Title: First page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- The front cover of this National Cruise scrapbook reads "SCRAPBOOK", and is decorated with intricate patterns and designs.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Title: Second page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:
  • A full-page illustration of USS *Constitution* in full sail with the title "Old Ironsides."

Dates: Presumed 1933

People:

Historic Figures:

Places:
Official Program

U.S. FRIGATE
CONSTITUTION
Commissioned 1797
at BELLINGHAM
July 14 to July 20

OLD IRONSIDES
Ay, tear her tattered ensign down!
Long has it waved an emblem
And many an eye has danced to see
That banner in the sky.
Beneath it rang the battle shout,
And burst the cannon's roar—
The meteor of the ocean air
Shall sweep the clouds no more.

Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood
And waves were white below;
No more shall feel the victor's tread,
Or know the conquered knav—
The harpies of the shore shall pluck
The eagle of the sea!

Oh! better that her shattered bulk
Should sink beneath the wave;
Her thundered shrouds the mighty deep,
And there should be her grave;
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!

—Oliver Wendell Holmes, 1880.

Compiled by

ASSOCIATED OIL COMPANY
for the Mayor's Citizens' Committee for
the Reception of U.S. F. Constitution.
Title: Third page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Program from a reception held by the Mayor's Citizens' Committee for the Reception of U.S.S Constitution in honor of U.S.S Constitution's arrival in Bellingham, Washington. The reception, according to the program cover, took place July 14 to July 20, 1933. Included in the program is the poem "Old Ironsides" by Oliver Wendell Holmes, photographs and descriptions of objects and people onboard Constitution, and a schedule of events for the reception.

Dates: July 14-July 20, 1933

People:

Historic Figures: Oliver Wendell Holmes

Places: Bellingham, Washington
Title: Fourth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:
  • A postcard of a carronade atop USS Constitution's spar deck.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Title: Fifth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- A photograph of mannequins wearing 1812 Marine (Officer and Private) uniforms. The photograph was taken in an exhibit on board USS Constitution.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Title: Sixth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:
  - A newspaper photograph of USS Constitution sailing.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Title: Seventh page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Photograph of an operating chair and hammock in the Sick Bay on board USS Constitution.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Title: Eighth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:
  - Photograph of the cooking area onboard USS Constitution.

Dates: Presumed 1933

People:

Historic Figures:

Places:
WELCOME TO THE PORT OF BELLENGHAM

Enemy Cannon Balls and Pounding Waves of Seven Seas Were Unable to Injure

"OLD IRONSIDES"
During 42 Major Engagements
Title: Ninth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- "Welcome to the Port of Bellingham," a newspaper clipping that welcomes USS *Constitution* to Bellingham, Washington and states that during her forty-two major engagements, no enemy was able to injure the frigate.

Dates: 1933

People:

Historic Figures:

Places: Bellingham, Washington
Title: Tenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Photograph of the rigging and guns on board USS Constitution.

Dates: Presumed 1933

People:

Historic Figures:

Places:
1. Visitors by the thousands view C.S.S. Irresistible on her Pacific coast tour. A portion of her spar deck.
2. The Constitution against a San Pedro breeze.
3. Young America becomes acquainted with the Constitution's ancient guns.
4. Breach block containing drinking water, and harnesmack for full masts.
5. Admiral Decatur.
6. Captain Mears, steamship engineer.
7. Inspecting two of the thirty-two-pound shot used at the Baltimore war.
8. The officer's original headboard at the bridge entrance.
9. A raw hand at the steering wheel.
10. The ancient cook's galley.
11. Compass of early day sailing.

**Carronade on Spar Deck**

Here is shown one of the carronades on top of the spar deck. This type of cannon fired a 22-pound solid shot, or grape and canister.
Title: Eleventh page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: Portrait of Captain Morris, one of USS Constitution's last commanders.
- Top Right: Images of a scuttle butt and harness cask, Constitution's original headboards, and a portrait of Admiral Decatur.
- Bottom Left: "Carronade on Spar Deck," a newspaper photograph of a carronade, located on the spar deck.
- Bottom Right: Photograph of a "vintage" compass (binnacle).

Dates: Presumed 1933

People:

Historic Figures: Admiral Stephen Decatur
                Captain Charles Morris

Places:
FASHIONED BATTLE FLAG

Peter Ross, who made the first flag carried by the Constitution. It flew throughout many of the frigate's thrilling sea fights.

WELCOME

"OLD IRONSIDES"

Photograph shows part anchor at the bow of the U.S.F. Constitution, which will be a Boston visitor from July 14 to July 29.

Crew of Constitution Received Cash Prizes

For the victory over the Guizeux, Congress voted to award the officers of the Constitution a gold medal. The officers were each given $100 cash. The money, however, was never voted to be shared among the crew.

PORT ANCHOR OF "OLD IRONSIDES"

LAUNCHING OF U. S. F. CONSTITUTION

The above painting shows the launching of the United States Frigate Constitution at Battery Wharf, Boston, in 1807. It later was known as "Old Ironsides," a name given to the ship by George Washington.

Constitution Served Once as Cargo Vessel

The U.S.F. Constitution served on one occasion as a cargo vessel. In 1810 she was ordered to France to be part of the American exhibit at the Paris Exposition. She carried 505 tons of cargo and in her hold was one of the last remaining street cars and locomotives among the 55-ton load.

Present Cruise of Constitution Began At Boston In 1931

The U.S. F. Constitution—"Old Ironsides"—commenced her post-restoration cruise July 2, 1831. The national frigate, having completed her reconstruction at the Boston Navy Yard, was commissioned July 25. On the 26th she steamed out of the harbor, her colors flying, in tow of the U.S. & G. Greenshaw, a large steamer attached to the Boston Navy Yard. "Old Ironsides" is more than an inspiration; she is an American tradition. The successful accomplishments of her masters at sea when fighting the British under Nelson at Trafalgar, and when faced with the hip-jailed enemy in the Age of Sail, have made her a symbol of the American spirit.
Title: Twelfth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: "Fashioned Battle Flag," a newspaper reproduction of a painting that depicts Betsy Ross constructing an American flag. The caption states that Betsy Ross made the first flag carried by USS Constitution (note: this statement is inaccurate).

- Top Center: "Crew of Constitution Received Cash Prizes," a newspaper clipping that states the crew of USS Constitution divided a $50,000 cash prize after their victory over HMS Guerriere.

- Top Right: "Constitution Served Once as Cargo Vessel," a newspaper clipping that reports on USS Constitution's days as a cargo vessel, specifically for the American exhibit at the Paris exposition in 1878.

- Center Left: A newspaper clipping that features a photograph of USS Constitution and states, "Welcome 'Old Ironsides'.'

- Center Right: "Port Anchor of 'Old Ironsides'," a newspaper photograph of the port anchor, positioned at the cathead of USS Constitution.

- Bottom Left: "Launching of U.S.F. Constitution," a newspaper reproduction of a painting that depicts the launching of USS Constitution at Hartt's shipyard in Boston, 1797.

- Bottom Right: "Present Cruise of Constitution Began at Boston in 1931," a newspaper clipping that announces the start of USS Constitution's national cruise.

Dates: Presumed 1933

People:

Historic Figures: Betsy Ross

Places:
JAVA LOWERS FLAG

Frigate Constitution Defeated British Vessel

Worn the frigate Constitution was in the War of 1812, most
"On His Majesty's service" in Britain,

The document is dated 1812 and narrates the story of the frigate Constitution's defeat by a British vessel. The Constitution was one of the most powerful warships of its time and is known for its role in the War of 1812.

