

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:



Old Ironsides

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 on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rung 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 knee;—
The harpies of the shore shall pluck
The eagle of the sea!

Oh! better that her shattered hulk
Should sink beneath the wave;
Her thunders shock 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, 1830.

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:

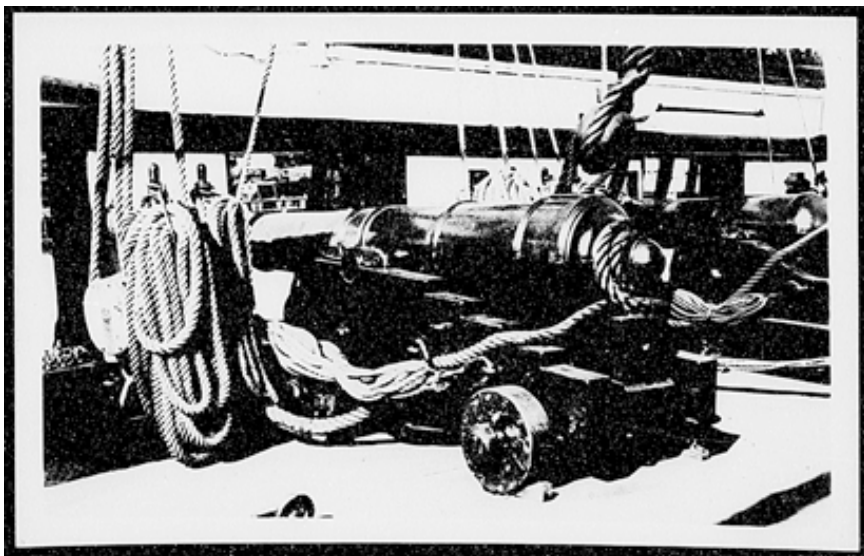
- Program from a reception held by the Mayor's Citizens' Committee for the Reception of U.S.F. Constitution in honor of USS *Constitution*'s arrival in Bellingham, Washington. The reception, according to the program cover, took place July 14 to July 20, 1933. Included in the program is the poem "Old 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:

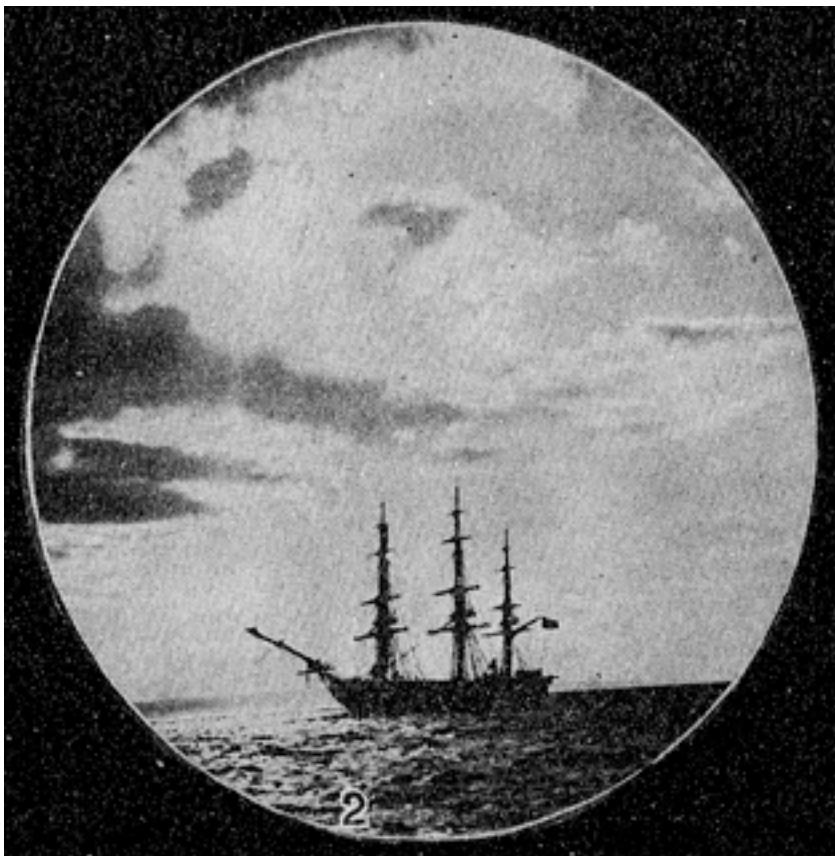
- A photograph of mannequins wearing 1812 Marine (Officer and Private) uniforms. The photograph was taken in an exhibit on board USS *Constitution*.

Dates: Presumed 1933

People:

Historic Figures:

Places:



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

Page Description:

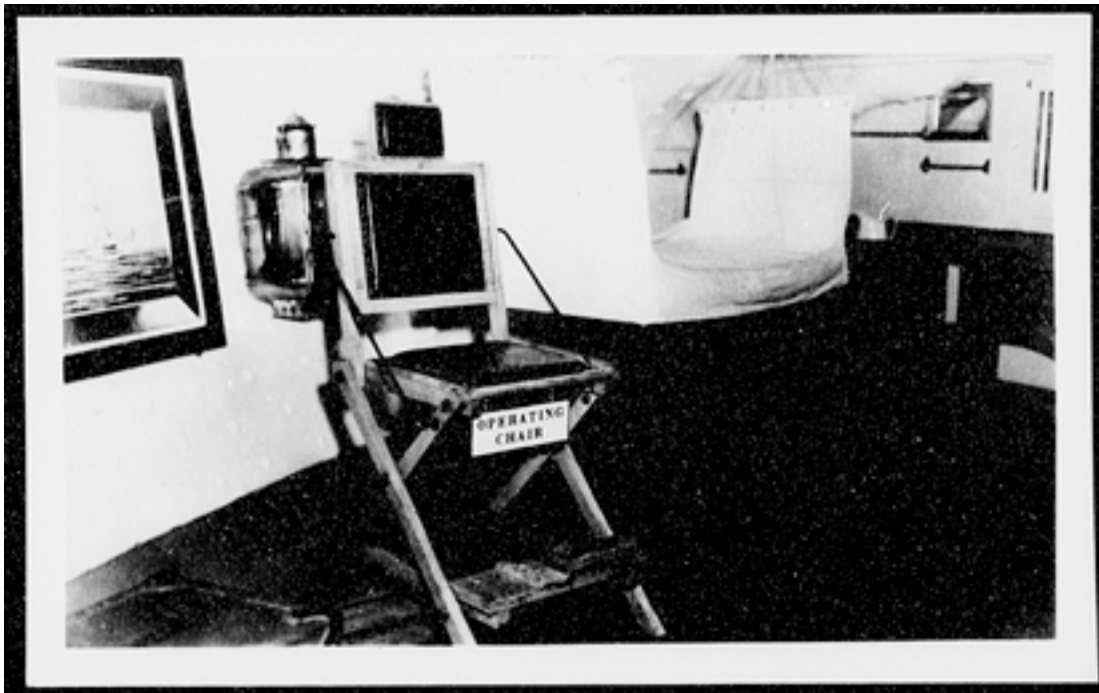
- A newspaper photograph of USS *Constitution* sailing.

Dates: Presumed 1933

People:

Historic Figures:

Places:



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

Page Description:

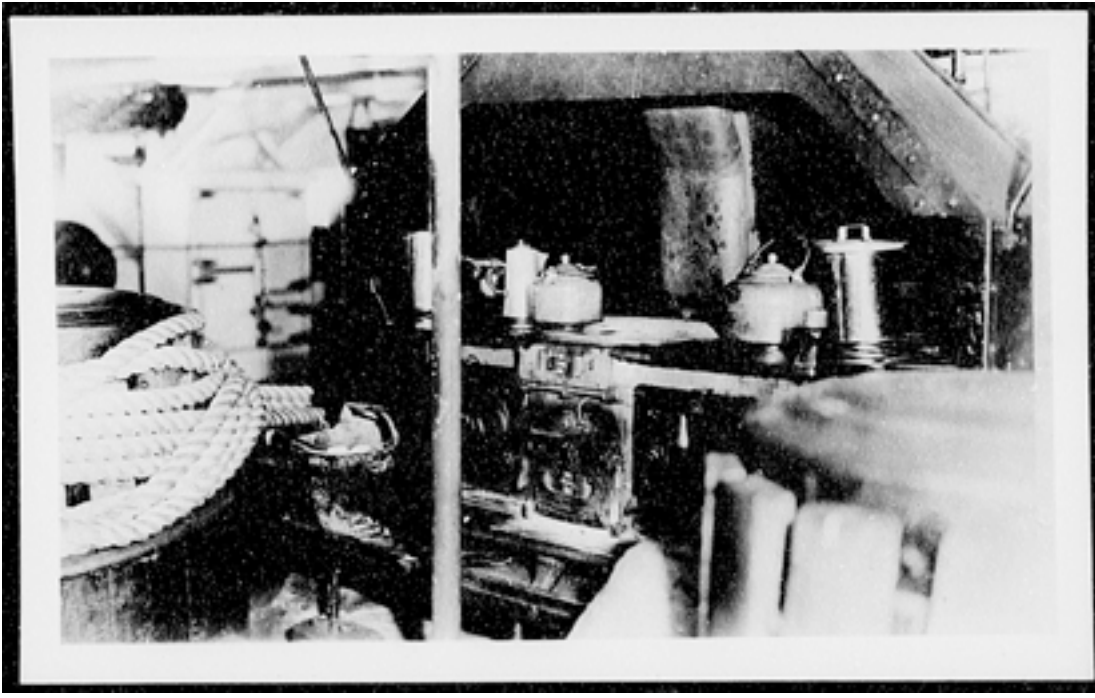
- Photograph of an operating chair and hammock in the Sick Bay on board USS *Constitution*.

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

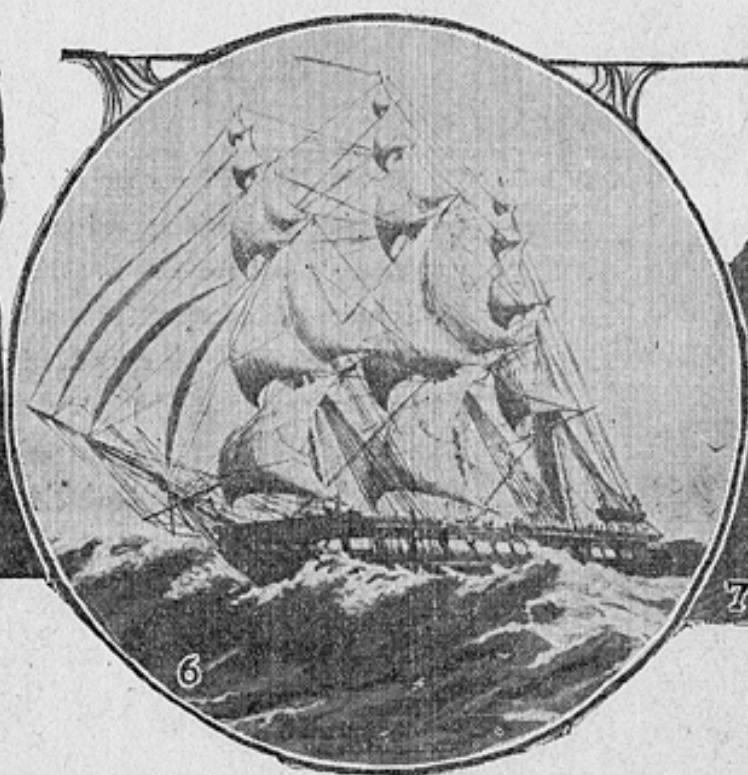
People:

Historic Figures:

Places:

WELCOME TO THE PORT OF BELLINGHAM

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:

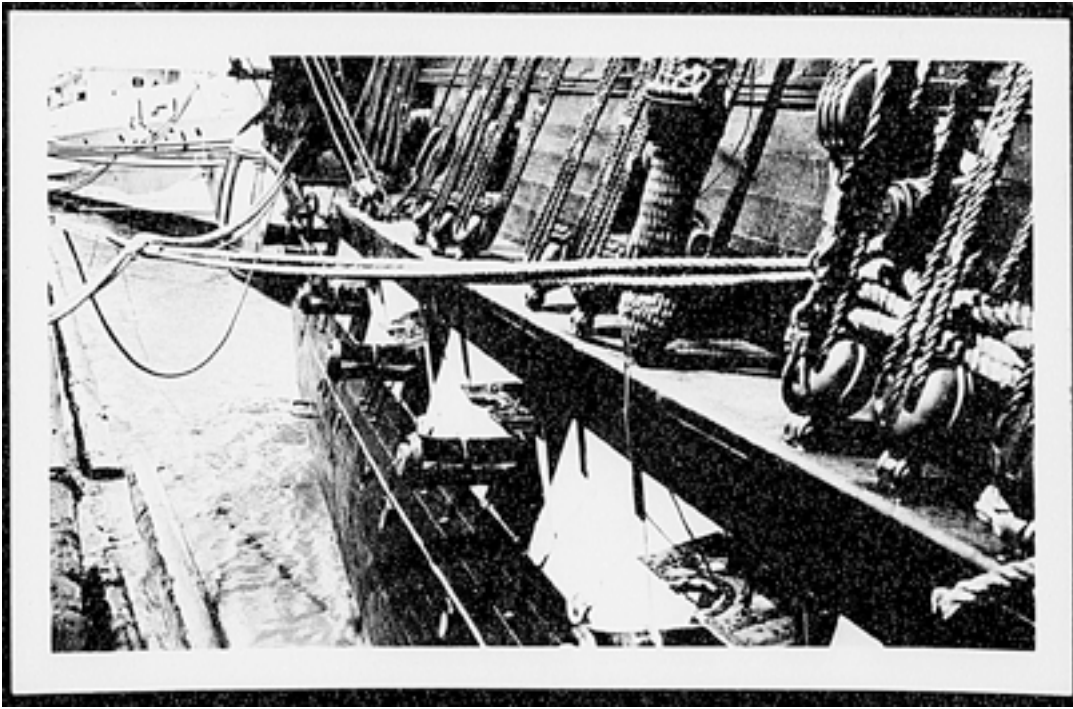
- "Welcome to the Port of Bellingham," a newspaper clipping that welcomes USS *Constitution* to Bellingham, Washington and states that during her forty-two major engagements, no enemy was able to injure the frigate.

Dates: 1933

People:

Historic Figures:

Places: Bellingham, Washington



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

Page Description:

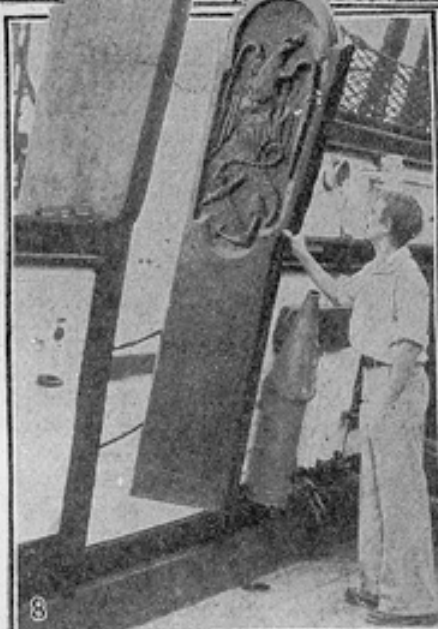
- Photograph of the rigging and guns on board USS *Constitution*.

Dates: Presumed 1933

People:

Historic Figures:

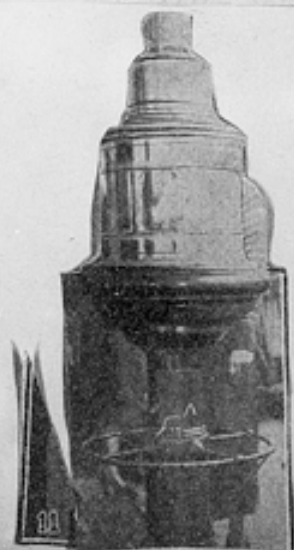
Places:



1. Visitors by the thousands view Old Ironsides on her Pacific coast tour. 2. A portion of her spar deck. 3. The Constitution against a San Pedro sunset. 4. Young America becomes acquainted with one of the Constitution's ancient guns. 5. Scuttle butt containing drinking water, and harness cask for salt meat. 6. Admiral Decatur. 7. Inspecting one of the thirty-two-pound shot used in the smooth-bore cannon. 8. The frigate's original beschoards at the head of the gangway. 9. A new hand at the steering wheel. 10. The ancient cook's galley. 11. Compass of early day vintage.



