

## Colonial Seaport Foundation, Inc.

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## WHYDAH EXHIBIT

by John "Dutch" Collamore, IV

**A**pril 19th, 1717—  
 "The Governor Communicated to the Council the Information he had lately recd of Sundry Vessels taken by pyrats on this Coast and that there is Cruising about the Capes a Ship of 28 guns & 200 Men formerly call'd the Widda Gally and also a Sloop of about 10 Guns & that divers other P y r a t e s are likewise Expected....." and so begins the Colony of Virginia's brief introduction to the pirate Samuel Bellamy and his ship the Whydah Gally as found in Governor

Bellamy and his crew captured more than fifty ships and amassed over 30,000 pounds sterling (approximately 41/2 tons!!) April 26, 1717 found Bellamy and the Whydah floundering off the coast of Cape Cod in a raging nor'easter that ultimately claimed the "Prince of Pirates" and all but eight of his crew. In 1984, the Whydah was discovered less than 500 feet off the beach by Barry Clifford and, thanks to National Geographic, has returned to Virginia as an exhibition entitled "Real Pirates: The Untold Story of the "Whydah" from Slave Ship to Pirate Ship". Whydah is significant to Colonial maritime heritage, as this is the only authenticated pirate ship wreck that has been recovered, salvaged, and available for research. Among the thousands of artifacts recovered are

thousands of coins, various pieces of the ship itself, including rare period examples of rigging and construction techniques, food stores and provisions, as well as personal items of the crew to include silver ware, jewelry, and in a rare discovery a shoe containing the stocking and leg bone of the youngest crew member John King. The Colonial Seaport Foundation, with Blackbeard's Crew, Crew of the Vigilant, and Crew of the Archangel will be providing living history interpretation during the exhibits stay at Nauticus in Norfolk through April, 2010. ✪

*Read more about the CSF experience with the Whydah exhibit in "Real Pirates" on page 2.*



The Whydah pirate exhibit is on display now at the Nauticus Maritime Center in Norfolk, now through April 2010

Spotswood's executive journals from 1717. Through his brief three year career,

## LUNA PROGRESS

by Steve "Jack Tarr" Madsen

**S**low but steady progress on Luna can now be easily seen as her lines become more visible with each workday. The final plank or "whiskey plank" to be fastened to the hull on either side has been set in place on the port side thereby completing one side of the ship. The starboard side is well underway needing only to be filled in with about 4 rows of the cedar hull planking and the replacement of one more frame.

The tedious task of replacing the rotten frames is just about complete as there are only 3 frames left to replace and 2 of them are already being worked on. The sheer lines on both the port and starboard sides are cut along with the aft sweeping lines of the new transom. With those lines cut, the job of shaping the new transom can now be started.

(Continued on pg 3)



The newly cut sheer lines show some real progress

Our Living History:

## SHIPS WORM

by Susan "Hatchet Meg" Cortez

**B**ankia Gouldi"; a right fancy name for such a menacing sea creature.

In Colonial days, it was simply known as ships worm, though, not a worm at all. This sea pest is really a bi-valve mollusk. It is closely related to the boring clam.

The shipworm has a cylindrical, calcified shell that resembles a worm. The body inside this shell has two small shells with toothed ridges on one end and two small siphons on the other one incurrent and the other excurrent, with two hard-segmented pallets on the other end. There is also a small foot that enables it to move.

They feed mainly on wood, putting all Colonial ships in grave danger of infestation. This was especially true in early June, when the shipworm would release their veliger larvae into the water column. The free-swimming larvae remained in the water column for two to three weeks before attaching itself to any untreated wood it happened to

land upon. And then the nightmare began. Using its tiny foot it would anchor itself by secreting a small thread.

It would begin its destructive path by using its tiny boring shell to burrow deep into the wood plank feeding on the wood as it made its tunnel with only a small pinhole at the opening end. Here it would remain until adulthood at which time it will have increase in size to several inches in length.

For centuries, mariners have tried many methods to protect their vessels from ships worm using chemicals such arsenic and sulfur, to a coat of pitch, tar, or tallow to prevent them from getting into the wood. Another method was to attach pine planking to the ships hull. The ships worm would burrow into the planks and remain there, leaving the ship's hull unscathed. The planks were removed after the danger of worm season was over, usually by the end of summer.

Since ships worm mostly inhabited the salty waters of the lower Chesapeake on

up into the brackish waters of the middle bay, ships captains would sail their boats to the fresh waters of the upper Chesapeake Bay until late summer when the perils of infestation of ships worm had declined.

So next time you see a piece of driftwood and it has what appears to be white porcelain-lined tunnels running through it, you will know that this wood was once inhabited by, *Bankia gouldi*; a bi-valve mollusk better known as ships worm; the termites of the sea and the horror of Colonial Mariners. ❁



*Bankia Gouldi is another name for the ships worm*

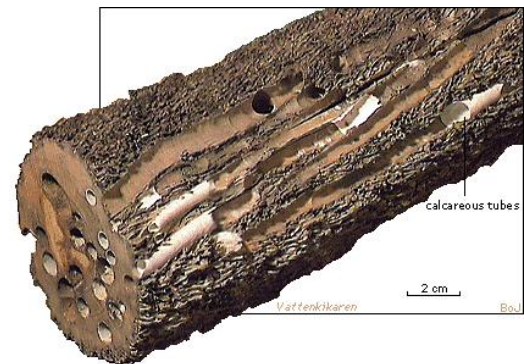


Photo courtesy of Aquascope [www.vattenkikaren.gu.se](http://www.vattenkikaren.gu.se)

Information obtained from the Chesapeake Bay Program-Bay Field Guide

## REAL PIRATES

John "Quartermaster" Glass

**M**ost of us from the Foundation and the Crew who volunteered to work that first weekend at the Real Pirates exhibit at Nauticus really had no idea of what a treat we were in for. It sounded simple. Just go in and do our usual good job of providing living history interpretations of 18<sup>th</sup> Century maritime skills to the exhibit visitors.

But this was different. Never before had we had a chance to work as part of a prestigious National Geo-

graphic exhibit on a national tour. Never had we been privileged to stand and work among so many priceless artifacts and actual treasure from one of the most well-documented shipwrecks of our period.

Best of all was the realization of how well we fit into the exhibit. Our interpretations and explanations of how the Whydah was navigated and fought, how seamanship and medicine was practiced on board, even what games both adults and chil-

dren would have played during those times, were a seamless enhancement of the exhibits that brought them to life and got good reviews from visitors. Particularly good was Dutch's appearance as Sam Bellamy and Reggie's spot-on interpretation of Hendrick Quintor.

For me personally, it was gratifying to see that all the extra effort we've spent over the years to study our history, do the research and get it right, has not been wasted. ❁

## LUNA PROGRESS *(Continued from pg 1)*

Up forward the task of reshaping the bow to continues. The more



*The Luna's lines are looking like a colonial sloop*

rounded shape has been established and CSF volunteers are laboring to ensure that the original bow section is ready to receive the new section that will make Luna look just like the Bermuda Sloop we have envisioned her to be. Hull planks are being secured with stainless steel rod for extra strength where they come together at the bow and interior frame pieces are being double checked for structural integrity. Only after the Shipwright is confident all pieces are ready will the task of attaching the new bow section and fiber glassing her into place begin.

Amidships progress can also be seen with the new location for Luna's mast being plotted and the new cargo hatch area laid out. The mast is being relocated almost 26" aft of the original location above

the keel and will sport 16 degrees of aft leaning rake moving the location of the mast backward approximately 33" as it passes through the deck. That extra room on deck forward of the mast will leave room enough for the eventual addition of a couple of 2 pound canons to help protect our merchant vessel from those barbarous pirates known to frequent the mid-Atlantic waters. The cargo hatch will be about 4' x 8' and be located directly over the classroom area of Luna.

Wood for the new keelson as well as the 4x12 beams for the new deck should be arriving soon. The 22' long keelson beam is still in the drying kiln but should be ready in the next couple of weeks.

*Update—the new wood is in and work is making steady progress. ❁*

## ANOTHER PIECE TO THE PUZZLE

*John "Chip" Collamore, III*

**S**ince our last newsletter several interesting pieces of information regarding Luna's past have come to light.

As we take the boat apart no documentation numbers or builders plaque have been found. These would have been carved into or affixed to at main structural deck beam and readily seen. Over the past two years we have not been able to identify Luna's builder and could not say for certain much about her past.

Recently, Scott Watts, Luna's former owner, was able to provide us with many helpful details. These, along with confirmation from James Douglas Rosborough's book "Confessions of a Boat Builder"

have given us yet another piece to the puzzle.

We are now quite sure that Luna was built as hull number 418 at the A. F. Theriault and Son Yard on the Metaghan River in Nova Scotia.

On contract with Dick Allen, an American from Connecticut, the keel was laid on 10 June, 1972. The name of the boat would be Privateer. She was completed to the standard layout and rigged as a gaff topsail ketch at the cost of forty thousand dollars. Mr. Allen took possession of his new boat on 28, November, 1972. For a number of years her homeport was

East Haddam, Conn. He eventually sailed her to the Caribbean and Bahamas before retiring to Fort Lauderdale, Florida,

In 1975 Privateer was a backdrop for the Manhattan Savoyards performing Gilbert and Sullivan's, H.M.S. Pinafore. This particular piece of information was the key in finding Luna's elusive past. ❁



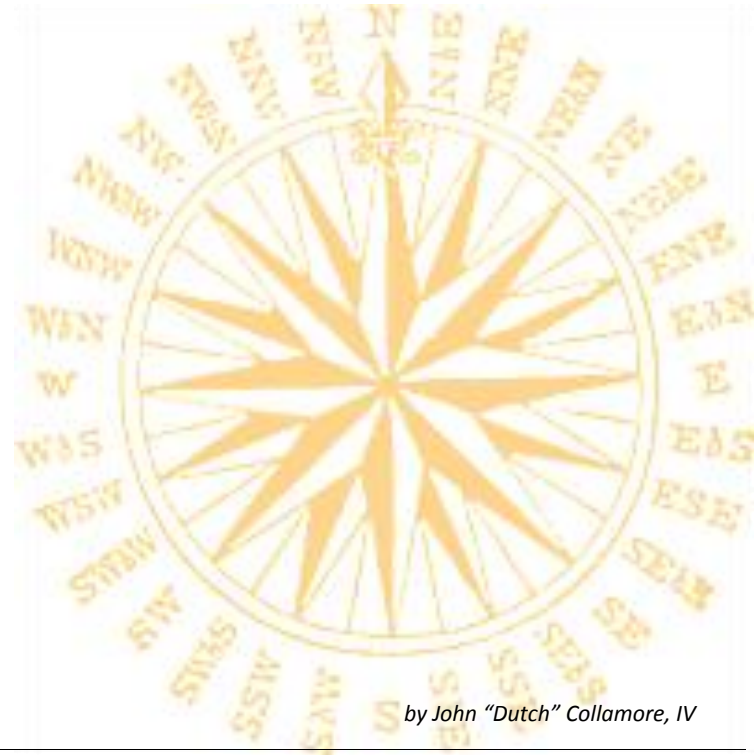


## Colonial Seaport Foundation

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The Colonial Seaport Foundation is approved by the IRS as a 501c3 non-profit organization. Donations are tax exempt to the full extent of the law.



by John "Dutch" Collamore, IV

## Dear Friends of CSF,

**T**his year has been a grand venture that is bringing us closer to floating Luna, our Bermuda Sloop. The Foundation has travelled with our sister organization Blackbeard's Crew to numerous living history and social engagements throughout the mid-Atlantic. We have also traveled with our friends from Crew of the Vigilant and Archangel up and down the East Coast providing support for living history and spreading the word of our efforts. As the year winds down and the New year approaches, we have the exciting opportunity to provide living history interpretation at Nauticus to support National Geographic's "Whydah" exhibit. (see the front of the news letter for details.)

2010 is going to find us quite busy as we help Hampton Celebrate its 400th birthday over the 4th of July season. Our living history presentations and educational programs are constantly being fine tuned and added to, as our

research and the needs of the historical maritime communities broaden. We are also expecting the arrival of a sea chantey CD, "Loaded to the Gunwhales" that Cindy Warner, of Hysterically Correct Productions graciously put together for us. This is truly an amazing array of maritime heritage musical talent from two continents!

Under the watchful eye of the shipwright and our workshop crew, Luna has had both her Port and Starboard shear lines cut, finalizing her new profile and our numbers at the workshop are growing as additional volunteers are stepping forward. As I type, the new transom is being shaped and wood is being moved into the workshop for use as new deck beams and a keelson. All but one keel bolt has been replaced so far and that one is expected to be knocked clear soon.

I'd like to thank everyone who had a hand in our tremendous progress this

year. With the help of our volunteers and generous donors, the dream of the Luna is becoming a reality.

As the year draws to a close, please keep us in mind by renewing your commitment to the Colonial Seaport Foundation and enable us to continue moving forward with our dream of providing living history and maritime education afloat on board Luna by completing and returning your membership form for 2010 which you will find secured inside the newsletter. Please visit our website, [www.colonialseaport.org](http://www.colonialseaport.org), frequently as we update Luna's progress and include dates and locations of upcoming educational projects.

Fair winds and a following sea,

**John Collamore**

President, Colonial Seaport Foundation.