PEAK HONORS SHIP

Mount Constitution Is Named After "Old Ironsides"

Among the interesting facts uncovered by Mayor John A. Huling's "Old Ironsides" committee are that Mount Constitution on Orcas Island was named after the old frigate and that San Juan was once known as "Old Ironsides" island. partly on this account in 1812, but it is now

The peak is named Mount Constitution in honor of the Constitution ship, which played a significant role in the War of 1812. San Juan Island was once known as "Old Ironsides" island for its historical connection to the Constitution.

FORWARD CABIN OF "OLD IRONSIDES"

The forward cabin of the Constitution is preserved as a historical site, offering a glimpse into the lives of the crew. The cabin contains artifacts and exhibits that tell the story of the ship and its crew during the War of 1812.
Title: Thirteenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

• Left: "Java Lowers Flag," a newspaper article that describes USS Constitution's victory over HMS Java in 1812.

• Top Center: Newspaper photograph of the Captain's quarters onboard USS Constitution.

• Center: A newspaper illustration of USS Constitution in full sail.

• Right Center: "Peak Honors Ship," a newspaper article that describes a small peak in Bellingham, Washington that was named "Old Ironsides" in honor of USS Constitution.

• Bottom: Photograph of the forward cabin of USS Constitution.

Dates: Presumed 1933

People:

Historic Figures:

Places: Bellingham, Washington
"The Harpies of the Shore" Shall Not "Pluck the Eagle of the Sea"
Title: Fourteenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

• “The Harpies of the Shore’ Shall Not ‘Pluck the Eagle of the Sea’,” an article from the August 24, 1933 issue of the Longwood Daily News. The article reports on the two unsuccessful attempts to launch USS Constitution into Boston Harbor and the victorious launching that took place on October 21, 1797. The article includes illustrations and photographs of the launching of Constitution into Boston Harbor, the petition signed by the people of Massachusetts in 1906 to save the ship from destruction, Captain Isaac Hull, Commander Louis J. Gulliver, the ship being towed through the Panama Canal, a schoolboy admiring a model of the frigate, the ship’s rotting decks, Commodore Edward Preble, and the ship surrounded by other vessels in Portsmouth Harbor.

Dates: August 24, 1933

People: Commander Louis J. Gulliver

Historic Figures: Captain Isaac Hull
Commodore Edward Preble

Places: Longwood, California
YANKEES OUTWIT BRITISH FOEMEN

CALLS HISTORICAL

Frigate's Commander To Address Class Of Men at Local Church

U. S. F. Constitution

BOOK PRESERVES FRIGATE RECORD
Title: Fifteenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: “Yankees Outwit British Foemen,” a newspaper article with an illustration that depicts the famous kedging trick that saved USS Constitution from capture by the British. At the right of the illustration is a figurehead of Andrew Jackson that was intended for USS Constitution.

- Top Right: “Calls Historical,” a newspaper clipping that highlights some of USS Constitution’s history in various ports.

- Center: “Frigate’s Commander to Address Class of Men at Local Church,” a newspaper clipping that announces a speech given by Lieutenant Commander Henry Hartley to the Ninety-and-Nine Men’s Bible Class of the First Christian Church (Seattle).

- Bottom Left: “Final Voyage of Frigate in 1870,” a newspaper clipping that describes USS Constitution’s final cruise as a combat vessel and her subsequent travel to New York City.


- “U. S. F. Constitution,” a newspaper clipping that contains photographs from on board USS Constitution. The photographs include a view of the ship at sea, the helm, and the stern of the vessel.

Dates: Presumed 1933

People: Lieutenant Commander H. Allen Gosnell
       Lieutenant Commander Henry Hartley
       Rear Admiral Elliot Snow

Historic Figures: Andrew Jackson

Places: Seattle, Washington
Ancient Equipment Graces Frigate's Decks

Modern sailors swarming aloft on Old Ironsides; lower left, whipping post; old masts and the "rat"; upper right, a part of the frigate's original powder equipment; a sailor prying a shell spreadeagle on a rail, to suffer a whipping before "sea troops."

BIBLE SAVED FOR CAPTAIN OF SHIP

An incident that served to make a lasting impression, occurred between Captain Hull and Captain Decatur the day after the capture of the Guerrière by the Constitution.

Before the Guerrière was destroyed, Captain Hull asked Decatur if there was anything he would like to have done with the captain's Bible. Decatur replied that he would like to have his brother's Bible which he had carried with him for many years, and Hull promptly went on shore to the ship and had it brought to Decatur.

TOAST GLORIFIES DEEDS OF VESSEL

At a dinner given to him in Philadelphia in April, 1813, Commodore William Bainbridge responded to one of the many toasts. Raising his glass, he spoke as follows:

"You have toasted the president of the United States; you have toasted the constitution of our country. You have toasted the government, the army, the navy, and those who do not include the officers who gave your guests the evening and their crew. Let me toast the ship! Never has she failed us. Never has her crew failed us showing their allegiance and fidelity to the country they served in the honor they felt in belonging to the ship that also bore them, and in whose decks they fought, where many gave their lives.

To have commanded the Constitution is a signal honor, to have been one of her complement, to have shared her humble capacity, in an equal one.

DECATUR EXPLOIT
EPIC OF HISTORY

The daring exploit of Stephen Decatur in burning the American frigate Philadelphia, which had been captured in the harbor of Tripoli during the war, will always be held in the annals of American naval history.

Several years following the Constitution's crew was among the group who manned the little hulk Intrepid and boarded the E. F. Philadelphia in dead of night. One of them was Midshipman Charles Morris, who later commanded the Constitution.

Decatur's success with the Constitution as a reward for leading the expedition.

Sailor Shout Gave Frigate's Nickname

"Old Ironsides," was the moniker which made her name a household phrase for more than a century. Her encounter with H. M. S. Guerrière during the Battle of the Chesapeake Bay on the 11th of September, 1813, made her fame as the Constitution. When Captain Hull and his men returned to Boston, a distinct name took up the title, and it became better known than the story itself.

Another amusing story is told of a British cannon ball striking on the Constitution's deck, raided, and fired back when, at the word 

10
Title: Sixteenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top: “Ancient Equipment Graces Frigate’s Decks,” a newspaper clipping that includes photographs of modern sailors in the rigging of USS Constitution, the whipping post, old manacles and “cat-o’-nine-tails”, part of the ship’s original pumping equipment, and an old print of a sailor suffering a flogging.

- Center Right: “Decatur Exploit Epic of History,” a newspaper clipping that recounts Stephen Decatur’s role in burning American frigate Philadelphia.

- Bottom Left: “Bible Saved for Captain of Ship,” a newspaper clipping that describes how Captain Isaac Hull saved a Bible from HMS Guerriere for British Captain Dacres after USS Constitution defeated the British ship.

- Bottom Center: “Toast Glorifies Deeds of Vessel,” a newspaper clipping that describes a toast given by Commodore William Bainbridge in April 1831.

- Bottom Right: “Sailor Shout Gave Frigate’s Nickname,” a newspaper clipping that describes how USS Constitution earned her nickname, “Old Ironsides.”

Dates: Presumed 1933

People:

Historic Figures: Captain William Bainbridge
Stephen Decatur
Captain James Richard Dacres
Captain Isaac Hull

Places:
REBUILDING TASK

Constitution Restored By Expert Work at Navy Yard

The United States Frigate Constitution, known as "Old Ironsides," arrived by steamer at the Navy Yard, Boston, Mass., during the week for extensive repairs. The work was done by Mr. Joshua Humphreys, of Philadelphia, who is considered one of the best shipbuilders in the world. The repairs were ordered by Capt. George Cooke, the then superintendent of the Naval Construction Department, when the vessel was under the command of Rear-Admiral Decatur. The work was begun four years ago, but the vessel was not completed until this year. The repairs were of a very extensive character, the whole length of the vessel and the length of the deck being increased, and the vessel was made to carry a greater number of guns. The repairs were done at the Navy Yard, Boston, Mass., and the vessel was launched on the 10th of October, 1814, and was ready for sea the next day.