Here is shown one of the carronades on top of the spar deck. This type of cannon fired a 33-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



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

WELCOME



"OLD IRONSIDES"

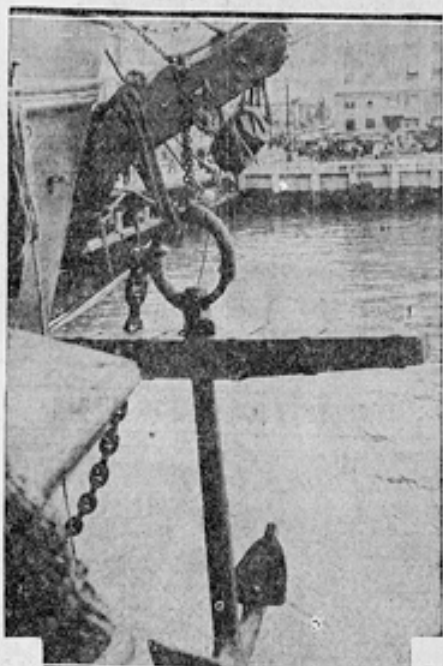
Crew of Constitution Received Cash Prizes

For the victory over the Guerriere, Commodore Hull of the U. S. F. Constitution received the thanks of Congress and a gold medal. The officers were each given silver medals. Prize money totalling \$50,000 was voted to be divided among the crew.

Constitution Served Once as Cargo Vessel

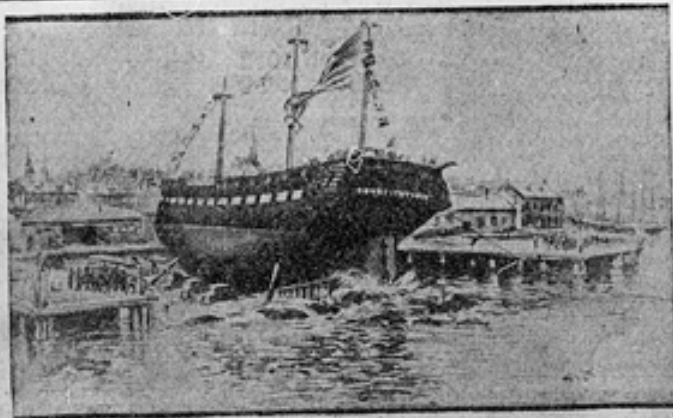
The U. S. F. Constitution served on one occasion at least as a cargo vessel. In 1878 she was ordered to France to be part of the American exhibit at the Paris exposition. She carried on her deck and in her hold the other exhibits, including street cars and a locomotive among the 800-ton load.

PORT ANCHOR OF "OLD IRONSIDES"



Photograph shows port anchor at the cathead of the U. S. F. Constitution, which will be a Bellingham visitor from July 14 to July 20.

LAUNCHING OF U. S. F. CONSTITUTION



The above painting shows the launching of the United States Frigate Constitution at Matt's shipyard, Boston, in 1797. It was this vessel that was so colorful and how spectacular would be the career of the ship which later was to be known as "Old Ironsides," symbol of the new republic's sea power. The Constitution will be in Bellingham Friday for a week's visit.

Present Cruise Of Constitution Began At Boston In 1931

The U. S. F. Constitution—"Old Ironsides"—commenced her post-restoration cruise July 2, 1931. The historic frigate, having completed her reconditioning at the Boston navy yard, was commissioned July 1 and started her voyage from Boston one day later in tow of the U. S. S. Grebe, mine sweeper attached to the Base Force, U. S. Fleet.

"We hope," Secretary Adams stated, "that the children and patriotic citizens whose contribution made possible to a large degree the restoration of the famous old ship, will accept this invitation to board her. 'Old Ironsides' is more than an inspiration—she is an American tradition. The successful accomplishment of her mission at sea when she was commanded so ably by Miss Halsey, Stewart, meant more to our young nation than the victories credited to her in the pages of history."

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

When the frigate Constitution took to sea in the War of 1812, much on His Majesty's service in British men-of-war ceased to be safe. Documents taken from it at Java when "Old Ironsides" met and defeated that ship on December 29, 1812, have recently been found in the navy department where they have lain for 114 years awaiting archiving.

The documents are of varied nature, some of them written from the London office of the British government to the governor in London in India regarding a project the government had two years previously reported. There are other letters dealing with routine business with the officials of various West Indian ports and with naval and military officers at British bases. Some of the papers were captured by other American men-of-war, but the most important one had been entrusted to it at Java.

Among the papers taken from the Java are statements showing the East India Company's desire to extend religious liberty to the natives of India; the policy in regard to the suppression of rebellious princes; the settlement of estates, the company's desire to mete out justice to the natives as well as to the British citizens; the approval of the payment of 2½ per cent interest for money and supplies furnished; the awarding of pensions, and hundreds of other details of instruction and approbation for the governor.

American premises on the high seas at the beginning of the War of 1812 amounted to practically nothing, the courage and success achieved by John Paul Jones and other captains during the Revolution had been nearly forgotten. The American navy's triumph over the Tripolitan pirates, which he other nation had been able to achieve, was fresher in the public mind, but in the eyes of the world, our navy had not yet won the place where healthy fear and respect made foreign captains stop and think before they undid their battle flags.

Staris Cruise.

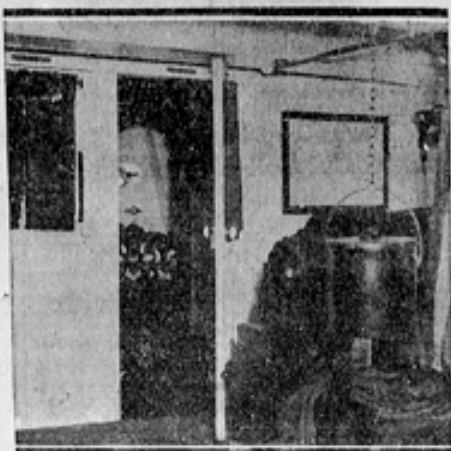
The Constitution under Captain Wm. Bainbridge had left Boston on October 26, 1812, in company with the Hornet, to cruise in the Caribbean and along the coast of South America. On December 13 they arrived off Bahia, Brazil, one of the most important ports in South America. Captain Lawrence on the Hornet invited a British ship there to come out and fight, but the invitation was politely declined. While the Hornet remained in blockade the port, the Constitution started a southward course along the coast of Brazil.

Three days later, on December 29, 1812, about thirty miles from shore, two vessels were sighted. The larger one altered her course and stood toward the Constitution and at noon both showed their colors. The stranger proved to be the British frigate Java, mounting forty-nine guns.

Battle Opens.

After cruising for two hours on parallel courses, the Java suddenly turned toward the Constitution and the battle opened. During the first half hour, a broadside from the Java carried away the steering wheel of Bainbridge's ship, but in spite of this great handicap he so ably mastered his ship that he was the first to get into position where he could rake his opponent.

Captain's Quarters From Forward Cabin



PEAK HONORS SHIP

Mount Constitution Is Named
After "Old Ironsides"

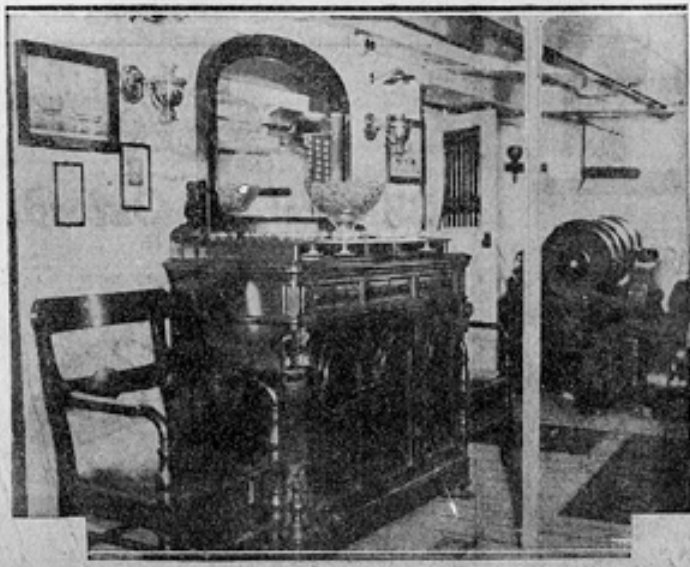
Among the interesting facts uncovered by Mayor John A. Kalleg's "Old Ironsides" reception committee are that Mount Constitution on Ocracoke Island was named after the old frigate and that East Sound was once known as "Old Ironsides" inlet. Partly on this account it seemed fitting to the committee that the officers of the ship should be invited to spend a day on the island while they are at Beaufort. If they accept the invitation they will make the trip next Tuesday.

In Professor Edmund S. Meany's volume, "Origin of Washington Geographic Names," which may be found at the Beaufort public library, the origin of these names that honor the Constitution is disclosed. It also is revealed that Wilkes, the explorer, in 1841, called Ocracoke Island "Hull's Island" after Captain Isaac Hull, the frigate's first lieutenant under Captain Barnet Nicholson, its first commander. Later Captain Hull commanded the ship.

In his notations Professor Meany says that of the Ocracoke island names selected by the Wilkes expedition Mount Constitution is the only one that has remained. One of Meany's notes on Ocracoke reads:

"Mount Constitution on Ocracoke Island, in Beaufort county, elevation 2,600 feet. Wilkes in 1841 named the island in honor of Commodore Isaac Hull, who had commanded the famous American ship 'Constitution.' To intensify the honor he named the highest point on his 'Hull's Island' after the ship. To East Sound he gave the ship's pet name, 'Old Ironsides.'"

FORWARD CABIN OF "OLD IRONSIDES"



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*.

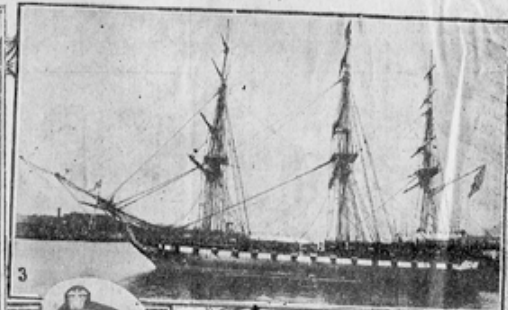
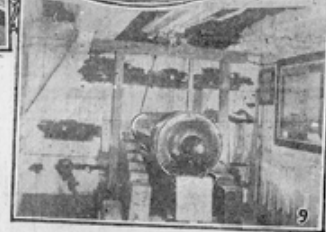
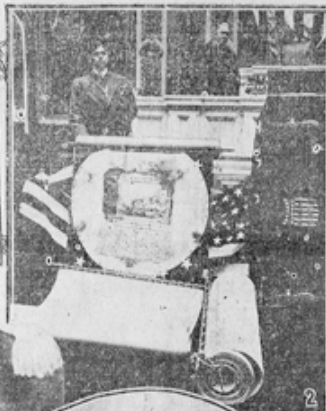
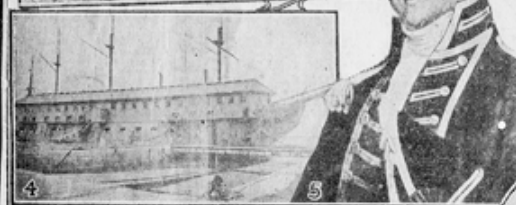
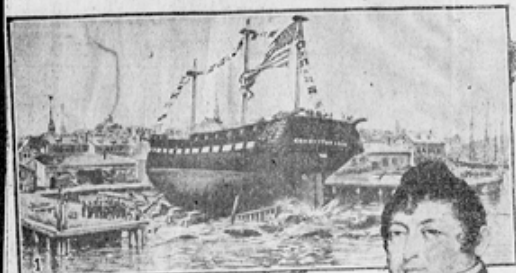
Dates: Presumed 1933

People:

Historic Figures:

Places: Bellingham, Washington

"The Harpies of the Shore" Shall Not "Pluck the Eagle of the Sea"



1—Launching of the Constitution in Boston Harbor in 1797. 2—Immense petition signed by people of Massachusetts in 1800 to save the ship from destruction. 3—The recommissioned rigade. 4—When she served as a naval training ship. 5—A portrait of Isaac Hull, one of the most famous of the Constitution's commanders. 6—Captain Louis J. Tulliver, who lately commanded the frigate. 7—Famous ship being towed through Grinnell lock, Panama canal, enroute to the Pacific Coast. 8—A schooner advising a model of the frigate. 9—Her decks beginning to rot prior to rebuilding. 10—Commodore Edward Preble, who commanded the ship when she battled the Barbary pirates. 11—The ship surrounded by others, large and small, in Portsmouth harbor.

FLOSSINGS LIMITED
 Flossing was limited to 12 inches in the American service, but in the British service it was at the discretion of the commander. "Floating through the fleet," a steady roll of medical boxes, took place in the British navy as late as 1811. The prisoner was placed in the ship's launch, "dredged up" to a grating, and as the launch passed from ship to ship he received a quota of lashes from each boat-woman and his master. Sometimes as many as 200 lashes was the maximum. A surgeon stood by to determine when human endurance had been reached.

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



Artist's conception of the famous bedding trick that saved the Constitution from capture by the British. The Constitution had sailed out from Boston to join an American fleet. Unsuspecting, she contacted a British squadron. When the wind died down, she was taken in tow by her own boats. The British pursuers did likewise. Then a resourceful officer aboard the Constitution suggested that kedging be resorted to. An anchor was carried ahead a mile in a boat, fastened to a line attached to the ship, it was cast overboard. Then "Old Ironsides" was pulled forward by manpower until she reached the anchor. With the British using the same tactics, this process went on for two days. When a storm came up the Constitution took to her heels and escaped. At the right is the figurehead of Andrew Jackson which was fashioned for the Constitution and which eventually drew fire from anti-Jackson men. The head was later cut off by irate political factions.



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

Lieutenant Commander Henry Hartley, of the U. S. S. Constitution, will address the Ninety-and-Nine Men's Bible class of the First Christian church Sunday at 9:30 a. m., says the pastor, Rev. Earl Hanson Pile. The class's orchestra will play.

The local church and its 99 members had the second largest delegation at the convention of Christian churches in Seattle this week, about seventy-five attending, including sixteen members of the orchestra. At the dinner on the final evening, July 13, Mr. Pile was given an ovation as the founder of the Ninety-and-Nine movement and at the general meeting following he was presented with the first gold 99 pin. He made the address of the evening.

Mr. Pile has accepted invitations to speak on the Ninety-and-Nine movement in Yakima and Walla Walla.

CALLS HISTORICAL

Constitution Made History On Visits To Ports

Here's some of the highlights of the Constitution's history pertaining to various ports in which she called:

Newport—During the Civil war, when the Naval Academy was moved to Newport, the Constitution was taken there as a training and practice ship. In August, 1865, she was towed out of Newport for Annapolis, but she soon ran away from her tug and made the voyage under sail alone, establishing a record for a few hours on the trip of 13 1/2 knots.

New London—In company with the President and Congress, the Constitution spent the winter of 1816 at New London.

New York—To New York, Old Ironsides proceeded after her first cruise in the Mediterranean and Tripoli. There she remained for repairs for nearly two years. On May 15, 1815, Old Ironsides arrived off the battery after a lucky cruise which included her victory over the Cyane and Levant. There were parades, receptions and banquets in her honor. A gold key which unlocked all doors to the city was presented to her commanding officer, Captain Stewart.

In 1881, she closed her active career by going out of commission in New York.

