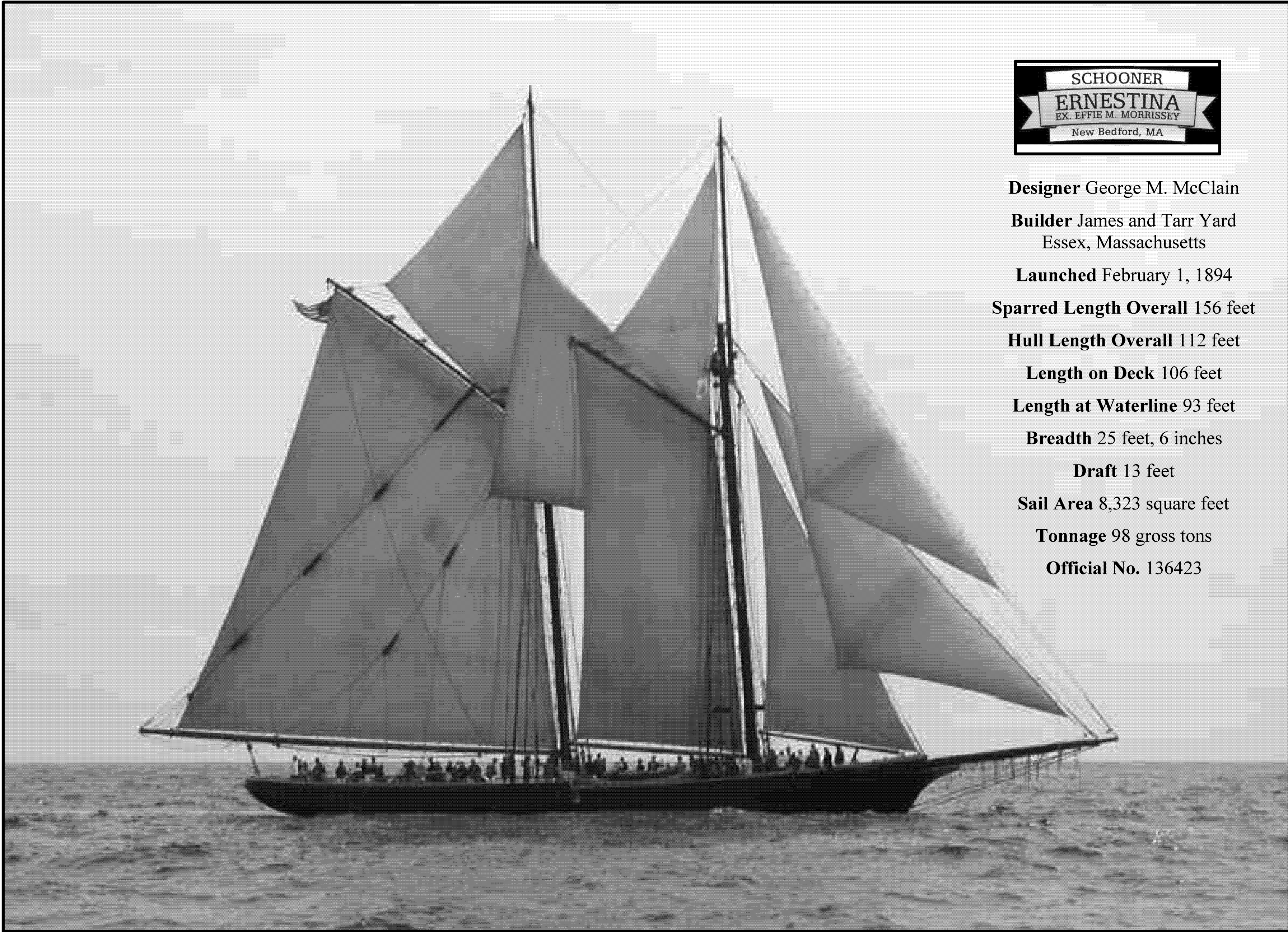


Schooner ERNESTINA (ex. EFFIE M. MORRISSEY)

New Bedford, Massachusetts

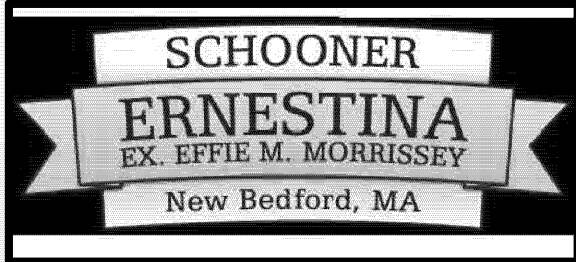
The 1894-built schooner ERNESTINA, ex-EFFIE M. MORRISSEY, is the oldest surviving Grand Banks fishing schooner, the only surviving 19th century Gloucester-built fishing schooner, and one of two remaining examples of the Fredonia style schooners, the most famous American fishing vessel type, and is the only offshore example of that type. The schooner is also one of only two sailing Arctic exploration vessels left afloat in the United States, the other being the schooner Bowdoin. After a long and distinguished fishing and cargo-carrying career, EFFIE M. MORRISSEY was purchased in 1926 by Capt. Robert A. Bartlett, Canadian-born Arctic explorer and companion of Robert E. Peary. Bartlett navigated Peary and Matthew Henson to the North Pole in 1909, and was considered the greatest ice captain of the 20th century. Under "Bob" Bartlett, "the little Morrissey" made 20 regular voyages north, documenting the frozen north, its flora and fauna, and people for patrons ranging from the National Geographic Society, the Smithsonian Institution, the Cleveland Museum of Natural History, the Museum of the American Indian, and others. Star of Pathe newsreels and David Putnam's adventures for boys, David Goes to Greenland and David Goes to Baffin Land, which spread the name and fame of the venerable master and his schooner, Cap'n Bob and Morrissey, were as famous to the generation of the 1920s and 30s as Jacques Cousteau and Calypso were to the generation of the 1960s and 70s. After a long association with Bartlett that included World War II surveys of Greenland waters for the U.S. Navy and duty as a supply ship to U.S. airbases in the Arctic and to the Soviet port of Murmansk, EFFIE M. MORRISSEY entered a new career after Cap'n Bob's 1946 death. As a Cape Verde packet, the schooner, renamed ERNESTINA, regularly sailed between the United States and the Cape Verde Islands, located off the west coast of Africa. Donated as a gift to the United States by the newly independent West African Republic of Cape Verde in 1975, Ernestina was restored and returned to the land of her construction in 1982, where it began another career as an educational vessel, offering sail training trips and shoreside interpretive programs.



NPS Photo

The Schooner ERNESTINA Recording Project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. The HAER program is administered by the Heritage Documentation Programs of the National Park Service, U.S. Department of the Interior. The project was undertaken in cooperation with the Massachusetts Department of Conservation and Recreation (MA DCR) and the Schooner Ernestina Commission, with additional assistance provided by the New Bedford Whaling National Historical Park. The vessel was documented at Boothbay Harbor Shipyard in Maine.

The project was prepared under the direction of Todd Croteau, HAER Maritime Program Manager. The historical report was produced by Christine DeLucia, Student Conservation Association intern, and edited by Justine Christianson, HAER Historian. Drawings were produced during two field seasons. The 2008 team consisted of Caleb Reed, Karolina Walichiewicz, and Katherine Whalen. The 2009 team consisted of Matthew Jacobs. Large-format photography was produced by James Rosenthal and Todd Croteau. Harold Burnham served as restoration manager and assisted the team with technical details about ERNESTINA and schooner construction in general.



Designer George M. McClain

Builder James and Tarr Yard
Essex, Massachusetts

Launched February 1, 1894

Sparred Length Overall 156 feet

Hull Length Overall 112 feet

Length on Deck 106 feet

Length at Waterline 93 feet

Breadth 25 feet, 6 inches

Draft 13 feet

Sail Area 8,323 square feet

Tonnage 98 gross tons

Official No. 136423

Schooner ERNESTINA

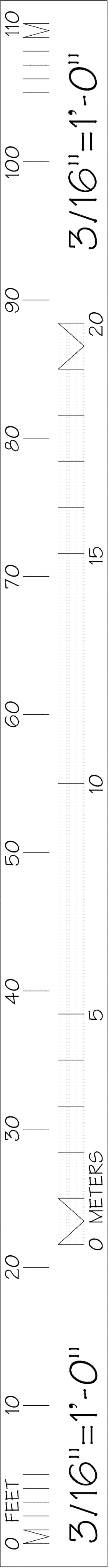
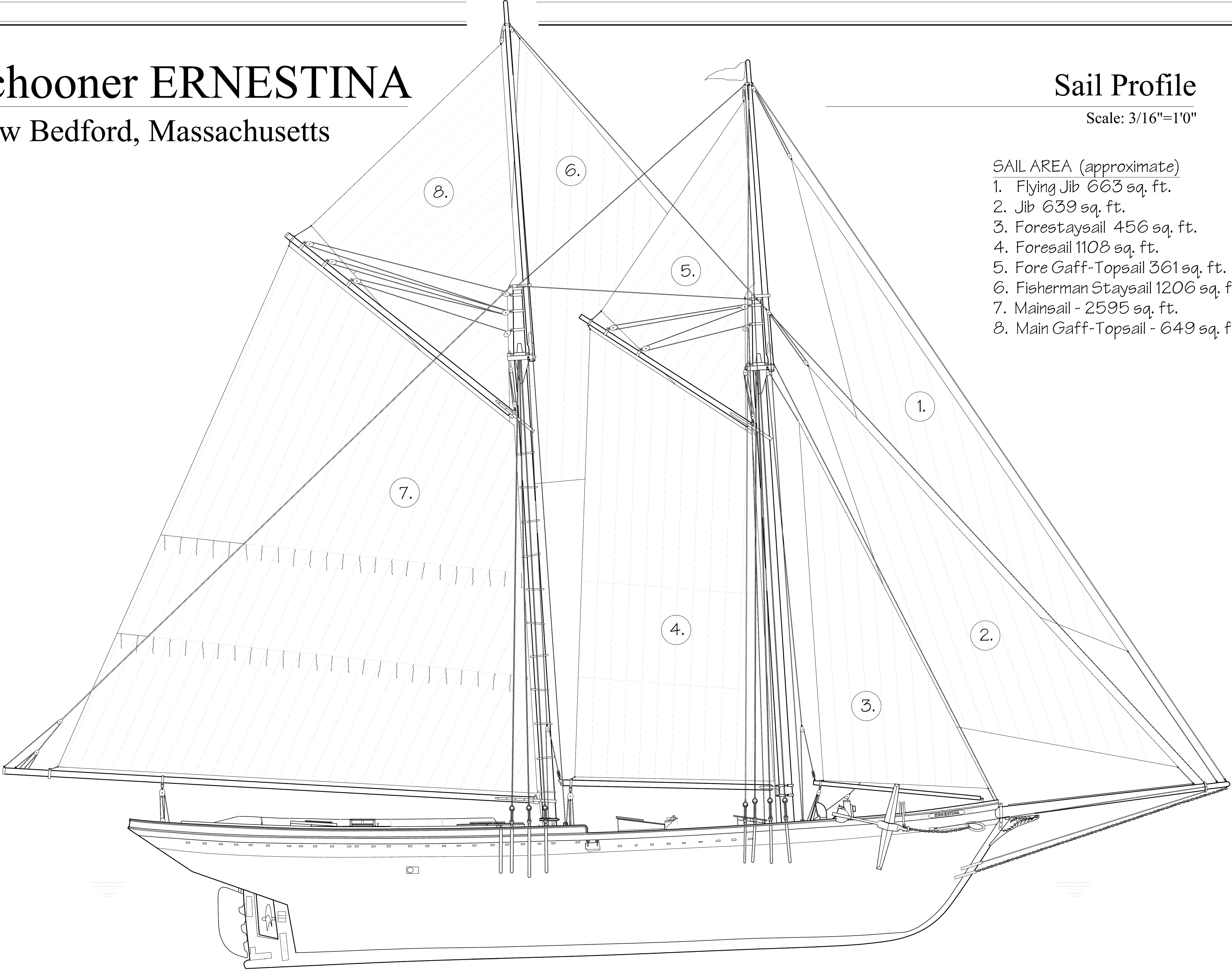
New Bedford, Massachusetts

Sail Profile

Scale: 3/16"=1'0"

SAIL AREA (approximate)

- 1. Flying Jib 663 sq. ft.
- 2. Jib 639 sq. ft.
- 3. Forestaysail 456 sq. ft.
- 4. Foresail 1108 sq. ft.
- 5. Fore Gaff-Topsail 361 sq. ft.
- 6. Fisherman Staysail 1206 sq. ft.
- 7. Mainsail - 2595 sq. ft.
- 8. Main Gaff-Topsail - 649 sq. ft.



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HAER MARITIME
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NEW BEDFORD

SCHOONER ERNESTINA (EFFIE M. MORRISSEY) - 1894
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INDEX NUMBER

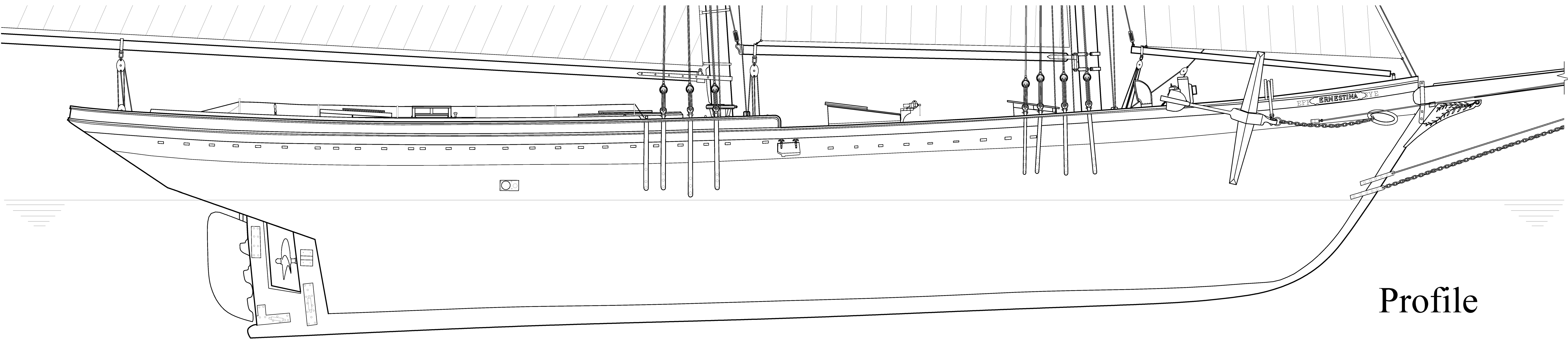
IF REPRODUCED, PLEASE CREDIT THE HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF DRAWING

Schooner ERNESTINA

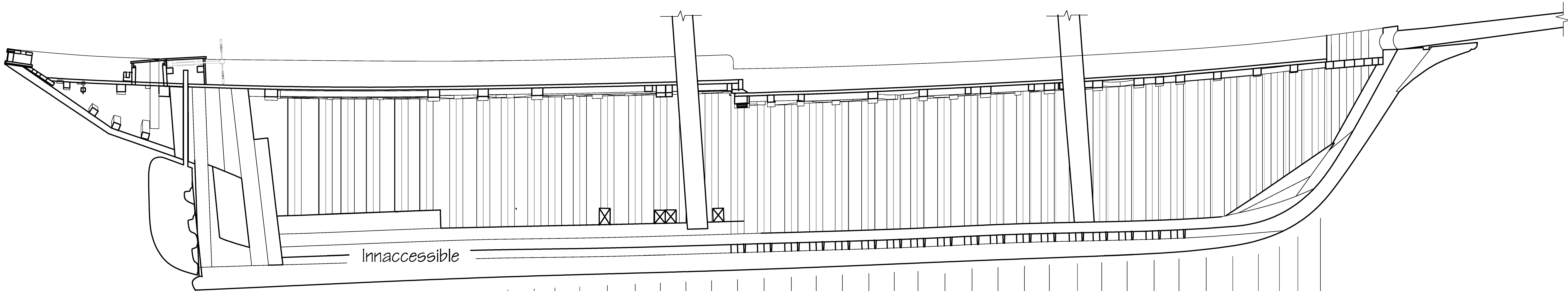
New Bedford, Massachusetts

Profile / Framing Profile

Scale: 1/4"=1'0"



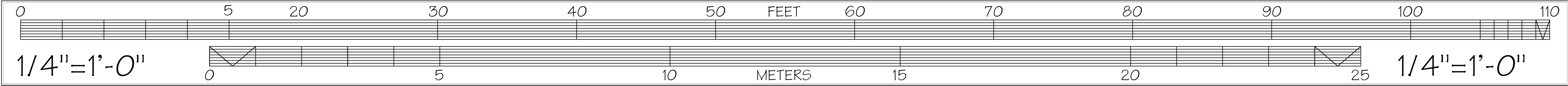
Profile



FRAME No. F41 F40 F39 F38 F37 F36 F35 F34 F33 F32 F31 F30 F29 F28 F27 F26 F25 F24 F23 F22 F21 F20 F19 F18 F17 F16 F15 F14 F13 F12 F11 F10 F9 F8 F7 F6 F5 F4 F3 F2 F1

Note: Frame spacing is measured from the center of frame pairs.