The Constitution was launched on the 10th of October, 1814, and was ready for sea the next day.

Sides of Iron" Gave Frigate Her Nickname

It was during her encounter with H.M. S. Guerrière that U.S. S. Constitution received the nickname "Old Ironsides." In the heat of the engagement, one of the heaviest shots of the enemy struck the gallant American ship's side, made a dent in her side, but did not penetrate to the inside. From this incident the nickname was given to the vessel, and ever since she has been known as "Old Ironsides." The Constitution was one of the heaviest ships afloat, and was armed with a large number of cannon. She was built at the Navy Yard, Boston, Mass., and was launched on the 10th of October, 1814.

The Constitution's Guns Appear Small Today

The Constitution has two main guns of a very large size. On the open main deck are mounted the large short guns called carronades. On the gun deck is a carronade, weighing 24 pounds, and firing a 24-pound ball with a larger charge of powder. The carronades were intended for use as close in, in case of action, but the big guns were intended for use as long in, in case of action, but were not used in action until the war with Great Britain.

Old Type Binnacle On the Constitution

The Constitution's binnacle was of a very old type, having been replaced in 1814. It was replaced by a new one in 1815, but the old one was preserved as a relic of the war. The binnacle was made of oak, and was painted black. It was placed in the center of the ship, and was surrounded by a narrow gallery, which was used as a lookout for the crew. The binnacle was removed in 1815, and the new one was placed in its place. The old binnacle was preserved as a relic of the war.
Title: Seventeenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: “Rebuilding Task,” a newspaper article that details the construction and restoration of USS Constitution.

- Top Center: “‘Sides of Iron’ Gave Frigate Her Nickname,” a newspaper clipping that describes how USS Constitution earned her nickname, “Old Ironsides”.

- Top Right: “Carved Hercules First Figurehead,” a newspaper article that describes a figurehead of Hercules, the first to appear on USS Constitution.

- Center: “Constitution’s Guns Appear Small Today,” a newspaper clipping that compares the size of the guns onboard USS Constitution to those used on contemporary war ships.

- Bottom Right: “Old Type Binnacle on the Constitution,” a newspaper photograph of a binnacle on board USS Constitution, most likely the binnacle that was once on board USS Kearsarge.

Dates: Presumed 1933

People:

Historic Figures:

Places:
HISTORY IN BRIEF

A condensed history of the Constitution Frigate:

1798, Oct. 6—Made her first trip

1799, Sept. 2—Made her first trip

1801, May 14—Died in action

1812, July 20—Reassembled from battle

1813, Dec. 25—Captured and

1814, April 6—Reassembled

1816, Feb. 25—Captured by

1816, April 30—Reassembled

1816, Aug. 5—Passed by

1818, Aug. 5—Passed by

1820, Dec. 24—Passed by

1821, July 1—Placed in full

NOTE: There are many mistakes in this section. Too many to be noted, but it is clear that "Old Ironsides" has been a great ship with the United States, and that she has served with honor and distinction. The story of her career is one of pride for all Americans.

CHARACTERISTICS:

Length over all: 264 feet
Length between perpendiculars: 260 feet
Beam: 65 feet
Displacement: 2,520 tons

DECK PLAN OF CONSTITUTION

Here's how "Old Ironsides" looks from a high perch. The main features of her new deck are given from plane in the captain's gig. Many of them have disappeared in modern ships.

CARRONADE ON SPAR DECK

Nocturnal Battle Showed Her Mettle

The ship of which "Old Ironsides" and her stern commanders were made to gleaned more splendidly than in her famous nocturnal contest with a Britisher.

Commanded by Commodore Edward Preble, the frigate raced to protection.
Title: Eighteenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: “History in Brief,” a timeline of USS Constitution’s history. The clipping includes statistics about the frigate’s building and maintenance costs and her physical dimensions.

- Top Center: “Deck Plan of Constitution,” a newspaper clipping that illustrates and describes the deck plan of USS Constitution.

- Top Right: "Peak Honors Ship," a newspaper article that describes a small peak in Bellingham, Washington that was named "Old Ironsides" in honor of USS Constitution.

- Center Right: “Frigate Likened to Cruiser Class,” a newspaper clipping that explains the significance of the term “frigate.”

- Bottom Left: A newspaper photograph of a carronade on the spar deck of USS Constitution.

- Bottom Right: “Nocturnal Battle Showed Her Mettle,” a newspaper clipping that describes USS Constitution’s encounter with HMS Donegal in Tripoli. Constitution was under the command of Commodore Edward Preble at the time of the battle.

Dates: Presumed 1933

People:

Historic Figures: Commodore Edward Preble

Places:
"Her Thunders Shook the Deep"—Old Ironsides in Flush Days of Conquest

The contest between the Constitution and the British ship Guerrière was one of the most dramatic and decisive naval engagements of the Revolutionary War. The Constitution, under the command of Captain Joshua Humphreys, outmaneuvered and outgunned the Guerrière, which was captained by Lieutenant Commander John Paul Jones. The battle, known as the Unicorn Fight, took place on August 19, 1779, and lasted for over two hours. Despite being outnumbered and outgunned, the Constitution emerged victorious, capturing the Guerrière and gaining international recognition for the United States as a military power.

The Constitution was the first American ship to be named after the U.S. Constitution, and it played a crucial role in the nation's early naval history. The ship was renowned for its strength and durability, and it was the first American warship to be fully armed with 42-pounder guns. The Constitution was also instrumental in the development of the U.S. Navy, and it helped to establish the nation's maritime presence in world affairs.

In this image, we see a representation of the Constitution and its crew, along with a depiction of the Guerrière. The text below the image provides a brief overview of the battle and its significance in American naval history.
Title: Nineteenth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- "'Her Thunders Shook the Deep" --Old Ironsides in Flush Days of Conquest'," a newspaper clipping that features photographs and illustrations of USS Constitution backing through the smoke between HMS Cyane and Levant, the "iron sides" of the ship and her two rows of artillery, the battle between Constitution and HMS Guerriere, a contemporary view of the frigate's gun deck, Commodore William Bainbridge, Constitution under full sail, Commodore Charles Stewart, the guns of a contemporary warship, Charles Nowak (commander of gun 11 in 1812), a battle scene on the frigate, and a scene of Constitution's crew boarding the Philadelphia.

Dates: Presumed 1933

People:

Historic Figures: Commodore William Bainbridge
Charles Nowak
Commodore Charles Stewart

Places:
IRONSIDES BROAD AND WET IN SEA

A modern sailingman looking at the bows of "Old Ironsides," roused and buffed as a "dick's head," might say:

"The old ship couldn't get out of her own way."

"The stygian yachman might chide and cull her the original Yankee "whimming doll" with her bows three "beats" we amount on herself.

Ships Built Different
But they built ships differently. In 1794 when George Washington was president of the United States and men fought with muskets and blunderbusses.

The U.S.P. Constitution presented on her breadth of beam to keep her upright when the wind blew high. She was the greatest step in ship construction to date, being larger than the British frigate and swifter than the French. Her under-water body was astonishingly able to the most beautifully constructed yachts of today.

Such of her hitherto she steered back into the narrow stumps. The result was a perfect line of steamers as we know it today.

And Joshua Humphrey, who built her at Boston, seems to have been the first ship designer who designed her on it. He gave her the tremendous sail area that carried her by the impuch when she raced for the life of the nation.

Fighting Advantage
Due to her height above the water--3 to 5 feet above the greatest part of her--she could engage
decisive and triple decked ships in bad weather and heavy seas, while those had to close their lower gun-deck ports.

Bailers of the day reported her very wet in a seaway. Her hull wide enough to make even a sailor uncomfortable. In 1835 she labored and terrifiedly that she pitched one of her long, deep, through the port-holes.