U. S. F. Constitution



FINAL VOYAGE OF FRIGATE IN 1870

The last cruise of the Constitution as a combatant vessel carried the sturdy little frigate to Havre, France, with a cargo of exhibits for the Paris Exposition in 1870.

Streetcars and a locomotive, were included in the 800-ton load, which left the United States March 4, 1870.

"Old Ironsides" reached Havre April 2, 1870, remaining with the "Constellation" and other government transports until January 16, 1871. Only a few boats out of Havre on her return voyage, the frigate, which could never keep her nose out of adventures, ran aground with a cargo of goods on Ballard's Point, England.

She laid up at an English drydock for inspection. A few days later, just when she had cleared the channel, her rudder was wrenched off, and she made her way to Lisbon for repairs.

In the middle of the journey, the frigate encountered languid weather. For days on end she lay panting and motionless. She drifted through the Sargasso sea, a veritable "painted ship upon a painted sea," across that bangle of sea weed between the Azores and the Bahamas, that is as vast as the whole European continent.

But "Old Ironsides" had prided herself loose from worse dilemmas. She was back in New York May 24, 1871.

BOOK PRESERVES FRIGATE RECORD

Among the few books that record the gallant life of the U. S. F. Constitution is one of outstanding merit entitled "On the Decks of Old Ironsides." The authors are Rear Admiral Elliott Snow (ex-U. S. navy, retired, and Lieutenant Commander H. Allen Gosnell, U. S. naval reserve.

"On the Decks of Old Ironsides" is an invaluable record of the historic ship, now at the port dock after 135 years of naval life. According to the preface, written by Commander Louis J. Gulliver, U. S. N., lately in command, "No one can read this book without experiencing a feeling of patriotic gratitude to its authors for their thorough, comprehensive treatment of a subject dear to all true Americans. 'On the Decks of Old Ironsides' is a task well done."

Interesting pictures of "Old Ironsides," officers and the vessel's battle with H. M. S. Guerriere are reprinted in this section from the book, by permission from the publisher, The Macmillan company.

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.
- Bottom Center: "Book Preserves Frigate Record," a newspaper clipping that discusses the book *On the Deck of Old Ironsides* by Rear Admiral Elliot Snow and Lieutenant Commander H. Allen Gosnell. The book details the exciting history of USS *Constitution*.
- "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.

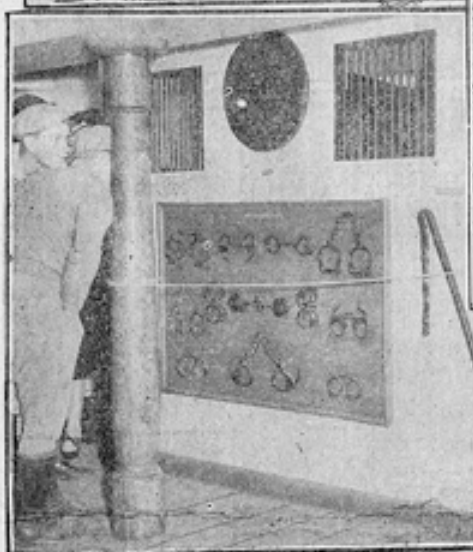
Dates: Presumed 1933

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 about on Old Ironsides; lower left, whipping post, old manacles and the "cat"; upper right, a part of the frigate's original pumping equipment; an old print showing a sailor spreadeagled on a rack, to suffer a whipping before "sea troops."



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 with the Barbary states pirates, will always live as one of the bravest feats in American naval history.

Several men from the U. S. F. *Constitution's* crew were among the group which manned the little ketch *Intrepid* and boarded the U. S. F. *Philadelphia* in dead of night. One of them was Midshipman Charles Morris, who later commanded the *Constitution*.

Decatur won command of the *Constitution* as a reward for leading the expedition.

TOAST GLORIFIES DEEDS OF VESSEL

At a dinner given to him in Philadelphia in April, 1833, Commodore William Bainbridge responded to one of the many toasts. Lifting 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 been so good as to include the officers who are your guests this evening, and their crews. Let me toast *The Ship*. Never has she failed yet! Never has her crew failed in showing their allegiance and belief in the country they served, or the honor they felt in belonging to the ship that sheltered them, and on 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, in no matter how humble a capacity, is an equal one."

BIBLE SAVED FOR CAPTAIN OF SHIP

An incident that served to make a lasting personal friendship between Captain Hull and Captain Decatur occurred after the capture of the *Guerrero* by the *Constitution*.

Before the *Guerrero* was destroyed, Captain Hull asked Decatur if there was anything on the ship 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 Hull promptly sent an officer to the ship and had it brought to Decatur.

Sailor Shout Gave Frigate's Nickname

"Old Ironsides" was the moniker which made her name a household phrase for more than a century in her encounter with H. M. S. *Guerrero*.

During the fierce 20-minute close combat, one of the heaviest shots of the enemy struck the little frigate's tough oak sides and bounced back again.

"Huzza, her sides are made of iron!" exclaimed a delighted Yankee sailor.

When Captain Hull and his stout men returned to Boston, a jubilant nation took up the title, and it became better known than the ship's formal name.

Another amusing story is told of a British cannon ball landing on the *Constitution's* deck, rebounded and fired back again at the British.

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 was built at Hart's shipyard, Boston, Mass., during the years 1794-1797. The ship was designed by Joshua Humphreys, of Philadelphia, and constructed under the direct charge and supervision of Naval Constructor George Claphorn. Her design greatly resembled the French frigates, with the exception that her construction was the equivalent of a seventy-gun ship. Her battery was unusually heavy and she had a large sail area.

The U. S. Frigate Constitution arrived at the Navy yard, Boston, from the navy yard, Kittery, Maine, during the fall of 1897. During the years of 1806 and 1807 repairs were made to the hull above the waterline. The ship was not docked for fear of collapsing. Short sections of frames were installed amidships, and that portion of the ship was blacked up with leady yellow pine. Only a small amount of work was performed at the two ends of the ship. New masts were made at the navy yard, Kittery, Maine, and installed at the navy yard, Boston, including standing rigging and a small portion of running rigging. The main deck, which was heavily in a decayed condition, was made seaworthy by the installation of yellow pine furring. Dummy guns were manufactured at the navy yard, Boston, and installed. No other equipment or fittings were manufactured.

The hull structure prior to dry docking at the Navy yard, Boston, on June 15, 1897, was in a very deplorable state of decay, the ship having a 14 1/2-inch hog (upward curve) in the keel, the stem being 2 1/2 inches to port, while the ship was 1 1/2 inches wider on the port side than on the starboard side. The keelson timber was badly decayed throughout its entire length, and seventeen feet abaft of the foremast the keelson timber was broken in two. The ends of practically all of the timbers, beams of the spar, gun, berth and orlop decks were badly decayed. Numerous hanging, diagonal and thrust knees, especially aft, were very badly decayed due to wet or dry rot. Temporary repairs to the decayed ceiling in the hold and at the two ends of the ship had been made by pouring cement and by patching.

Dry Docking Problem.

The question of dry docking the ship in this condition was a subject which was given much careful attention. It was the general opinion that the ship, being in such a deplorable state of decay, it would not be safe to undertake to dock her. A special docking plan was prepared at the Boston navy yard, showing a method of internal shoring. The ship having an excess weight over buoyancy at the two ends, approximately 150 tons of ballast was placed in the forehold. A pyramid of timber was built on the star deck twelve feet high, over which heavy steel cables were passed leading through the starboard and port haave pipes, over the top of the pyramid and extending aft to heavy cross timbers located below the line of the gun deck. These cables were then fast by use of unusually large turnbuckles, as the vessel settled over the blocks, in order to support the ends of the ship. Additional cables were passed entirely around the ship at line of the gun deck gun ports, being also hoove up by the use of turnbuckles. Numerous transverse steel cables crossed the gun deck to the main cable that passed around the ship, the object being to prevent spreading of the ship as it landed on the blocks.

The ship was placed in dry dock No. 1. An especially designed crib work, eighty feet long and nine feet high, was built into the bottom of the dock and counterweighted by metal ballast. Upon this crib work there was installed thirteen transverse launch-ways. Upon this was built a continuous cradle seventy-eight feet long on each side of the ship, which was calculated to represent the final shape of the hull, fourteen feet six inches off the center, at a location known as a "hull-ock line." The siding ways, which carried the cradles, were greased, and at the ends of the cradle a longitudinal adjustable block was fitted that would work in a fore and aft plane to cover any discrepancies which would occur due to any slight error of the cradle properly

adjusting itself to the under side of the ship.

Franchise Property.
The ship was safely dry docked on June 15, 1897. The sliding cradle functioned properly under water, cushioning the side of the ship like the jaws of a vise. The dock was then slowly pumped down and the hog removed, and as the dock was further pumped down the underbody hull structure was properly raised up as it adjusted itself in the cradles. The dry docking was eminently successful, no damage resulting to the hull.

The navy yard, being equipped for building and repairing steel ships only, there was no suitable equipment or machinery for the rebuilding of a wooden ship such as the Constitution. It was necessary to make a search in New England to obtain the necessary wooden ship building equipment and craftsmen. A Danville planer with a ninety-foot bed and a forty-five-foot table, and an electrically driven tremat turning machine were purchased from the wooden shipyard of Percy & Smith at Bath, Maine. An old-time ironwood saw (virtually a large saw) was obtained from the navy yard, Portsmouth, where it had been installed in the old Franklin ship house for a great many years, since the days of wooden shipbuilding. Due to the fact that the yard saw mill was located at the extreme end of the yard, it was necessary to build an improvised saw mill in close proximity to dry dock No. 1, and equip a carpenter's shop, in a nearby building, with hand saws, circular saw, tremat turning machine, grid stone and other equipment. Another portion of the building was used for the storage of metals, repair of equipment removed from the ship, and as an office and drafting room. These arrangements made it possible to give close supervision to all work.

Lost Art.
The building or rebuilding of a frigate of the period of 1797 being practically a lost art, it was necessary to comb the Northern New England states for efficient wooden shipbuilders. The greater part of them were obtained at Bath, Maine. Other sections of Maine that were represented are Stockton Springs, Rockland, Waldoboro, Brunswick, South Freeport, Winthrop, Boothbay and a few were obtained at Portsmouth and elsewhere. This force augmented by specially qualified shipwrights employed at the navy yard, have rebuilt the hull of the ship, which was undocked on March 15, 1897.

There were no authentic plans available of the U. S. Frigate Constitution when the work was started. There existed tracings of the original sheer, half breadth and body plan, prepared by the designer, Mr. Joshua Humphreys, but the ship was not built in close conformity to the tentative design. There were a few other plans which had been drawn at other times, but they were inaccurate. In fact, not even a midship section had ever been drawn of the ship until just prior to the present restoration by the Boston navy yard. More than 225 plans and working sketches have been drawn of the U. S. Frigate Constitution to date. A great deal of research work has been done to ascertain how the ship was constructed and fitted originally.

Considerable difficulty was experienced in obtaining suitable shipbuilding timber. Live oak material, used mainly in re-framing, was obtained from Commodore's Pond, naval air station, Pensacola, Florida. White oak plank was obtained in Southern Ohio and from the mountain valleys of West Virginia. On account of the large dimensions required it was difficult to persuade dealers to take contracts for this material. More than 400 white oak knees were obtained in Southern Delaware. Douglas fir for the deck beams and for the masts and spars was obtained from the state of Georgia. Other sections of the country have provided iron, paints, copper, canvas, American hemp, calcium, etc.

The hull of the ship is practically restored to its original condition and strength, and when all the work was completed it is possible for the Constitution to again sail the seas.

"Sides of Iron" Gave Frigate Her Nickname

It was during her encounter with H. M. C. Quersier that U. S. F. Constitution received the nickname "Old Ironsides."

In the height of the engagement one of the heaviest shots of the enemy struck the gallant American ship's side, made a dent there, but fell out again into the sea. "Her sides are made of iron!" exclaimed the delighted American sailors, in telling of the story on shore after the battle. And the country quickly took it up and gave the ship the title better known than its proper name.

CARVED HERCULES FIRST FIGUREHEAD

The Constitution's first figurehead was a carved figure of Hercules. Part of this was knocked off in one of her fights and a plain scroll called a bilbohead was put in its place. When she was rebuilt at Boston in 1894 a full length figure of General Jackson was put on her bow. This displaced some of the people so much that one night in the midst of a violent thunder storm a party of men went along-side of the ship in a boat and sawed off the head. This created great excitement. The Constitution was taken to New York and a new head was put on, or a new figure, by order of the secretary of the navy.

It was in 1838, when the Constitution was condemned and ordered to be broken up that Oliver Wendell Holmes wrote "Old Ironsides," which was printed on handbills and distributed throughout the City of Washington, and is said to have been the cause of having the ship preserved, at this time.

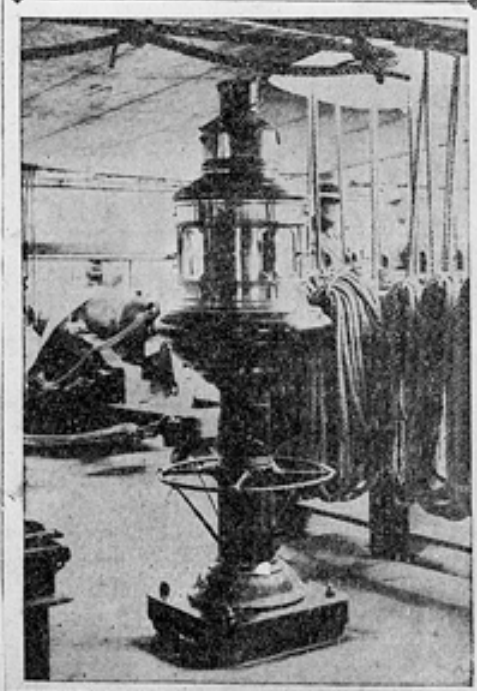
Constitution's Guns Appear Small Today

The cannon mounted on the warships similar to the U. S. F. Constitution were very indeed compared with the modern monsters on battleships today.

The Constitution has two main classes of guns. On the open main deck are mounted the small short guns called carronades. On the gun deck below are the "long guns," firing a 24-pound ball with a larger charge of powder.

The carronades were intended for fighting at close range, while the long guns were intended for the early part of the action while closing in upon the enemy.

Old Type Binnacle On the Constitution



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:

A condensed history of the
Constitution follows:

A condensed history of the
Constitution follows:

1766, Sept. 9 — Made her first
Hart's shipyard in Boston.
1787, Sept. 9 — Made her first
capture of the French pri-
vateer, *Le Duc*.

1893-1894—On duty in the Mediterranean, and successfully conducted Tripolitan war.

1812, July 30—Escaped from Lord Broke's squadron of five ships by brilliant maneuvering and unsurpassable seamanship.

1812, Aug. 19—Captured and burned British ship *Guerrilla*, much to the surprise and chagrin of England.

1812, Dec. 29—Captured and burned British ship Java, further adding to the consternation of Great Britain.

1814, April 3 — Escaped from British frigates Junou and Tenedos.
1818, Feb. 26 — Captured Brit.

1828 ships Cayana and Levant.
1835, March 15 — Escaped from
British squadron.
1838-1839 — Condemned and or-
dered destroyed but saved by

1849, Aug. 2—Visited by Pope Pius IX in Gaeta, Italy, the

only visit of a pope to American territory.
1864, June 14 — Last active service. Decommissioned in Boston.

1930-1931 — Undergoing restoration to condition of 1812.
1931, July 1 — Placed in full commission.

NOTE: There are many historical notes of interest. Too many to relate, of which an idea may be had when it is

realized that "Old Ironsides" has engaged in forty-two victorious encounters with the enemy and made three submarines.

colours escapes. The most famous warship of all times of all nations. She has never hauled down her flag in defeat.

The original cost of the Constitution was \$302,517 in 1797. The cost of restoration in 1925-1931 was over \$900,000.

Length over all is 304 feet.
Length of water line, 175 feet.
Length from tip of flying boom
to tip of spanker boom, 306
feet.

Beam or width, 43 feet 6 inches.
Draft 20 feet forward, 22 feet aft.