Framing Profile

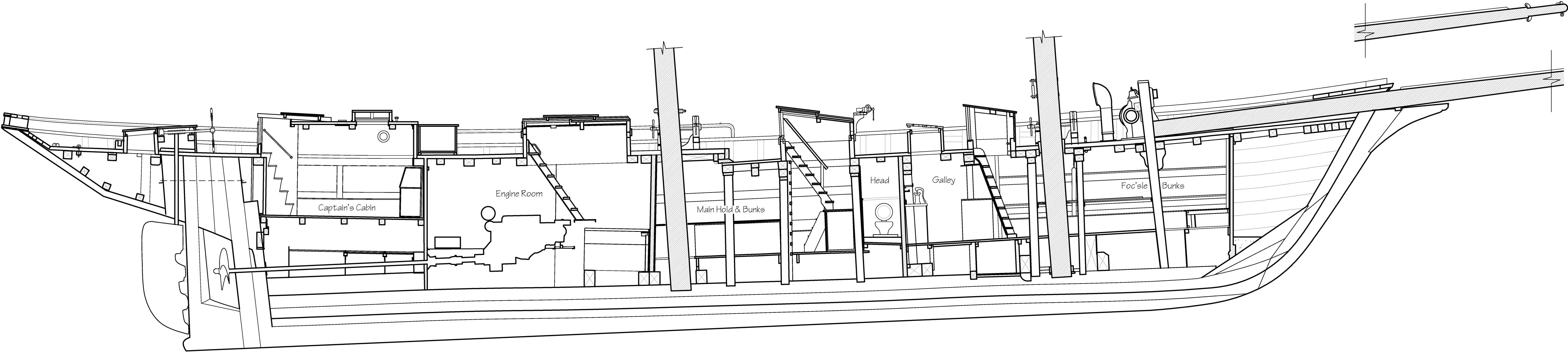


Schooner ERNESTINA

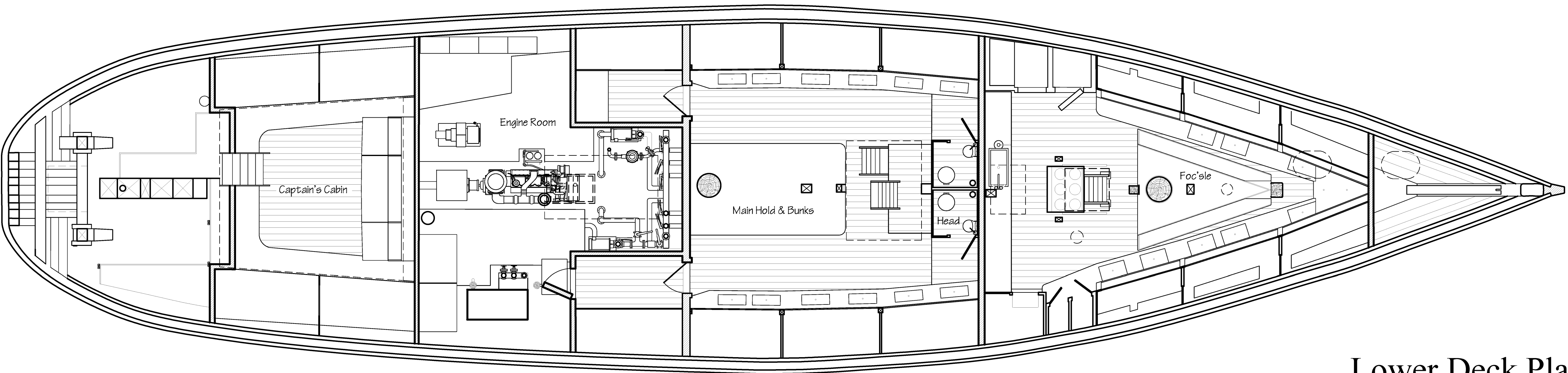
New Bedford, Massachusetts

Inboard Profile/Lower Deck Plan

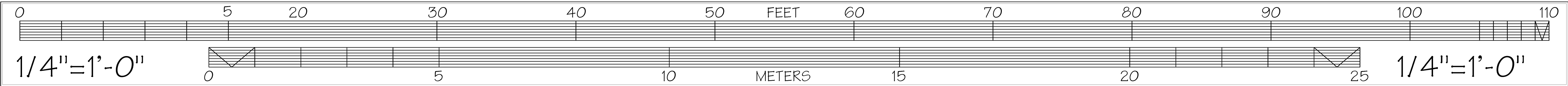
Scale: 1/4" = 1'-0"



Inboard Profile



Lower Deck Plan



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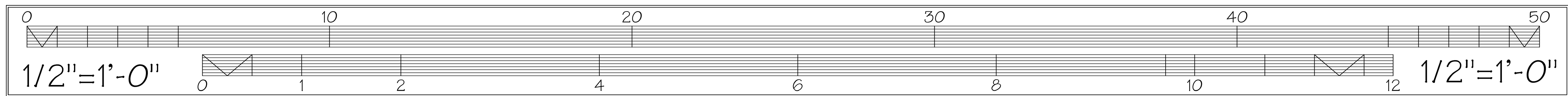
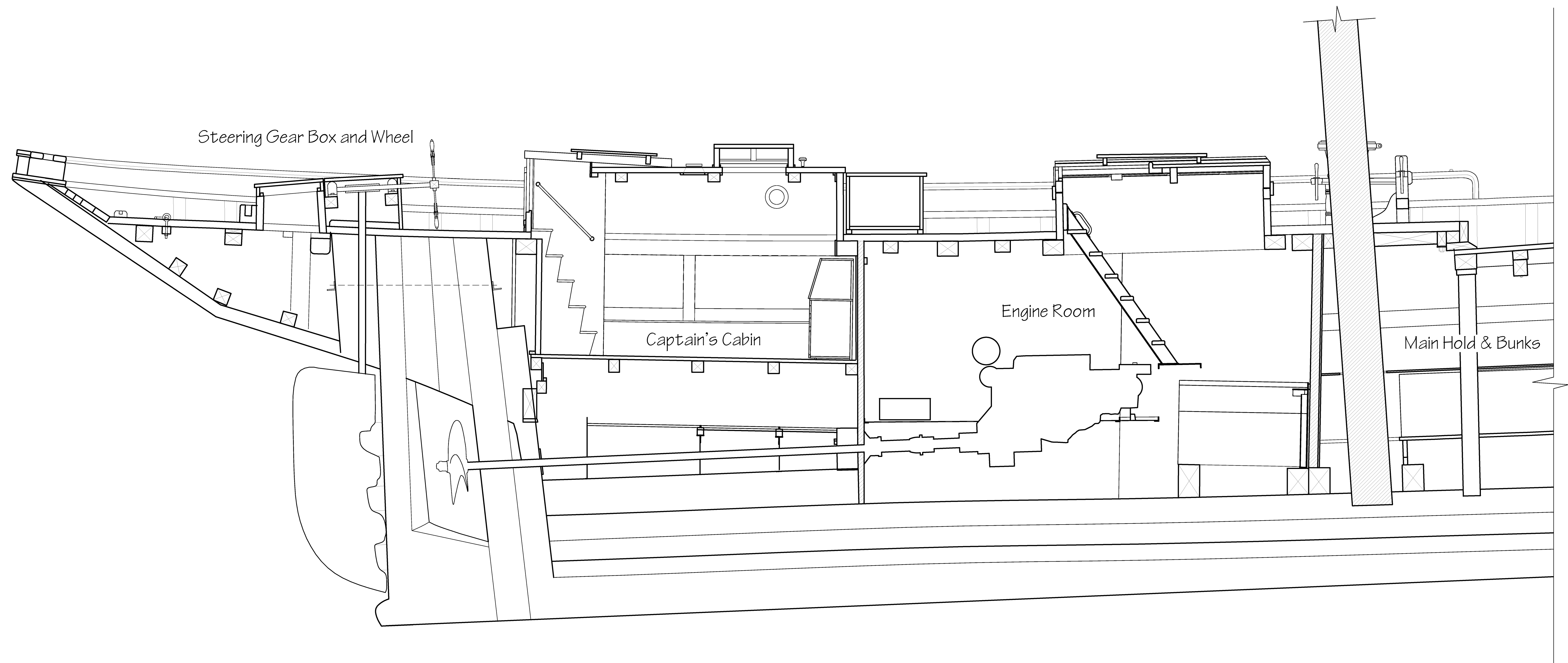
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Schooner ERNESTINA

New Bedford, Massachusetts

Inboard Profile/Aft

Scale: 1/2" = 1'-0"



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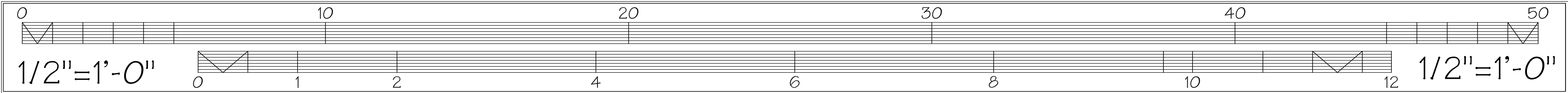
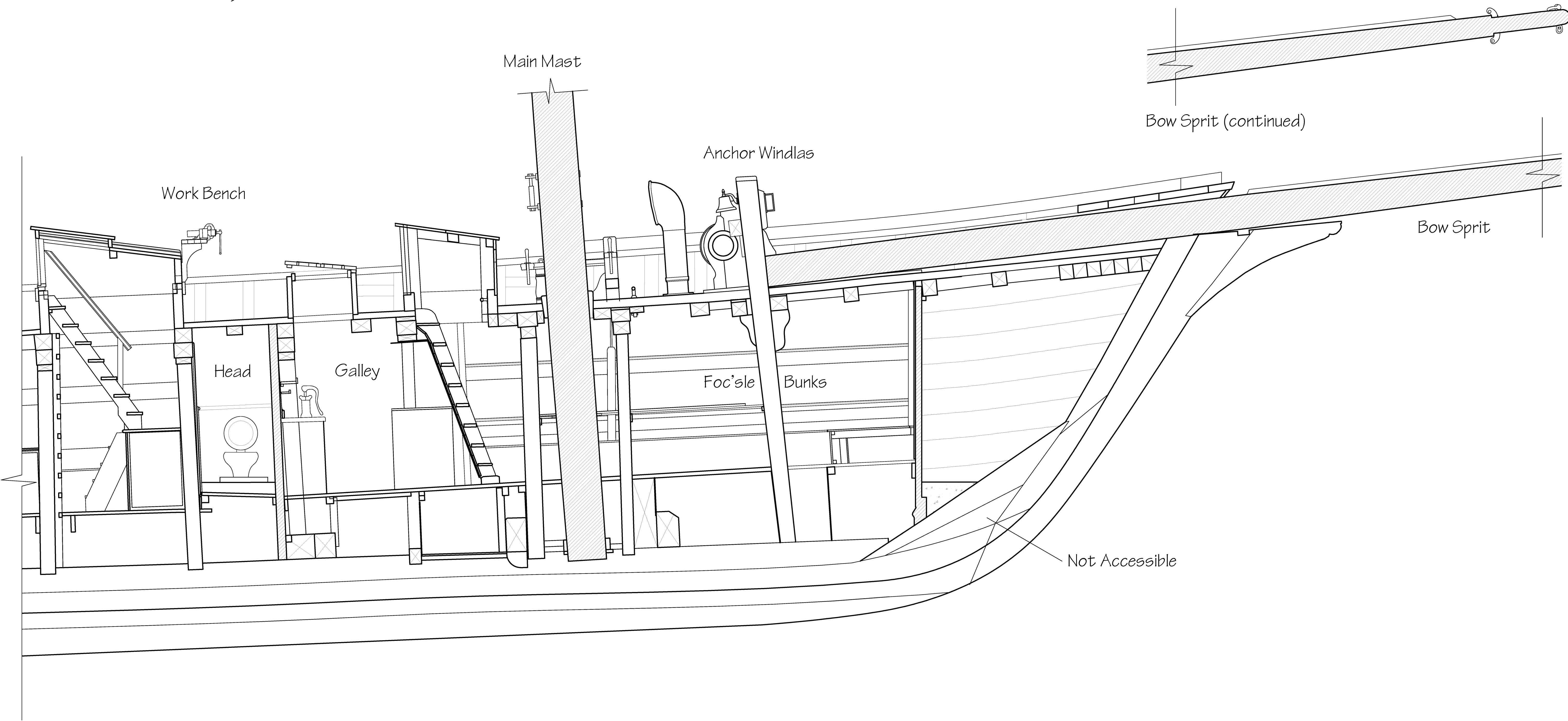
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Schooner ERNESTINA

New Bedford, Massachusetts

Inboard Profile/Foreward

Scale: 1/2" = 1'-0"



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HAER MARITIME
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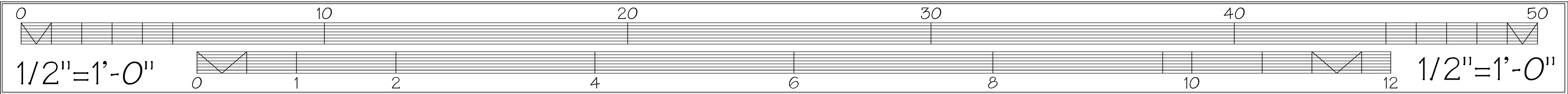
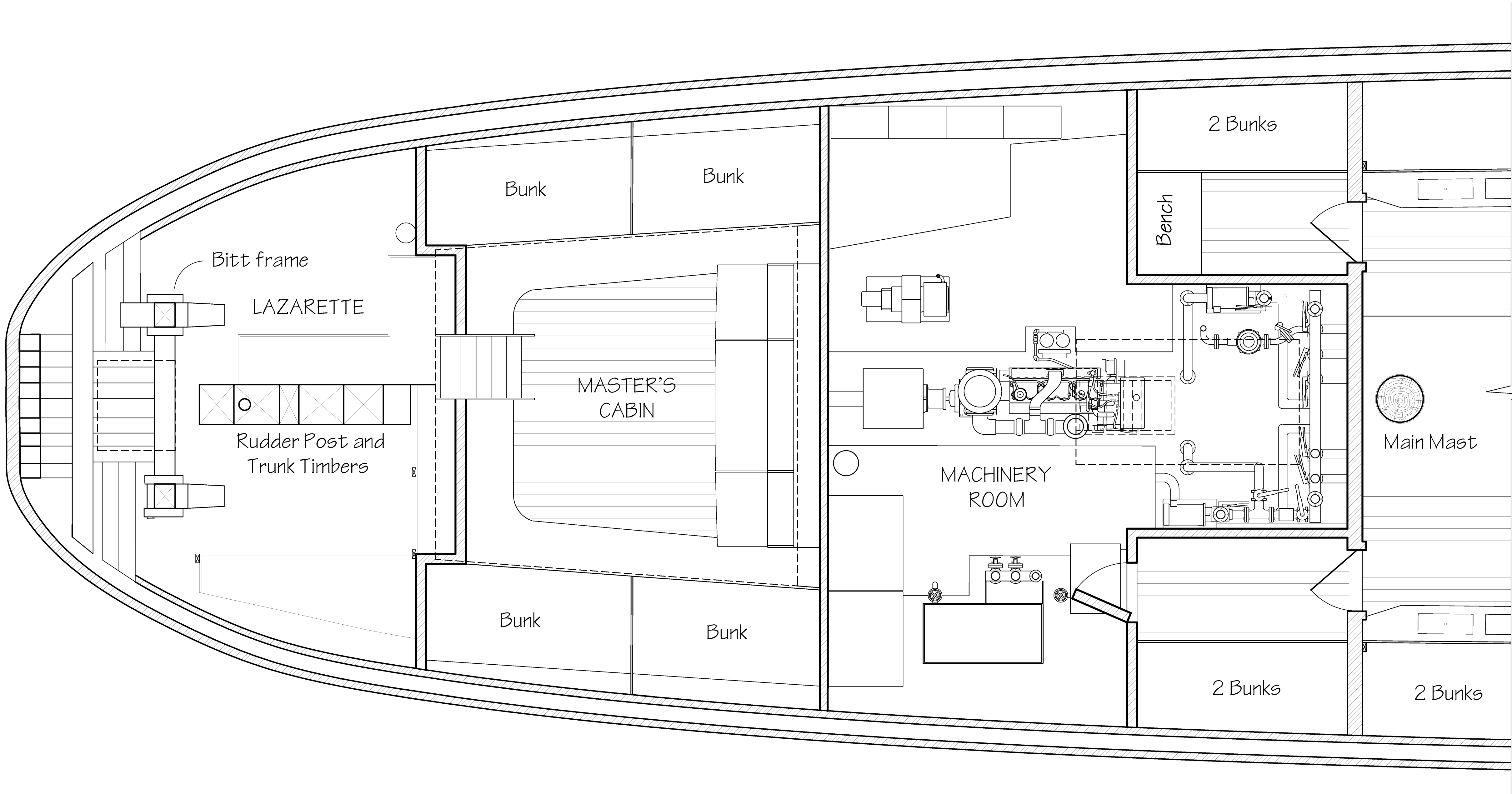
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Schooner ERNESTINA