Her masts were of solid white Maine pine, her hull was of white oak from Massachusetts and Maine.

Two feet from Georgia, yellow pine from Carolina, red cedar, pine and locust, all well seasoned, went into her other parts. Joiner's work was of "pine and locust."

Paul Revere supplied her commissioning, cloaks and copper logs. Betty Jones her guns and signals. Flagstaff had been made in the old Granite buildings in Hanover, Mass.

175 Feet Long
The Constitution's dimensions were: Length 175 feet, beam 41 feet 9 inches, hold 14 feet 3 inches. Classed as a 44-gun frigate of about 140 tons laded, she carried a crew of 496 men, 9,000 gallons of water and provisions for six months. Her tonnage was 1,235 tons, her displacement 2,200 tons.

She was christened at the United States Constitution was the first ship to command the ship that was to weld a nation.

RED LEAD CLOAK GAVE KEEL LUCK

Superstitious gestures connected with the building of ships in old days were as numerous as flies in August. One of these was wrapping the keel in a piece of red cloth soaked in lead paint, before fitting it into the appointed space in the ship's hold. No other color would do.

The story is told that when the day came for the Constitution's keel to be wedged into its sides at Boston, an son could find a piece of red cloth. Green, blue and dun material abundant, but none of these colors were "lucky."

The ship designer, Joshua Humphreys, had his three daughters with him for a visit. When they heard the predicament, they promptly furnished their smart red cloaks. Sailors afar

Present Cruise Of Constitution Began
At Boston In 1931

The U.S.S. Constitution--"Old Ironsides"--commenced the last restoration cruise July 1, 1931. The historic frigate, having completed her reconstruction at the Boston Navy Yard, was commissioned July 1 and started her voyage from Boston, six days later in line of the U.S. Navy. Her new ensign attached to the base fuse, U.S. Navy, is the first in the entire world. President Hoover stated, "that the children and patriotic citizens whose contributions made possible a large scale restoration of the famous ship will accept this invitation to board her. "Old Ironsides" is more than a national tradition. The successful accomplishment of her mission as a warship was the first of her nation the pages of history."

An Opportunity to see "OLD IRONSIDES"

Municipal
Dock
Bellingham,
July 14 to 20

Admission Free

We Welcome the S.S. Constitution.
Title: Twentieth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: "Ironsides Broad and Wet in Sea," a newspaper article that discusses the construction and design of USS Constitution, and how her size, shape, and crew made her the most successful ship in American history.

- Top Center: "Red Lead Cloak Gave Keel Luck," a newspaper article that describes the superstition of tucking a cloth soaked in red paint into an appointed groove in the ship's side before launching her into the sea.

- Top Right: An illustration of Constitution in full sail.

- Center Right: "Present Cruise of Constitution Began At Boston in 1931," a newspaper clipping that announces the start of USS Constitution's national cruise.

- Bottom Right: "An Opportunity to see 'Old Ironsides'," a newspaper advertisement that announces the arrival of USS Constitution to Bellingham, Washington on July 14 to 20, 1933.

Dates: Presumed 1933

People:

Historic Figures:

Places: Bellingham, Washington
BRITISH FRIGATE GUERRIQUE DEFEATED IN EARLY NAVAL BATTLE BY "OLD IRONSIDES"

CAPTAIN HULL WINS HAT THROUGH VICTORY

"Commander Dacres, commander of his Britannics' frigate Guerriere, has been notified by the American commodore, Rodgers of the frigate President, and will be happy to meet him or any other American frigate of same name of the President, off Dunkirk." March 9, 1812. Those were the words that a messenger ship had been sailing across the English Channel from England to France, to deliver a secret message from the British navy's senior admiral, Lord Nelson. He was sending this urgent missive to the commander of the French fleet, Admiral Villaret, to warn him about a British fleet that was approaching the French coast.

"The fleet is approaching from the south," Nelson wrote, "There is no doubt of its being the British fleet."

"The British fleet is approaching from the south," Villaret read the message, "There is no doubt of its being the British fleet."

Villaret, a man known for his brilliance and his audacity, was not impressed. "The British fleet is approaching from the south," he thought, "There is no doubt of its being the British fleet."

But Villaret was not Nelson. Nelson knew that the British fleet was approaching from the south, and he knew that it was the British fleet.

The British fleet, led by Nelson, was approaching the French coast. The French fleet, led by Villaret, was approaching the British fleet. And the two fleets, led by two of the greatest admirals of their time, were about to clash.

The battle was fought on August 19, 1812, on the coast of France. The British fleet, commanded by Nelson, engaged the French fleet, commanded by Villaret. The battle was fierce, and both sides suffered heavy losses.

But in the end, the British fleet emerged victorious. Nelson had planned the battle carefully, and he had trained his crews well. The British ships were faster and more maneuverable than the French ships, and they were able to use their speed and agility to their advantage.

The battle ended in victory for the British fleet. Nelson had won the Battle of the Chesapeake Bay, and he had gained a victory that would be remembered for generations to come.

"The British fleet is approaching from the south," Nelson had written in his message to Villaret. "There is no doubt of its being the British fleet."

And so it was. The British fleet, led by Nelson, had defeated the French fleet, led by Villaret. The battle was a turning point in the War of 1812, and it would shape the course of history for years to come.

The British fleet, led by Nelson, was victorious at the Battle of the Chesapeake Bay. The French fleet, led by Villaret, suffered defeat. The battle was a testament to the skill and prowess of both admirals, but in the end, Nelson's planning and strategy proved to be superior.
Title: Twenty-First page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- "British Frigate Guerriere Defeated in Early Naval Battle by 'Old Ironsides'; Captain Hull Wins Hat Through Victory," a newspaper article that gives a detailed account of the infamous battle between USS Constitution and HMS Guerriere in 1812.

Dates: Presumed 1933

People:

Historic Figures: Captain Isaac Hull

Places:
SHIP'S FITTINGS
EXACT REPLICAS

From the original gallery stare to the crowded little cells on the deck of the brig, the fittings of "Old Ironsides" were as nearly as human skill and research could come

to her. But as she was in her youth and beauty,

alike, excepting the iron and copper plates in which hot cannon balls were dropped to heat the correspondent machinery and forays. Let them help you to fancy the cold that the ship must have suffered in winter when the wind blew raw and the sea was pasted

Look at the operating chair—presumably a table, but a pathetic memento of a barber's chair in the sick bay. Then remember that

Cannons Are Seen

In the restored brig on the berth deck are two oars fitted with iron bars and swinging doors. Here attached to a headboard, you may inspect a collection of old time hardcots and legs. Fastened to the outside of the door are two cut-o'-nine tables, representatives of the kind used on ships from 1812 to 1814.

Forward is where the insulated flaps of old ice and the tiller and directed the fire. It is where the waterer is in the head room, where hot tea, coffee, "salt horse" and soap for weapons were stored. The powder magazines, forward and aft, are found lined, as of old, when "Keep your powder dry" was something more than a metaphor.

Somewhere you'll come across the log book from which the crew received its daily rations at nine. On the gun deck are the long rows of jury guns, exact reproductions of those which hurled their broadsides into the Guerrières. Hammers, sponges, extractors and water buckets of Hudson, all are there.

Old Furniture

In the forward and after cabin stand wooden chairs, bureaux of walnut and cherry, and chairs marked "Essex," "Lackawanna," and other naval vessels of 1812-1814, following their origins.

The captain's cabin has the original mahogany table at which Commodore Edward Preble, the Pasha of Tripoli and the Day of Acland signed the treaty of 1805, ending the war with the Barbary pirate states. What a picture of the keener-eyed commanders and the slyly pirate leaders it conjures up.