Displacement, 2,250 tons.

[illegible]

Here's how "Old Ironsides" looks from a high perch. The main features of her spar deck are given from jibboom to the captain's gig. Many of them have disappeared in modern ship construction.

Mount Constitution Is Named After "Old Ironsides"

Among the interesting facts uncovered by Mayor John A. Kellough's "Old Ironsides" reception committee are that Mount Constitution on the Green Island was named after the old frigate and that East Sound was once known as "Old Ironsides" inlet. Party on this account it seemed fitting to the committee that the officers of the ship should be invited to spend a day on the island while they are at Bellingham. If they accept the invitation they will make the trip next Tuesday.

In Professor Edmund S. Mearns's volume, "Origin of Washington Geographic Names," which may be found at the Bellingham public library, the origin of these names that honor the Constitution is disclosed. It also is revealed that Wilkes, the explorer, in 1841, called Gross Island "Ball's Island," after Captain Isaac Ball, the frigate's first lieutenant under Captain Samuel Nicholson, its first commander. Later Captain Ball commanded the ship.

In his notations Professor Meany says that of the Orcas Island names selected by the Wilkes expedition "Mount Constitution" is the only one that has remained. One of Meany's notes on Orcas Island reads:

"Mount Constitution on Orcas Island, in San Juan county, elevation 2,409 feet. Wilkes in 1841 named the island in honor of Commodore Isaac Hull, who had command of the famous American ship Constitution. To intensify the honor he named the highest point on his 'Hull' island after the ship. To East Boston he gave the ship's port name, 'Old Ironsides.'"

FRIGATE LIKENED TO CRUISER CLASS

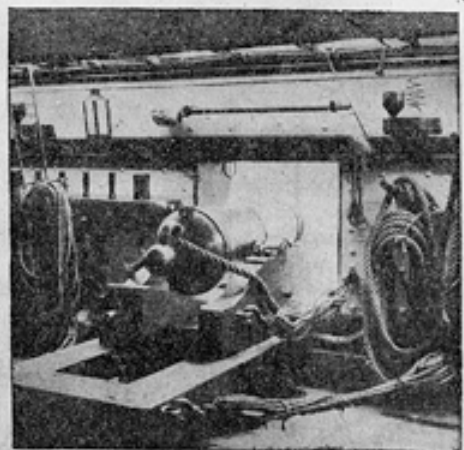
Most people have doubtless heard of the U. S. F. Constitution referred to as a "frigate," but many possibly do not know the significance of the term.

In the days when the Constitution was the pride of the navy, there were three important classes of ships—the "ship-of-the-line," the "frigate," and the "sloop-of-war."

A ship-of-the-line had two gun decks below the main, or top deck, which also had light guns mounted there. A frigate had only one gun deck, while a sloop had all her guns mounted on the main deck.

The frigate can be likened to the present day cruisers, the ship-of-the-line to the battleship dreadnaught, and the sloop-of-war to gunboats.

CARRONADE ON SPAR DECK



Here is shown one of the caronades on top of the spar deck. This type of cannon fired a 33-pound solid shot, or grape and canister.

Nocturnal Battle Showed Her Mettle

The staff of which "Old Ironsides" and her stern commanders were made never gleamed more plainly than in her famous nocturnal encounter with a Britisher. Commanded by Commodore Edward Preble, the frigate rared to

Tripoli to quell the pirates. Near Gibraltar one night came a terse command from the darkness:

"This is Sir Richard Statham of His Majesty's 84-gun ship, Donegal. Send a boat aboard!"

Commodore Preble replied:
"This is the U. S. F. Constitution, 44 guns. Commodore Edward Preble. And I'll be damned if I'll send a boat aboard any ship. How your matches, boys!"

Gray morning revealed the "34-gun" Britliker to be the upstart 22-gun Maldstone. Her captain confessed the bluff, pleading self-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.

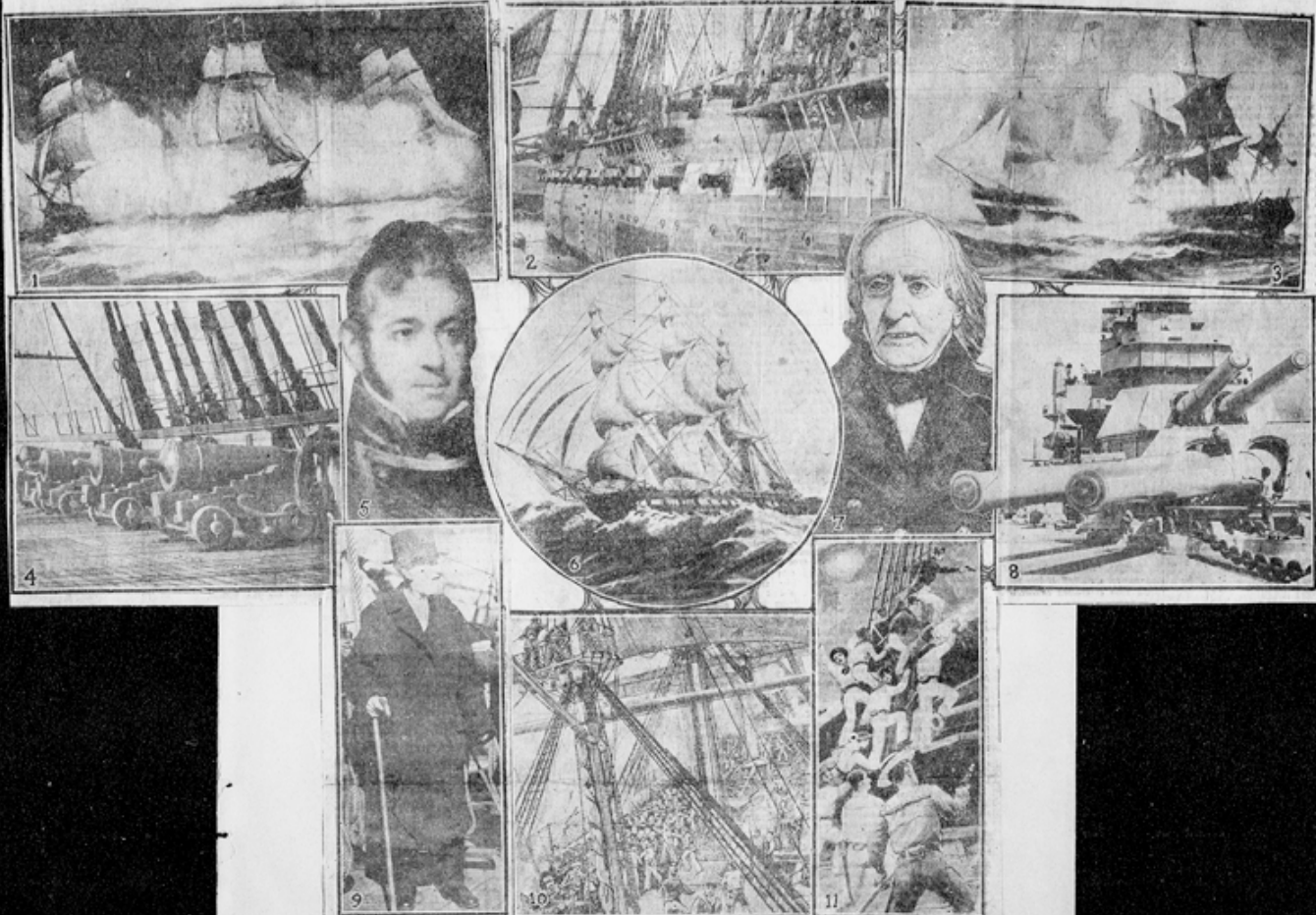
Dates: Presumed 1933

People:

Historic Figures: Commodore Edward Preble

Places:

"Her Thunders Shook the Deep"--Old Ironsides in Flush Days of Conquest



The gallant frigate has a record of achievement before which the faster and much more deadly warships of modern times stand awed. 1—The ship "Constitution" the British. Reeking through the smoke between the Cyane and Levant, she fired a trap and captured first one, then the other. 2—The "iron sides" of the ship, showing her two masts of cross-arms. 3—View of the ship's hull. 4—The ship "Constitution" under full sail. 5—The ship "Constitution" under full sail. 6—The ship "Constitution" under full sail. 7—The ship "Constitution" under full sail. 8—The ship "Constitution" under full sail. 9—The ship "Constitution" under full sail. 10—The ship "Constitution" under full sail. 11—The ship "Constitution" under full sail.

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 seafarer looking at the bows of "Old Ironsides", round and bluff as a duck's breast, might opine:

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

The Disputat yachtsman might chuckle and call her the original Yankee "skinning dish" with her beam three times as great as her draft.

Ships Built Differently

But they built ships differently in 1794 when George Washington was president of the United States and men fought with cutlasses and blunderbusses.

The U. S. F. Constitution depended on her breadth of beam to keep her upright when the wind blew high. She was the greatest forward step in ship construction in a century, being larger than the British frigates and swifter than the French. Her underwater body was astonishingly akin to the most scientifically constructed yachts of today.

Back of her blunt bow she flared back into five narrow stern. The result was a perfect torpedo streamlining as we know it today. And Joshua Humphreys, who built her at Boston, seems to have been the first ship designer who hit upon it. He gave her the tremendous sail area that carried her to triumph when she raced for the life of the nation.

Fighting Advantage

Due to her height above the water—8 to 9 feet above the gun-deck port sills—she could engage

double and triple decked ships in bad weather and heavy seas, when these had to close their lower gun-deck ports.

Sailors of the day reported her very wet in a seaway. She rolled enough to make even a sailor uncomfortable. In 1835 she labored so terribly that she pitched one of her long 24-pounders through the porthole.

Her masts were of solid white Maine pine, her hull was of white oak from Massachusetts and Maine, live oak from Georgia, yellow pine from Carolina, red cedar, pitch pine and locust, all well seasoned, went into her other parts. Joiner work was of "plumbe pine."

Paul Revere supplied her composition castings, spikes and copper bolts. Betsy Ross her flags and signals. Rice balls had been made in the old Granary building

ing in Haver, Mass.
175 Feet Long

The Constitution's dimensions were: Length 175 feet, beam 43 feet 6 inches, hold 14 feet 3 inches. Classed as a 44-gun frigate of about 140 tons ballast, she carried a crew of 400 men, 45,000 gallons of water and provisions for six months. Her tonnage was 1,325 tons, her displacement 2,300 tons.

She was christened October 21, 1797, by Commodore James Sever, who broke a bottle of Madeira wine over her bow. Captain Samuel Nicholson was the first 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 olden 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 groove in the ship's side. No other color would do.

The story is told that when the day came for the Constitution's keel to be wedged into her sides at Boston, no one could find a piece of red cloth. Green, blue and gun material abounded, but none of these colors were "lucky."

The ship's designer, Joshua Humphreys, had his three daughters with him for a visit. When they heard of the predicament, they promptly sacrificed their smart red cloaks. Sailors afterwards averred that it was wrapping the keel of "Old Ironsides" in the cloaks of her

designer's daughters that made the ship "lucky" all her days.



Present Cruise Of Constitution Began At Boston In 1931

The U. S. Constitution—"Old Ironsides"—commenced her post-restoration cruise July 2, 1931. The historic frigate, having completed her reconditioning at the Boston navy yard, was commissioned July 1 and started her voyage from Boston one day later in tow of the U. S. S. Corbin, mine sweeper attached to the Base Force, U. S. Fleet.

"We hope," Secretary Adams stated, "that the children and patriotic citizens whose contribution made possible to a large degree the restoration of the famous old ship, will accept this invitation to board her. 'Old Ironsides' is more than an inspiration—she is an American tradition. The successful accomplishment of her mission at sea when she was commanded so ably by Hull, Bainbridge, Stewart, meant more to our young nation than the victories credited to her in the pages of history."

An Opportunity to see "OLD IRONSIDES"



Municipal

Dock

Bellingham,

July 14 to 20

Admission Free

We Welcome
the U. 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 GUERRIERE DEFEATED IN EARLY NAVAL BATTLE BY "OLD IRONSIDES"; CAPTAIN HULL WINS HAT THROUGH VICTORY

Commander Decres, commander of his Britannic majesty's frigate Guerriere, forty-four guns, presents his compliments to Commander Rodgers, of the frigate President and will be happy to meet him or any other United States frigate of equal force to the President off Sandy Hook, for the purpose of having a few minutes' talk-a-tele.

Three days after the cocky captain of the British navy's proudest battleship at the outbreak of the war of 1812 issued this arrogant challenge to the courage of Yankee tars fighting for the freedom of the seas, by entering it in the log-book of an American vessel he had overhauled on her way to New York.

It was eagerly accepted by Captain Hull, doughty skipper of the U. S. frigate Constitution.

That duel was one of the most important battles in the history of naval warfare. The victory of the Constitution was easily the most notable of her glorious career because it inspired the American nation with faith that Britain's rule of the seas could be broken.

Incidentally, the thrilling details of the fight reveal how the Constitution came to be known affectionately by every patriotic American as "Old Ironsides." About the middle of August, following the outbreak of the war, while the Constitution was cruising off the New England coast, she met a brig which proved to be the Baltimore privateer John. Her commander reported having been chased all the previous day by a large ship, evidently a British warship, but had made good his escape during the night.

Captain Hull, a short and stout sailor, who was called "The Old Man" or "Bo" by the members of his gallant crew, among them, was outwardly calm as he listened to the description of the warship that had pursued him. But the flashing fire in his eyes

the reply.

"All right—come down," said Captain Hull. Then he ordered, "Call all hands on deck and make sail for her."

Ready for Battle

But it was unnecessary. The word that a strange ship had been sighted passed like lightning from man to man, and nearly every sailor was already on the alert.

In a jolly shouting-sail were set, fore and aft, and the course of the vessel was changed so that her long bowsprit pointed directly at the stranger. Then, in the stirring words of Moses Smith, a member of the crew:

"The noble frigate fairly bounded over the billows, as we gave her a rap full, and spread her broad and tall wings to the gale."

Meantime, the stranger ship shortened sail, apparently waiting for the Constitution, inviting her to come on and fight.

The distance between the two ships was cut down rapidly by the Constitution. It soon became evident that the stranger was an English war-vessel, of a large class. Within two hours she was identified as the big Guerriere.

This news was received with rousing cheers by Captain Hull and his men. The Guerriere was the vessel they were most eager to fight. The calling of the crew to quarters, which means taking their stations for action, was hardly necessary except as a matter of routine. Joking and shouting men rushed to their places, taking off their shirts and tightening their belts as they ran. Everybody realized that the Guerriere would put up a hot battle.

Like Fighting Cocks

The heroic response of his men as impressed Captain Hull that in his official report of the engagement he would say:

"From the smallest boy on the ship to the oldest seaman, not a look of fear was seen. They went into action giving three cheers, and requested to be laid close alongside the enemy."

At 5 o'clock the Constitution was rapidly closing in on the enemy. When four English flags were flung to the breeze from the rigging of the Guerriere she opened fire with a heavy cannon.

The shot fell short, and the American ship held her fire and her course. By tacking, and half-tacking, Captain Hull took care to avoid exposing his vessel to the danger of being raked as the two ships drew closer and closer together.

In response to the saluting of the British colors, three flags were unfurled from the Constitution's masts, the ensign from the mainmast and jacks from the tops of the foremast and mainmast.

For three-quarters of an hour the two ships kept jockeying for an advantageous position. The Guerriere tried another broadside, but it proved ineffective, but some random shots from the enemy's long guns scored hits.

An eighteen-pound shot crashed against the larboard knighthead. Splinters flew in all directions, but no one was seriously hurt. The cannon-ball had come on deck. It was immediately picked up, put in the mouth of Long Tom, a large fore-castle gun, and sent home. Another stray shot hit the Constitution's foremast, cutting one of the hoops, but the damage was quickly repaired.

"Close With Her"

A few minutes later two men were killed by well-aimed British shots. Still Captain Hull withheld the order to open fire on the enemy. By this time his men were getting impatient and muttering their disapproval of the delayed action.