New Bedford, Massachusetts

Lower Deck Plan - Aft

Scale: 1/2" = 1'-0"



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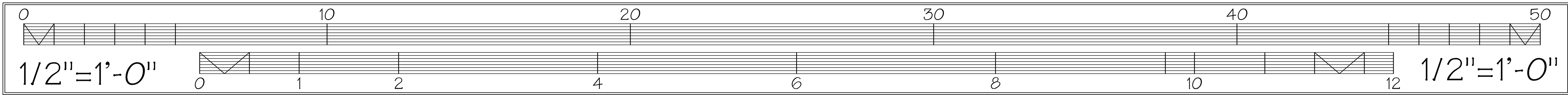
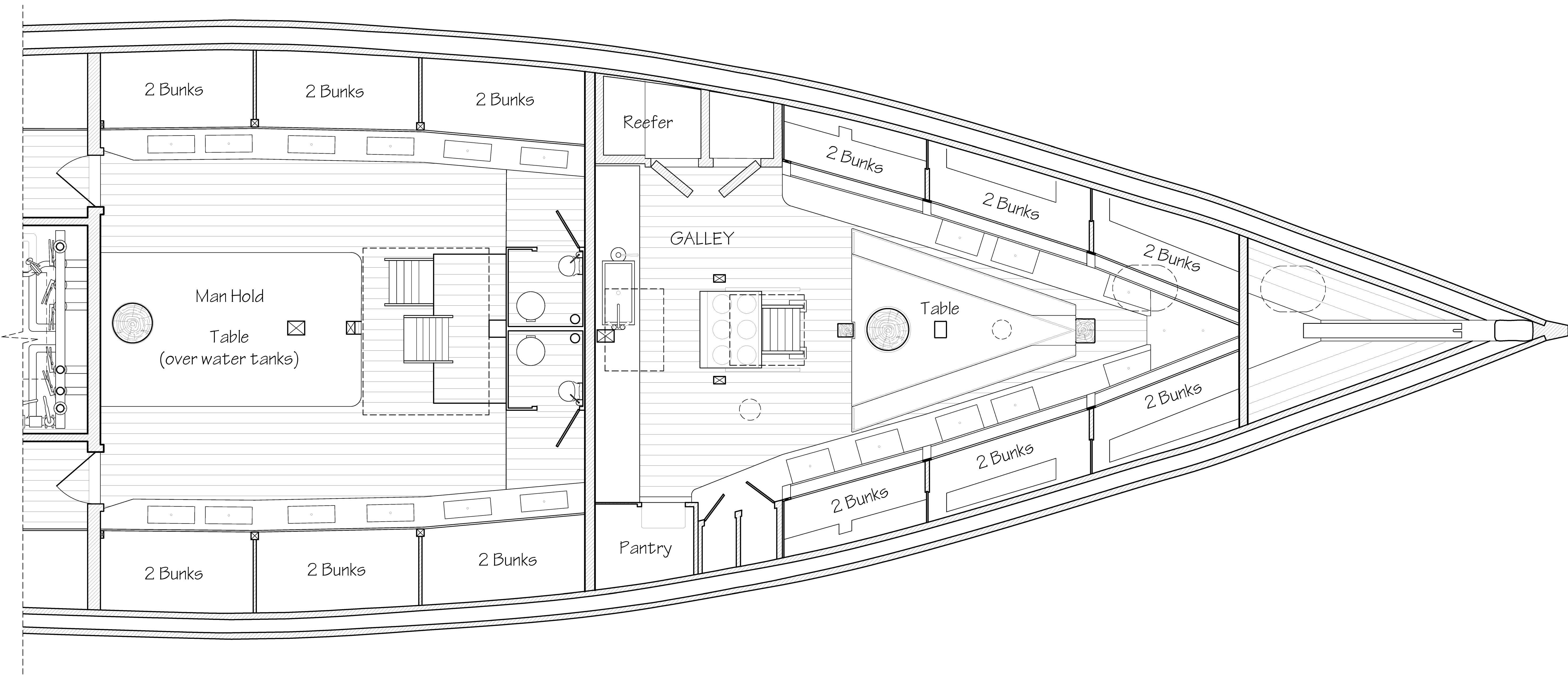
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Schooner ERNESTINA

New Bedford, Massachusetts

Lower Deck Plan - Forward

Scale: 1/2" = 1'-0"



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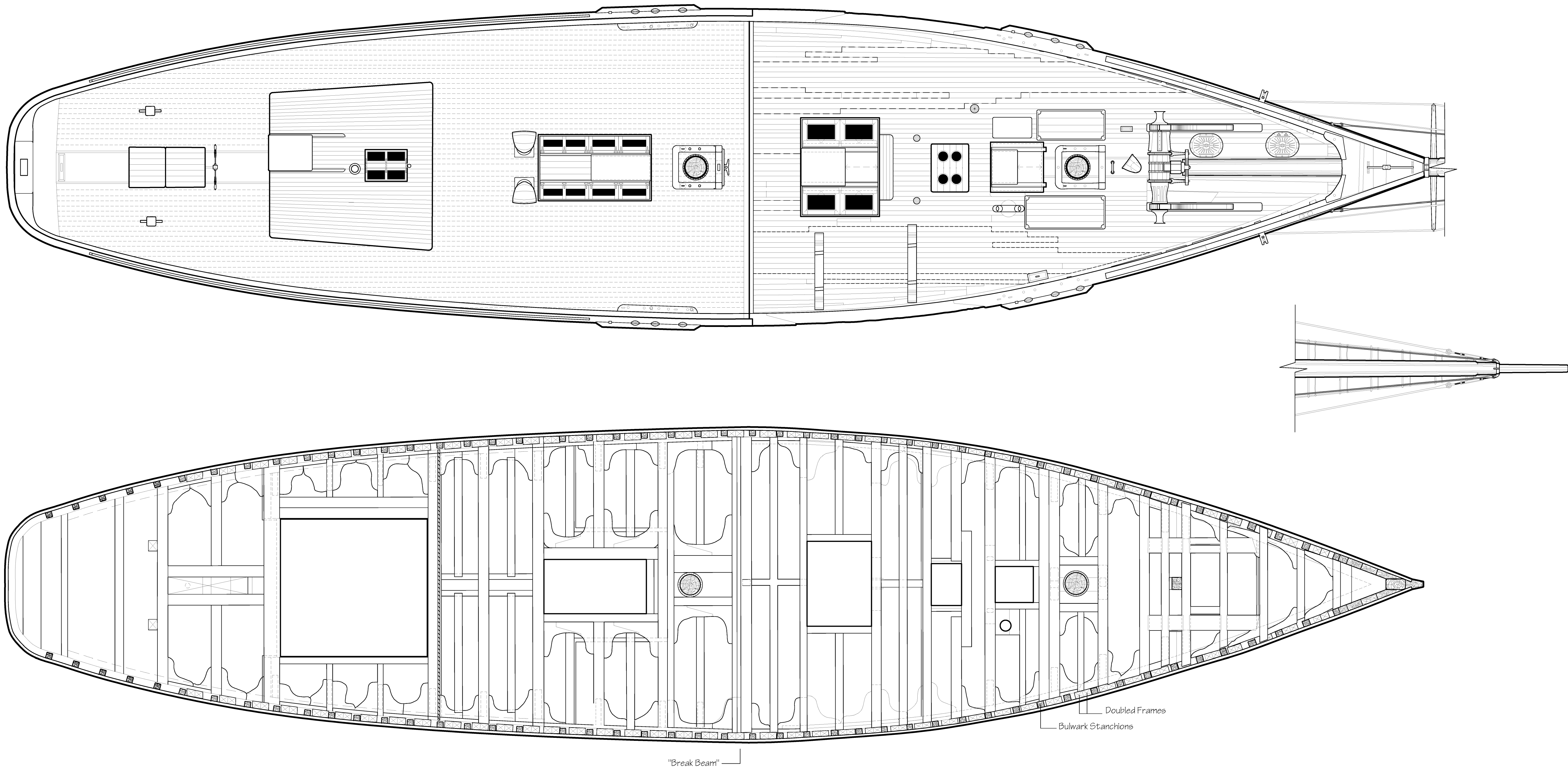
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Schooner ERNESTINA

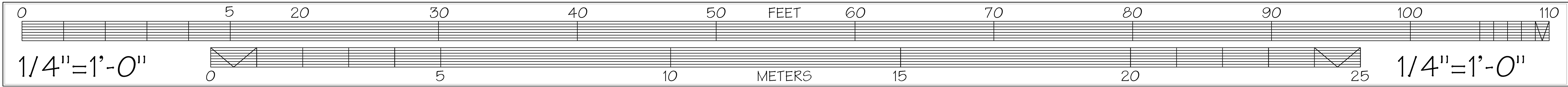
New Bedford, Massachusetts

Deck Plan / Framing

Scale: 1/4" = 1'-0"



Note: Deck Planks not measured on after deck.



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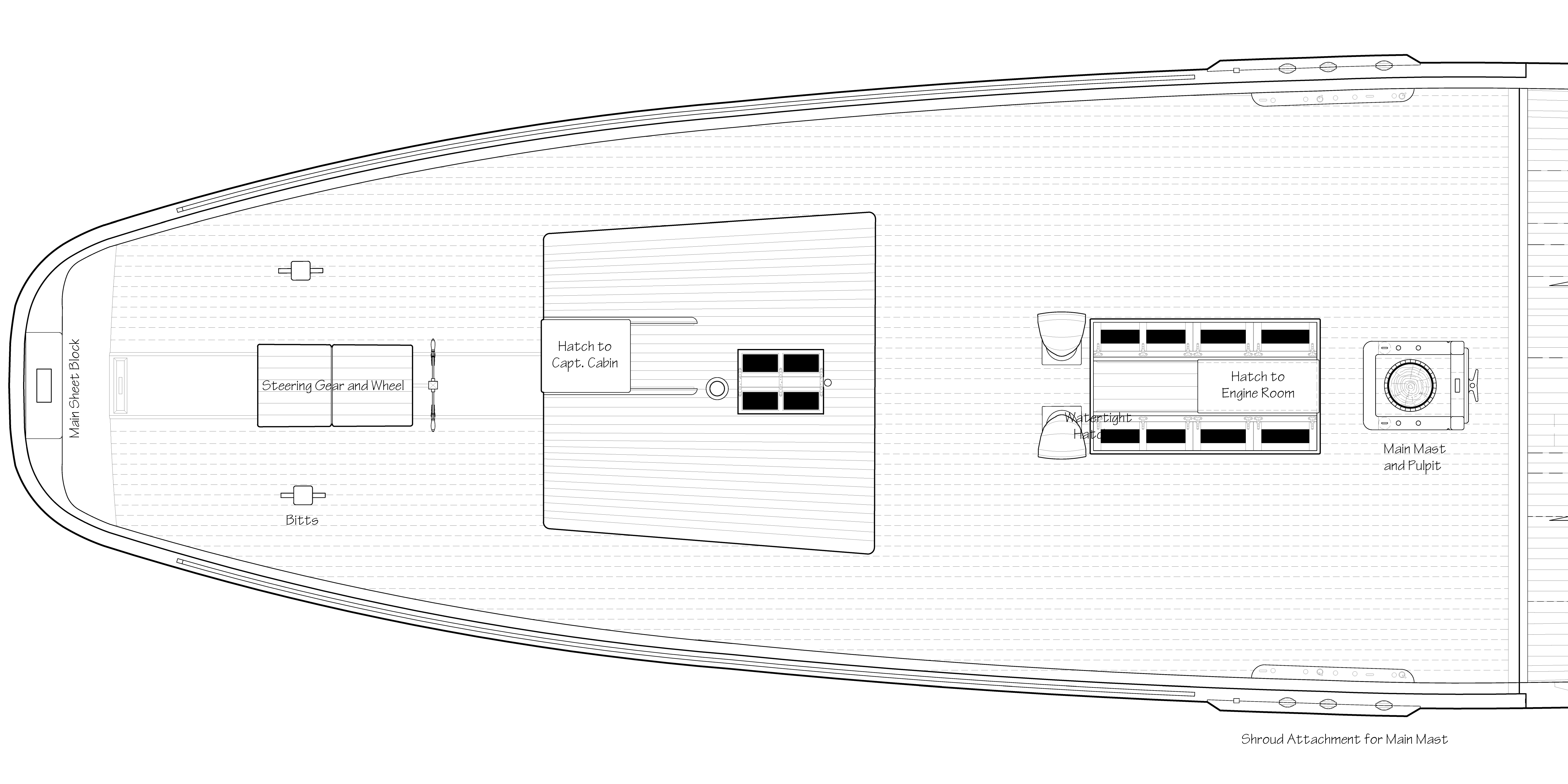
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Schooner ERNESTINA

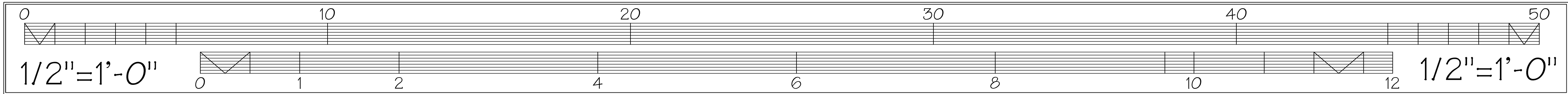
New Bedford, Massachusetts

Deck Plan / Aft

Scale: 1/2" = 1'-0"



Note: Deck Planks not measured on after deck.

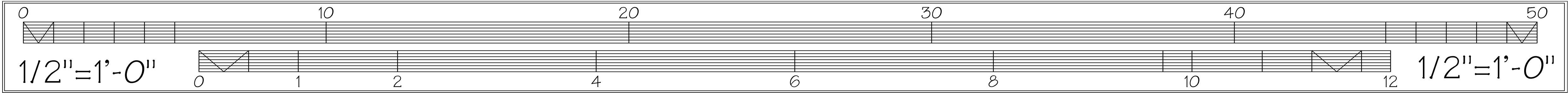
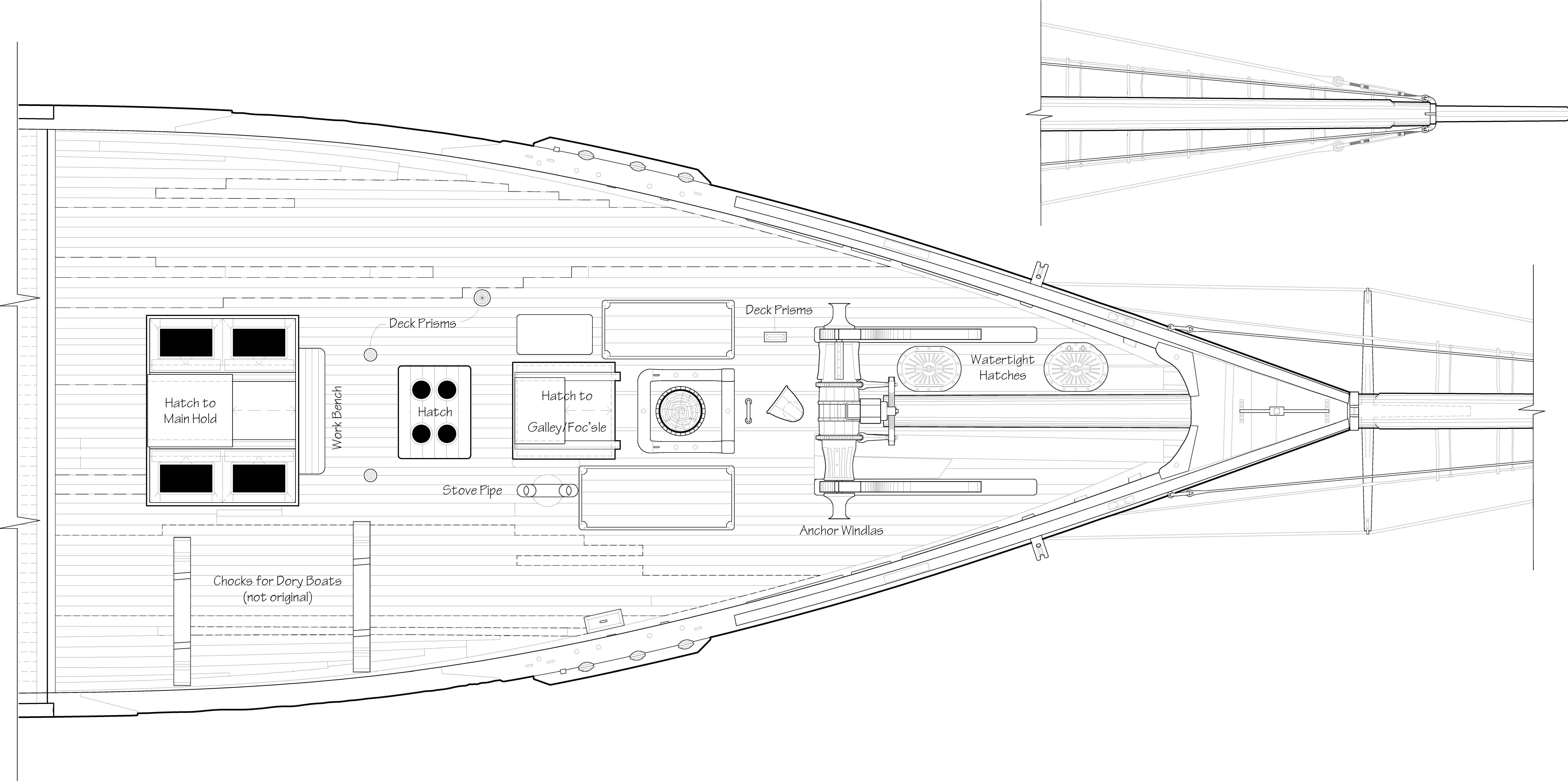