Opposite hangs a mirror taken from the British ship Georgie after its capture by the Constitution. Whatever is a harken taken from the British ship Java, knowing preyed to the ship's pipe, and a framed print.

Battle Conducted
With Wheel Missing

During the conflict, owing to the Constitution's right with H. M. K. a cannon ball smashed

the American's wheel into splinters.

This rendered her steering extremely difficult through the rest of the action. The same shot drove a copper bolt into Captain Ricketts's thigh.

After the loss of the wheel, the Yankees worked the tiller by means of two or three small cog wheels below. Men, at the tiller could not see the gun, and orders had to be transmitted by a line of midshipmen, who took the line and speaking tubes being done, they passed the order to the endсердовой

But "Old ironside" won the day despite her crippled wheel, which was later replaced by one from the war, before the American sank their prize.

An interesting story is told of a British prisoner of war from the Java, who, out in work at the new wheel, grumbled at "those rotten Yankee wheels."

"What do you mean, me, my boy?" bellowed a Yankee seaman. "They are not your own whip.

CORNER OF SICK BAY—HAMMOCK AND OPERATING CHAIR

KING'S INITIALS
SEEN ON CANNON

Observer visiting the old nine-decker note the initials "K. R." on 16 of the long 24-pounder carronades. They were for "George Roch." It is known that all of the original gun deck guns had been purchased from England, and were marked with the crown and royal

The first piece which fell for the Constitution in 1814 was an oak on St. Elias Island. For years the gun was called "Constitution Oak."

The battle of the American navy in 1814 was simultaneous with the founding of the government. This was reflected in the name of the first warship. The "Constitution," "President," "Con

The "Constitution's" sister ships were the "United States" and the "President." The latter had the first gun in the war of 1812.

Other navies, too, have their "Old Ironsides." Among the British it is the "Victory," Admiral Nelson's flagship. The "Triumph" once is the most illustrious name in the French navy.

More than 100 years old, "Old ironside" showed a spark of the old fire as late as 1894. She ran away from the tug that was towing her in Newport and made her way under sail alone, establishing a record of 15½ knots.
Title: Twenty-Second page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: A photograph of USS Constitution sailing.

- Bottom Left: "Ship's Fittings Exact Replicas," a newspaper article that describes how the contemporary fittings on USS Constitution "match, as nearly as human skill and research could contrive, the frigate as she was in her youth and beauty."

- Center: "Battle Conducted with Wheel Missing," a newspaper clipping that details the battle between Constitution and HMS Java and highlights the fact that, despite missing her wheel, the American frigate proved victorious.

- Top Right: "King's Initials Seen on Cannon," a newspaper article that describes how visitors onboard Constitution have seen the initials "G. R." carved into eighteen of the twenty-four-pounder carronades; the guns were purchased from England and were therefore marked with the royal crown and initials.

- Bottom: A photograph from onboard USS Constitution that shows a corner of the Sick Bay, featuring a hammock and operating chair.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Original Pictures
Treasures On Ship

Four original pictures depicting important events in the career of the U. S. F. Constitution which were painted by Gordon Grant, one of the world's most famous marine artists, are among the treasures on "Old Ironsides."

These paintings are in panel arrangement in the Commodore's cabin. Grant painted them especially for the restored "Old Ironsides."

"Gordon Grant painted and designed these pictures," says Commodore Louis J. Sullivan, "because of his great love for his country and as a tribute to the memory of 'Old Ironsides' brave men."

In addition to the paintings on board the Constitution, Grant executed the most famous pictures of the old frigate under sail.

BELLINGHAM GREET'S "OLD IRONSIDES"

When the U. S. frigate Constitution arrived in Bellingham from Everett about 3:30 p. m., Friday, in tow of the U. S. tug steamer Greer, she was greeted not only by a roar of factory whistles and by thousands of persons who lined the waterfront, but also by a large crowd on Mainland Pier, where the famous "sea eagle" will be moored until next Thursday. When the Greer cast off for Everett after the flagship arrived, the Whistles were deafened with the "footh others" which signified that her "sea eagle" was safe and sound up at the pier. The photo above shows the Constitution as she appeared in Bellingham a few years ago. The photograph shows the two scenes: the greeter and the frigate and their companionship, and the view of the many numbers of persons who lined the waterfront in the morning. The photo also shows the Constitution as she appeared in Bellingham a few years ago. The photo shows the Constitution as she appeared in Bellingham a few years ago. The photo shows the Constitution as she appeared in Bellingham a few years ago. The photo shows the Constitution as she appeared in Bellingham a few years ago. The photo shows the Constitution as she appeared in Bellingham a few years ago.

MAKES UPPER SIDES
Four Inches Thick

The "iron sides" of the Constitution were only four inches thick above the waterline. To understand how a British cannonball could strike her planking and bounce back, leaving no more than a dent, it must be remembered that the short guns of those days hurled 15-pound shot, cast iron shot by powder charge weighing only two or one-half pounds.

September 23. By large charges of vastly superior powder.
Title: Twenty-Third page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: "Original Pictures Treasures on Ship," a newspaper clipping that describes four paintings by Gordon Grant that depict important events in USS Constitution's history.

- Top Right: "At the Helm," a newspaper photograph of four sailors at the helm of USS Constitution.

- Bottom Left: "Bellingham Greets 'Old Ironsides'," a newspaper clipping that contains photographs of USS Constitution arriving in Bellingham, Washington.

- Bottom Right: "Ship's Upper Sides Four Inches Thick," a newspaper clipping that describes the composition of Constitution's sides above the waterline and why she was able to repel British cannonballs.

Dates: Presumed 1933

People:

Historic Figures:

Places: Bellingham, Washington
HISTORIC CONSTITUTION THRILLS THOUSANDS AT LOCAL DOCK

LECTURE ARRANGED

Officers To Describe Rebuilding of "Old Ironsides"

An illustrated lecture detailing the rebuilding of Old Ironsides will be given by the Knights of Columbus Hall on Commercial Street Tuesday evening at 8:00 o'clock. The lecture will be conducted by Capt. Craig and Chief Quartermaster Whelan. The event is sponsored by the Knights of Columbus. The audience is invited to sit on the covered gallery. The Grand Knight Harold Warren said there will be a supporting program and refreshments will be served.
Title: Twenty-Fourth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top: "Historic Constitution Thrills Thousands at Local Dock," a newspaper clipping that contains photographs of USS Constitution being tugged into Municipal Dock; the stern of the frigate; Lieutenant Joseph C. VanCleve and Lieutenant Commander Henry Hartley (both of USS Constitution); a view of the ship's prow; and visitors onboard Constitution.

- Bottom: "Lecture Arranged," a newspaper announcement of a talk, given by First Class Boatswain's Mate Robert Craig and Chief Quartermaster William Stowe, on the rebuilding of USS Constitution.

Dates: Presumed 1933

People: First Class Boatswain's Mate Robert Craig
        Lieutenant Commander Henry Hartley
        Chief Quartermaster William Stowe
        Lieutenant Joseph C. VanCleve.

Historic Figures:

Places:
YANKEES OUTWIT BRITISH FOEMEN

ON BOARD THE U. S. F. CONSTITUTION

CONSTITUTION FOUGHT "Without Taking Off Coat" In All Battles

The Constitution shot every shot out of the Frigate Java in a right line, without taking in her own fire. In other words, she放了all her broadsides, and kept her quarter-deck clear. She steered the Otaheite and Lachlan at the same time without once being passed, while every broadside she fired was a vowing broadside. In addition she ran the breadth of British ships in all sorts of weather, and the greatest number of men she ever got in a fight was eight.

POPE VISITS SHIP

Call on “Old Ironsides” In Rome Is Recalled

The present, several months ago, the Frigate Constitution to Washington, was taken to light some of the bishops and other public officials, which chronicles a visit of Pope Pius IX. to the frigate Constitution at Gaeta, Italy, in 1864.