Hull knew what he was doing. His ship was not overburdened with ammunition and he was still waiting for the shorter ranges he needed to make every shot effective; for a position that would enable him to rake the deck of the enemy ship. His face was aglow with animation as the decisive moment drew near, yet the calmness of his manner had its effect on his restless men.

"Men, now do your duty!" he

said quietly. "Your officers cannot have entire command over you now. Each man must do all in his power for his country."

A few minutes later, at five minutes past 6 o'clock, when the British frigate was before the wind, and the Constitution was over-reaching the Guerriere's quarter, only about forty yards distant, Captain Hull saw just the opportunity he had been waiting for.

"Now we'll close with them," he ordered in his sternest tone of voice. "Alongside with her, sailing master. No firing at random when we begin. Let every man look to his aim."

The Stars and Stripes never floated more proudly than they did as the Constitution came up into the wind in gallant style.

"Make Her a Sloop"

As she fell off a little the Guerriere reared by her and in a voice that could be heard from stern to stern of his ship Captain Hull yelled:

"Now, boys, give them a broadside!"

So prompt was the response of the gunners to the command that all the cannon and carronades of the batteries on both the spar deck and gun deck roared at the same instant. The Constitution was all a-tremble until after her crew had followed the thunder of their guns with three rousing cheers in typical Yankee style. This spirit of our men in the toil and heat of battle was always astonishing to the English officers. They couldn't understand how, amid the dying and the dead, the American hero could pour out his patriotism with song and loud shouts.

When the smoke of the Constitution's first broadside cleared away it was seen that the mizzenmast of the Guerriere had been cut off and was hanging over her starboard quarter in a confusion of rigging. This discovery caused Captain Hull to toss his dignity into the air with his hat, and he shouted:

"Hurra, boys! We've made a brig of her! Next time we'll make her a sloop!"

Before the Guerriere had stopped rolling after the shock of the Constitution's first broadside she was rocked by another bombardment. But the British batteries countered with spirit. For the next fifteen minutes the two ships, running close abeam, engaged in a terrific duel.

Hull succeeded in laying his ship across the bow of the Guerriere and raked the decks of the enemy frigate with deadly fire.

During the terrible quarter of an hour two incidents occurred which were a source of thrilling inspiration to the Americans. Seeing that the halcyon of the ensign at the mainmasthead of the Constitution had been cut by a shot, and that the flag was hanging down, John Hagan, a little Irish chap, cheek full of courage, nimbly climbed the rigging and lashed the colors to the slender topmast. While performing this brave act he was the target for the sharpshooters in the Guerriere's tops, but he escaped uninjured.

Others, in which Captain Hull joined, greeted his return to the deck, and they were repeated a minute later when some of the biggest cannon-balls striking the Constitution's hull were seen to bound off without piercing the live oak planks. This sight inspired some unknown hero to yell:

"Hurra! Her sides are made of iron."

This cry was taken up all over the ship, and so it happened that the Constitution came to be known as "Old Ironsides."

Before the two ships drew apart after exchanging several terrific broadsides, Captain Decres swung the Guerriere around so that her bowsprit lay across the Constitution's quarter deck, and in this position the British frigate's forward guns did much damage to the American frigate's cabin and set a fire. But quick work by Lieutenant Hoffman and his men soon quenched the blaze.

Hull Wins Hat

When the vessels drew apart, and the smoke of the battle began to lift as the firing ceased, it was apparent that the proud British ship had suffered by far the worst damage. The hull of Old Ironsides had staunchly withstood the bombardment of the Guerriere's batteries. But the rigging and masts of the American vessel had suffered much, showing that the British shots had been aimed too high. The fore and main masts of the Guerriere were observed to

be tottering, and soon both came down with crash, one a few minutes after the other.

The battle was over in less than thirty minutes after the Constitution had opened fire. Half an hour later, after her dead and wounded had been attended to, she again approached the Guerriere, and meantime a gun was fired from the forward side of the British frigate in token of submission.

At Captain Decres, wounded, stepped aboard the Constitution to formally surrender. Hull graciously offered his arm, saying, "I know you are hurt, and when Decres offered his sword to his conqueror, the gallant Hull waved it aside.

"No, I will not take the sword from one who uses it so well," he cried. "But, we have a bet on the outcome of this meeting, as you may recall," he added with a chuckle, "and I'll trouble you for the hat."

Captain Decres laughed at this sally, surrendered his hat and was escorted to Captain Hull's cabin. During the night all the survivors of the Guerriere's crew, which included several women, were transferred to the Constitution. In the morning the British ship, being ruined beyond repair, was set on fire and blown up.

Eight days later Old Ironsides arrived in Boston harbor, where she and her gallant men felt proudly rewarded for their glorious victory at seeing the wild joy of their patriotic fellow-countrymen.

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 galley stove to the cut o'size tails on the door of the brig, the fittings of "Old Ironsides" match, as nearly as human skill and research could contrive, the frigate as she was in her youth and beauty.

To tell you the sheet steel receptacles in which hot cannon balls were dropped to heat the stoveless cabin and fo'c'sle. Let them help you to fancy the cold the crew must have suffered in winter when the wind blew raw and the sea was melted ice.

Look at the operating chair—net a table, but a pathetic imitation of a barber's chair—in the sick bay. Then remember that anesthetics were unknown in the days when the Constitution's heroes lived and died.

Cells Are Seen

In the restored brig on the berth deck are two cells fitted with iron bars and swinging doors. Here attached to a backboard, you may inspect a collection of old time handcuffs and leg irons. Fastened to the outside of the brig are two cut o' nine tails, representative of the kind used on ships from 1812 to 1814.

Forward is where the inspiring figure of old the Hull stood and directed the fierce fighting. Below the waterline is the bread room, where hard tack, coffee, "salt horse" and peas for soup were stored. The powder magazines, forward and aft, are lead lined, as of old, when "keep your powder dry" was something more than a metaphor.

Somewhere you'll come across the great tub from which the crew received its diurnal rations, at noon. On the gun deck are the long rows of poppy guns, exact reproductions of those which hurled their broadsides into the Guerriere. Hammers, sponges, extractors and water buckets of leather, all are there.

Old Furniture

In the forward and after cabins stand scarred secretaries, bureaus of walnut and cherry, and chests marked "Essex," "Lackawanna," and other naval vessels of 1840-1860, indicating their origin.

The captain's cabin has the original mahogany table at which Commodore Edward Preble, the Pasha of Tripoli and the Dey of Algiers signed the treaty of 1801, ending the war with the Barbary pirate states. What a picture of the keen-eyed commodore and the swarthy pirate leaders it conjures up.

Opposite hangs a mirror taken from the British ship Guerriere after its capture by the Constitution. Elsewhere is a Bible taken from the British ship Java, a rosary presented to the ship by Pope Pius IX, a framed and faded

Battle Conducted With Wheel Missing

During the shelling evenscore to the Constitution's fight with H. M. S. Java, a cannon shot 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 Bainbridge's thigh.

After the loss of the wheel, the Yankees worked the tiller by means of tackles two decks below. Men at the tiller could not see the sail, and orders had to be transmitted by a line of messengers . . . ship's telephones and speaking tubes being still in the limbo of the undiscovered.

But "Old Ironsides" won the day despite her crippled wheel, which was later replaced by one from the Java before the Americans sank their prize.

An amusing story is told of a British prisoner of war from the Java, who, set to work at the new wheel, grumbled at "these rotten Yankee wheels."

"What d'you mean, me hearty?" laughed a Yankee sailor. "She's one off your own ship."

KING'S INITIALS SEEN ON CANNON

Observant visitors to the old frigate note the initials "G. R." on 18 of the long 24-pounder carronades. They stand for "George Rex." It is known that 18 of the original gun deck guns had been purchased from England and were marked with the crown and royal initials.

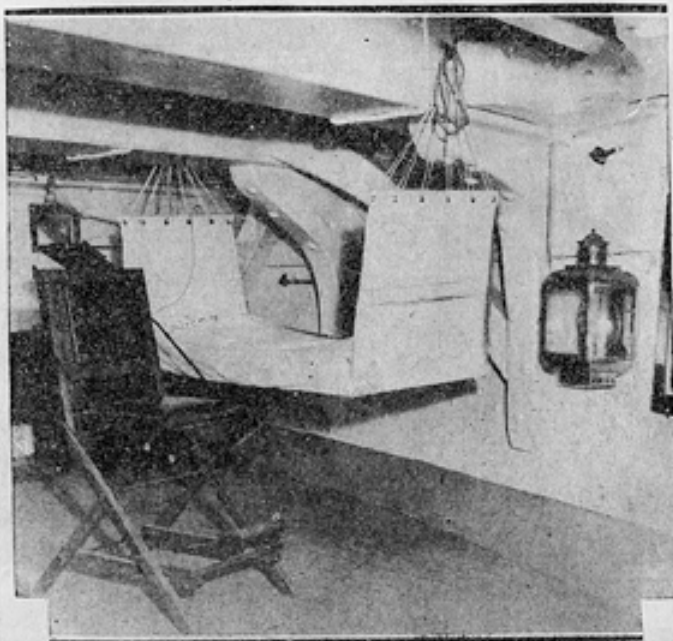
The first tree which fell for the Constitution in 1794 was an oak on St. Simons Island. For years the stump was called "Constitution Oak."

The founding of the American navy in 1794 was simultaneous with the founding of the government. This was reflected in the names of the first warships: "The Constitution," "President," "Constellation," "Congress," "United States." The "Constitution's" sister ships were the "United States" and the "President." The latter fired 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 "Triumphante" is the most illustrious name in the French navy.

More than 100 years old, "Old Ironsides" showed a spark of the old fire as late as 1894. She ran away from the tag that was towing her to Newport and made her way under sail alone, establishing a record of 12½ knots.

CORNER OF SICK BAY—HAMMOCK AND OPERATING CHAIR



Letter from Captain Hull, and numerous whale oil lamps.

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 seascape 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."

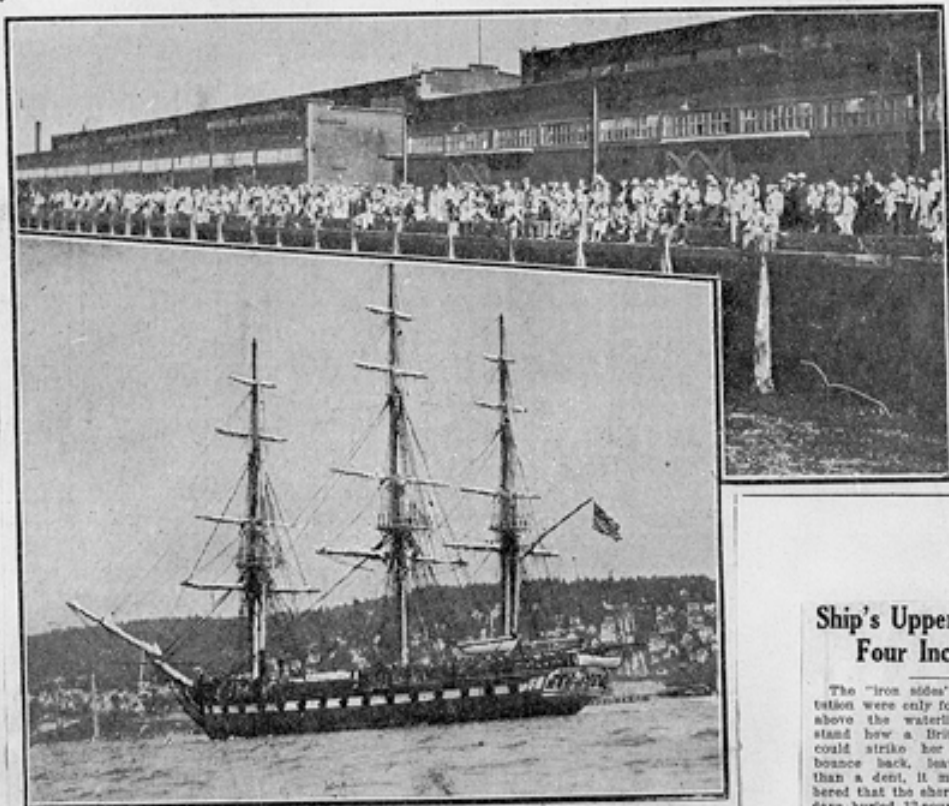
"Gordon Grant painted and donated these pictures," says Commodore Louis J. Gulliver, "because of his great love for his country and as a tribute to the memory of 'Old Ironsides' brave men."

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

AT THE HELM



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. minesweeper Osceola, 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 at Municipal pier, where the famous "sea eagle" will be moored until next Thursday. When the Osceola cast off her towline "Old Ironsides" was taken in charge by two tugs of the Bellingham Tug & Barge Company and docked. The photos show the Constitution as she approached the dock and a "reception committee" lined up at the pier. The ship is open to visitors from 10 a. m. to 5 p. m. (daylight saving time). Persons who can not visit during those hours may make arrangements for special visits. Lieutenant Commander Henry Hartley announced.

Ship's 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 32-pound round, cast-iron shot by a powder charge weighing only two and one-half pounds.

Projectiles of today are hurled 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.

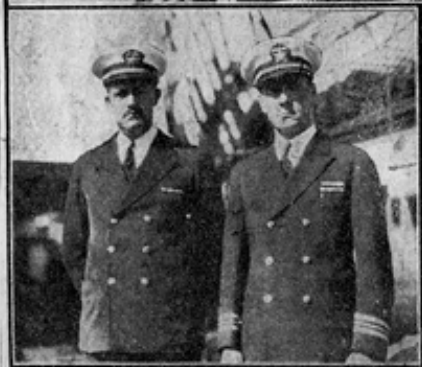
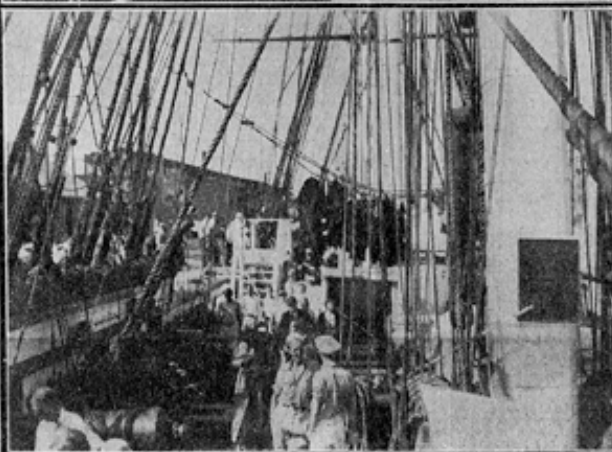
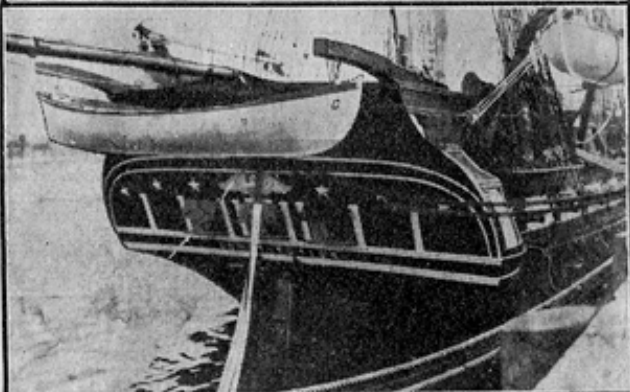
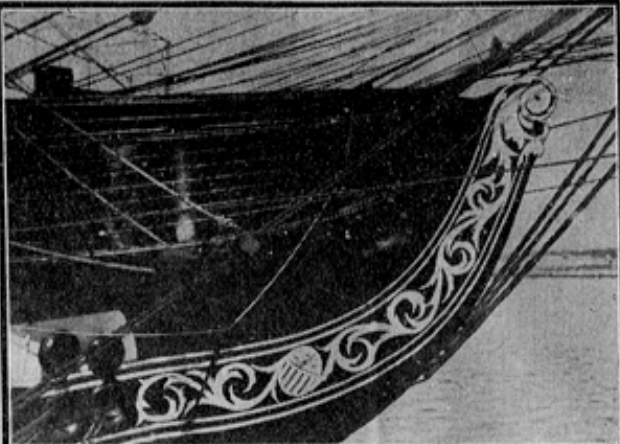
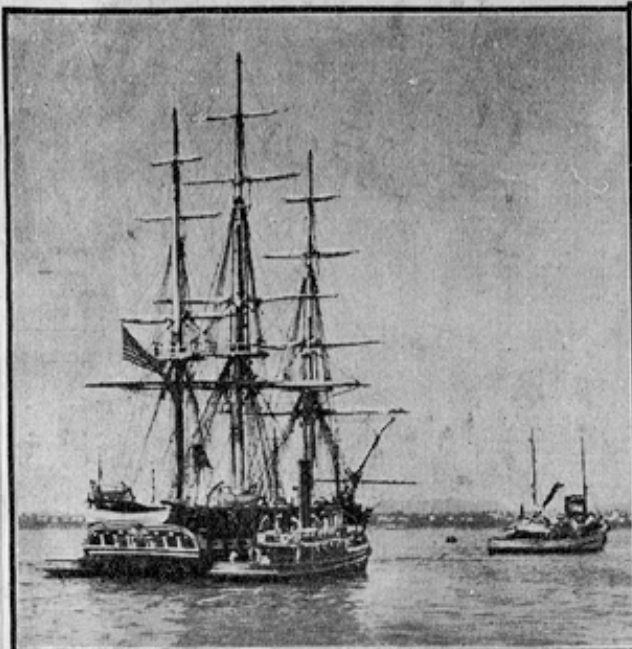
Dates: Presumed 1933

People:

Historic Figures:

Places: Bellingham, Washington

HISTORIC CONSTITUTION THRILLS THOUSANDS AT LOCAL DOCK



—(Staff Photos)

The upper photograph at the left shows the U. S. Frigate Constitution as the government mine sweeper Grebe dropped her line and the tug Richard Holyoke and Proper, of the Bellingham Tug & Barge Co., came beside the Constitution to tow her into Municipal dock. The picturesque stern of "Old Ironsides" is shown in the picture at the left center and below is Lieutenant Joseph C. VanCleave, first lieutenant and acting executive officer of the Constitution (left), and Lieutenant Commander Henry Hartley, executive officer and acting commander. At the upper right is the prow of the famous old fighting ship and the scene at the lower right shows visitors coming aboard the Constitution at Municipal dock Saturday.

LECTURE ARRANGED

Officers To Describe Rebuilding of "Old Ironsides"

An illustrated lecture depicting the rebuilding of "Old Ironsides" will be given in the Knights of Columbus hall on Cornwall avenue Tuesday evening at 8:30 o'clock by First Class Boatwain's Mate Robert Craig and Chief Quartermaster William Stone. The event, sponsored by the Knights of Columbus, will be open to the public.

Craig, according to his commanding officer, is one of the best qualified men on the frigate Constitution to give the lecture. Grand Knight Harold Werson 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



Artist's conception of the famous kedging trick that saved the Constitution from capture by the British. The Constitution had sailed out from Boston to join an American fleet. Unsuspecting, she contacted a British squadron. When the wind died down, she was taken in tow by her own boats. The British pursuers did likewise. Then a resourceful officer aboard the Constitution suggested that kedging be resorted to. An anchor was carried ahead a mile in a boat. Fastened to a line attached to the ship, it was cast overboard. Then "Old Ironsides" was pulled forward by manpower until she reached the anchor. With the British using the same tactics, this process went on for two days. When a storm came up, the Constitution took to her heels and escaped. At the right is the figurehead of Andrew Jackson which was fashioned for the Constitution and which eventually drew fire from anti-Jackson men. The head was later cut off by irate political factions.



Constitution Fought "Without Taking Off Coat" In All Battles

The Constitution shot every spar out of the Frigate Java in a 19-hour fight without taking in her royal; in other words, she liked her enemy without taking off her coat. She captured the Cyane and Levant at the same time without once being raked, while every broadside she fired was a raking broadside. In addition she ran the blockade of British ships seven times, she never went aground, and the greatest number of men she ever lost in a fight was eight. She never lost her commanding officer. She was in commission more than eighty years.

POPE VISITS SHIP

Call On "Old Ironsides" In Rome Is Recalled

The presence, several months ago, of the Frigate Constitution in Washington served to bring to light correspondence in Navy Department files which chronicles a visit of Pope Pius IX to "Old Ironsides" at Gaeta, Italy, in 1849.

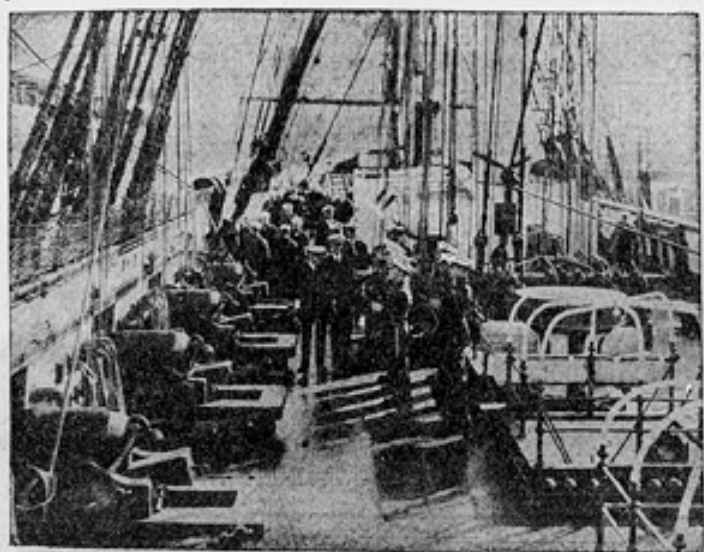
A letter from Lieutenant J. H. Rowan, officer commanding the Constitution, to Commodore Charles W. Morgan, who was commanding the United States naval forces in the Mediterranean, reads:

"I enclose a letter from the papers of Captain Owlin, which will explain the subject of our visit to Gaeta. On August 2, the King of Naples, having with him the Pope, accompanied by their respective suites, visited the ship by invitation of Captain Owlin. The Catholics 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, on his return to the shore, sent a medalion likeness to the sister of Captain Owlin, who is a Catholic, with a few rosary beads to be given to the Catholics on board, and which Captain Owlin distributed."

Another reference is made by Commodore Morgan, who wrote:

"The yards of the Constitution were manned, and salutes 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 called to the gun deck, where the Pope performed the ceremony of blessing them. The Pope sent about 100 rosaries and a silver medal to the late Captain Owlin, upon one side of which was portrayed the head of the Pope, and on the other his coat of arms which were distributed among the Catholics of the crew."

ON BOARD THE U. S. F. CONSTITUTION



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.

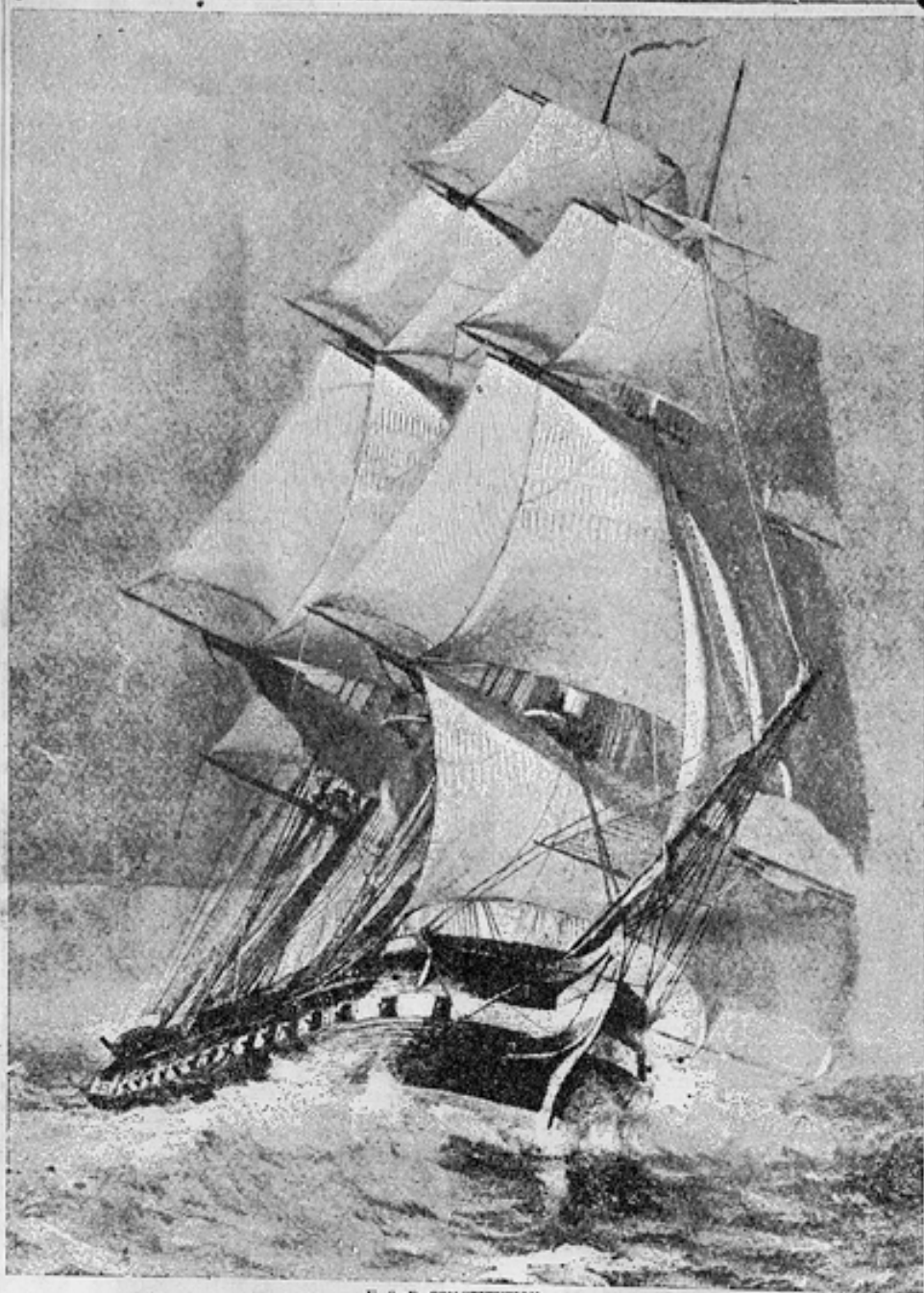
Dates: Presumed 1933

People:

Historic Figures: Pope Pius IX

Places: Gaeta, Italy

"THE EAGLE OF THE SEA"



U. S. F. CONSTITUTION

America's great history maker as she appeared in her heyday, black hulled, bristling with guns, carrying the weight of Atlantic winds in a mountain of white canvas. She was a ship that was a navy, and the 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 most plain sail to royals and what appears as slacks, nodding her blunt bows into foam-topped sea, a truly tall ship of yesterday. Inspiring. In her day she was the world's most renowned vessel, and to this day she is the most beloved of American maritime shrines.

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 1798 the frigate Constitution has had a busy life. Some of the highlights of her remarkable career are shown in the table below:

July 23, 1798—Commanded by Capt. Samuel Nicholson, cleared for sea from Boston Roads and entered upon the destruction of French privateers in West Indian waters.

1799-1801—Under Capt. Hull, recaptured a friendly British frigate, and won, captured illegally, a Spanish ship.

March 1801—August 1803—Laid down at Boston navy yard. August 1803-June 1805—Warred on pirates, brought the Tripolitan forces to terms.

1805-1807—Cruised Mediterranean waters under Capt. Hugh G. Campbell, Mutiny in the crew.

1807-1809—Laid up in New York for repairs.

1809-1810—Flagship of the Home squadron under Commodore John Rodgers.

1811-1812—On special service to Europe under Capt. Isaac Hull.

June 14, 1812—War declared against England while the Constitution was at the navy yard, Washington, undergoing repairs. Under way in three days, under Capt. Hull.

July 18 and 19, 1812—While trying to effect a rendezvous, she made her famous escape from five British frigates by the use of kedge anchors and small boats.

August 19, 1812—Completely dismantled and captured the British

ship "Guerriere" in less than half an hour's close range combat.

December 29, 1812—Under Capt. William Bainbridge, destroyed the British ship "Java" in a two-hour battle. During the fall of this year she also captured several small British ships.

February 15, 1814—Under Capt. Charles Stewart, destroyed the small British schooner "Pictou" in the West Indies and captured several prizes. In April, upon her return home from this 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 blockading vessels on December 18, 1814.

February 29, 1815—Under Capt. Charles Stewart, captured the two British ships "Cyane" and "Levant." Three prizes were taken during this cruise also.

March 12, 1815—She escaped in the fog from three British ships off Port Pirra, Cape Verde Islands.

1815-1825—Flagship of the Mediterranean squadron under several commanders, including Capt. Jacob Jones and Capt. Thomas MacDonagh.

1825-1825—Condemned 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, navy yard, Boston, during the last two years of this period.

1825-1828—Flagship of the Mediterranean squadron.

1828-1845—Flagship of the Pacific squadron.

1841-1845—Flagship of the Home squadron.

1844-1846—Special service, East Indian waters and the Pacific

ocean. On this cruise she spent 495 days at sea, covering a total distance of 52,279 miles.

1846-1851—Flagship of Mediterranean and African squadrons after two years of absence.

1852-1856—Duty in Mediterranean and African waters. The latter date marked the end of her really active service.

1855-1860—Out of commission at Portsmouth, N. H.

1860-1871—School ship for the United States naval academy, first at Annapolis, Md., and later at Newport, R. I. She was commanded by Lieut. Comdr. George Dewey for a portion of this time. Rebuilt during this period.

1871-1878—At Philadelphia as training ship part of the time. Rebuilt during this period.

1878-1879—Special service, including cruise abroad to take envoys to the Paris exposition.

1879-1883—Training ship for apprentices, cruising Atlantic coast.

1882-1896—Laid up at New York, and for a portion of this time, receiving ship, Portsmouth, N. H.

1897—Towed to Boston for centennial celebration.

1902-1907—At Boston for rebuilding.

1907-1927—Laid up at Boston navy yard.

1927-1931—Restoration, navy yard, Boston.

1931-1933—On itineraries of visits to American ports.

KEEL LAID IN 1794

"Old Ironsides" Designed By
Joshua Humphreys

The keel of the Constitution was laid at Hart's shipyard near Constitution wharf, Boston, Mass., November, 1794. Designed by Joshua Humphreys, built under the supervision of a board of naval captains and Naval Constructor George Clapham. She was built, according to the orders of Congress, of live oak and red cedar. The best white oak, pitch pine and locust were used in some parts; all well-seasoned wood, which came from Georgia, South Carolina, and Massachusetts. The bolts that fastened her timbers were made at the foundry of Paul Nevers. She was launched October 21, 1797, and christened by Commodore James Sever, who broke a bottle of Madeira wine over her bow.

The Constitution's dimensions were: Length, 175 feet; beam, 43 feet, 6 inches; hold, 14 feet, 3 inches. Classed as a 44-gun frigate of about 160 tons ballast. Carried a crew of 400 men; 48,000 gallons of water and provisions for six months. Cost to build, \$302,718.84. The original tonnage of the Constitution was 1,776 tons. This was changed to 1,657, and was later changed to 1,335 tons. Her displacement was 2,309 tons.

Her first flags and signals were made by Betsey Root, or at her establishment in Philadelphia. Her first commander was Captain Samuel Nicholson; and Isaac Hull, who won the famous victory over the Guerriere (August 19, 1812), at which time she withstood the shots of the British so well that the sailors named her "Old Ironsides" was her first lieutenant. Captain William Bainbridge was her captain when she captured the Java, and Captain Charles Stewart commanded her when the Pictou, Cyane and Levant were taken.



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

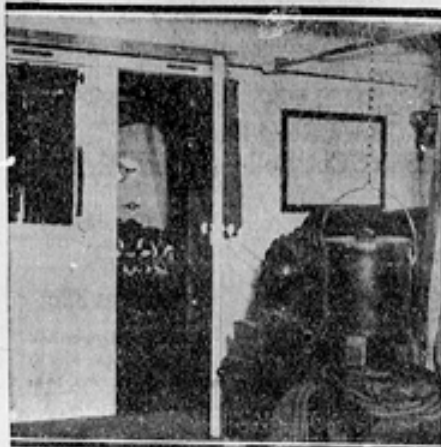
By LOUIS J. GULLIVER
(Commander, U. S. N.)

From time immemorial man has honored his ancestors and those ancestors held in greatest reverence all those whose accomplishments have been the most outstanding. "Old Ironsides" is a hero of a past era that has been preserved as an emblem of the struggle through which our country passed to its infancy. The history of this famous old frigate is truly a history of the country.

George Washington stated that "To secure respect to a national flag requires a naval force organized and ready to vindicate it from insult and aggression." Five years after the adoption of the Constitution and the beginning of our government, Congress passed an act authorizing the building of six war vessels, one of which was the United States frigate Constitution, because of the interference with our neutral merchant ships by France and Great Britain, who were at war, and because the Barbary pirates were demanding yearly tribute from us for non-interference with our commerce. So the Constitution was born of necessity and built to maintain our neutrality. The live oak, red cedar, white oak, pitch pine and locust, of which she was constructed, came from states ranging from Maine to South Carolina and Georgia. The heavier part of her original battery came from Maryland and Connecticut. She was constructed entirely by hand by skilled Yankee artisans. Truly she was a national ship reared from the strongest and best of our virgin forests.

From the day of launching on October 21, 1797, the gallant old ship has in every way fulfilled the trust and care exercised in her construction. Our commerce was protected against French cruisers and privateers; in her cabin the treaty of peace was signed with the Barbary pirates on June 3, 1800; in the War of 1812 with Great Britain, "Old Ironsides" gained notable victories and made Miramion escape; she has cruised around the world, proudly displaying our flag for the first time in far away ports in 1844-45; in 1861 she helped to save the United States naval academy from threatened capture; on her decks were trained officers who took distinctive parts in the World War.

Captain's Quarters From Forward Cabin



Constitution's Guns

Appear Small Today

The cannon mounted on the warships similar to the U. S. P. Constitution were puny indeed compared with the modern monsters on battleships today.

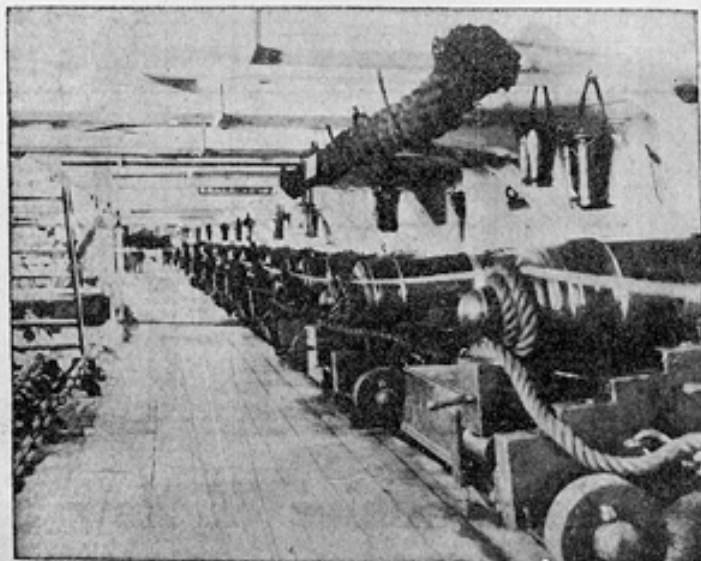
The Constitution has two main classes of guns. On the open main deck are mounted the small short guns called carronades. On the gun deck below are the "long guns," firing a 24-pound ball with a larger charge of powder.

The carronades were intended for fighting at close range, while the long guns were intended for the early part of the action while closing in upon the enemy.

U. S. F. Constitution



PORT SIDE OF GUN DECK—IMPOSING ARRAY OF 24-POUNDERS



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

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 built at Hart's shipyard, Boston, Mass., during the years 1794-1795. The ship was designed by Joshua Humphreys, of Philadelphia, and constructed under the direct charge and supervision of Naval Constructor George Claghorn. Her design greatly resembled the French frigates, with the exception that her construction was the equivalent of a seventy-gun ship. Her battery was unusually heavy and she had a large sail area.

The U. S. Frigate Constitution arrived at the Navy Yard, Boston, from the Navy Yard, Kittery, Maine, during the fall of 1897. During the years of 1804 and 1807 repairs were made in the hull above the waterline. The ship was not dry docked for fear of collapsing. Short sections of frames were installed amidships, and that portion of the ship was planked up with locally yellow pine. Only a small amount of work was performed at the two ends of the ship. New masts were made at the Navy Yard, Kittery, Maine, and installed at the Navy Yard, Boston. Other equipment or fittings were manufactured.

The hull structure prior to dry docking at the Navy Yard, Boston, on June 16, 1927, was in a very deplorable state of decay. The ship having a 14 1/2-inch hog upward sweep in the keel the stem being 8 1/2 inches to port, while the ship was 11 1/2 inches wider on the port side than on the starboard side. The keelson timber was badly decayed throughout its entire length, and seventeen feet abaft of the forefoot the keelson timber was broken in two. The ends of practically all of the deck beams of the spar, gun, berth and orlop decks were badly decayed. Numerous lagging, disposal and dross lines, especially aft, were very badly decayed due to wet or dry rot. Temporary repairs to the decayed ceiling in the hold and at the two ends of the ship had been made by pouring cement and by patching.

Dry Docking Problem.
The question of dry docking the ship in this condition was a subject which was given much careful attention. It was the general opinion that the ship, being in such a deplorable state of decay, it would not be safe to undertake to dock her. A special docking plan was prepared at the Boston Navy Yard, showing a method of internal shoring. The ship having an excess weight over buoyancy at the two ends, approximately 150 tons of ballast was placed in the forehold. A pyramid of timbers was built on the spar deck twelve feet high, over which heavy steel cables were passed leading through the starboard and port hawse pipes, over the top of the pyramid and extending aft to heavy cross timbers located below the line of the gun deck. These cables were hove taut by use of unusually large turnbuckles, as the vessel settled over the blocks, in order to support the ends of the ship. Additional cables were passed entirely around the ship at the line of the gun deck gun ports, being also hove up by the use of turnbuckles. Numerous transverse steel cables crossed the gun deck to the main cable that passed around the ship, the object being to prevent spreading of the ship as it landed on the blocks.

The ship was placed in dry dock No. 1. An especially designed crib, eighty feet long and nine feet high, was built into the bottom of the dock and counterweighted by metal ballast. Upon this crib work there was installed thirteen transverse saw-ways. Upon this was built a continuous crane seventy-eight feet long on each side of the ship, which was calculated to represent the final shape of the hull, fourteen feet six inches off the center. At a location known as a "bulldock line." The siding ways, which carried the cradles, were greased, and at the ends of the cradle a longitudinal adjustable block was fitted that would work in a fore and aft plane to cover any discrepancies which would occur due to any slight error of the cradle properly

adjusting itself to the under side of the ship.

Function Properly.

The ship was safely dry docked on June 16, 1927. The sliding cradle functioned properly under water, clamping the side of the ship like the jaws of a vice. The dock was then slowly pumped down and the ship removed, and as the dock was further pumped down the underbody hull structure was properly laid up as it adjusted itself in the cradles. The dry docking was eminently successful, no damage resulting to the hull.

The Navy Yard, being equipped for building and repairing steel ships only, there was no suitable equipment or machinery for the rebuilding of a wooden ship such as

the Constitution. It was necessary to make a search in New England to obtain the necessary wooden shipbuilding equipment and craftsmen. A Daniels planer with a ninety-foot bed and a forty-five-foot table, an electrically driven internal turning machine were purchased from the wooden shippers of Percy J. Small, at Bath, Maine. An old time footlock saw (virtually a large saw) was obtained from the Navy Yard, Portsmouth, where it had been installed in the old Franklin ship house for a great many years, since the days of wooden shipbuilding. Due to the fact that the yard saw mill was located at the extreme end of the yard, it was necessary to build an improvised saw mill in close proximity to dry dock No. 1, and equip a carpenter's shop, in a nearby building, with hand saws, circular saw, internal turning machine, grind stone and other equipment. Another portion of the building was used for the storage of metal, repair of equipment removed from the ship, and as an office and drafting room. These arrangements made it possible to give close supervision to all work.

Lost Art.
The building or rebuilding of a frigate of the period of 1797 being practically a lost art, it was necessary to comb the Northern New England states for efficient wooden shipbuilders. The greater part of them were obtained at Bath, Maine. Other sections of Maine that were represented were Stockholm Springs, Rockland, Waldoboro, Brunswick, South Freeport, Winthrop, Boothbay and a few were obtained at Portsmouth and elsewhere. This force augmented by specially qualified shipwrights employed at the Navy Yard, have rebuilt the hull of the ship, which was undocked on March 15, 1927.

There were no authentic plans available of the U. S. Frigate Constitution when the work was started. There existed tracings of the original shear, half breadth and body plan, prepared by the designer, Mr. Joshua Humphreys, but the ship was not built in close conformity to the tentative design. There were a few other plans which had been drawn at other times, but they were inaccurate. In fact, not even a midship section had ever been drawn of the ship until just prior to the present restoration by the Boston Navy Yard. More than 225 plans and working sketches have been drawn of the U. S. Frigate Constitution to date. A great deal of research work has been done to ascertain how the ship was constructed and fitted originally.

Considerable difficulty was experienced in obtaining suitable shipbuilding timber. Live oak material, used mainly in re-framing, was obtained from Commodore's Pond, naval air station, Pensacola, Florida. White oak planking was obtained in Southern Ohio and from the mountain valleys of West Virginia. On account of the large dimensions required it was difficult to persuade dealers to take contracts for this material. More than 400 white oak knees were obtained in Southern Delaware. Douglas fir for the deck beams and for the masts and spars was obtained from the state of Georgia. Other sections of the country have provided iron, paints, copper, canvas, American hemp, oakum, etc.

The hull of the ship is practically restored to its original condition and strength, and when all the work was completed it is possible for the Constitution to again sail the seas.

game of Castles. In 1793 the last of the Continental navy was sold, and in the fall of that year not an armed vessel remained in the possession of the United States. Before then spent a number of years in the merchant service, but when war with France threatened, he was again commissioned in the navy, this time as lieutenant, in April, 1794.

When the Barbary States discovered a new flag upon the seas, after the Revolution, they commenced capturing our ships, and holding

at short crews in slavery. The domestic and foreign debts pressed so heavily that the United States was obliged to send a fleet to the Mediterranean, and Preble was placed in command of the Constitution and of the expedition.

His little fleet has been called the nursery of the navy, or the training school of the War of 1812. Its commander had so great an influence in shaping the characters of a number of men who were destined to mould the chaotic mass of ships and men, then called the navy, into a well disciplined service that America's debt to him cannot be overestimated.

A large majority of the officers who distinguished themselves in the War of 1812 served under Preble before Tripoli, Decatur, Hull, Stewart, Milledore, Lawrence, Warrington, Chauncey and Burrows are among the number.

Crew of Constitution Received Cash Prizes

For the victory over the Omeria, Commodore Hull of the U. S. F. Constitution received the thanks of Congress and a gold medal. The officers were each given silver medals. Prize money totaling \$50,000 was voted to be divided among the crew.

Cadets Removed to Safety By Frigate

The U. S. F. Constitution was stationed at the naval academy at Annapolis in 1861, when the Civil War broke out. It was feared the rebels would capture the academy, so all the cadets were ordered to sail in the Constitution for New York.

When the order came, the cadets from the Southern states refused. They they parted from the comrades of their class and left to fight with the Confederate states. The Northern boys departed in the Constitution.

WELCOME



"OLD IRONSIDES"

Constitution Served Once as Cargo Vessel

The U. S. F. Constitution served on one occasion at least as a cargo vessel.

In 1878 she was ordered to France to be part of the American exhibit at the Paris exposition. She carried on her decks and in her hold the other exhibits, including street cars, a locomotive among the 800-ton load.

Crew of Constitution Doing Some of Tasks Of Early Day Sailors

The masts of sailing vessels are set at the angle to the keel which produces the best sailing qualities; for this reason, whenever it becomes necessary to set up rigging, care must be taken to preserve this angle, and also to guard against the danger of springing or breaking of the masts. This is accomplished through the combination of known facts and good judgment.

When all the rigging is in need of setting up, the lower masts are taken in hand first, ladders are applied to the laryards of the lowest stay leading forward, the petrels being cut, the dead eye greased; power is applied by heavy falls, until this stay is sweated down taut; the laryard is then raked off. Next, the lowest stay leading aft is treated in the same manner. When both are as taut as they should be, with the mast still at its proper angle, both stays are set off for full dose. Next, the shrouds which stay the mast centrally over the keel are taken in hand; these are raked down in pairs, one on either side, to careful measurements; when a lower mast is finished, i. e., the stays and shrouds set up all around, the topmast is taken in hand, where the work proceeds as above, and from topmast to top gallant and royal masts, in this way the work has proceeded progressively from the deck up.

The largest stays on the Constitution measure 12 inches in circumference, and sweating them down for full dose taskmen is very difficult work. This work the Constitution's crew is now performing. While they do not wear the pig-tails or heavy whiskers, which were affected by sailors of six scores years ago, they are nevertheless, living up to the same traditions of hard work as their predecessors. They are doing a great job well—that of preserving "Old Ironsides" for the nation. The aged frigate has often been called immortal; her crew are now contributing their efforts to make her so.

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 peacetime 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 1927 by contributions from school children all over the land. This picture is issued as a memento 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 Coast 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, she was also the "luckiest." Seven times she ran her charmed life through blockades. Twice she achieved miraculous escapes under the enemy's nose. She fought 42 battles and never lost a command. She knew how to fight as well as how to run, and never flinched as an assignment.

Dubbed the Pine Box by supercilious Britishers, 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 dizzy triumphs welded the quibbling, frightened colonies into unity of strength and purpose in the hour of their trials.

Cost \$300,000

Built by Joshua Humphreys, between 1794 and 1797 at a cost of \$300,000 and grossing 1,574 tons, the Constitution struck upon the ways at her launching . . . an ill omen, and how superbly she gave it the lie! Her hunting and ensigns had been stitched in the upholstering establishment of Betsey Ross, Paul Revere of the famous

ride hammered her copper bolts and spokes.

But the frigate did not bare her metal until around 1896, when under Captain Isaac Hull, she raised a friendly Britisher for a barrel of wine at the speaking speed of 10 to 12 knots. The Britisher was left half down at the gale. In 1801, during the petty naval war with France, the Constitution slipped into the Puerto Plata harbor at San Domingo. Her men, under Captain Elias Talbot, spiked the shore guns and neatly made off with the prisoners. Sandwich the United States later conceded the capture illegal and returned the ship with apologies.

Pictorial Burning

Pirate rovers were holding 11 American ships for ransom by 1803. Scores of American seamen were languishing in Moslem slave markets. Now the Insurgent Dey of Algiers clamored for the gift of an American frigate.

With the Constitution as flagship and backbone of the expedition, a squadron of six vessels and 1,000 dauntless men began the blockade on Tripoli harbor against 24 vessels and 25,000 men. On the Constitution, commanded by Commodore Edward Preble, 24-year-old Lieutenant Stephen Deca-

ter plotted the spectacular burning of the captured U. S. P. Philadelphia in the Tripolitan harbor.

Two years of grueling blockade duty by the gallant squadron brought the pirates to terms. Before homing, the Constitution was commanded by the hero, Stephen Decatur, and later by John Rodgers, under whom she captured a Tripolitan privateer with two Neapolitan prizes. A whole year after the exhausting blockade, the frigate paced up and down the Mediterranean, keeping a watchful eye on the tumbling pirates.