Schooner ERNESTINA

New Bedford, Massachusetts

Deck Plan / Forward

Scale: 1/2" = 1'-0"



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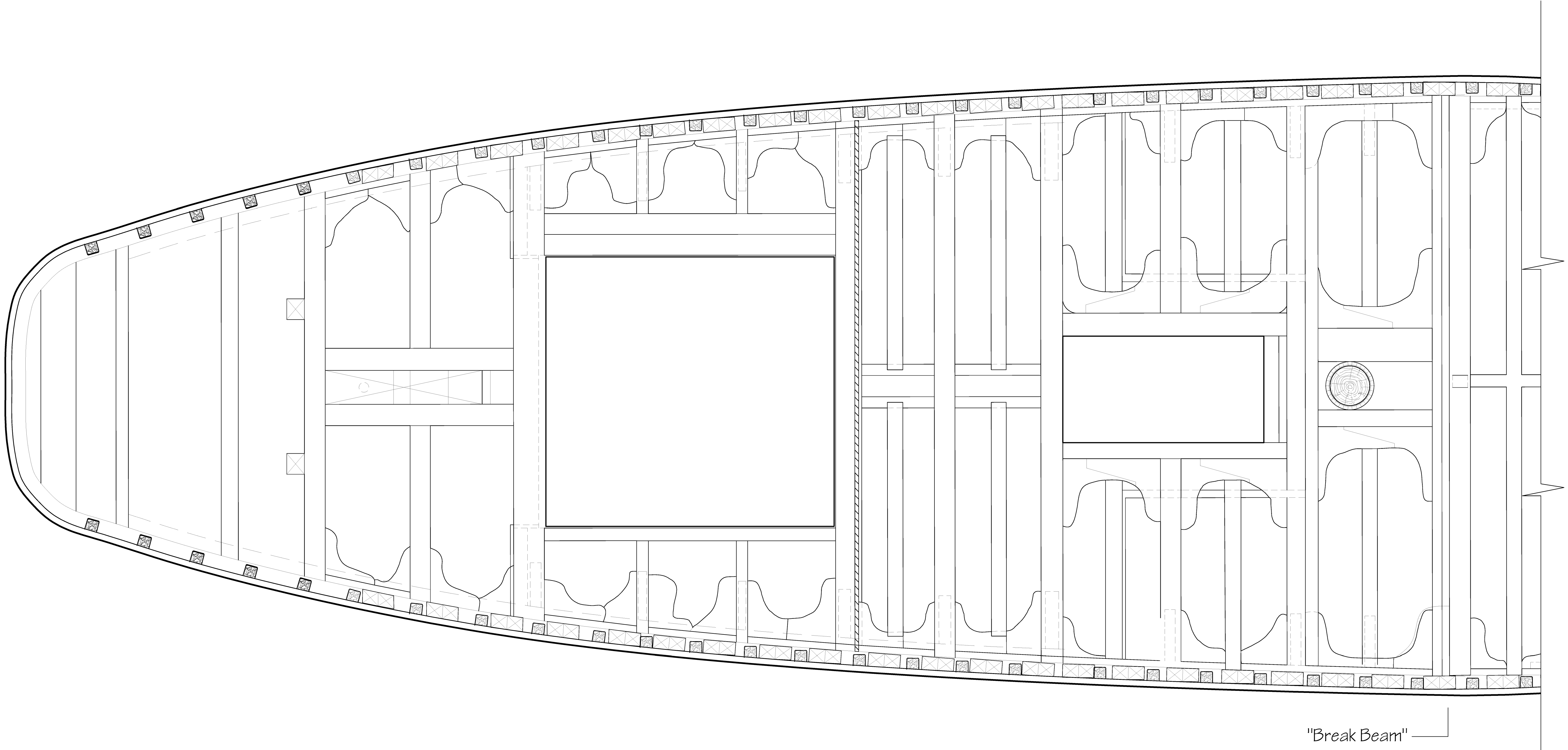
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Schooner ERNESTINA

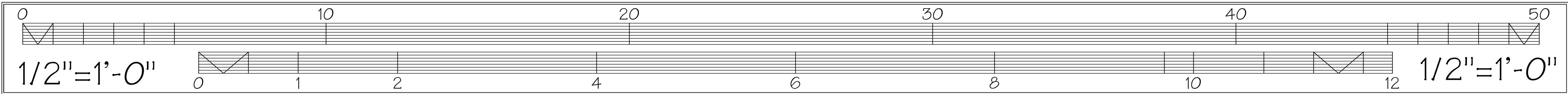
New Bedford, Massachusetts

Deck Frames / Aft

Scale: 1/2" = 1'-0"



"Break Beam"



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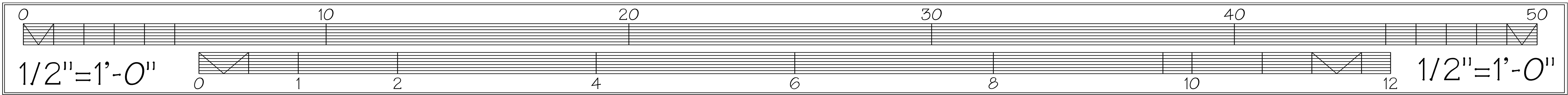
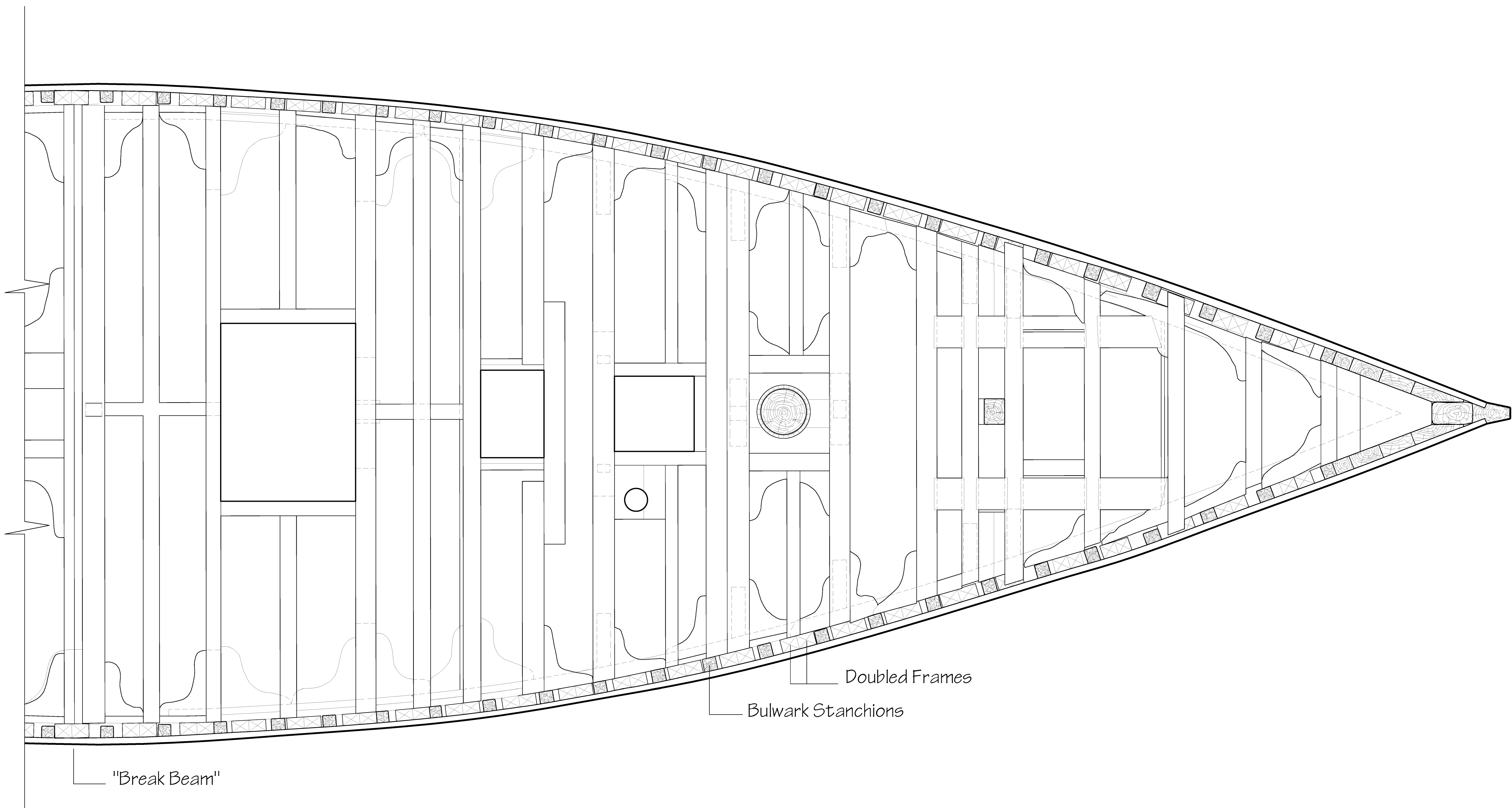
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Schooner ERNESTINA

New Bedford, Massachusetts

Deck Frames / Forward

Scale: 1/2" = 1'-0"



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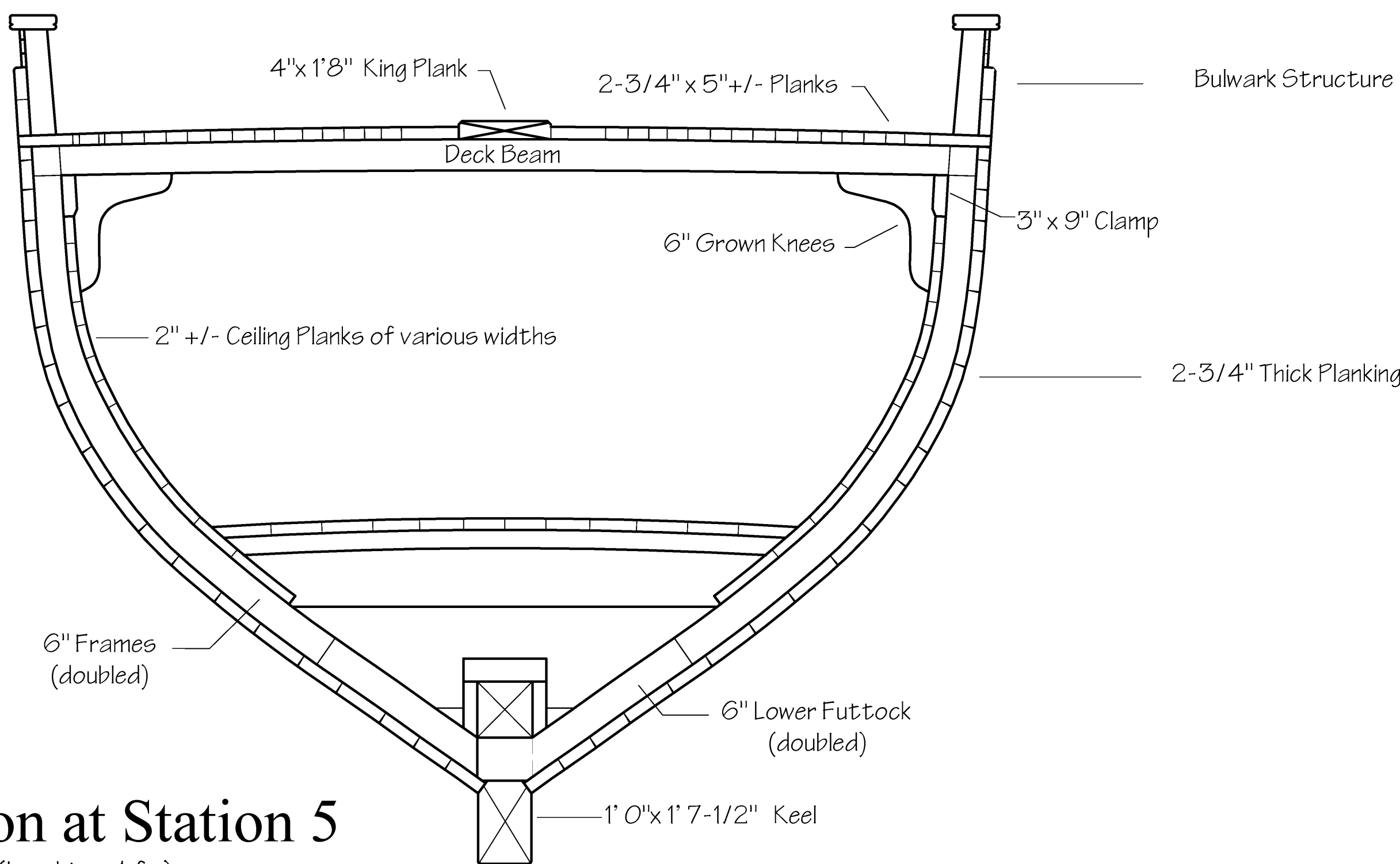
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Schooner ERNESTINA

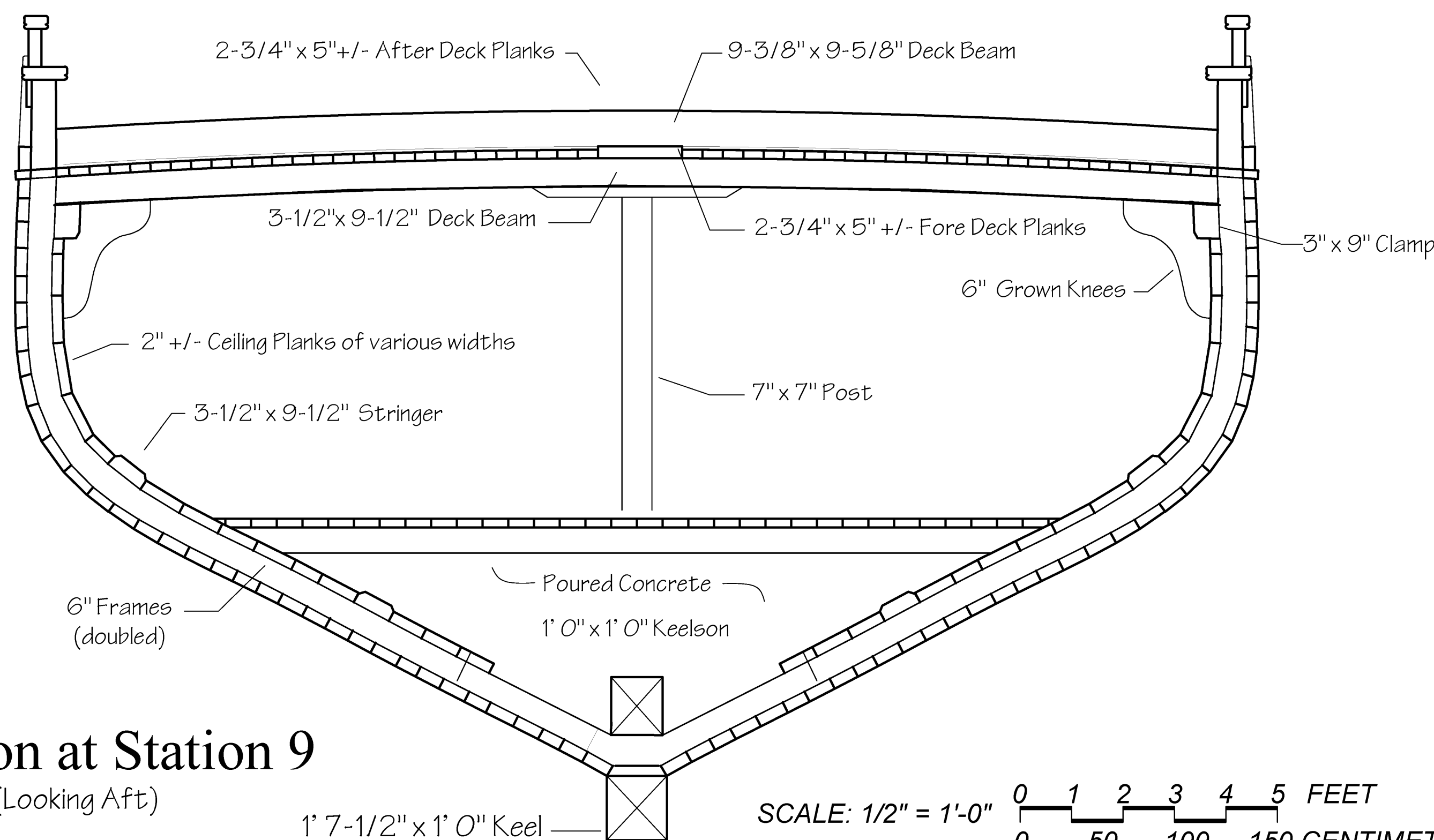
New Bedford, Massachusetts

Cross Sections / Construction Details

Scale: 1/2" = 1'-0"



Section at Station 5
(Looking Aft)

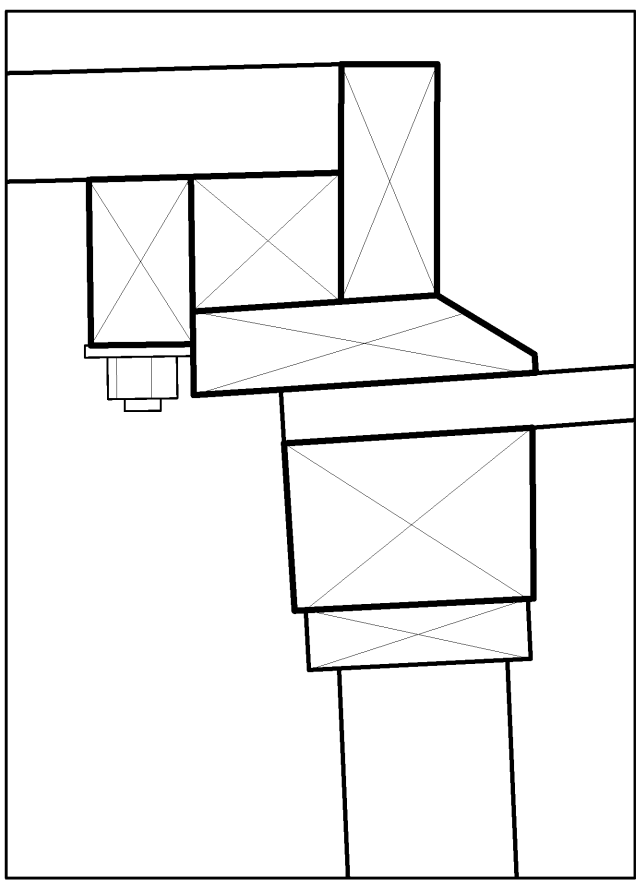
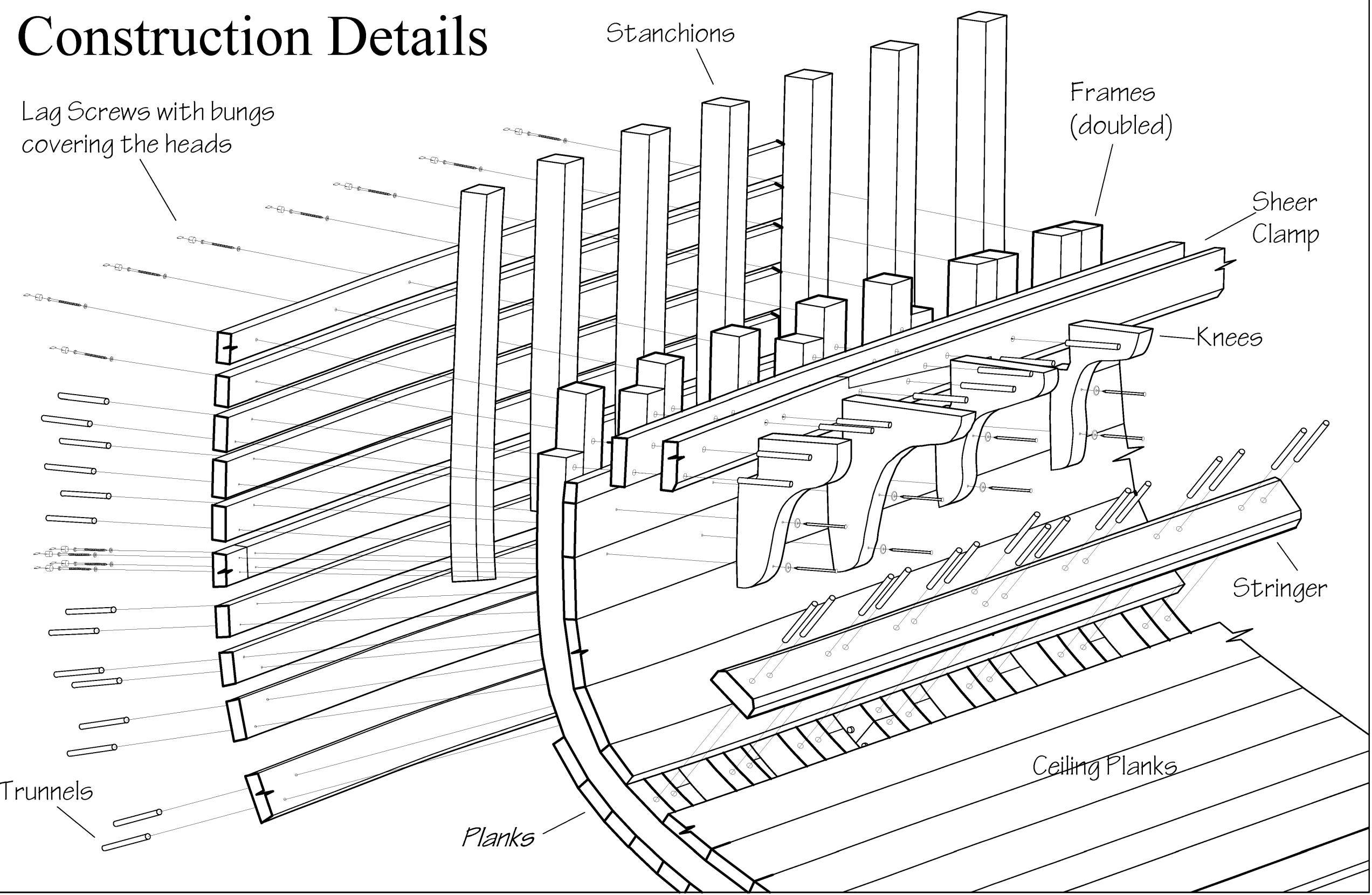


Section at Station 9
(Looking Aft)

SCALE: 1/2" = 1'-0"

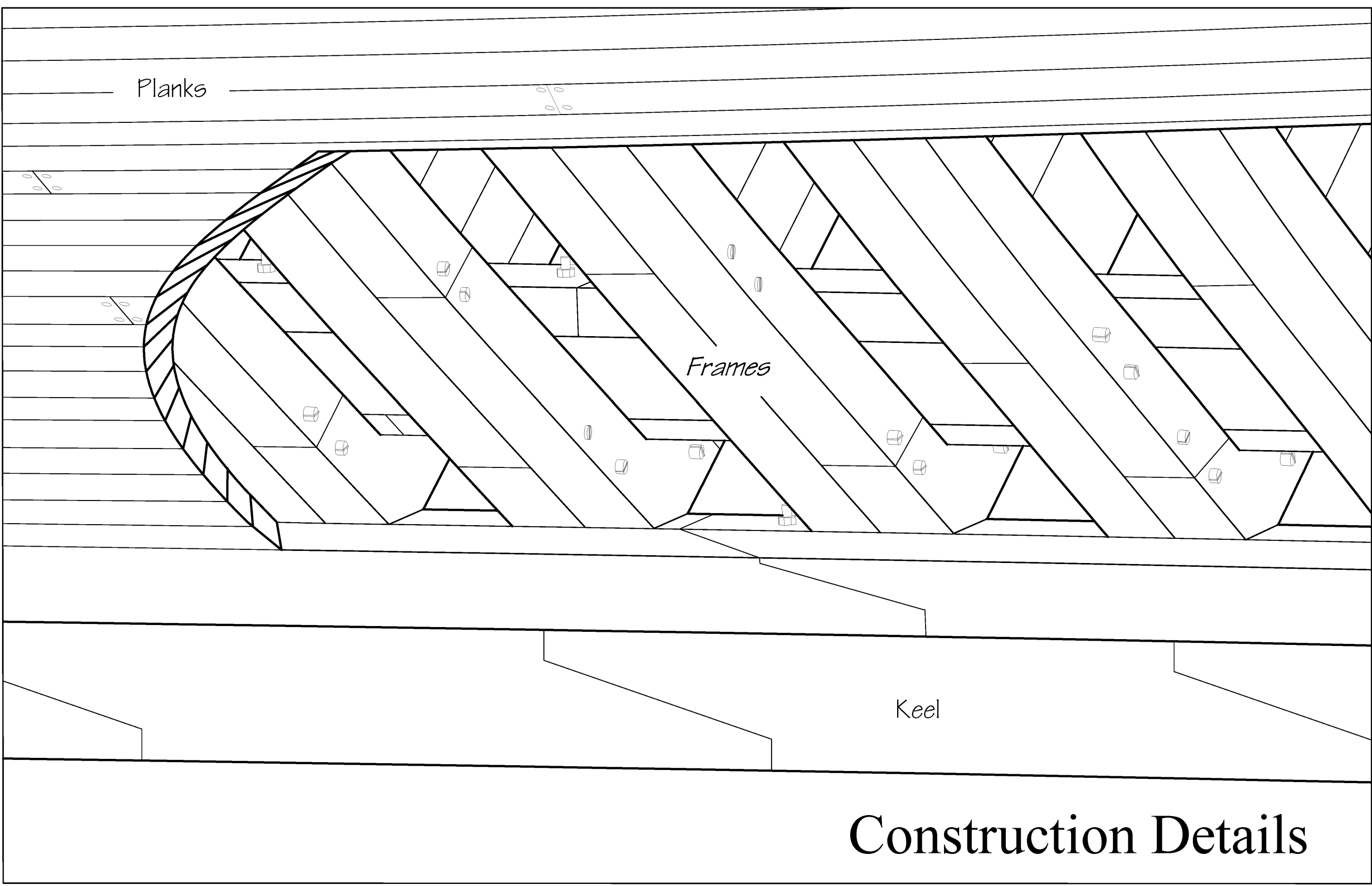
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0 50 100 150 CENTIMETERS

Construction Details



Cross-Section
at "Break Beam"

Note: Not drawn to scale.

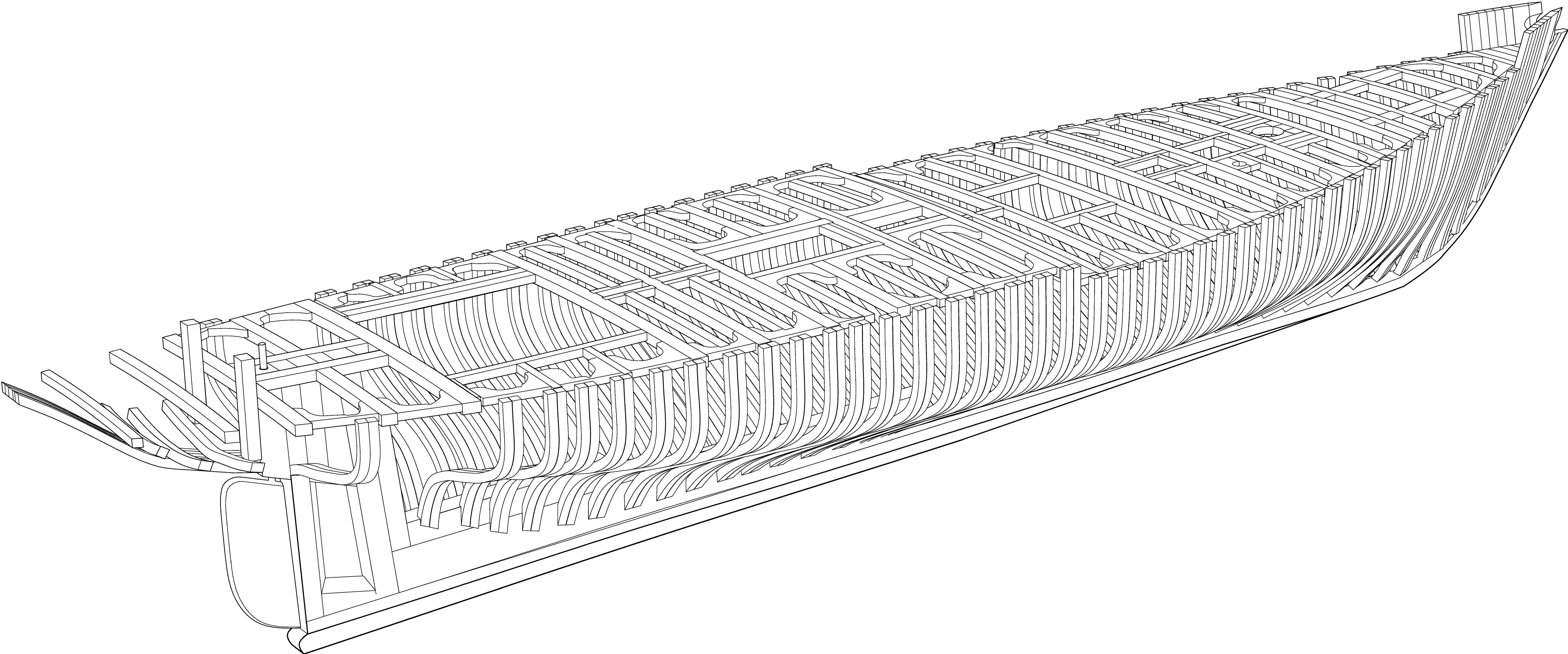


Construction Details

Schooner ERNESTINA

New Bedford, Massachusetts

Hull and Deck Framing



Note: Not Drawn to Scale

DELINEATED BY: MATTHEW D. JACOBS, 2009
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NEW BEDFORD
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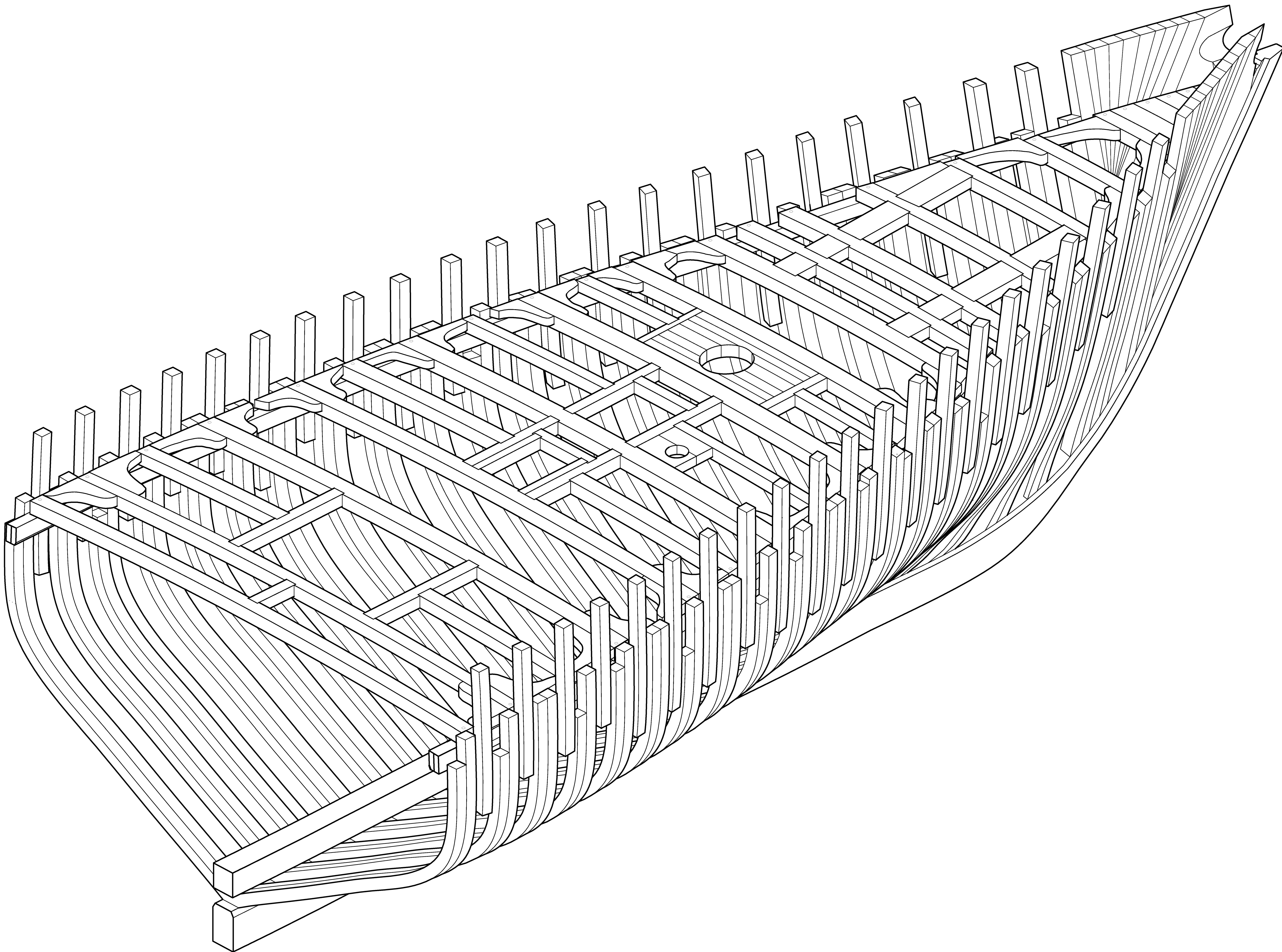
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Schooner ERNESTINA