A letter from Lieutenant J. M. Brown, officer commanding the Constitution, to Commodore Charles Wilkes, commanding the United States naval forces in the Mediterranean, reads:

“I received a letter from the papers of Captain Owins, which will explain the object of our visit to Gaeta. On August 3, the King of Naples, having with him the Pope, accompanied by their respective chaplains, visited the Constitution. Captain Owins, the Captain of the ship expressed a desire to be presented to the Pope. They formed in lines on the gun-deck. His holiness walked by them giving them his benediction. The Pope then threw a silver medal in his name to the sister of Captain Owins, who is a Catholic, with a few sewing heads to be given to the Catholics on board, and which Captain Owins distributed.

Another reference is made by Cardinal Moret, who wrote:

The hands of the Constitution were fired,—twenty-one for the Pope and the same number for the King; both upon their arrival, and their departure. A portion of the officers and crew who were Catholics, were given to the gun-deck, where the Pope alighted, in the company of Captain Owins. The Pope, about 100 yards from the vessel, was welcomed to the head of Captain Owins, on one side of which was posted the head of the Pope, and in the other, his coat of arms and banners, among the Catholics of the crew.”
Title: Twenty-Fifth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: “Yankees Outwit British Foemen,” a newspaper article with an illustration that depicts the famous kedging trick that saved USS Constitution from capture by the British. Right of the illustration is a photograph of the Andrew Jackson figurehead that was intended for USS Constitution.

- Bottom Left: "On Board the U. S. F. Constitution," a photograph that shows visitors and officers on the spar deck of USS Constitution.

- Top Right: "Constitution Fought 'Without Taking off Coat' In All Battles," a newspaper article that describes how, despite being in commission for eighty years, USS Constitution never had to take in her royals during a fight, never lost her commanding officer, and the greatest number of men she ever lost during battle was eight.

- Bottom Right: "Pope Visits Ship," a newspaper clipping that describes the visit of Pope Pius IX to Constitution at Gaeta, Italy in 1849.

Dates: Presumed 1933

People:

Historic Figures: Pope Pius IX

Places: Gaeta, Italy
“THE EAGLE OF THE SEA”

America's great history maker as she appeared in her heyday, black beaked, breasting with guns, carrying the weight of Atlantic winds in a mow of white canvas. She was a ship that was a navy, and the mighty thunder of her guns will live long after time has taken her from the sea. Here she is with main topsail set and staysail and what appears as canvas, resting her bows in the sun-dappled sea, a trim, tall ship of yesterday. Inning the day of her of her brother vessels, and to historic chapter she wrote with the mighty thunder of her guns will live long after time has taken her from the sea. Here she is with main topsail set and staysail and what appears as canvas, resting her bows in the sun-dappled sea, a trim, tall ship of yesterday. Inning the day of her of her brother vessels, and to historic chapter she wrote with the mighty thunder of her guns will live long after time has taken her from the sea. Here she is with main topsail set and staysail and what appears as canvas, resting her bows in the sun-dappled sea, a trim, tall ship of yesterday. Inning the day of her
Title: Twenty-Sixth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- "The Eagle of the Sea," a print of USS Constitution in full sail on rough seas. The caption below the illustration gives a brief history of the frigate's importance to the US Navy.

Dates: Presumed 1933

People:

Historic Figures:

Places:
CAREER OF SHIP WAS VIVID, WIDE

Starting with a campaign against pirates in 1718, the British Constitution has had a busy life. Some of the highlights of her remarkable career are shown in the table below:

- **July 25, 1719**—Commodored by Capt. Daniel Nicholson, desired for sea from Boston Road and entered upon the destruction of French privateers in West Indian waters.
- **1719-1721**—Under Capt. Hull, raid a friendly British privateer, and won. Captured Magdalene, a Spanish ship.
- **March 1720-August 1725**—Confiscated at Boston navy yard, August 1720-August 1725—Warred on pirates, destroyed the Tripolitan force at Tunis.
- **1720-1725**—Commander Mediterranean waters under Capt. Hugh G. Campbell, Mr. McTavish in the crew.
- **1726-1729**—Laid up in New York for repairs.
- **1729-1730**—Flagship of the Home squadron under Commodore John Hurdges.
- **1731-1732**—On special service to Europe under Capt. Isaac Hull.
- **June 14, 1731**—Way declared against England while the Constitution was at the navy yard, Washington, undergoing repairs. Under way in three days, under Capt. Hull.
- **July 14 and 19, 1732**—While trying to effect a rendezvous, she made her famous escape from the British privateer and captured 2,000 anchors and small boats. August 19-1732—Completelymast and captured the British ship "Guerriere." It was less than half an hour's chase range combat. December 9, 1712—Under Capt. William Barry, defeated the British ship "Java" in a twelve-hour chase. During the fall of her year, she also captured several small British ships.
- **February 13, 1714-1715**—Under Capt. Charles Stewart, captured the small British schooner "Pitoca" in the West Indies and captured several naval prizes. In April, upon her return from her cruise, narrowly escaped capture by two British frigates off Marblehead, Mass. Following this episode, she was laid up for eight months in Boston, the port being under British blockade. She escaped during a temporary and unexplained absence of the blockade runners on December 15, 1714.
- **February 1, 1718-1719**—Under Capt. Charles Stewart, captured two British ships "Crescent" and "Lavina." Three prizes were taken during this cruise also.
- **March 12, 1719**—She escaped in the fog from three British ships off Jort. Pravia; Cape Verde Island.
- **1715-1719**—Flagship of the Mediterranean squadron under several commanders, including Capt. Jacob Jones and Capt. Thomas MacDonough.
- **1739-1742**—Commanded by a naval board of commissioners and ordered to be broken up and sold, but public sentiment strongly opposing, the navy department ordered her rebuilt. Reconstructed, naval yard, Boston, during the last two years of this period.
- **1739-1742**—Flagship of the Mediterranean squadron.
- **1739-1742**—Flagship of the Pacific squadron.
- **1744-1745**—Flagship of the Home squadron.
- **1746-1746**—Special service, East Indies and waters of the Pacific ocean. On this cruise she spent 425 days at sea, covering a total distance of 5,757 miles.
- **1746-1752**—Flagship of Mediterranean and African squadrons after two years of absence.
- **1752-1755**—Duty in Mediterranean, and African waters. The latter date marked the end of her really active service.
- **1755-1756**—On commission at Newport, Mass. (N. H. 1760-1771—School ship for the United States naval academy. (2) At Annapolis, Md., and later at Newport, R. I. She was commanded by Capt. John Denny for a portion of this time. (8) At Newport during this period.
- **1771-1775**—At Philadelphia as frigating ship part of the time. (9) Built during this period.
- **1787-1787**—Special service, including cruise abroad to take effect in the Paris expedition.
- **1787-1818**—Training ship for apprentices, cruising Atlantic coast.
- **1812-1814**—Laid up at New York and for a period in this cruise, returned to Boston, Com. (2) 1817—Laid up at Boston for commission.
- **1822-1832**—Built at Boston for re-building.
- **1847-1847**—Laid up at Boston navy yard.
- **1851-1854**—Restoration, navy yard, Boston.
- **1811-1815**—On survey of visits to American ports.

KEEL LAID IN 1794

"Old Ironsides" Designed By Joshua Humphreys

The keel of the Constitution was laid at Harr's shipyard near Constitution Wharf, Boston, Mass., November 1794. Designed by Joshua Humphreys, built under the superintendence of a board of seven eminent naval architect, George Clough. It was built according to the practice of the time, with live oak and red oak. The live oak, pitch pine and lumber were used in some parts: all well-seasoned wood, which came from Georgia, South Carolina, and Mississippi. The hull that resulted was magnificent. The name "Constitution" was chosen to commemorate the anniversary of the foundation of the United States. She was launched October 21, 1797, and christened by Commodore James Barron, who bore a battle of Mr. Warren over her bow.

The Constitution's dimensions were:
- Length: 177 feet, 6 inches; breadth: 36 feet, 6 inches; hawse: 18 feet, 6 inches; beam: 12 feet, 6 inches; displacement: 1,600 tons. She was launched November 25, 1794, and was commissioned as a frigate in the Continental Navy on August 19, 1797, in the harbor of Philadelphia. She was the first American frigate to be named Constitution, and the name was chosen to commemorate the anniversary of the foundation of the United States. She was launched October 21, 1797, and christened by Commodore James Barron, who bore a battle of Mr. Warren over her bow. The Constitution's dimensions were:
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Title: Twenty-Seventh page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: "Career of Ship Was Vivid, Wide," a newspaper article that chronologically details the history of USS Constitution.
- Bottom Left: An illustration of USS Constitution in full sail.
- Top Right: "Keel Laid in 1794," a newspaper article that describes the details of USS Constitution's design, construction, and weaponry.
- Bottom Right: An illustration of USS Constitution in full sail.

Dates: Presumed 1933

People:

Historic Figures:

Places:
SHIP IS MEMORIAL

Constitution Stands As Tribute to Early Americans

By LOUIS J. GULLIVER
(Commodore, U. S. N.)

From time immemorial man has honored his ancestors and those ancestors have in greater reverence all those whose lives accompanied them in the midst of a perilous and uncertain age. One of a past era that has been preserved as an emblem of the glories through which our country passed in its infancy. The history of the famous old frigate is truly a history of the country.

George Washington stated that the Constitution could only be preserved by a lively sense of honor and public spiritedness, and that the country would be safe as long as the people were willing to preserve it. This was the Constitution that was the United States' first Constitution, because of the interference with our neutral commerce by France and Great Britain, who were at war. It was finally agreed upon and adopted.

Five years later the cupola of the Constitution and the beginning of our government. Congress passed a bill authorizing the building of six war ships, which was the United States' first Constitution. Because of the interference with our neutral commerce by France and Great Britain, who were at war, Congress passed a bill authorizing the building of six war ships, which was the United States' first Constitution. Because of the interference with our neutral commerce by France and Great Britain, who were at war, Congress passed a bill authorizing the building of six war ships, which was the United States' first Constitution.

From the day of launching on October 21, 1797, the frigate Constitution has been the symbol of the United States. The Constitution was protected by the men who served aboard her. In her early days she was the terror of the Barbary pirates; in the War of 1812, with Great Britain; in the War between the United States and Mexico in 1846; and in the Spanish-American War, she proudly displayed our flag for the first time on the high seas. In 1898 she helped to save the United States naval academy from the Spanish fleet. Her guns were trained on the enemy while in the Pacific War.
Page Description:

- Top Left: "Ship is Memorial," a newspaper article by Commander Louis J. Gulliver that describes USS Constitution as "a tribute to early Americans" and illustrates her past as an emblem of American pride.
- Top Right: A photograph of the Captain's Quarters from the forward cabin on board USS Constitution.
- Center: "Constitution's Guns Appear Small Today," a newspaper clipping that describes the two classes of guns used on board USS Constitution.
- Bottom Left: A photograph of the port side of the gun deck and a row of twenty-four-pounders on board USS Constitution.
- Bottom Right: "U. S. F. Constitution," a newspaper clipping of three photographs that depict the helm and stern of Constitution and a shot of the frigate sailing into the distance.

Dates: Presumed 1933

People: Commander Louis J. Gulliver

Historic Figures:

Places:
REBUILDING TASK

Constitution Restored By Expert Work at Navy Yard

The United States Frigate Constitution was at last successfully restored and returned to the United States Navy at the Navy Yard in Boston, Mass., during the year 1937. The work was accomplished under the direction of the Chief of the Bureau of Construction and Repair, Capt. Nathaniel H. Crow, who was in charge of the project. The work was done by the Bureau of Ships, with the exception of the construction of the new upper deck, which was done by the firm of J. H. Mulligan, builders of the new Constitution. The total cost of the work was approximately $1,000,000. The Constitution was first launched in 1797, and was in commission until 1815, when it was put into a state of reserve. It was commissioned again in 1835, and was in commission until 1860, when it was again put into a state of reserve. It was recommissioned in 1866, and was in commission until 1892, when it was again put into a state of reserve. It was recommissioned again in 1894, and was in commission until 1937, when it was finally decommissioned.

The Constitution was in a very poor condition when it was taken over by the Bureau of Ships, and it was necessary to completely restore it. The work was done in two stages, the first being the removal of the upper deck and the second being the construction of the new upper deck. The upper deck was removed in the fall of 1937, and the new upper deck was constructed in the spring of 1938. The work was done by a team of experts, and the results were very satisfactory. The Constitution was returned to the United States Navy in the fall of 1938, and it is now in commission, ready for sea. The work was done in a very professional manner, and the results were very satisfactory.
Title: Twenty-Ninth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- **Top Left:** "Rebuilding Task," a newspaper article that describes the reconstruction of USS *Constitution*, the troubles encountered during her dry docking, and the significance of the frigate as a naval vessel *and* a piece of art.

- **Top Right:** "Crew of Constitution Received Cash Prizes," a newspaper clipping that states the crew of USS *Constitution* divided a $50,000 cash prize after their victory over HMS *Guerriere*.

- "Cadets Removed to Safety by Frigate," a newspaper clipping that describes USS *Constitution*'s role in removing Northern boys from the Naval Academy at Annapolis during the outbreak of the Civil War in 1861.

- **Center:** A newspaper clipping that features a photograph of USS *Constitution* and states, "Welcome 'Old Ironsides'."

- **Bottom Center:** "Constitution Served Once as Cargo Vessel," a newspaper clipping that reports on USS *Constitution*'s days as a cargo vessel, specifically for the American exhibit at the Paris Exposition in 1878.

- **Bottom Right:** "Crew of Constitution Doing Some of Tasks of Early Day Sailors," a newspaper article that describes the tasks of sailors on board USS *Constitution* and details how those tasks are completed.

**Dates:** Presumed 1933

**People:**

**Historic Figures:**

**Places:**
"OLD IRONSIDES"

Most famous of American war vessels, the United States Frigate "Constitution" won distinction in the War of 1812. Marked for imminent destruction, she was saved through an impassioned poem written by the elder Oliver Wendell Holmes. Again consigned to oblivion, she was rescued and rehabilitated in 1937 by contributions from school children all over the land. This picture is issued as a momento of the visit of the "Constitution" to the Pacific Coast in 1933 by the STANDARD OIL COMPANY OF CALIFORNIA.
Title: Thirtieth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- "Old Ironsides," a full-page illustration of USS Constitution in full sail. The caption describes the picture as "a memento of the visit of the 'Constitution' to the Pacific Cast in 1933 by the STANDARD OIL COMPANY OF CALIFORNIA."

Dates: 1933

People:

Historic Figures:

Places: California
The most celebrated ship that ever flew the American flag was also the "U.S.S. Constitution." Seven times she ran her charted line through blockades. Twice she achieved miraculous escapes under the enemy's nose. She fought 12 battles and won every command. She knew how to fight as well as how to run, and never flinched an assignment.

During the Pino War by superior forces, she became the eagle of the sea and the pride of the war. Yet the greatest victories of "Old Ironsides" were moral, not material. Her guns triumphed willed the tricolor, heightened morale into unity of strength and purposes in the hour of their tasks.

Cost: $80,000

Built by Joshua Humphreys, between 1794 and 1797 at a cost of $80,000 and weighing 1,778 tons, the Constitution struck upon the waves at her launching in 1797. Her name, and now probably she gave it the lie! Her painting and escutcheons had been stowed in the teakuiting establishment of Henry Knox. Puller Reeves of the famous

role historian her copper bell and spoke.

