal was to intercept shipments of British supplies and generally disrupt British commercial maritime operations. The *USS Independence*, built in Maryland, Baltimore, was the first ship acquired by the Continental Congress to serve in the Continental Navy.

Under the command of Captain John Young, *Independence* first served in 1776 to guard American merchant trade in the West Indies. She then served as a “dispatch” boat -- carrying messages, or mail — between high-ranking military officials aboard other ships or to land-based destinations. In mid-1777 she sailed for France carrying important diplomatic dispatches, capturing two “prizes” en route. Prizes were the capture of an enemy ship and her cargo as a prize of war. The capturing force would commonly be allotted a share of the worth of the captured prize.

On 6 February 1778, France signed the Treaty of Alliance with America, formally recognizing the independence of the new American republic. On February 14th, Captain John Paul Jones (famed for uttering "I have not yet begun to fight!") was in command of *Ranger* in Quiberon Bay on the coast of France and received a nine-gun salute -- the first official recognition of the American Republic by a foreign power; *Independence* was in the bay at the time. A few days later Jones embarked on *Independence* and again exchanged salutes.

Independence soon headed back to the United States and unfortunately wrecked on 24 April 1778 while attempting to enter Ocracoke Inlet, North Carolina. Captain Young served with distinction on other ships and was lost at sea commanding the *Saratoga* in 1781

The Treaty of Paris in 1783 ended the American Revolutionary War and, by 1785, Congress had disbanded the Continental Navy and sold the remaining ships.

Model Notes: This model is probably the most detailed in the group that is being offered for sale. It is this detail, that draws the viewer in for a closer spellbinding look.

Asking Price: \$450

U.S.N. Picket Boat No.1

Spar Torpedo Boat c1864

Wood, brass and aluminum fittings, built by Dr. Roger Atherton, Jr. from a kit, scale 1:24.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 23"



Spar Torpedo Boats were invented during the U.S. Civil War. They were small steamboats (approximately 45' long and 9' feet wide) fitted with a 'spar torpedo', which is a bomb (torpedo) that was attached to the end of a long pole (spar). The steamboat would take aim at an enemy ship and when it was close enough, it would ram the vessel and drive the long spar into it, and then detonate the torpedo at the end of the spar.

On the night of 27 October 1864 spar torpedo boat *Picket Boat No. 1*, under command of Lt. William B. Cushing, *undertook* the daring and deadly mission to attack the Confederate States Ship *Albemarle*, moored on the Roanoke River at Plymouth, North Carolina. The 150' ironclad *Albemarle* seemed impervious to both cannon fire and ramming in battle and had been instrumental in the Confederacy's successful effort over the summer of 1864 to recapture Union-occupied Plymouth. *Albemarle* was viewed as a significant threat to Union forces, and one that had to be dealt with soon before their entire position on the coastline and inland waters of North Carolina was jeopardized.

Picket Boat No. 1 traveled up the Roanoke River under cover of darkness and Lt. Cushing successfully torpedoed and sunk *Albemarle*, clearing the way for Union forces to recapture Plymouth and the region, which they held for the remainder of the war. This victory was also significant for future Naval strategy: it showed that a small ship had the potential to sink a much larger opponent by employing torpedoes in warfare. Cushing was recognized as a national hero and promoted to Lt. Commander. He continued to serve in the Navy with courage and distinction until his death on 17 December 1874.

Model Notes: As the forerunner of the storied Patrol Torpedo boats of World War II, viewers will be awestruck at the tenacity and courage of the vessel crews who had to maneuver the spar torpedo boats at high speed and literally crash into the enemy ship with a bomb attached to their vessel to affect and attack. What is more incredible is that they often succeeded and survived to tell about it.

Asking Price: \$275

HMT Ladysmith 1906

Naval Trawler

Wood, built from kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 19"



Ladysmith was a steam trawler built at the Cochrane & Sons shipyard in Selby, Yorkshire in 1906. The *Ladysmith* had a displacement of 254 tons and a steel hull, its port registration was GY (Grimsby) 183. Its peace-time owner was Henry Lewis Taylor of Grimsby, England. She was requisitioned to become one of Her Majesty's Trawler (HMT) service during WWI.

England's Royal Navy maintained a small inventory of trawlers in peacetime but requisitioned much larger numbers of civilian trawlers in wartime. The Naval trawler program converted local fishing boats and fishermen into military assets; the thinking being that that no one knew the waters as well as local fishermen.

HMT *Ladysmith* was used as a mine-sweeper to maintain control of seaward approaches to major harbors by keeping the shipping lanes clear. On August 20, 1917 she was damaged by a mine in the North Sea and towed to Harwich, England for repairs. After the war, she was returned to commercial service.

Model Notes: This is a nice representation of English Coastal Draft in the early 1900's. It is easy to visualize yourself chugging along the coast, binoculars in hand, lump in throat, looking for enemy submarines and floating mines.

Asking Price: \$150

USS S. P. Lee

Destroyer No. 310

Wood, built from kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 38-1/2"



The *USS S. P. Lee* was a Clemson-class destroyer, one of 156 built by the U.S. Navy after WWI. Built by the Bethlehem Shipbuilding Corporation, commissioned in 1920 under Commander Swosey, Jr. She was named for Rear Admiral Samuel Phillips Lee (1812–1897).

S. P. Lee is best known for being part of the U. S. Navy's largest peacetime loss of ships, known as the Honda Point disaster, when a combination of poor decisions, navigational errors, and low visibility resulted in 7 destroyers of the 14 vessel Training Squadron 11 (Desron 11) ran aground on Honda Point near Santa Barbara, California on September 8, 1923.

The squadron was led by Captain Edward H. Watson on *USS Delphy*. An important factor in the events that soon occurred was that radio navigation aids (Radio Direction Finding or RDF) were relatively new and not completely trusted by Watson. The ships in DesRon 11 relied mostly on dead reckoning for determining their position.

Compounding the challenge, heavy fog set in day obscuring that the fact that squadron was actually heading towards the cliffs of Point Pedernales, also known as Honda Point, north of the intended course to the entrance to the Santa Barbara Channel.

Within 5 minutes of turning east towards the channel the *Delphy* drove into the shore. Sailors rushed to sound the ship's siren, but the disaster was well in motion. *S.P. Lee* saw the *Delphy* come to a sudden stop and quickly turned to avoid the flagship and swung broadside into the nearby bluffs. In the ensuing confusion, five other destroyers ran aground. The blaring of the ships' warning sirens gave the remaining 7 ships enough time to get out of harm's way.

Despite valiant efforts to save the crews and the destroyers, 23 men perished and 7 destroyers, including the *S.P. Lee*, were a total loss.

Model Notes: Now here is a great conversation piece. Few people have heard of the Honda Point Disaster, and knowing the story, you will be able to regale others with this harrowing story of a true sea disaster.

Asking Price: \$250

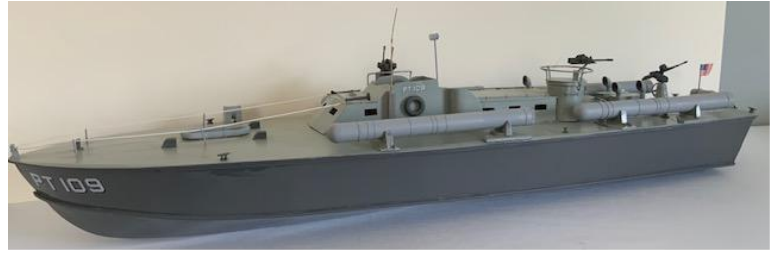
USS PT-109

Motor Torpedo Boat

Wood, built from kit by Dr. Roger Atherton, Jr.

Gift of Dr. & Mrs. Roger Atherton, Jr.

Model length overall: 34-1/2"



USS PT-109, an 80' long patrol torpedo (PT) boat, was built by Elco Works, the Naval Division of Electric Boat Company in Bayonne, New Jersey. 43 PT squadrons, each with 12 boats, were formed during World War II by the U.S. Navy. PT boats were fast and armed with torpedoes and machine guns for cutting enemy supply lines and harassing enemy forces. PT 109 was placed in service in July 1942 and transported onboard the Liberty Ship SS *Joseph Stanton* for duty in the Pacific.

In February 1943 Lieutenant Junior Grade John F. Kennedy took command of *PT-109*. On the evening of 1 August 1943, *PT-109* was operating in the Solomon Islands in the South Pacific and sent out on patrol with 14 other PT boats for nightly operations to intercept Japanese warships in the straits. Upon making contact with enemy ships, most of the PT boat attack force fired their complement of torpedoes and headed for home, but three boats stayed behind including *PT-109*. In the confusion and darkness at sea, Lt. Kennedy noted a sister PT boat approaching him, but soon discovered it was a Japanese destroyer. Kennedy attempted to turn to bring his torpedoes to bear, but there was not enough time. The much larger destroyer rammed *PT-109* broadside at full speed, cutting the much smaller wooden vessel in half.

Two men were killed in the crash; the remaining crew swam 3 miles to a small island with Kennedy towing one of the injured crew the entire distance. After a week of surviving on small islands with the help of islander scouts for the Allies, Kennedy and *PT-109*'s surviving crew were rescued by *PT-157*.

Lt. Kennedy would receive the Navy and Marine Corps Medal for his heroism and later became a congressman then the 35th President of the United States, 1961-63. President John F. Kennedy was assassinated in Dallas, Texas November 22, 1963.

Model Notes: The inspiring story of PT 109, John F. Kennedy and his crew make this large and simply outfitted model a dramatic element in any viewing location.

Asking Price: \$200