New Bedford, Massachusetts

Forward Hull and Deck Framing

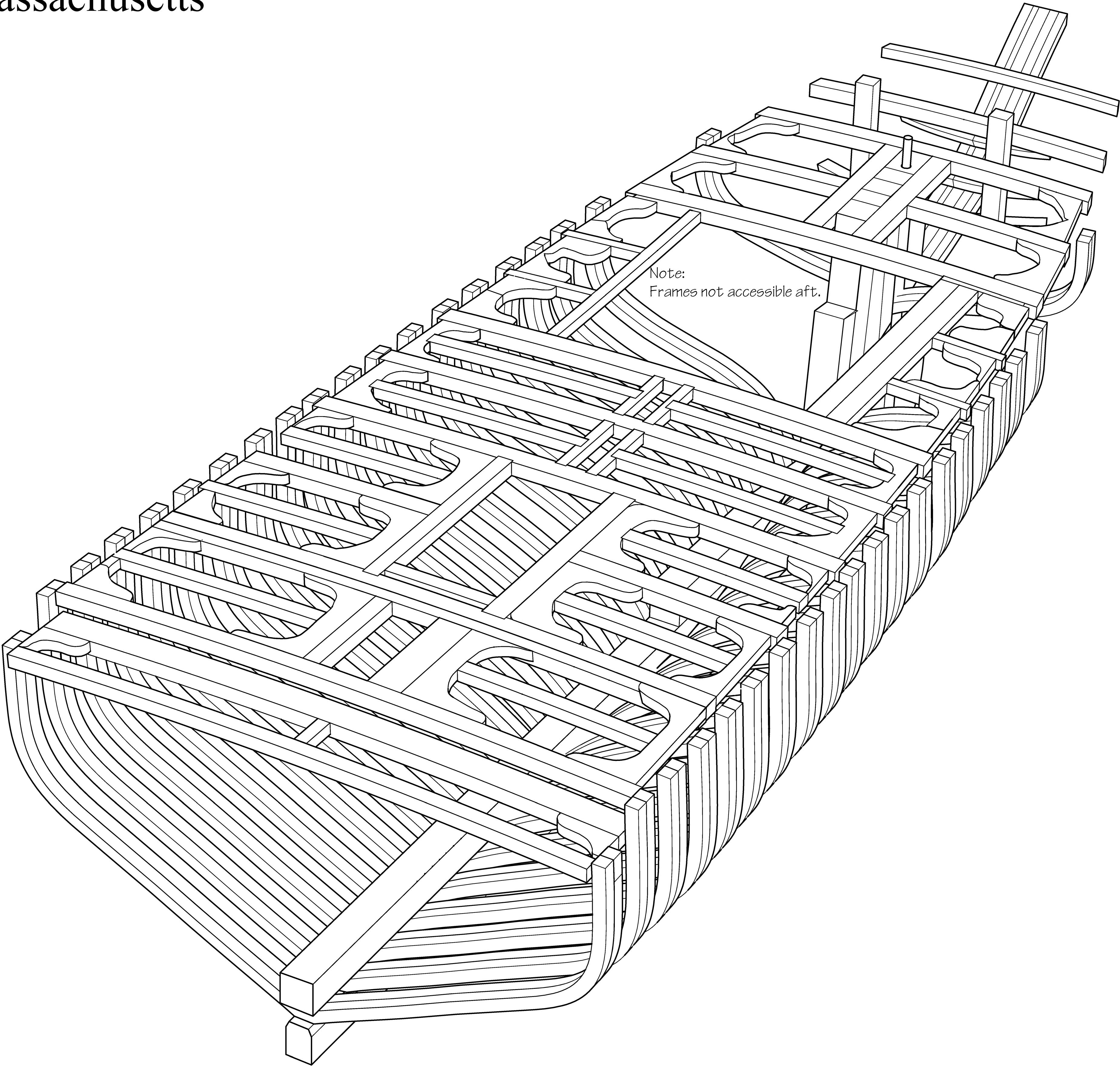


Note: Not Drawn to Scale

Schooner ERNESTINA

New Bedford, Massachusetts

Aft Hull and Deck Framing



Note: Not Drawn to Scale

Schooner ERNESTINA

New Bedford, Massachusetts

Lines

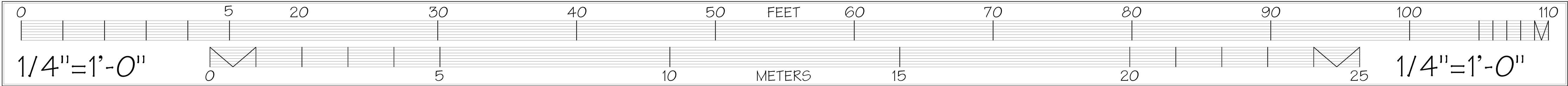
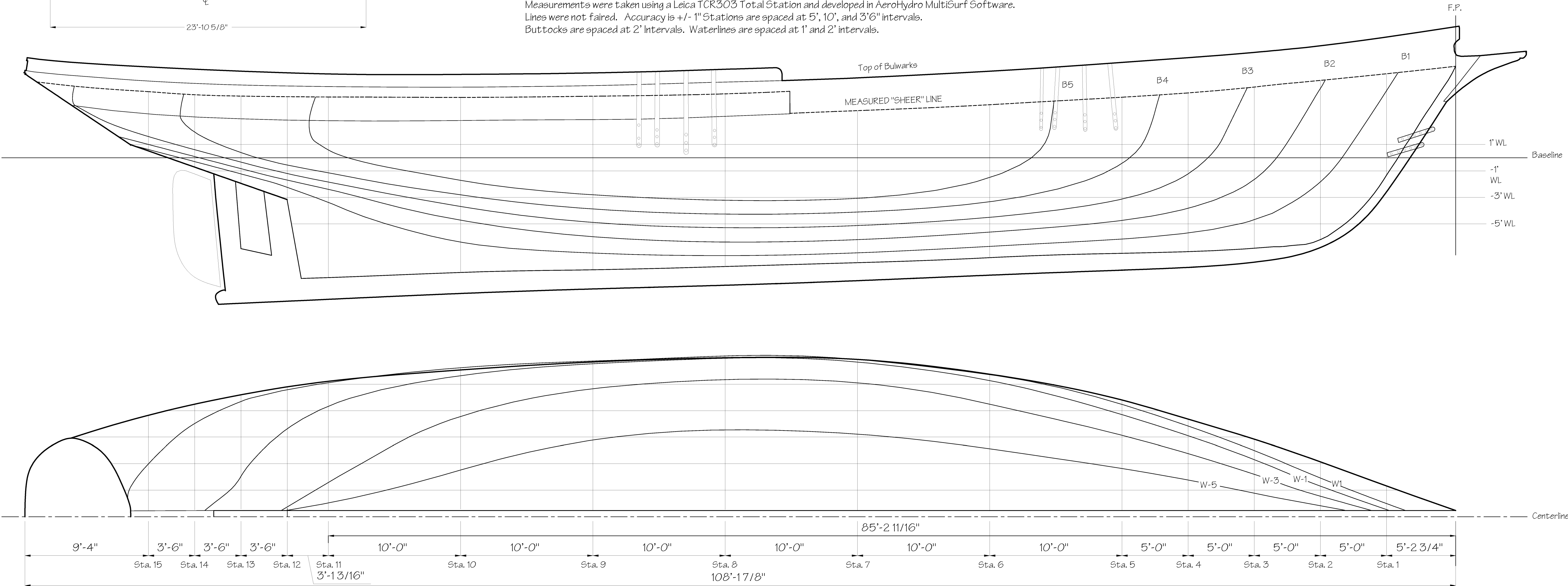
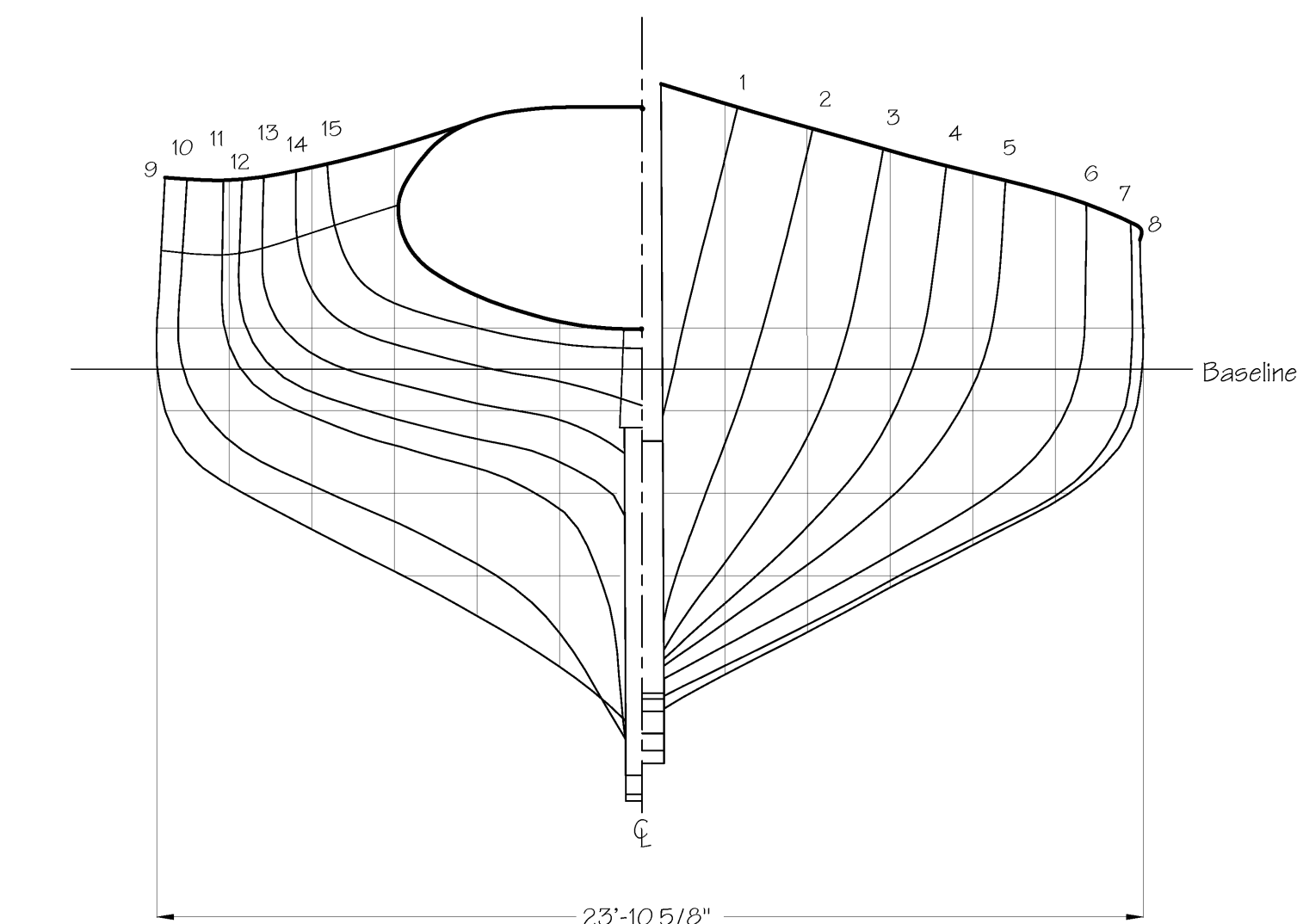
Scale: 1/4" = 1'-0"

TABLE OF OFFSETS

OFFSETS IN FEET-INCHES-EIGHTHS OFFSETS ARE TO OUTSIDE OF SKIN

		1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		
STATIONS		0- 0-0		5- 0-0		10- 0-0		15- 0-0		20- 0-0		30- 0-0		40- 0-0		50- 0-0		60- 0-0		70- 0-0		80- 0-0		83- 1-1+		86- 7-1+		90- 1-1+		93- 7-1+		
HEIGHTS ABOVE BASELINE	BUTTOCK 1	5- 0-7		-1- 9-6		-4- 8-1+		-5- 8-1+		-6- 1-5+		-6- 8-3		-7- 2-1+		-7- 4-6		-7- 2-3		-6- 4-4		-3- 4-4		-2- 2-7		-1- 2-5+		-0- 3-4		-0- 7-4		
	BUTTOCK 2			5- 2-7+		-1- 7-5		-3- 10-0		-4- 8-7+		-5- 7-3+		-6- 2-1		-6- 4-3		-5- 11-5		-4- 8-4+		-2- 4-5		-1- 8-4		-0- 9-7		0- 1-1+		0- 1-1+		
	BUTTOCK 3							-0- 2-4		-3- 7-4+		-4- 6		-5- 1-4+		-5- 3-3		-4- 10-5		-3- 8-1+		-1- 10-1+		-1- 2-3+		-0- 3-7+		0- 7-2		1- 7-2		
	BUTTOCK 4									-0- 4-7+		-3- 3-7		-4- 1-2		-4- 3-1+		-3-10-4+		-2- 9-5		-1- 1-5+		-0- 6-5		0- 4-5+		1- 11-2				
	BUTTOCK 5											-1- 5-6		-3- 0-6		-3- 2-4		-2- 9-4+		-1- 8-4		0- 7-1+										
	SHEER	6- 4-1+		5- 10-1		5- 4-1+		4- 10-7+		4- 0-1+		3- 6-5+		3- 1-5+		2- 10-4		2- 9-7+		2- 10-1		2- 9-7		2- 11-2		4- 7-1		4- 9-1		4- 11-7+		
	KEEL	-1- 3-6		-6- 2-1		-6- 10-0		-7- 1-1		-7- 2-5		-7- 6-5		-7- 11-1		-8- 2-5		-8- 5-5		-8- 8-0		-9- 0-5		-3- 2-5+		-1- 11-2		-0- 8-4		0- 6-1+		
	SHEER AT RABBIT: 6- 10-7+		SHEER AT TRANSOM: 5- 8-6																													
	HALFBREADTHS FROM CENTERLINE	WL 1- 0-0	0- 11-6+		2- 11-1		4-11-6+		6- 10-1		8- 5-6		10- 8-5		11-10-4		12- 1-5		11- 9-1+		11- 2-6+		10- 1-3		9- 7-0		8- 8-3		7- 0-4		4- 0-1	
		WL -1- 0-0	0- 6-4		2- 3-6		4- 3-6		6- 1-3		7- 8-3+		10- 3-2+		11- 8-1+		11- 11-4+		11- 6-5		10- 7-6		8- 3-6+		6- 7-5+		3- 0-6					
WL -3- 0-0				1- 6-5		3- 2-3+		4- 9-1+		6- 1-6		8- 5-6+		10- 1-2		10- 4-1+		9- 7-7		7- 6-6		2- 7-1		0- 8-6+								
WL -5- 0-0				0- 10-0		1- 9-3		2- 9-2+		3- 7-6		5- 1-4+		6- 2-6		6- 6-4+		5- 9-4		3- 6-3		1- 0-4+										
SHEER		2- 3-7		4- 1-6		5- 10-2		7- 4-3		8- 9-5+		10- 9-1		11- 1-0		12- 0-5+		11- 7-5+		11- 1-2		10- 1-5		9- 8-6+		9- 2-3+		8- 5-7+		7- 7-7		
KEEL		0- 5-5		0- 6-1+		0- 6-0+		0- 5-3+		0- 5-7		0- 5-2		0- 6-0		0- 6-4		0- 5-4		0- 6-7+		0- 5-4+		0- 7-4+		0- 6-7		0- 6-2		0- 5-4		
SHEER AT RABBIT: 0- 5-5		SHEER AT TRANSOM: 4- 2-1																														

Notes:
Measurements were taken using a Leica TCR303 Total Station and developed in AeroHydro MultiSurf Software.
Lines were not faired. Accuracy is +/- 1" Stations are spaced at 5', 10', and 3'6" intervals.
Buttocks are spaced at 2' intervals. Waterlines are spaced at 1' and 2' intervals.



DELINATED BY: KATHERINE A. WHALEN, TODD A. CROTEAU, 2009

HAER MARTIME
RECORDING PROGRAM
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

NEW BEDFORD

SCHOONER ERNESTINA (EFFIE M. MORRISSEY) - 1894

STATE PIER
BRISTOL COUNTY

MASSACHUSETTS

SHEET
18 OF 23

HISTORIC AMERICAN
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Schooner ERNESTINA

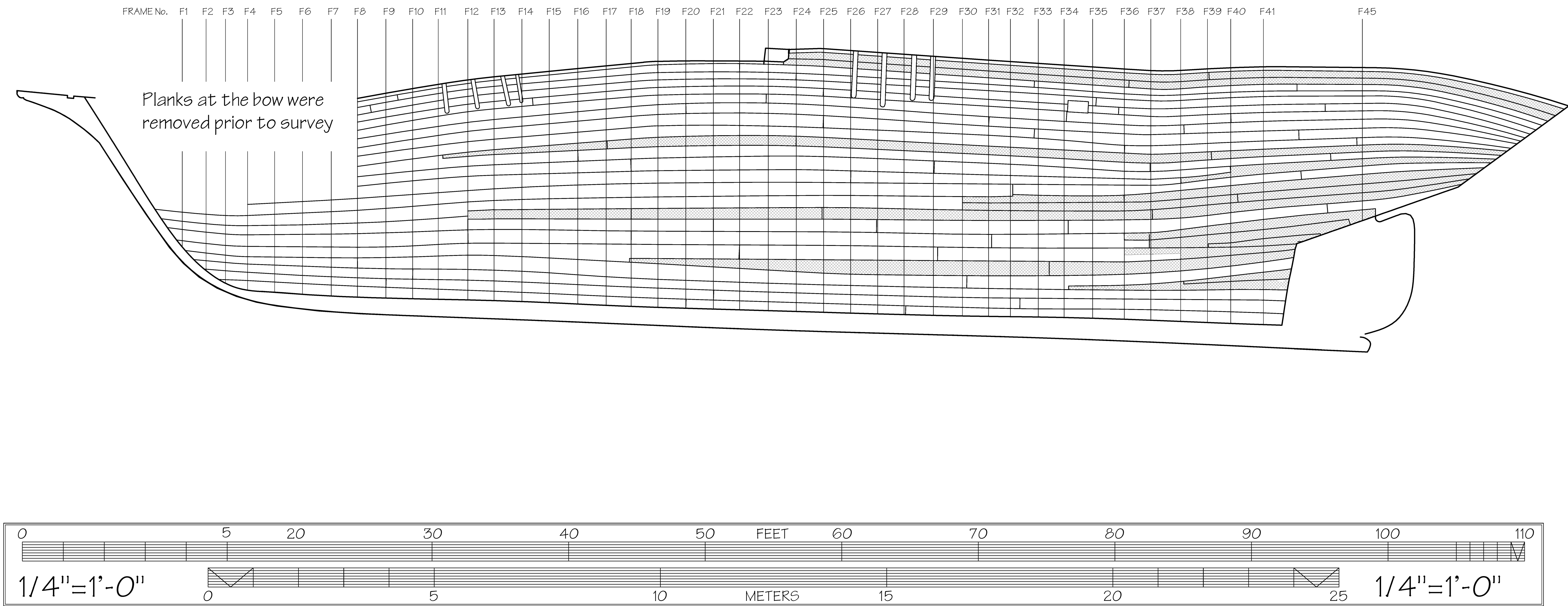
New Bedford, Massachusetts

Hull Expansion / Port Side

Scale: 1/4" = 1'-0"

NOTES

- Forward planks had already been removed at time of drawing
- Scarfed-in planks and terminal strakes are shaded for clarity
- Plank width measurements were taken at the following stations:
F4, F8, F13, F19, F25, F31, F37, F41, F45 (@ rudder), and transom edge
- Fore-to-aft dimensions are distorted; vertical dimensions are true to size
- Some butt joints occur off the frames, having been fastened to stanchions that are offset from the frames



DELINATED BY: CALEB REED, MATTHEW JACOBS, KATHERINE WHALEN, KAROLINA WALCIEWICZ, 2009

HAER MARITIME
RECORDING PROGRAM
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

NEW BEDFORD

SCHOONER ERNESTINA (EFFIE M. MORRISSEY) - 1894

STATE PIER
BRISTOL COUNTY

MASSACHUSETTS

SHEET
19 OF 23

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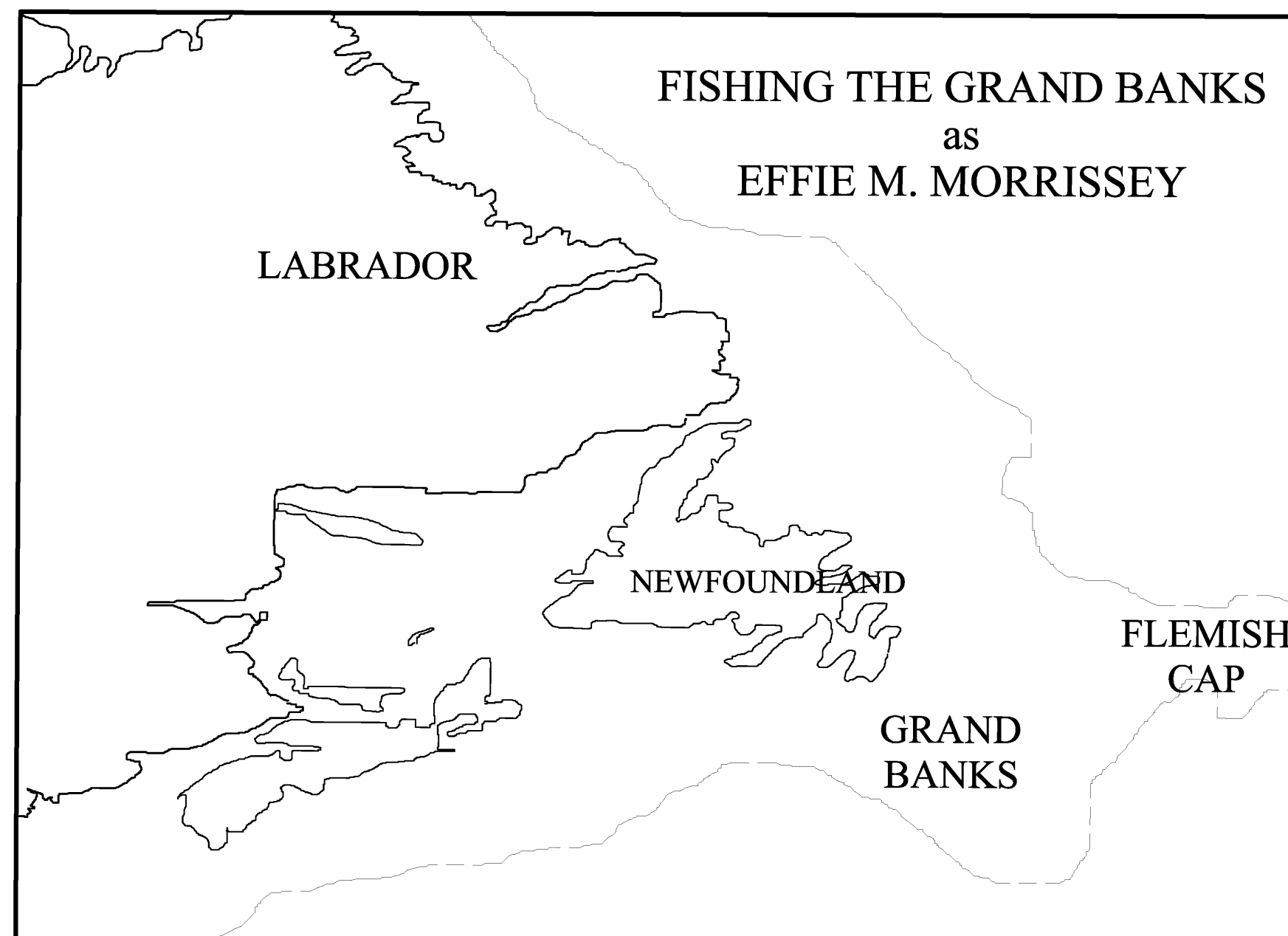
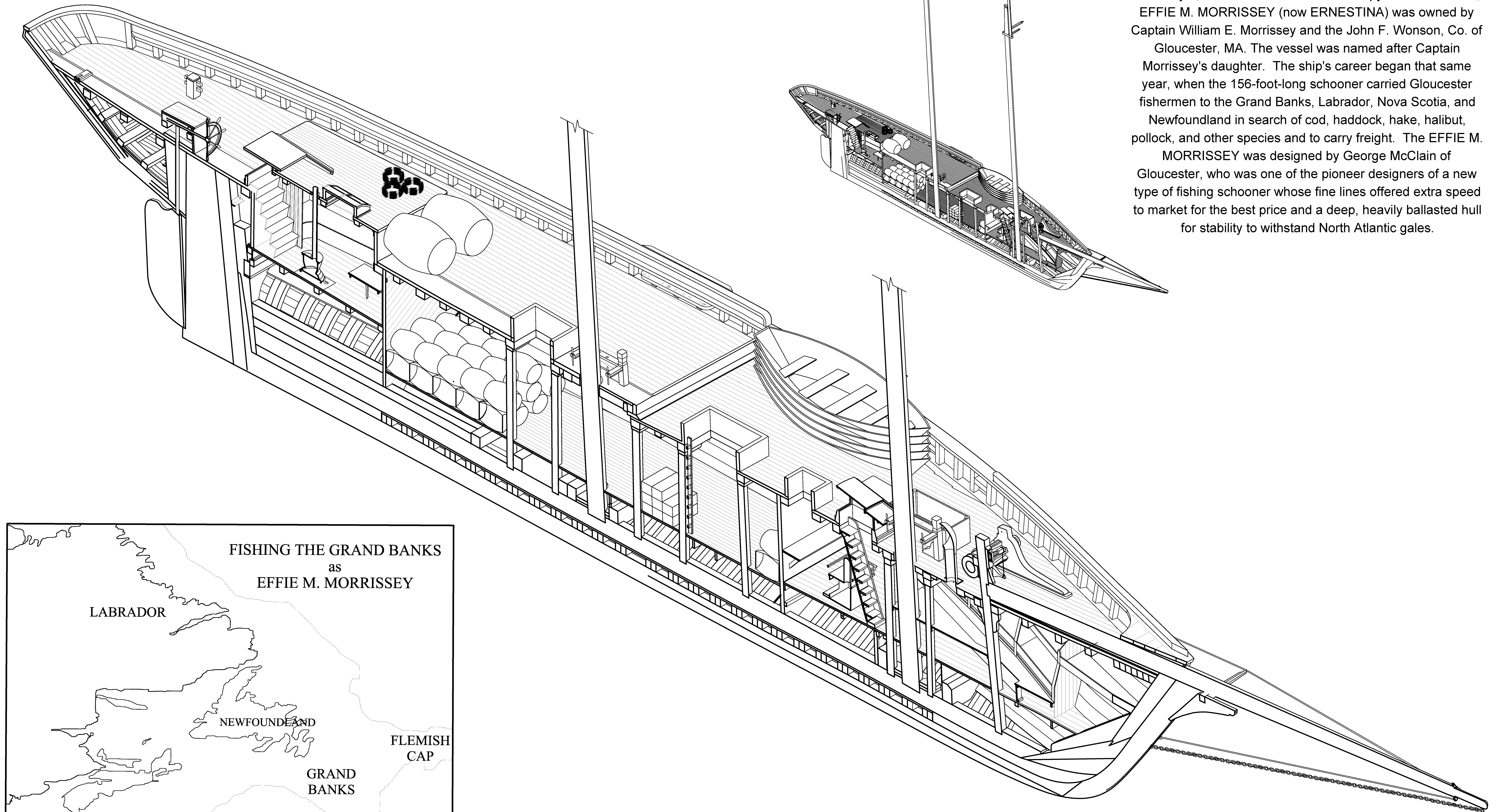
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Schooner ERNESTINA

New Bedford, Massachusetts

Fishing Schooner (1894-1926)

Built in four months at a cost of \$16,000 and launched on February 1, 1894 at the James & Tarr shipyard in Essex MA, EFFIE M. MORRISSEY (now ERNESTINA) was owned by Captain William E. Morrissey and the John F. Wonson, Co. of Gloucester, MA. The vessel was named after Captain Morrissey's daughter. The ship's career began that same year, when the 156-foot-long schooner carried Gloucester fishermen to the Grand Banks, Labrador, Nova Scotia, and Newfoundland in search of cod, haddock, hake, halibut, pollock, and other species and to carry freight. The EFFIE M. MORRISSEY was designed by George McClain of Gloucester, who was one of the pioneer designers of a new type of fishing schooner whose fine lines offered extra speed to market for the best price and a deep, heavily ballasted hull for stability to withstand North Atlantic gales.

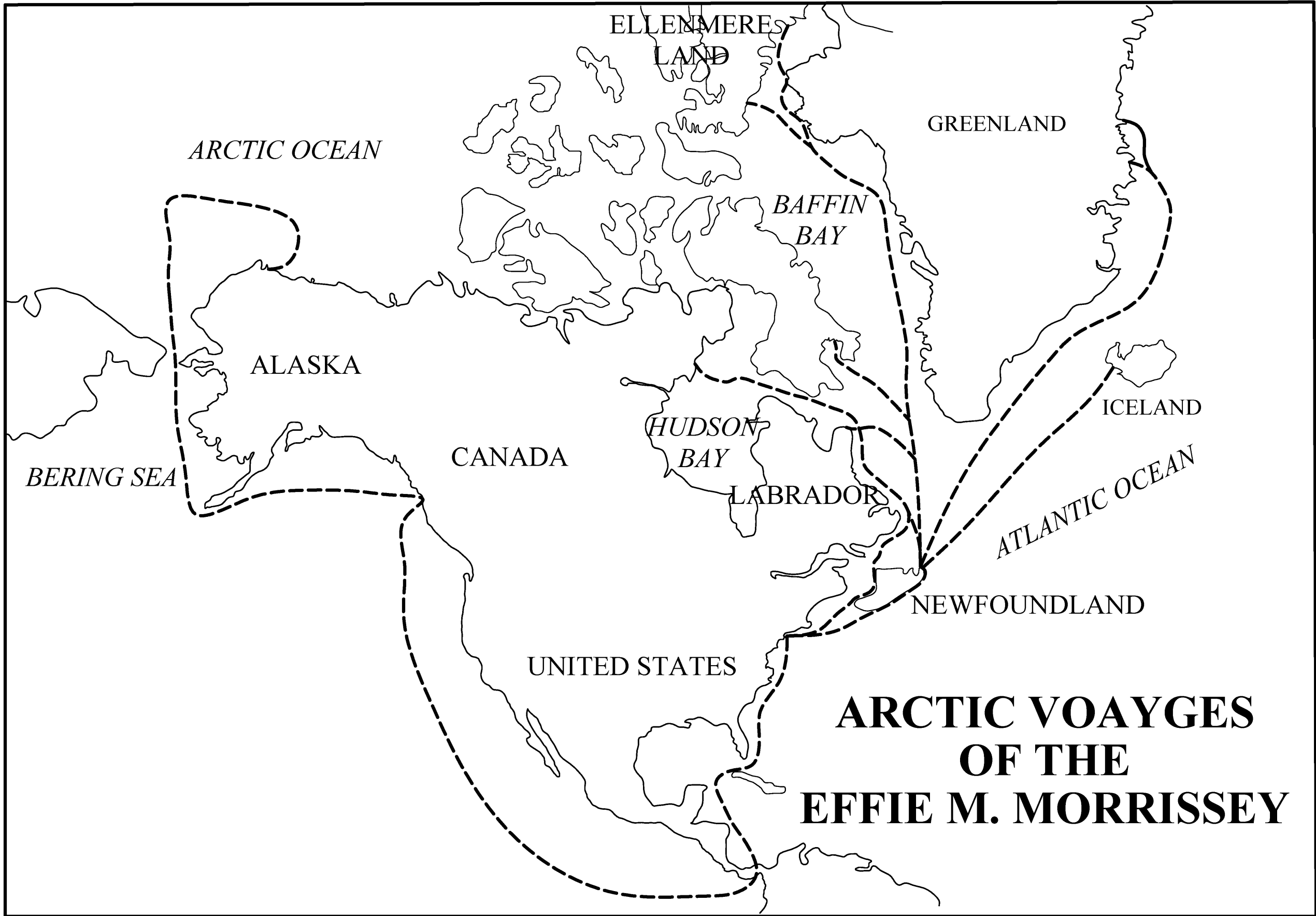
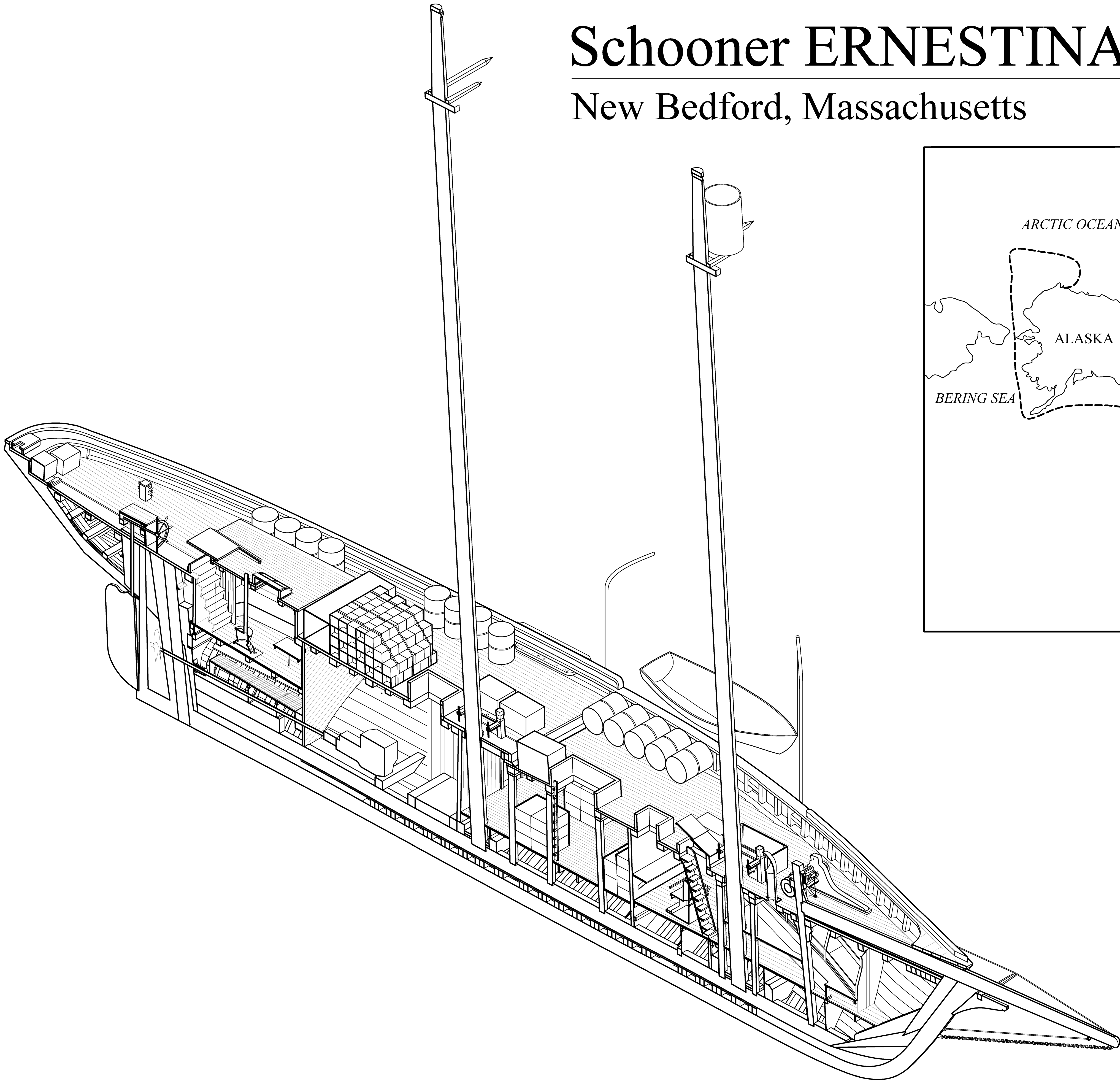


Note: Not Drawn to Scale. Booms deleted for clarity of deck arrangement

Schooner ERNESTINA

New Bedford, Massachusetts

Arctic Explorer
(1926-1940s)



In 1926, EFFIE M. MORRISSEY was purchased by Capt. Robert A. 'Bob' Bartlett, a Canadian-born Arctic explorer. Under Bartlett, "the little MORRISSEY ", along with students and scientists, made 20 regular voyages to document the frozen north's flora and fauna, and its people for patrons including the National Geographic Society, the Smithsonian Institution, the Cleveland Museum of Natural History, the Museum of the American Indian, and others. He was the first Arctic explorer to place science ahead of exploration. In 1940, MORRISSEY reached to within 578 miles of the North Pole. During World War II, the ship's black hull was painted grey and entered into U.S. Naval service conducting hydrographic work of Greenland's waters and serving as a supply ship to U.S. bases there and in the Arctic. She even made a voyage to the Soviet Union port of Murmansk.

To perform these Arctic duties, the ship was altered to provide bunks, work space and storage for the researchers and their equipment. An engine was installed and a crow's nest was added to the foremast. Davits were added to launch a small boat and the decks were used for fuel and water storage. The hull was sheathed with Greenheart wood to protect it from the icebergs.

Note: Not drawn to scale

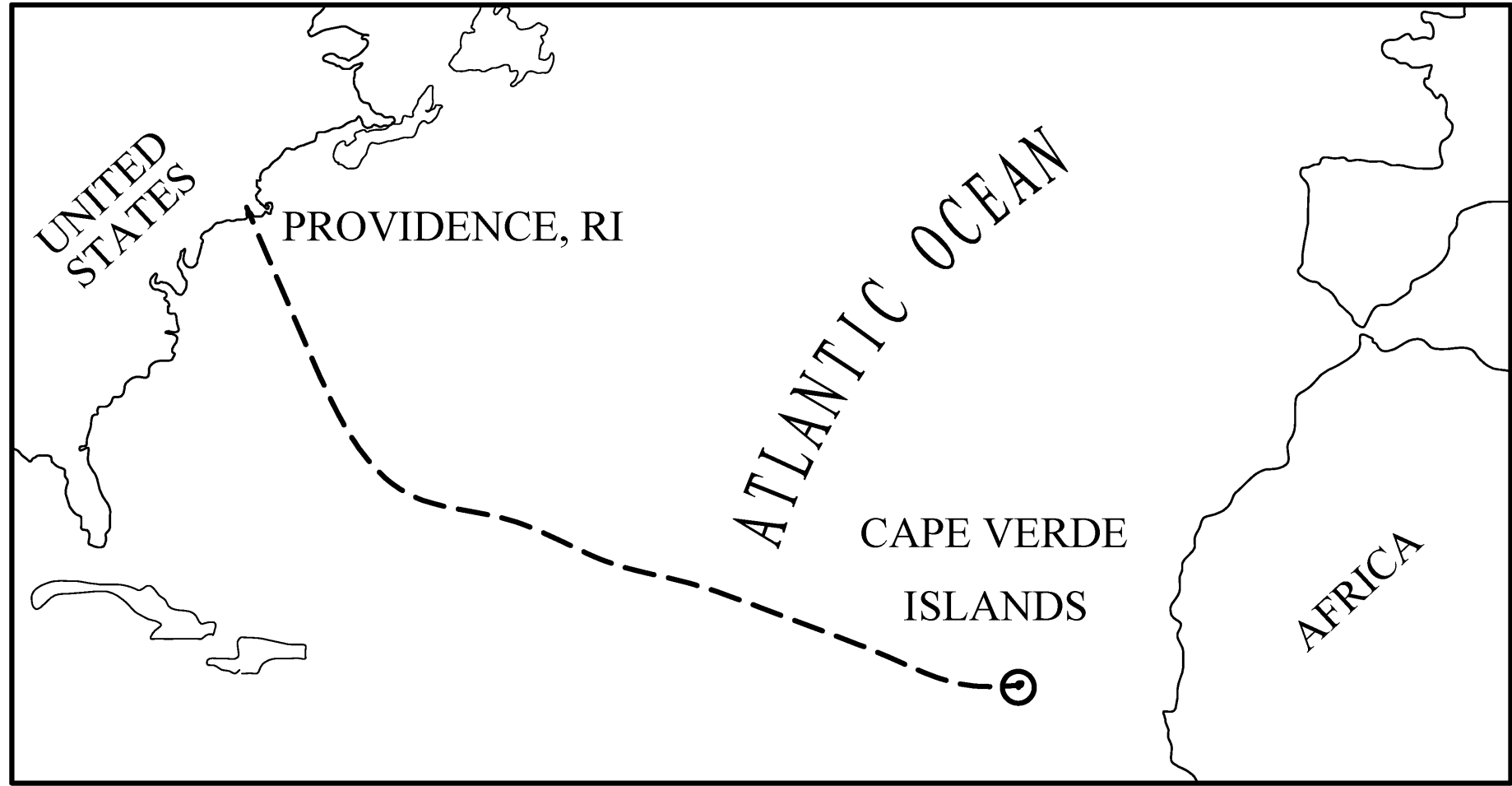
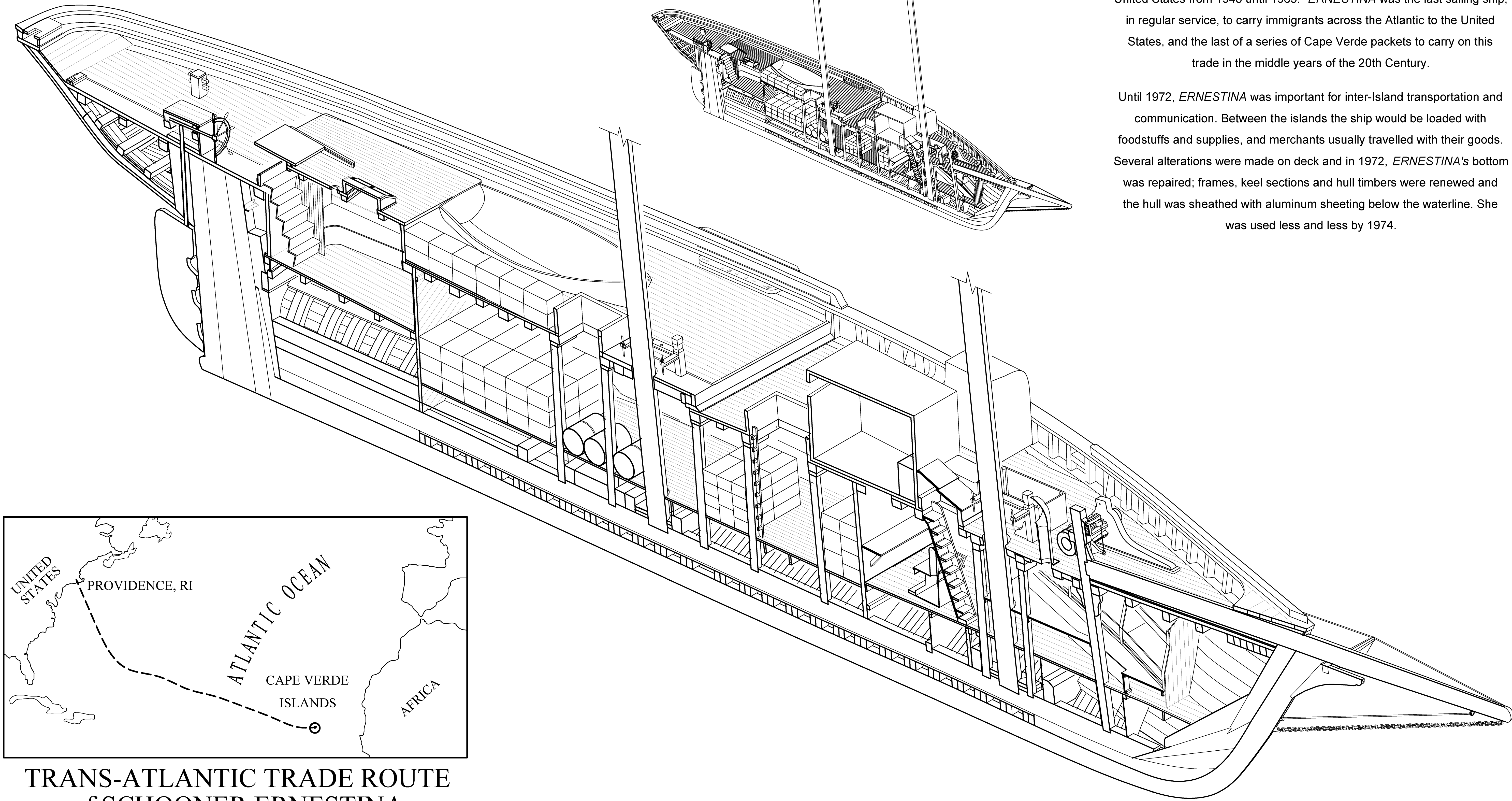
Schooner ERNESTINA

New Bedford, Massachusetts

PACKET SHIP (1946-1974)

In 1946, Captain Henrique Mendes purchased *MORRISSEY* and renamed her *ERNESTINA*, after his daughter, and sailed the vessel as a packet, carrying immigrants and goods to and from Cape Verde Islands and the United States from 1948 until 1965. *ERNESTINA* was the last sailing ship, in regular service, to carry immigrants across the Atlantic to the United States, and the last of a series of Cape Verde packets to carry on this trade in the middle years of the 20th Century.

Until 1972, *ERNESTINA* was important for inter-Island transportation and communication. Between the islands the ship would be loaded with foodstuffs and supplies, and merchants usually travelled with their goods. Several alterations were made on deck and in 1972, *ERNESTINA*'s bottom was repaired; frames, keel sections and hull timbers were renewed and the hull was sheathed with aluminum sheeting below the waterline. She was used less and less by 1974.



TRANS-ATLANTIC TRADE ROUTE
of SCHOONER ERNESTINA

Note: Not drawn to scale

Schooner ERNESTINA

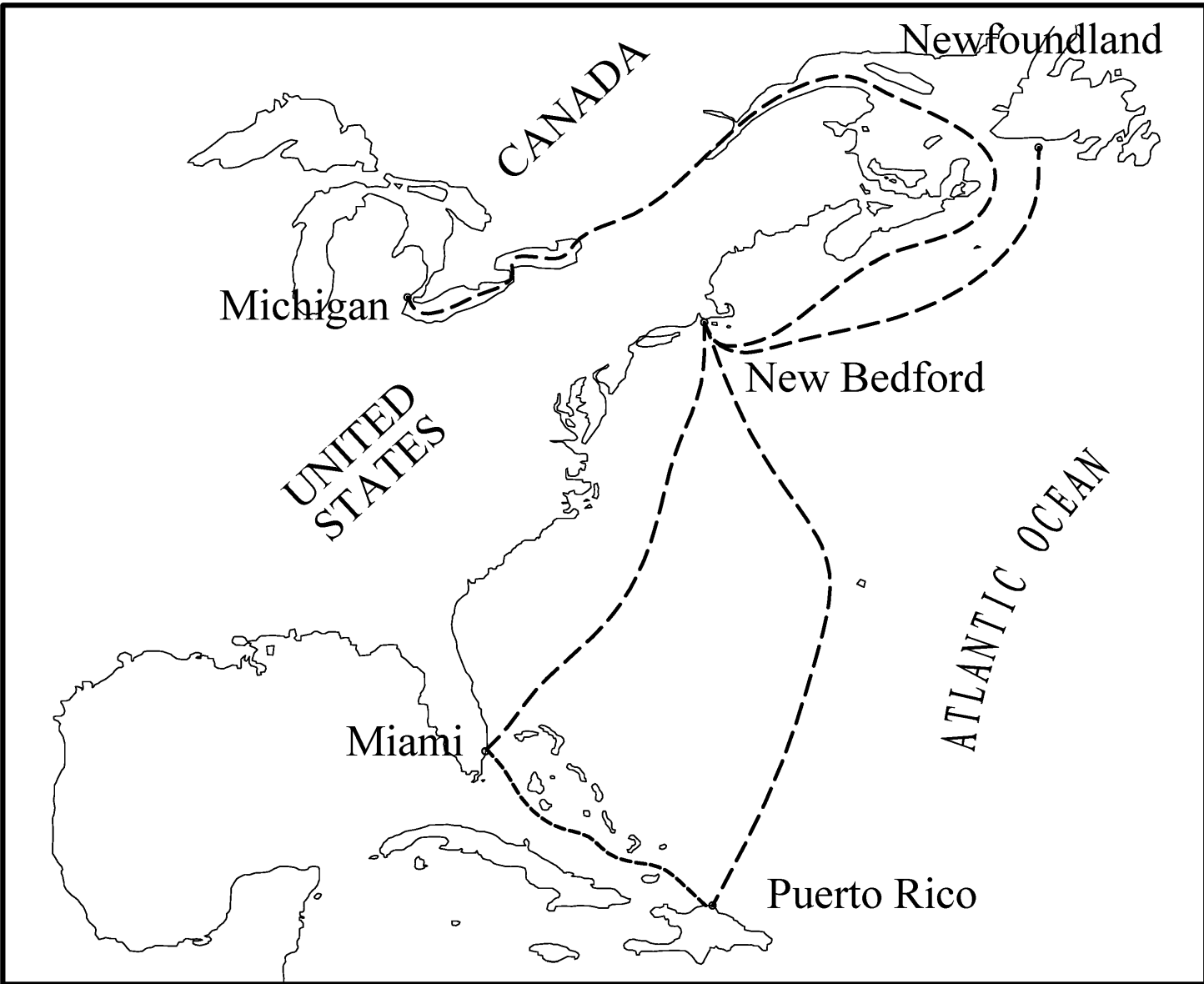
New Bedford, Massachusetts

EDUCATIONAL VESSEL

(1982-Present)

In 1982, the Republic of Cape Verde restored *ERNESTINA* and presented her to the Commonwealth of Massachusetts as a gift to the people of the United States, returning her to the land of her construction. *ERNESTINA* spent the next four years undergoing additional rehabilitation and received U.S. Coast Guard certification in 1987 to serve as a sail training ship, living history museum, and goodwill ambassador. The ship's arrangements were again altered to suite the new role as an educational vessel. Between 1988 and 1989, *ERNESTINA* visited ports up and down the eastern seaboard and northeast into Nova Scotia and Newfoundland, returning to her former homeports while educating a new generation of seafarers. From 1990 through 2004, *ERNESTINA* sailed regularly from spring to autumn conducting an extensive range of educational opportunities, spanning from dock side programs during port visits to day sails, and extended sails of up to two weeks in length. A period of deferred maintenance caused extensive deterioration in the forward portion of the ship and the Coast Guard certification was removed. At the time of this documentation, a major reconstruction of the bow structure was underway.

MAJOR VOYAGES AS EDUCATIONAL VESSEL



Note: Not drawn to scale