But the frigate did not bear her victuals until around 1801, when under Capt. Isaac Hull, she took a famed Britisher for a base of war at the prevailing speed of 10 to 13 knots. The Britisher was left half bound at the Martin. In 1801, during the peace negotiations with France, the Constitution slipped into the Puget Sound harbor at San Juan Island. Her crew, under Capt. Elias Tallot, seized the Britisher and quickly made fast with the privateer Bankhead. The United States later claimed the capture illegal and returned the ship with apologies.

Plotted Burning

Fire ravers were holding 12 American ships for ransom in 1812. Scores of American seamen were being burned in the Spanish slave. Now the insolent days of Anglers began for the gift of an American frigate.

With the Constitution as flagship and backbones of the enterprise, a squadron of six vessels under 1,500 tons was lost in the Battle of Tripoli harbor against 37 vessels and 50,000 men. On the Constitution, commanded by Commodore Edward Preble, 34-year-old Lieutenant Stephen Decatur plotted the spectacular burning of the captured U.S. F. Philadelphiana in the Tripoli harbor.

Two years of grueling blockade duty by the gallant squadron brought the prizes to terms. Before burning, the Constitution was commanded by the hero, Stephen Decatur, and later by John Stagg, under whom she captured the British prize the Great Britain in 1813.

A year after the exhausting blockade, the frigate was at sea, and British impressment of American sailors had passed away, and on June 14, 1812, America declared the situation ideal. She finally gathered up her gear and left for Spain. The Constitution sailed out on the most hostile voyage of her career.

One month later, in a position 44° 18' off New Jersey, she fell in with five cruising British ships. Then ensued the most famous race between war vessels in American history. Capt. Hull saved the frigate by a Yankee trick of towing her with her own boats and keeping ahead of his anchors, 

AUGUST 19, 1813, the Constitution captured and completely demolished H. M. S. Guerriere after 20 minutes of close-range combat. It was then that a Yankee sailor, seeing a British cannon bounce off his ship's tough pine planking, christened her "Old Ironsides." Capt. Hull and his men received a prisoner's ransom on their return to Boston. The country went wild over "Old Ironsides." The frigate had restored to the nation her并没有

Dove

Sinks British Frigate

October 24, the Constitution captured and sank the enemy frigate of the British fleet, Java, off the Brazilian coast. Her decks ran "red with heroes' blood." Commodore Bainbridge was her commander.

She added the last star to her crown on February 16, 1814. After peace had been signed, Capt. Charles Stewart, who had not been officially notified, proceeded to make it his new British ships. Off the Madeira, in the dash for peace, he bore the Constitution down on the two British ships Cyane and Levant, and drove her prize into port.

Fighting Days Over

The fighting days of the British were over. In 1823, a board of naval officers reported her unserviceable and recommended tearing her up. Indignant young Oliver Wendell Holmes dashed off the poem that begins: "Aye, she tattered, tattered down.

"I saved her. Four times "Old Ironsides" was restored. In 1865 she served as training ship for midshipmen at the Boston navy yard, and narrowly escaped capture by the Confederate navy. Between 1845 and 1846, coming from Singapore and Honolulu,

Study In Contrasts

Offered By Warships

A study in contrasts will be offered July 11 when the cruiser Concord arrives in port. When both the Concord and Constitution are in the harbor, local civilians can see the difference between a cruiser of the modern navy and the oldenser ship of the Revolutionary War. In the days of "Old Ironsides" there were three classes of ships, "ship-of-the-line," the "frigate," and the "sloop-of-war." The frigate was the chosen one to chase the ship-of-the-line in the modern dewormed and the sloop-of-war in the present

Superstition Loses In Ship's Career

Living-dice of this superstition. One of the most fruitful ships ever in the American navy, she gave extreme difficulty in launching. Eight attempts were made to slide the ship down the ways in the Rockland yards before she was built and neither succeeded. In May of last year, after a many-month repairs had been made in the ways, that the launching was completed.
Title: Thirty-First page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top: The second half of a newspaper article that details the history of USS Constitution.
- Bottom: A print of the poem "Old Ironsides" by Oliver Wendell Holmes.

Dates: Presumed 1933

People:

Historic Figures: Oliver Wendell Holmes

Places:
**SHIP IS DEFENDER**

**Constitution Launched to Protect American Commerce**

It was during the second term of office of President George Washington, in 1794, that the Constitution was launched. She was the first of the three ships that were authorized. In that year, the then United States was at war, and the need for naval vessels was urgent. Commodore John Rodgers, the commander of the ship, was responsible for the design and construction of the Constitution. The ship was named after the first president of the United States. She was launched on March 26, 1794, at the Navy Yard in Philadelphia.

The Constitution was designed to be a three-masted frigate, with a displacement of 1,980 tons. She was armed with 44 guns, and was capable of reaching a speed of 12 knots. The ship was constructed of oak, iron, and copper, and was a masterpiece of naval engineering.

In 1812, during the War of 1812, the Constitution was involved in several engagements, including the Battle of Lake Erie and the Battle of New Orleans. She was captured by the British in 1815, and was refitted as a revenue cutter. In 1831, she was purchased by the United States Navy, and was rearmed and refitted as a frigate. She was finally decommissioned in 1853, and was preserved as a historic ship. The Constitution is now a national monument, and is open to the public for tours.
Title: Thirty-Second page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top: "Ship is Defender," a newspaper article that details the history of USS Constitution and her purpose at sea.
- Bottom: A photograph of the forward cabin on board Constitution.

Dates: Presumed 1933

People:

Historic Figures:

Places:
BIBLE SAVED FOR CAPTAIN OF SHIP

An incident that served to make a lasting personal friendship be-
 tween Captain Hull and Captain Decatur occurred after the capture
 of the Guerriere by the Constitution.

Before the Guerriere was es-
 captured, Captain Hull asked Decatur
 to give him something which he
 especially wished to have saved.

Decatur replied that he would like
 to have his mother's Bible which he
 had carried with him for many
 years, and had previously sent an
 order that it be kept and that it
 brought to Decatur.

DECATUR'S DARING EXPLOIT RECALLED

The daring exploit of Stephen

Decatur in burning the American
 frigate Philadelphia, which had
 been becalmed in the harbor of
 Baltimore, is one of the most
 notable in American naval his-
 tory. Several men from the Con-
 stitution's crew were among the
 group which manned the little
 schooner and assisted Decatur
 in the attack on Philadelphia.

One of these was Lieutenant
 Charles Morris, who later com-
 manded the Constitution.

Decatur won command of the
 Constitution as a reward for lead-
 ing the expedition.

PORT SIDE OF GUN DECK—IMPOSING ARRAY OF 24-POUNDERS
Title: Thirty-Third page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- Top Left: “Bible Saved for Captain of Ship,” a newspaper clipping that describes how Captain Isaac Hull saved British Captain Dacres' Bible from the defeated HMS Guerriere.


- Bottom: A photograph of the port side of the gun deck and a row of twenty-four-pounders on board USS Constitution.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Title: Thirty-Fourth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- "A Gallant Warrior Visits the Pacific Northwest," an advertisement that announces USS Constitution's arrival in the Pacific Northwest and gives a brief history of the ship. The advertisement includes a photograph of USS Constitution sailing.

Dates: Presumed 1933

People:

Historic Figures:

Places:
Title: Thirty-Fifth page of the National Cruise scrapbook, 1933, compiler unknown.

Page Description:

- The back cover of this National Cruise scrapbook reads "SCRAPBOOK", and is decorated with intricate patterns and designs.

Dates: Presumed 1933

People:

Historic Figures:

Places: