



FAMILY NOTES

The Authorized Newsletter of

The Hubbell Society, Museum and Library

Formerly Known as

The Hubbell Family Historical Society

Descendants of Richard Hubball, Immigrant to North America

Incorporated in Iowa

Number 75

Winter 2023

The Truman Presidential Library: A Double Hubbell Connection: Henry Salem and Charles Herman

by Patricia Dawson, Curator/Librarian of the Hubbell Museum & Library

Being an archivist, a librarian and a life-long “history nut”, it is not the restaurants or scenic views that I brake for, but the history museums that harbor our country’s artifacts and documents. None are more fascinating or as skillfully done as are our presidential libraries.

Presidential libraries are a part of the National Archives and I quote from their website: “The Presidential Library system formally began in 1939, when President Franklin Roosevelt donated his personal and Presidential papers to the Federal Government. At the same time, Roosevelt pledged part of his estate at Hyde Park to the United States.

The Harry S. Truman Library was the first Presidential Library to be created under the provisions of the 1955 Presidential Libraries Act. Established to preserve the papers, books, and other historical materials relating to former President Harry S. Truman, it was dedicated in 1957. Located in Independence, MO, additions to the original facility were completed in 1968 and 1980.

At present the Library has about 15,000,000 pages of manuscript materials in its custody. Approximately 6,500,000 pages are the White House files. In addition to its manuscript

collections, the Library also has an audiovisual collection consisting of about 128,000 still pictures, 1,300 hours of audio disc and tape recordings, 500 motion pictures and 1,000 hours of video tape recordings. The Library’s collection of printed materials includes more than 10,000 books.

The exhibits in the Library’s museum emphasize the career of Harry S. Truman, and the history of the Truman

administration. Among the permanent exhibits is a reproduction of the Oval Office as it was during the Truman administration; and the office which Truman used in his retirement years.”

The library is an impressive facility. I first visited many years ago, but this past summer when I was organizing some material at HM&L, I discovered some information that made me want to visit again.

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Henry Salem Hubbell and grandduaghter Rosemary Hubbell, c. 1926. Rosemary married Leonard Wirkus, and was an original Director and first Secretary (1981-83) of the HFHS.

The Hubbell Society Museum & Library

The Hubbell Society Museum & Library (HSML) is a volunteer not-for-profit organization, founded in 1981, to research the genealogy, preserve the history, recognize the achievements, and promote fellowship for the descendants of Richard Hubball, the immigrant. The Society invites membership from descendants of Richard Hubball of England and New Haven Colony, Connecticut, from persons interested in genealogy and history, and from organizations supporting such activities.

President: Matthew R. Hubbell

Vice President: Stephen Kent Hubbell

Recording Secretary: Kitty Ver Kuilen

Treasurer: Jan Hubbell Fulton

Annual Dues:

(Payable in U.S. Or Canadian dollars)

Individual/Family (w/ minor children)...	\$20
Contributing Member	\$50
Participating Member	\$100
Proud to be a Hubbell/Hubble	\$200
Societies and Libraries	\$10

Gifts are tax deductible. Members are invited to send contributions.

Reunions:

Membership reunion meetings are held every two years. The next Biennial will be held in Prince George, BC, Canada, in 2024.

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FAMILY NOTES

~ NUMBER 75 ~

The official, authorized newsletter of The Hubbell Society Museum & Library, distributed twice yearly to members. An *Annual* of Society reports, history, biography, and genealogy is also distributed to members.

Family Notes Editor:

Anne Hubbell Cooper, anne@cooperis.com

Readers are encouraged to submit Hubbell-related articles, images, or leads.



Heavenly Pumpkin Pie Recipe

(reprinted from *Family Fare: The Hubbell Family Historical Society Cookbook*, 1989)

Submitted by Rosemary Hubbell Wirkus, Miami, FL

Rosemary's copy of this recipe is in her mother's handwriting. Lydia taught Home Economics at Drexel University in Philadelphia before she met and married Henry Willard Hubbell, 9389, in 1920.

This was the first Hubbell recipe that the editors tried. All who sampled thought it was delicious. We made it with a graham cracker crust.

We have all heard the expression "Just like Mother used to make", but probably few of us are aware that its originator was Henry Salem Hubbell, 5756, noted artist and grandfather of Rosemary Hubbell Wirkus. As a very young man, Henry took a job creating billboard advertisements. He originated the slogan to accompany a mincemeat ad.

1 pkg. vanilla pudding mix (not instant)	¼ tsp. salt
¼ cup firmly packed brown sugar	1 ¼ cups milk
¼ tsp. ginger	1 Tbsp. butter or margarine
¾ tsp. cinnamon	1 ¾ cups canned or cooked pumpkin
½ tsp. nutmeg	1 baked 9 inch pie shell

Combine pudding mix, brown sugar, ginger, nutmeg, cinnamon, salt, milk, and butter in a saucepan. Cook and stir over medium heat until mixture comes to a full boil. Remove from heat. Cool about 5 minutes stirring once or twice. Add pumpkin and mix thoroughly. Pour into pie shell. Chill until firm. Garnish with whipped cream, if desired.



Notices

- The Society is looking for a volunteer to take over the Hall of Fame Committee. This committee is responsible for gathering nominations and awarding plaques to Society members who have made significant contributions to the HSM&L. For more details, contact the president (Matt Hubbell) at m.r.hubbell@gmail.com.
- Go Green! Get your Family Notes via PDF download instead of paper. Send a request to hubbmember@gmail.com.
- HSML Scholarship Fund applications are due April 1st, 2024. See enclosed flyer.
- Merchandise Sale: see enclosed flyer for special offers for 2024.

Note from the Editor

My vision for the Family Notes is that it be our collective voice as a Society. Several members have shared stories for this issue. Thank you! And if you've sent me something that hasn't appeared yet, I may be saving it for the next issue. Feel free to nudge me.

I would love to share your stories here. Please send me short, medium, or long entries at anne@cooperis.com. Pictures are quite welcome. I can edit or crop a picture if you send me an original .jpg or .gif.

I'm looking forward to seeing many of you this June in Prince George! My husband Glen and I plan to bring our small Aliner trailer and camp. After the reunion, we will head north to the Arctic. Maybe we'll do a ceremonial reading of 'The Cremation of Sam McGee' by Robert Service on the 'marge of Lake LaBarge'.

Wishing you all a happy and healthy 2024!

– Anne

Anne Hubbell Cooper, Editor - Family Notes

Congratulations to Heather Kotula (our reunion organizer) on her promotion to President and CEO of Access Innovations, Inc.

Sailing from Annapolis, MD to Fernandina Beach, FL

A real-life adventure, by Matthew Hubbell

Sailing has a certain romance. Your face basks in the golden warmth of the midday sun while a salty breeze tousles your hair about. Beneath azure skies, the boat heels on a comfortable lean as you glide across brilliant blue waters along a pink-hued sandy tropical coastline dappled with palm trees and lush green vegetation. The crisp white sails propel the sailboat with little sound but a flutter of red and green telltales here and there, while ripples of water rush by just below the hull's freeboard. Standing at the helm, hands upon the wheel, your heart beats a bit faster as your eyes feast upon the vast expanse of ocean before you. It's reminiscent of swashbuckler adventure movies of the 1930s with Errol Flynn, or maybe of Johnny Depp in the

2000s. Ready to don an eyepatch, tricorn, and poet shirt; let's run up the Jolly Roger and go pirating across the seven seas!

Then there's the reality of sailing. The sails droop like old curtains on a broken rod. Not a wisp of wind to be had as the boat drifts listlessly in no particular direction. The hot sun beats down on you like an oven set on 1,000 degrees. Salty sweat seeps down your burnt-red forehead dripping suntan lotion into your weary bloodshot eyes. No-see-ums biting every bit of exposed skin. A flyswatter becomes the most critical piece of equipment.

Other days may entail cyclonic winds that send the boat over to the point that the ship's rails are buried

in the sea. Torrential waves crest over the bow sending gallons of water across the deck pouring into the cockpit and soaking your feet and chilling you to the bone. The air temperature drops till you can't shake off the cold, your lips are blue, and your teeth chatter. Going below deck in these conditions will make the heartiest sailor turn green and vomit last night's dinner.

Fortunately, the usual sailing conditions are somewhere in between those extremes. Today's experienced sailors use a variety of modern software applications like Windy, Navionics, MyRadar, PredictWind, and Argo, to keep

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Hubbell Reunion Agenda and Logistics Information

Prince George, BC, Canada – June 25 – 27, 2024

Hospitality will be in the Summit Room near the lobby at the **Coast Hotel**. It is the closest meeting room to the lobby and elevators. Meetings and presentations will be in the same room. It will be open as follows:

- June 25 from 12:00 p.m. to 8:00 p.m. for gathering, visiting, and getting checked in for the reunion, as well as the Board/family meeting at 2:00 p.m., with non-alcoholic beverages and snacks available. You are welcome to buy your own alternate beverages at Winston's (the bar/restaurant) and bring them to the Summit Room.
- June 26 from 4:00 p.m. to 8:00 p.m. with dessert (after the Homestead tour and dinner on your own).
- June 27 from 9:00 a.m. to 12:00 p.m., with a continental breakfast from 9:00 a.m. to 10:00 a.m., followed by presentations from 10:00 a.m. to 12:00 p.m.
- June 27 from 2:00 p.m. to 4:00 p.m. for Board/family meeting at 2:00 p.m., non-alcoholic beverages and snacks available.

The tour to the [Huble Homestead and Giscombe Portage](#) will be on Wednesday, June 26:

- 9:00 AM Load the coach. The coach is our best option for transportation. There is *limited parking* available at the Homestead, and it is at the top of a steep hill. You are encouraged to ride the coach instead of taking your own vehicle. Our coach will be able to park at the bottom of the hill. Please contact Heather if you are concerned about accessibility on the coach.
- 10:00 AM Arrive at the Homestead. The homestead site is handicapped accessible to a certain point. All the buildings that you can enter have ramps, although some of them are a bit steep. The first building you come to is the Welcome Barn. We will be greeted with lemonade and water, a veggie tray, and assorted cookies – in case anyone is hungry or thirsty after the coach ride. 😊 The first hour we will spend touring the various buildings. We have the options of a self-guided tour, guided tour, or a virtual tour for those who don't want to walk around. The online registration form will ask for your preference.
- 11:00 AM Executive director presentation about the transcription & history of Albert James Huble's diaries.
- 12:00 PM Lunch of hamburgers and hot dogs with seating in the Welcome Barn, the loft in the Animal Barn, and the Pavilion.
- 12:00 PM Various activities such as butter and ice cream making, as well as lawn games, additional time to investigate the homestead, and the option to hike the Giscombe Portage. There is also a General Store that sells additional drinks and snacks and a collection of treasures to investigate. Shopping at the General Store is encouraged to show your support for this historic site. You can also sign up for a membership in the store - \$15 for a family membership, and it gets you a 10% discount at the store and at the Central BC Railway and Forestry Museum store (where we will have the banquet the next day.)
- 3:00 PM Load the coach for the return trip, arriving back at the Coast around 4:00 p.m.

The homestead is along the Fraser River. Bring sunscreen, insect repellent, water, a hat, and good walking shoes. The ground is uneven in places, although there are mostly level gravel paths to most buildings. There is no running water or electricity available. There are four porta-potties that are handicap accessible and hand washing stations are situated around the buildings. Smoking is only allowed in the upper parking lot at the top of the (steep) hill. Alcoholic beverages are strictly prohibited.

Our Gala Awards Banquet will be at the Central BC Railway and Forestry Museum on Thursday, June 27. There is a small indoor museum, and most of the exhibits are outdoors – they are real, full-size trains! We can climb up and around many of them.

- 5:00 PM Family photo, everyone is encouraged to be there and captured in the photo.
- 6:00 PM Banquet. The banquet will be under a tent in a grassy area adjacent to the indoor portion of the museum and is accessed by a ramp. In case of inclement weather, we will move inside. Non-alcoholic beverages are included in the banquet ticket, alcoholic beverages require an add-on ticket and must be purchased in advance on the Eventbrite registration website. Canadian liquor laws are strict.



Register by mail using the enclosed form or online at [EventBrite.com](https://www.eventbrite.com)



(<https://www.eventbrite.com/e/2024-biennial-reunion-of-the-hubbell-society-museum-and-library-tickets-667863998197>)

All-inclusive registration includes:

- Snacks and non-alcoholic beverages in the hospitality room over 3 days
- Tour of the Huble Homestead, with
 - grab-and-go breakfast from the hotel
 - welcome snacks at the homestead
 - lunch
 - presentation by the executive director
 - games and activities
 - coach (with a toilet) for transportation and visiting with cousins on the way there and back
- Dessert in the hospitality room on June 26 (after the tour and dinner on your own)
- Continental breakfast on June 27 (before the presentations)
- Presentations by and about Hubbells
- Board/Family meetings
- Gala Awards Banquet at the Central BC Railway and Forestry Museum
- T-shirt
- Digital copy of Family Photo

Reunion Traveling by air is going to require three flights for most people. Prince George is about halfway between Vancouver and Calgary. **The airport in Prince George (code YXS)** boasts at least 6 flights each day!!! and has two gates. From a US point of view, WestJet and Air Canada are the best option. Other options are available within Canada. The airport is about a 15-minute drive from downtown Prince George.

Prince George is a **railroad town**, so that is another option. VIA Rail Canada has a station in town, about 7 blocks from the **Coast Hotel**, and there is a Hertz rental car agency across the street.

Alamo, National, and Enterprise share a counter for rental cars at the airport. The counter is open from 9:00 a.m. to 8:00 p.m. The entire fleet is about 180 vehicles. Car pickup is to the right out the airport, and you walk about half a block to a parking lot where the vehicles are. Pro tip: For an early morning flight, reserve the rental car through 9:00 a.m. on the day of departure, there is a key drop at the counter. This is likely to be less expensive than... Taxis can be called on 250-564-4444. A one-way trip runs about \$35 Canadian and they all take credit cards.

Coast (Hotel) by APA Prince George. It is downtown and is considered an old building because it was built in the 1960's. It was the first poured concrete building in Prince George. The rooms are comfortable and there is a nice restaurant – Winston's. In the lobby is a shop – Hubbell Designer. The Coast is 3-4 blocks from an area that has a concentration of shops and restaurants and is more or less centrally located. There is a liquor store, a grocery store, and several other stores about a block and a half from the Coast.

In Canada, June 19 is Indigenous People's Day. There is an all-day celebration at LHeidli T'enneh Memorial Park. June 20 is an accompanying all-day music festival featuring Indigenous artists, and June 21 is an arts fair. Our reunion is scheduled so that activities do not overlap, as this event is quite large and affects most of the city.

Camping: Some cousins are planning to camp at [Salmon Valley Campground](#) and commute to the Reunion. If you are interested, contact Anne Cooper (anne@cooperis.com) or Margie Hlava (mhlava@accessinn.com)

Don't forget to renew or apply for your passport!
 Processing Times as of Dec 9th, 2023 (per travel.state.gov):
 Routine - 7 to 10 weeks (plus up to 4 weeks for mailing)
 Expedited - 3 to 5 weeks (plus up to 4 weeks for mailing)

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Henry Salem Hubbell

I was processing some material that Hubbell Museum & Library received from the estate of Rosemary Hubbell Wirkus and from Lydia Wirkus which relates to the life and work of the American impressionist, Henry Salem Hubbell. There were several studies for a portrait of President Franklin Roosevelt done by HSH and in pursuing what became of the finished painting, it was revealed that one of the portraits was at the Truman Library.

Wanting to see it and learn how it got there, we took a little car trip down to Independence and were lucky to catch the museum curator, Clay Bauske, who helped us find the portrait in the museum and later sent me a copy of the press release that was issued at the time of its arrival.

I am quoting most of that press release here because it is both a useful reminder of the career of HSH and a fascinating look into the past of painters and presidents:

“TRUMAN LIBRARY UNVEILS PORTRAIT OF FRANKLIN D. ROOSEVELT

A portrait of Franklin D. Roosevelt, for which the President posed in the Cabinet Room of the White House in 1935, will be unveiled at the Harry S. Truman Library in Independence on Saturday, May 7 (1988), as part of the Library's annual commemoration of President Truman's birthday. The portrait, which was painted by Kansas-born artist Henry Salem Hubbell, was a gift to the Truman Library from the artist's granddaughter Rosemary Hubbell Wirkus and her husband, Leonard, of Miami, Florida.

The portrait depicts a robust President Roosevelt standing at a podium to address a joint session of Congress in the chamber of the U.S. House of Representatives in Washington. The



Study by Henry Salem Hubbell of President Franklin Roosevelt. Currently held by HM&L.

painting is oil on Masonite panel, and it measures 53" x 55".

Truman Library Director Benedict K. Zobrist stated that the portrait is an important addition to the collections of the Truman Library not only because of its artistic quality, but also because it fills a gap in the Library's collections. The painting is significant to us because it depicts President Roosevelt as he appeared in 1935, the same year that Harry Truman first went to Washington as a junior Senator from Missouri, Zobrist remarked. ...Roosevelt's strength and charismatic appeal are evident in this painting."

Here is the descriptive material that the Truman Library has on file for the portrait with some minor editing:

PORTRAIT OF FRANKLIN D. ROOSEVELT BY HENRY SALEM HUBBELL

Henry Salem Hubbell was born in Paola, Kansas, in 1870, and he grew up in nearby Lawrence. He studied at the Chicago Art Institute and was an illustrator for the Women's Home Companion before moving to Paris for further study in 1898. There he studied with Jean Paul Laurens, Louis Joseph Raphael Collin, and James Abbott MacNeill Whistler. He was greatly influenced by French Impressionism, and he aspired to be

an artist in the tradition of the great Salon painters. In fact, in 1901 he made his debut at the Paris Salon exhibiting his painting "The Bargain" for which he received an honorable mention. Although he worked in genre paintings and landscapes, he discovered his greatest success with portraiture. In 1910, Hubbell moved back to the United States and lived in New York, Connecticut, and Pennsylvania before settling in Miami in 1924, where he became an important community leader. He was one of the founding regents who signed the University of Miami charter when it was founded in 1925, and he drew up plans for the university's art department and gallery. Henry Salem Hubbell continued to paint in Miami until his death in 1949.

In 1928 President-elect Herbert Hoover posed in Miami for a portrait by Henry Salem Hubbell. This portrait is now at the Herbert Hoover Library in West Branch, Iowa. Between 1934 and 1936 Hubbell was commissioned by the U.S. Department of the Interior to paint portraits of 15 former Secretaries of the Interior.

It was about this time (1935) that Hubbell began work on a series of portraits of President Franklin D. Roosevelt. Mr. Hubbell first mentioned doing President Roosevelt's portrait in a letter to Eleanor Roosevelt dated May 30, 1933. He said, "Just before sailing, my friend Ruth Bryan Owen wrote that she had done me the honor of suggesting to you that I paint a portrait of President Roosevelt." Mrs. Roosevelt replied through Miss LeHand that, (The President) is working under such pressure at present that he feels he cannot give the matter any consideration now, and after Congress adjourns he wishes to be entirely free to enjoy a much needed rest."

Apparently no sittings materialized, because on February 25, 1935, Mr. Hubbell, writing from the Arts Club of Washington said, "Secretary Ickes told me of the President's wish for an interregnum between portraits but he now suggests that it would not be inappropriate to speak again to you about it...If I could get even a very small beginning before the Florida trip it would be a big help. I could advance the work greatly in his absence."

This time the artist's appeal was successful in scheduling a portrait sitting with the president. In an undated letter, one probably written soon after the above, Mr. Hubbell wrote to the President's secretary, Mr. McIntyre, "I am grateful that I am to have my opportunity and I count on myself to produce a portrait worthy of the opportunity." And in another undated letter, he says, "It would be much better to get some of the President's time early in the day when he is at his freshest. 'The cares that infest the day' make a difference in the expression; the best is early".

In 1937, recalling in a Miami radio interview the experience of doing the portrait, Hubbell explained: "The most exciting of my recent experiences was painting a portrait of President Franklin D. Roosevelt. I was permitted to work in his private office as he sat at his desk receiving callers. Of course, the conversation and the personalities were deeply interesting, or would have been if the work had not absorbed my attention. However, I assured Mr. McIntyre, the President's secretary, that whatever was said while we were in the Executive Office was quite safe; that we were officially deaf and naturally dumb. I say 'we' for I was assisted by my former pupil, now an accomplished artist in his own right, Carl Spencer Campbell. (A side note: We have a portrait of Carl



Henry Salem Hubbell portrait of FDR addressing a joint session of Congress. Currently held at the Truman Library.

Campbell at Hubbell Museum and Library on the south wall of the board room.) Everyone has heard praise of the President's vivid personality, the mental keenness, the abounding and sincere good will; and the cheerfulness and sense of humor which these interviews revealed, greatly impressed us. It was exhilarating in the highest degree."

During the course of the next several years, Henry Salem Hubbell actually painted at least four portraits of President Roosevelt. Finally, in a letter dated October 17, 1939, the artist asked for an opportunity to show the portraits to the President. He writes " (You) will see not one but four portraits of yourself...I have dared to imagine that these

portraits might become a small contribution to the cause of liberalism by perpetuating, in their way, your memory and ideals." Then he concluded by saying, "Should you find any one of them sufficiently to your liking I should be honored if you would accept it with my compliments, to dispose of as you will."

The portrait selected by the President is now in the collection of the Franklin D. Roosevelt Library in Hyde Park, New York. Of the others, one is the property of the National Portrait Gallery in Washington, another is the one to be unveiled at the Truman Library, and the location of the fourth currently is unknown to Truman Library officials. The portrait depicts a

robust President Roosevelt addressing a joint session of Congress in the chambers of the U.S. House of Representatives. The painting shows a confident Roosevelt in full command of the machinery of government, much as the junior Senator from Missouri might have seen the leader of his party and the nation.

The second Hubbell connection to the Truman Library refers to the works of Charles Herman Hubbell whose watercolor depictions of airplanes and other flying vessels were such a Truman favorite that they followed him from his U.S. Senate office to the Oval Office when he was president to the replica of his Oval Office in the presidential library.

Charles Herman Hubbell

Charles Herman Hubbell (1898-1971) was one of the most recognized commercial aviation artists in the country. He created over 500 paintings, many of which are part of the Western Reserve Historical Society's Crawford Auto-Aviation Museum collection.

Born in Lakewood, OH to Herman and Elizabeth (Kunitz), Hubbell attended public schools, graduating from Lakewood High School in 1916. He attended Hiram College (1916-1918) before joining the Naval Air Service during World War I. Stationed in Buffalo, N.Y. Hubbell redesigned experimental planes at the Curtiss airplane factory.

In 1919 Hubbell began painting in watercolors. He enrolled in the Cleveland School of Art, graduated in 1923 and, by 1924, was exhibiting his work in group shows. Hubbell became a licensed pilot in 1927, later flying many of the aircraft he painted. In 1928 he switched to oils and, in 1930, began the first of many one-man exhibitions.

In 1934 Hubbell was commissioned by Fred Crawford, chairman of



Thompson Products, to paint past winners of the Thompson Trophy Air Race. Hubbell started his own free-lance commercial studio in 1935 and created a calendar series published by Thompson/TRW (1937-1972), with Hubbell remaining as TRW's free-lance artist until 1969.

In 1939 Hubbell wrote and illustrated *Famous Planes and Pilots* and *Record Breakers of the Air*. He founded the Thompson Gallery of the Air in Euclid, and his works are represented at the Smithsonian Institution, Air Force Academy and Truman Museum.

As Clay Bauske explains: Over the years, Harry Truman received several sets of airplane prints. The set in the Oval Office replica was given to Senator Truman in 1941 by J.S. Wright of Thompson Products, Inc. of Cleveland, Ohio. They were delivered to Truman by his friend John Snyder (who coincidentally became Truman's Secretary of the Treasury when Truman was President.) Senator Truman thanked Mr. Wright in a letter, dated May 29, 1941, saying, "The airplane pictures which you so kindly sent me via John Snyder are really beautiful. I hope that you will soon give me the



Airplane prints by Charles Herman Hubbell are hung in the replica Oval Office at the Truman Library, just as they were in the actual oval Office during Truman's term as President.

pleasure of showing you how well they look hung in my office."

Hubbell Museum and Library

In case you visit the Truman library in Missouri and wish to see more, why not motor up to Des Moines and visit HM & L? We have on display an original watercolor of Charles Herman and 4 print reproductions.

We have a number of Henry Salem's original works: paintings, pastels, drawings, studies for works, and photographs. We also have on display his easel, a palette, his brushes, several artists plaster models and unframed canvases.

Henry Salem Hubbell's granddaughter and great-granddaughter, Rosemary Hubbell Wirkus and Lydia Wirkus have given HM&L a number of family artifacts including clothing, diaries, photographs and Civil War memorabilia relating to Henry Salem's father.

I would be pleased to answer any questions you might have about our holdings and would urge you to visit your museum.

Patricia Dawson, Curator/Librarian

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(cont. from page 3)

abreast of changing weather conditions when plotting their voyages. Many of the forecast models project out five to ten days in advance providing reports on conditions including wind & wind gusts, rain & thunder, temperature, clouds, and waves. These models are created using weather satellites by organizations including the National Oceanic and Atmospheric Administration (NOAA) and the European Centre for Medium-Range Weather Forecasts (ECMWF). Typically sailors may watch as many as five forecast models looking for points in time where the models begin to agree with each other. This approach sets the level of confidence that a forecast is accurate and particular sailing conditions can be assured.

So what do you do when you need to plan a voyage weeks in advance within a given timeline? You study your charts to plot your course and calculate the distance from start to finish. Then using those calculations, you estimate the number of hours needed to cover the distance. These calculations will include the maximum hull speed of your boat while under power and under sail. Using all this information, you look at the weather forecast models for the given dates of your plotted voyage and pray there's no bad weather in your window. Next you gather a crew, purchase provisions to feed and water said crew, and prepare the boat. Once the appointed day arrives and you are ready to set sail, the culmination of all that effort and planning goes out the window as you shove off.

Well, five paragraphs in and we haven't even left Annapolis, Maryland yet. To begin this story, finally, in the fall of 2021, Laura and I decided to relocate to Fernandina Beach, Florida from the Washington



Matt & Laura's boat, "Miss B."

DC area. My employer approved my request to become a permanent remote employee, Laura having always been working remotely, so we looked for warmer climates, lower taxes, and near the ocean. After much searching, we chose Fernandina Beach for its weather, location, lifestyle, and the fact that there was a marina with docks available. Surprisingly, many of the marinas along the coast of northern Florida have a waiting list of three to five years. That's a problem since we have a sailboat and we want to bring it with us so that we can use it year-round. Anyway, Laura found a lovely ranch style single family house with enough room for two separate home offices, and space large enough for two rather large Bernedoodles. By mid December 2021 we packed up and moved to our new Florida home.

Next came planning the move of our sailboat from Annapolis to Fernandina Beach. There are a few options for relocating a boat. One option is to haul the boat out of the water, strap it onto a trailer and drive it down Interstate I-95 to Florida. Since our Catalina sailboat, the "Miss B", has an overall length

36' 4", a beam of 11' 11", and a lead keel weighing 6,000 lbs, it was obviously going to be impractical for us to trailer the boat ourselves. Our vehicles would not be able to handle it, nor do we have experience trailering that kind of load. We would have to hire a professional boat transport company. Not an inexpensive endeavor so we chose the other option to sail our boat to its new home.

Since we moved to our new home in December, our sailboat was already hauled out and sitting on a cradle in the parking lot at Herrington Harbor North. In Maryland, most boaters take their boat out of the water to winterize and store it from late November to around late April or early May. This avoids the possibility of frozen water lines, tanks, and pumps from bursting. Some people keep their boats in the water and use a bubbler to keep ice from building up around the hull. Winterizing some systems may be required depending whether the system is below the waterline and how cold of a winter it will be.

We began our planning by looking at historical weather data for the US eastern coast. Typically May is not the usual time people sail south. Usually most sailors head north by May in order to avoid hurricane season, from July through October, and head south by November. The northern winds are more favorable starting in November for a down wind sail, while May brings winds from the south. If we didn't go in May our boat would have to sit in the marina parking lot until the fall. The downside of that is we would not be able to use our boat and it would be out of the water for an extended period. Bad things can happen while a boat sits on the hard. Damage from sitting on the cradle can occur, and dry rot can set in, amongst other possible issues. We also didn't want

to lose our opportunity to secure dock space at the Amelia Island Marina. Paying for both marinas was not to our liking either.

So we decided May was our best choice. My first step was to plot a course and calculate the distance from port to port for the number of hours per day of actual sailing, or motoring, will be required. You may notice I've added "motoring" to the story. Since sailboats can't sail directly into the wind and in the month of May the prevailing wind is typically from the south, we were going to need to motor for much of the trip. If we tried to sail hard into the wind, it would make for a much longer trip having to zig and zag back and forth slowly moving in a southerly direction. This could be a lot of fun if you're in no particular hurry to get somewhere, but as luck would have it, I am still working and would need to get south as quickly as possible. Another reason to motor is that for much of the trip we would be taking the intercoastal waterway, also known as the ICW. This route helps shorten the trip and provides ports of call to dock and refuel, and anchorages for each evening. The ICW is a 3,000 mile inland waterway running from Massachusetts, around the tip of Florida to Brownsville, TX. Some sections consist of natural inlets, saltwater rivers, bays, and sounds, with canals built by the Army Corps of Engineers. Our trip would cover about 700 nautical miles navigating from the middle of the Chesapeake Bay to Norfolk, VA and then along the eastern route of the ICW.

I reached out to a few of our sailing friends looking for a crew of at least two or three to help with the trip. Many people single-hand, or solo sail, but having a crew to help with leaving the dock, docking, and anchoring, takes a lot of pressure off especially when traversing

unfamiliar waters. My friend, Jim Kreiger, was first to volunteer to help with preparing the boat and join me for the entire trip. While not experienced with sailboats, Jim has his own fishing skiff and has plenty of knowledge around boats and piloting rivers and lakes.

Having Jim on the crew allowed me to break up the trip into two separate segments. Jim happens to live in Norfolk so it made for the perfect layover point. The first segment would be an overnight sail from Annapolis, MD to Norfolk, VA, followed by a second segment of eleven days of daylight sailing to Fernandina Beach, FL. Overnight sailing along the ICW is not recommended due to shifting sandbars and various obstructions that are unmarked and which can be very hazardous. There aren't any streetlights along the ICW.

Next to join the crew, for the first segment of the trip, is my friend Dr. Mark Rives, a cyber security expert having a military rank of captain with the US Department of Health & Human Services, since retired. An owner of a very nice Beneteau Oceanis 35 sailboat, Mark is an experienced Chesapeake Bay sailor with many hours logged on the Chesapeake.

The last three to sign on to the crew were David Ressler and his wife Nik, and their schnauzer, Cory. Dave, Nik, and Cory would join us in New Bern, NC on the second segment of our trip. We met Dave at the 2021 Annapolis Sailboat show and we immediately hit it off. Nik and Dave live in Dallas, TX and they took their American Sailing Association (ASA) courses in Fernandina Beach, so we became fast friends and they offered to fly into New Bern and sail with us to Savannah, GA.

Well, now we're eight paragraphs later and we haven't even left the dock! Let's get this thing started. Our planned launch date for the first segment was scheduled for morning May 13th, 2022. I drove up to Annapolis on April 28th to get the boat ready to put in. Jim and I completed a punch list of work items that I won't bore you with. Needless to say we squeezed a lot of work into three days before I drove back to Florida. The Marina's boatyard crew are responsible for moving the boat from the parking lot back onto the water, and they do that at their convenience.

On Friday May 13th, I flew from JAX, and Jim from ORF, and we met up at BWI. That afternoon we boarded the "Miss B" and checked the bilges for water, verified the charge on the two 4D batteries and changed the oil on the 30HP diesel engine. All looked good until it came time to start the engine. I turned the key and the starter buzzer sounded indicating the glow plug was warming. When I pressed the start button is when the problems began. On a sailboat, a diesel engine uses a pump to send seawater through a heat exchanger to cool the engine and then spits the water out the exhaust. Instead, the seawater pump was spewing water all over the engine compartment. I immediately cut the engine and Jim and I took the pump apart to assess the situation. It seems the winterization was done too late the previous season causing the brass pump to warp allowing a massive leak. The pump looked ok and probably could be resurfaced to make it usable, however, I needed to get underway. A call to Catalina Direct, a supplier of parts for Catalina sailboats, was made and they confirmed they had a replacement pump in stock and they could ship it overnight. The problem now is Catalina Direct ships from California, but for a small fee, they

could have it in my hands by 11:30 am Saturday morning. When you hear people say “Boat stands for: Bust Out Another Thousand”, believe me they are not kidding.

True to their word, by 11:30 am Saturday morning UPS delivered a brand new brass pump to the marina. By 12:30 pm the new pump was fitted, primed, and the engine purred. We rushed to provision for the overnight sail buying food, water, and diesel fuel. The overnight sail would take us roughly 24 hours to motor sail to Norfolk. With everything ready, we topped off the fuel tank, when another snag caught us off guard. Jim calls up from the gallery saying there’s fuel all over the floor. The diesel tank was leaking. An emergency run was made to West Marine to get a siphon and shop towels to clean up the mess. I managed to find a loose fitting around the fuel pump which when tightened resolved the leak issue. By the time we siphoned off the fuel, cleaned up the mess, and aired out the cabin, it was nearly 6:00 pm, so we scrubbed the launch and went to the bar for dinner and consoled ourselves with a much needed beer or three.

On Sunday morning we woke to a very dense fog. Visibility was barely a few hundred yards. Since we had no idea how long it would take for the fog to burn off, we elected to get underway. It seems the gods of the sea were hell bent on making our departure as difficult as possible.



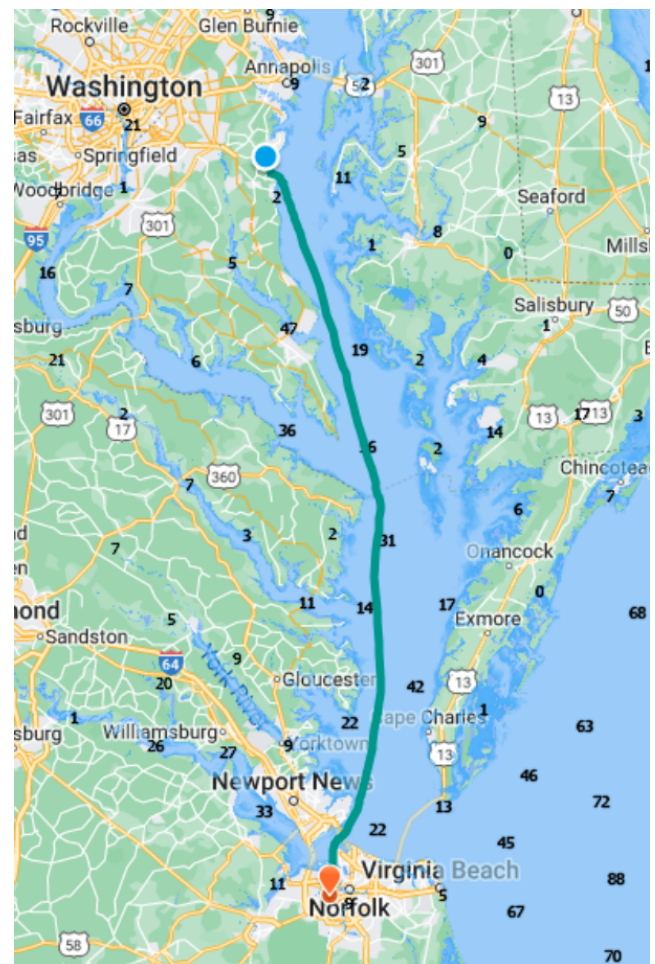
Motoring out of Herring Bay, I placed Jim at the helm while Mark and I stood port and starboard (left and right because Laura says so). As Jim stared at the compass, holding to a course of 180 degrees due south, Mark and I listened for any possible sign of another vessel nearby. It is an eerie feeling when you hear sounds but can’t see what’s ahead. After about five hours the sun finally burned off the fog exposing clear blue skies. We now could see the other vessels that had been passing by us. Pleasure crafts including other sailboats, powerboats, and trawlers cruised by along with large container ships heading to or back from Baltimore.

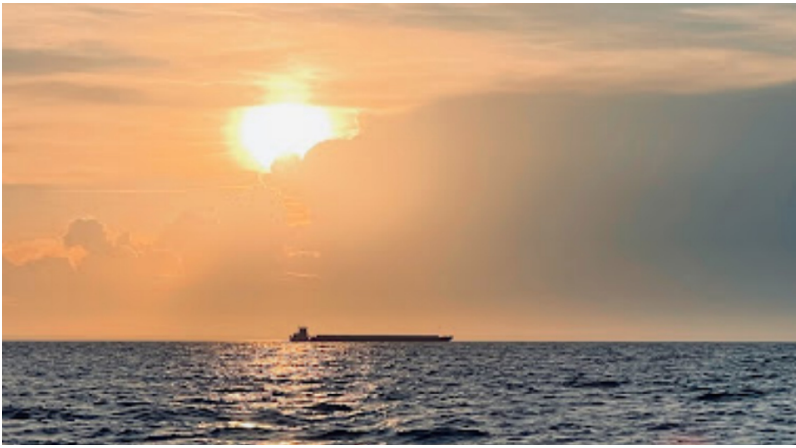
The Chesapeake channel is a busy route for commercial vessels and we saw quite a few cargo ships motoring. Fortunately the Bay is wide so we didn’t have to worry about dodging the big

boats. As for rules of the waterways, a sailboat under sail has right-of-way over other sailboats under power and power boats, except when it comes to commercial and military vessels. Pleasure crafts need to stay clear of those vessels for a number of reasons but, most importantly, they can take up to a mile to come to a halt when underway. The minimum prescribed distance to a cruise liner or commercial vessel is 100 yards, while a U.S. Naval vessel is 500 yards.

As the sun began to set on our first day’s voyage, we relaxed and had our dinner of beef brisket and baked beans while watching the sunset over Maryland. It wouldn’t be till late at night that we would cross over into Virginia.

Sailing overnight can be scary. As darkness falls the horizon slowly fades and you have to be constantly aware of your surroundings. Our





crew of three began a rotation of 4 hour shifts allowing two members to sleep while one is working the helm. Taking the first shift starting around 10:00 pm, I had little concerns as the skies were clear and the traffic had lessened. Then 2:00 am struck.

In the dark and late at night your eyes can play tricks on your mind. I could see the lights of two boats in the distance ahead of us, but I couldn't tell what type of vessel they were or how far away they were from us. As we motored closer, I watched the two boats, slowly moving in tandem. As we got even closer, all of a sudden I realized the two boats were moving in unison and that there was a barge between what turned out to be two tug boats. I spun the wheel hard to port and we hurried out of the way. The barge had no lights on it so it looks as if there was nothing between and room to sail through. I was wide awake at this point. Mark took the helm after being jolted from the hard turn. His shift ran from 2:00 am to 6:00 am while I tried to get some rest.

The rest of the night was quiet and thankfully uneventful.

By 7:00 am, we arrived at the mouth of the James River near the Norfolk Naval Station. In the early morning we could see the aircraft carriers, battleships and destroyers tied up at their piers.

Pictured above is the CVN-77 USS George H.W. Bush and the CVN-78 USS Gerald R. Ford, both measuring 1,092 feet and displacing over 100,000 tons, and with a top speed of over 30 knots, are two of the world's largest warships in service today.

As we motored past the naval station, we were hailed on VHF radio by the DDG-60 USS Paul Hamilton requesting we exit the channel immediately. The vessel was being escorted from the pier into the channel and we were obstructing their path. Needless to say, we responded with an affirmative and exited the channel as fast as we could. The Navy always has the right-of-way.

8:00 am Monday morning we found our slip and docked the Miss B, stowed our gear, and were picked up by our Uber driver for the ride to Jim's house. From there, Mark and I headed to the car rental and drove the three hours back to Reagan National Airport in Washington DC. I caught a flight back to Jacksonville while Mark dropped off the rental and took the Metro home. The first leg was complete.

The Miss B would stay docked in Norfolk for the next eleven days. For the next leg of the journey, we would take the ICW (Inter-Coastal Waterway) to New Bern, NC.

(to be continued in the next issue of Family Notes - stay tuned for the rest of the adventure!)

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