Small wonder that Hull's broke out among her men, worn with the long confinement.

War on England

The frigate was dressing her war wounds in the Washington navy yard when the United States, with 17 vessels in fighting trim, declared war on England with nearly 700 men-o-war. British insults on the sea and British impressment of American sailors had waxed grossly, and on June 18,

1812, America declared the situation intolerable. Hastily gathering up her gear and a casual crew, the Constitution sailed out on the most brilliant adventure of her career.

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

August 19, 1812, the Constitution captured and completely dismantled H. M. S. Guerriere after 20 minutes of close range combat. It was then that a Yankee sailor, seeing a British cannon ball bounce off his ship's tough pine planking, christened her "Old

Ironsides." Captain Hull and his men received a prince's banquet on their return to Boston. The country went wild over "Old Ironsides." The frigate had restored to the nation her dwindling confidence.

Sinks British Ship

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

She added the last star to her crown of glory February 26, 1815, after peace had been signed. Captain Charles Stewart, who had not been officially notified, proceeded to make it hot for British ships. Off the Madeiras, in a dashing piece of maneuvering, he bore the Constitution down on the two British ships Cyane and Levant, and dragged his prizes into port.

Fighting Days Over

The fighting days of the intrapud man-of-war were over. In 1829 a board of naval commissioners reported her unseaworthy and recommended tearing her up. Indignant young Oliver Wendell Holmes dashed off the poem that begins: "Ay, tear her tattered ensign down." It saved her. Four times "Old Ironsides" was restored. In 1860 she served as training ship for midshipmen at Annapolis and narrowly escaped capture by the Confederates.

Between 1845 and 1846, coming from Singapore and Honolulu,

OLD IRONSIDES

Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rung 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 knee;—
The harpies of the shore shall pluck
The eagle of the sea!

Oh! better that her shattered hull
Should sink beneath the wave;
Her thunders shook 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, 1830.

Study In Contrasts Offered By Warships

- A study in contrasts will
- be afforded Bellingham July
- 11 when the cruiser Concord
- arrives in port.
- With both the Concord and
- "Old Ironsides" in the har-
- bor local citizens can see the
- difference between a cruiser
- of the first United States
- navy and the modern ship of
- that class.
- In the days of "Old Iron-
- sides" there were three
- classes of ships, "ship-of-
- the-line," the "frigate" and
- the "sloop-of-war."
- The frigate can be likened
- to the present-day cruiser,
- the ship-of-the-line to the
- modern dreadnaught and the
- sloop-of-war to the present
- destroyers.

Superstition Loses In Ship's Career

Superstition, it is well known, plays a large part in the life of a sailor. One of the superstitions is that a ship will be followed by disaster if there is difficulty in launching.

The U. S. P. Constitution is a

living defiance of this superstition. One of the most successful ships ever in the American navy, she gave extreme difficulty in launching.

Two attempts were made to slide the ship down the ways in the Boston dockyard where she was built and neither succeeded. It was fully a month later, after necessary repairs had been made on 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 George Washington as president that the frigates of which the Constitution was one, were authorized. Then, too, the very fact that they were authorized, was in no small degree, due to the backing and firmness of our first president; and this can best be realized when it is known that the authorizing bill finally passed the Congress by a majority of but one vote.

For many years following the Revolution, many nations, of which the young United States was no exception, had paid tribute in gold to the Barbary states for permitting their ships, engaged in foreign trade and commerce, to pass the adjoining waters unmolested. Then public sentiment finally became sufficiently aroused, the Congress authorized the building of six frigates, of which the Constitution was one, and on March 27, 1794, President Washington approved the bill.

To Joshua Humphreys, Philadelphia ship-builder, went the honor of designing the Constitution. He reasoned that the number of ships the United States could support would be far less than the number owned by European countries and therefore our ships would need to be just so much faster and better. He combined the best features of the French and English ships, and the excellence of his design is proved by the beauty, strength and integrity of the Constitution.

The construction was entrusted to the able direction of Colonel George Claghorn. Woods and materials from many states went into her construction. It was the jewelry of Paul Revere that fashioned her copper bolts and fittings, and the establishment of Betsy Ross in Philadelphia supplied the bunting and flags.

New Departure

The heavier guns of the Constitution were a new departure in frigate battery. Other frigates carried 18-pounders, while the Constitution was equipped with 24-pound guns. Originally designed as a 44-gun frigate, she actually carried 34 guns, and in the battle with the Quakers had thirty long 24-pounders on the gun deck, sixteen 32-pound carronades, and two 12-pounders as bow chasers.

The keel was laid in Boston, at Harris's shipyard, near what is now Constitution wharf. It was three years from the laying of the keel to the launching. The total cost was \$202,917, a small sum in comparison with the thirty or forty millions which are now spent upon our modern battleships. The launching took place October 21, 1797. This, the third attempt, was successful and then began the career of the ship which was to exert such a tremendous effect on the nation's history.

The first years of the Constitution's first commission were uneventful. She served in the war with France, and spent over a year on the Spanish Main against the pirates.

Two squadrons had been sent to the Mediterranean before the Constitution, as Commodore Edward Preble's flagship, arrived there in 1803, with a fleet of war vessels to blockade the port.

Ship Captured

In the cabin of the Constitution, plans were laid for what Nelson called "the most daring act of the age." Using a captured Tripolitan ketch, Lieutenant Stephen Decatur and approximately seventy-four officers and men, in the dead of night, crept into the harbor of Tripoli and alongside the Philadelphia, which the Tripolitans had captured, fully armed and manned, moored within range of all the batteries of the fort and surrounded the ship was captured and the firing of it had started; for there was not a chance of escaping with it. The work of destruction was quickly done and the men regained their boat. Their escape seems a miracle, for the whole harbor was awake and the burning ship illuminated the bay, but not one American was killed.

On September 10, Commodore Barron superseded Preble in command; later he was succeeded by Captain John Rodgers. The blockade continued through the Constitution, in November, was sent to Lisbon to recruit and repair. But she returned to the blockade the following March as Captain Rodgers' flagship. In her cabin, the peace treaty was drawn up—signed June 3, 1806—by which Tripoli to Tripoli ceased and the American captives were surrendered. Meanwhile, the Bay of Tunis had been threatening trouble, and Captain Rodgers anchored there and dictated a treaty with Tunis, ending tribute with that country.

The Constitution, tested in the wars against the French Privateers and Barbary pirates, was now to achieve her greatest renown when, in the War of 1812, she stood invincible against the English navy and fought for our independence on the seas as, two generations before, the colonists had fought for it on land.

Honor at Stake

Great Britain's hostile attitude toward our neutral commerce had reached the point that our national honor was at stake. Her persistent imprisonment of American sailors into her navy was an outrage; over 6,000 American citizens had been impressed into the British service. On June 18, 1812 war was declared.

Great Britain reigned supreme on the sea and our small array of seventeen war vessels against a hundred and more of the English navy seem almost ludicrous. English naval officers had been most contemptuous of our ships, considering their heavy batteries and implying that their designs were clumsy and too heavy for rapid maneuvering. The American "fir-built frigates" as they were called, were the subject of much ridicule. Soon they were to have greater respect for the Constitution and her sister ships as one after another of their own ships went down before them.

In 1885, her days of active service were over at last. For five years she lingered in an inn of rotten rot at Portsmouth, N. H., lapsing into decay and silence. Shorn of her noble proportions, an unsightly wooden shed covering her battle-scarred decks, the old ship was a pathetic sight. No person that had gazed on her in her youth and beauty still lived.

Between 1860 and 1878, like an old mare turned out to pasture, she served as school and training ship at Annapolis, Newport and Philadelphia. Restored once more in 1878, she was subsequently commanded for a time by Lieutenant Commander George Dewey, the hero of Manila.

Carries Envoys

Between 1878 and 1879, she took envoys to the Paris exposition. Then she became a training ship again and later a receiving ship. In 1897 they towed her to Boston for the Centenary celebration. In 1900, after the attempt of the Massachusetts Society of Daughters of 1812 to raise money, Congress, raised by public sentiment, appropriated \$100,000 for her urgent third reconstruction. This was done at Boston in 1904.

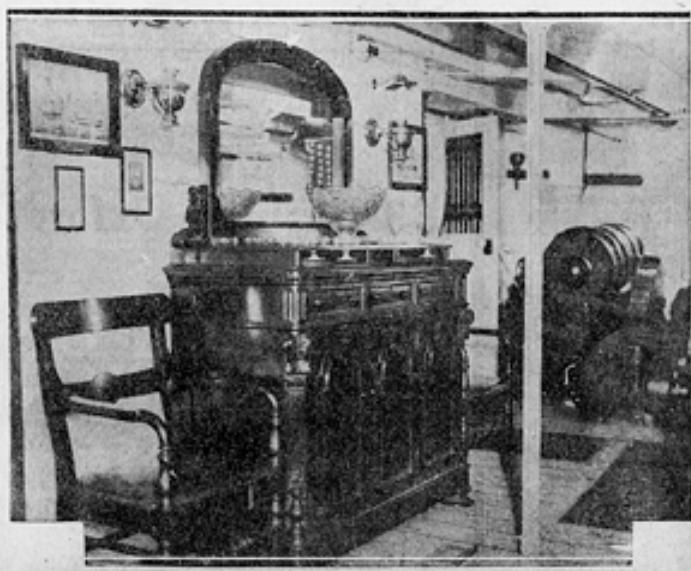
Her ugly roof structure was removed. They repaired her above the water line and laid heavy planking on the old spar deck planking. New masts, spars and tops were given her, and portions of the standing and running rigging installed. Her bulwarks were lowered to the proportions originally intended for her, and 32-pound carronades and carriages were manufactured to give her an old-time air.

In 1913, disintegration again gnawed at the centennial's hull. In 1915 Congress authorized the equipment and restoration of the frigate "as far as practical to her original condition, but not for active service." The secretary of the navy was empowered to accept donations for her fourth resurrection.

Flying the 15-star ensign of 1915, and in the presence of a distinguished company, the frigate was placed in full commission July 1, 1921.

To the salvo of a 25-gun salute, "Old Ironsides" became an integral part of the navy once more.

FORWARD CABIN OF "OLD IRONSIDES"



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 between Captain Hull and Captain Dacres occurred after the capture of the Guerriere by the Constitution.

Before the Guerriere was destroyed, Captain Hull asked Dacres if there was anything on the ship which he especially wished to have saved.

Dacres replied that he would like to have his mother's Bible which he had carried with him for many years, and Hull promptly sent an officer to the ship and had it brought to Dacres.

DECATUR'S DARING EXPLOIT RECALLED

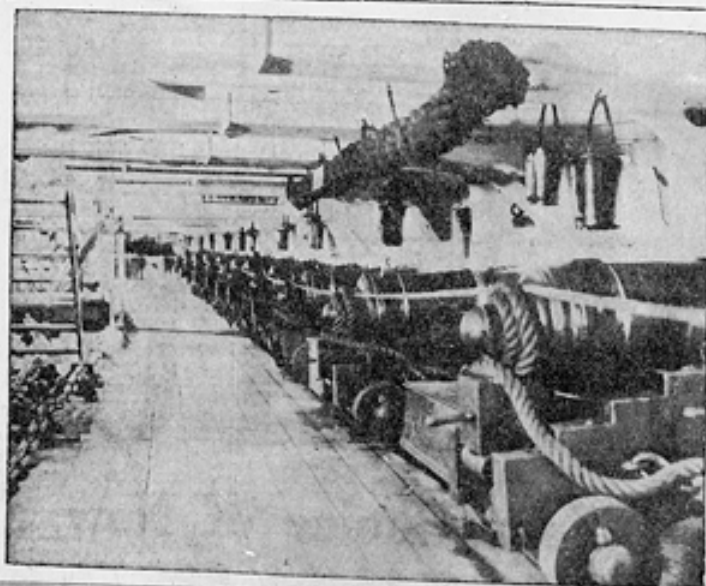
The daring exploit of Stephen

Decatur in burning the American Frigate Philadelphia, which had been captured in the harbor of Tripoli during the war with the Barbary states pirates, will always live as one of the bravest deeds in American naval history.

Several men from the Constitution's crew were among the group which manned the little launch Intrepid and boarded the U. S. F. Philadelphia in dead of night. One of them was Midshipman Charles Morris, who later commanded the Constitution.

Decatur won command of the Constitution as a reward for leading 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*.
- Top Right: "Decatur Exploit Epic of History," a newspaper clipping that recounts Stephen Decatur's role in burning American frigate *Philadelphia*.
- 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:

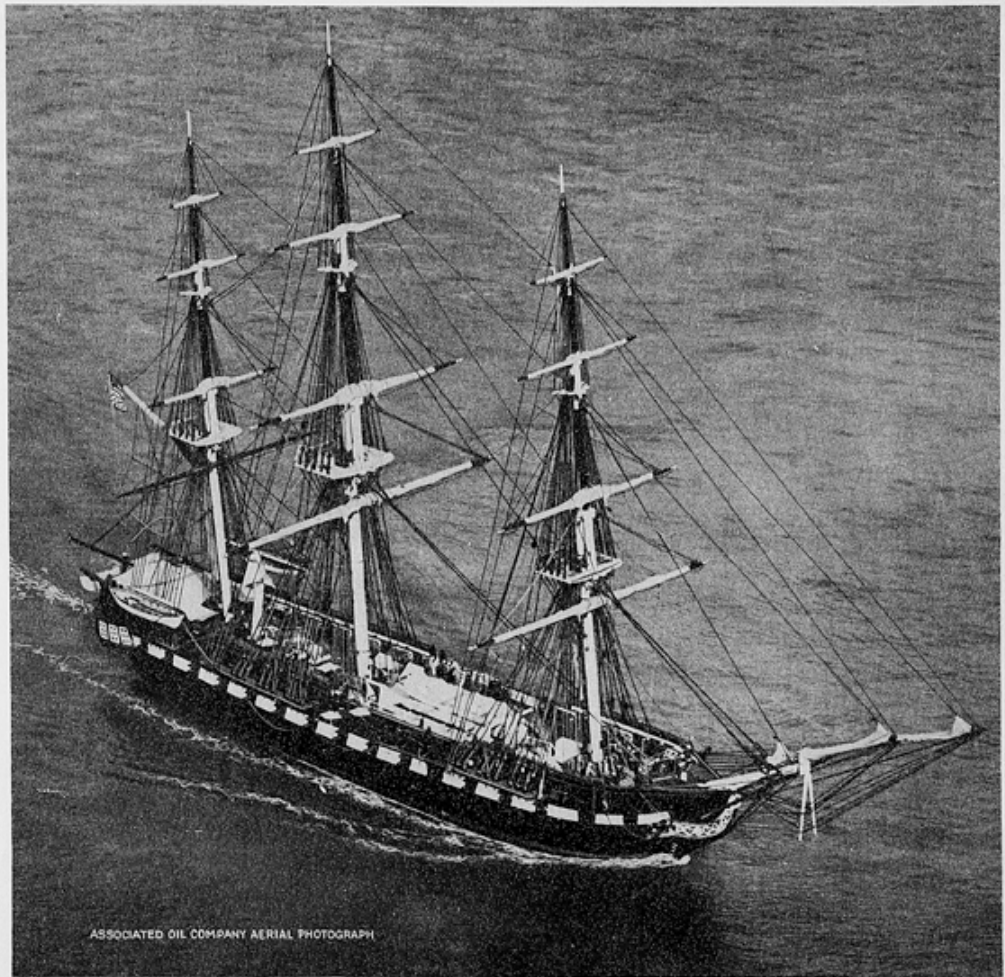
Places:

A GALLANT WARRIOR VISITS THE PACIFIC NORTHWEST

Commissioned in 1797, the United States Frigate "Constitution" has seen 136 years in the service of her country. • Known affectionately throughout the land as "Old Ironsides," she has a well-deserved reputation as the most renowned of American fighting vessels. • Her 1933 visit to the Pacific Northwest will long be remembered as an event of historic importance.



(This picture reproduced from an aerial photograph taken from Associated Oil Company's airplane, "Flying A.")



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:

FORWARD

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: