

C^{the} CASTINE VISITOR

CASTINE HISTORICAL SOCIETY NEWSLETTER

Summer 2015

vol. 25 no. 2



THE FRENCH FRIGATE & THE BRITISH FORT: *L'HERMIONE* AND "MAGABAGADUCE" IN 1780

Lynn H. Parsons, with Sarah (Sally) Foote

The 2015 summer exhibit at the Castine Historical Society will focus on the "Magabagaduce" Peninsula (often shortened to Bagaduce at the time) at the mouth of the Penobscot River in the era of the American Revolution, with a particular focus on the role of the French. The exhibit will coincide with the Bastille Day visit by a replica of the frigate *Hermione* (pronounced "hermy-own" by the French). In 1780, *Hermione* brought the Marquis de Lafayette safely to America on his second visit, carrying news of King Louis XVI's support of the American struggle for independence.

Although they had suffered a major defeat in the Seven Years' War (often called the French and Indian War on this side of the Atlantic), the French never gave up hope for a redress in the European balance of power and possibly regaining a foothold in North America. They were given an opportunity with the outbreak of the dispute between the British colonies and the home government in the 1770s. A century earlier, Bagaduce, under the leadership of Baron de St.-Castin, had been part of the French North American empire known as Acadia

or l'Acadie. Perhaps the War for American Independence would lead to a re-establishment, if not of the empire, at least that of French influence in the region.

Even before Thomas Jefferson drafted the Declaration of Independence, American settlers in the area were resisting imperial rule. Fort Pownal, on the west side of Penobscot Bay, was burned by the rebels in July 1775, fully a year before the Declaration, in order to prevent its use by the British. The following March, a "Committee of Safety" in "Majerbigwaduce" sent this petition to the government of Massachusetts for protection against the "enemy threat": "It is the

harty Disire and prayer of us the inhabitants of this district ... that you would graciously be pleased to Establish a Company of Soldiers in this district as we are Ready to Sacrifise both our Lives and properties in Defence of our Country." When news of the Declaration came four months later, it could not have been much of a surprise.

As John Adams would later write, the Revolution had already arrived in the minds of much of the populace.



(Courtesy of Association Hermione-La Fayette)

The exhibit includes a scale model of the original *Hermione*.

**CASTINE HISTORICAL SOCIETY
2015 SUMMER EVENTS**

Monday, June 15, 5:30 pm, in the Mitchell Room of the Abbott School
“Miniatures as an Art Form Meet Fitz Henry Lane and Castine”
Miniaturist artist Robert Off presents a “roombox” of the Stevens House on Castine’s Main Street.

Sunday, July 5, 3:30 pm, at Emerson Hall in Castine
“*The Tye More Binding*” – *Letters of John and Abigail Adams, 1763-1800*
CHS presents a costumed dramatic reading in two acts, featuring Aynne Ames, George Bland, Paige Lilly, and Ralph Chapman. Compiled and directed by Lynn Hudson Parsons.

Saturday, July 11, 5:00 – 7:00 pm, at the Abbott School and the Grindle House
Opening reception for Castine Historical Society’s Samuel P. Grindle House and the 2015 summer exhibit.
Refreshments will be served.

Saturday, July 11, 7:30 pm, in Delano Auditorium at Maine Maritime Academy
“Frederic Church’s Paintings of Maine”
John Wilmerding, noted art historian and author, will deliver a special lecture to celebrate the opening of the Society’s Samuel P. Grindle House.

Saturday, July 11 thru Wednesday, July 15, on the Castine Town Common, the waterfront, and elsewhere
Festivities celebrating the visit of the *Hermione* to Castine
As the *Hermione*’s designated host, the Castine Historical Society invites you to join us!
Detailed schedule of events at www.castinehistoricalsocietyhermione.org

Saturday, July 25 and Sunday, July 26
“Touring Through Time,” a collective open house with historical societies and museums of eastern Penobscot Bay and the Blue Hill peninsula, including CHS. Details to be announced.

Tuesday, August 4, 7:00 pm, in Delano Auditorium at Maine Maritime Academy
Seventh Annual Deborah Pulliam Memorial Lecture
Michael Greenburg, author of *The Court-Martial of Paul Revere*

Wednesday, August 26, 4:00 pm, in the Mitchell Room of the Abbott School
Castine Historical Society Annual Meeting
Short business meeting followed by program (to be announced)

SUMMER EXHIBIT: *The French Frigate and the British Fort: L’Hermione and “Magabagaduce” in 1780*
At the Abbott School

Early season, June 12-27: Tuesday thru Saturday, 1:00-4:00 pm

Summer season, June 29-Labor Day: Monday thru Saturday, 10:00 am-4:00 pm; Sundays, 1:00-4:00 pm

*extended hours during *Hermione* celebration: July 11-12, 10:00 am-7:00 pm; July 13-14, 9:00 am-6:00 pm*

Fall season, Sept. 8-Oct. 11: Fridays, Saturdays, & Mondays, 10:00 am-4:00 pm; Sundays, 1:00-4:00 pm

Samuel P. Grindle House Exhibition Rooms

Open July 12-September 5: Tuesdays, Fridays, & Saturdays, 1:00-4:00pm

Permanent exhibit: *The Penobscot Expedition of 1779* at the Abbott School

All exhibits and events described here are open to the public with free admission.

Any changes to the schedule will be posted in the local papers and on the web at www.castinehistoricalsociety.org

PRESIDENT'S LETTER

Castine endured a winter of seemingly endless cold and record-breaking snow. Now that winter is only part of our long history, and we can celebrate the summer season.

This season will be a very exciting one for CHS and for Castine. In recent President's Letters I have noted how excited all of us are over two events that will occur this summer. First will be the opening of the Samuel P. Grindle House, a carefully restored 1850 New England home, located next to the Abbott School on the Town Common. The Grindle House will formally open with a reception on the town green on Saturday, July 11.

The monumental event of the summer is the visit of the replica late-18th-century French frigate *Hermione*. The *Hermione* will arrive in Castine on July 14 (Bastille Day) and depart on the morning of July 16. There will be much maritime-related ceremony accompanying the *Hermione* at the Castine town dock. The historic frigate's visit to America has actually already begun, as she set sail from the French coast on April 18. Those of you who are interested can follow the ship's progress by tracking her online.

Although the opening of the Grindle House and the visit of the *Hermione* are without doubt major events for CHS and Castine, there are going to be many history-focused events in Castine throughout July and August of this year. There will be a virtual potpourri of opportunities for those interested in history, with events occurring every few days. I cannot list in this space all that will be available, and one should consult the various town calendars and websites for details, but there are some events of particular note.

The CHS summer exhibit, "The French Frigate & the British Fort: *L'Hermione* and 'Magabagaduce' in 1780," will be open in the Abbott School from late June through September. There will be Revolutionary War reenactments at Fort George. There will be at least five different lectures given by University of Maine faculty and other nationally recognized historians. Subjects will include the role of France in the American Revolution and how naval actions in New England affected the War. There will also be a lecture on Lafayette by Laura Auricchio, author of the recent biography *The Marquis: Lafayette Reconsidered*. In August the annual Pulliam Lecture will be on an intriguing topic: the court-martial of Paul Revere.

I have really just scratched the surface of all that will be occurring in Castine this summer. Along with the lectures and exhibits, there will also be performances of period music, dramatic readings, and many different places to sample a variety of local food and drink options.

All of us at CHS hope that you will be able to join us in Castine for what I am sure will be a very enjoyable Festival of History.

John S. Macdonald



The mission of the Castine Historical Society, a 501(c)(3) nonprofit organization, is to collect, preserve, protect, and make available a variety of materials that illuminate the historical development of the Castine-Bagaduce River Area from its beginnings to the present.

The Castine Visitor is published three times a year by the Society for its members and friends.

Wendy Knickerbocker.....Editor

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www.castinehistoricalsociety.org

**Castine
Historical Society**

**CASTINE
HISTORICAL SOCIETY
2014-2015**

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**The Castine Historical
Society gratefully
acknowledges
contributions for the
Society's
Hermione 2015 Project**

In Memory of:

Frank Hatch

And In Honor of:

Michael Coughlin
on his 75th birthday

Erik Dalton Davis
on his 8th birthday

**The Castine Historical
Society welcomes this
new member:**

Terri Weed Cormier

Editor's Note: Please feel free to pass along your ideas or requests for articles, along with your comments and suggestions. Contact Wendy Knickerbocker by phone at 326-8205 or email: wknick@myfairpoint.net

For breaking news from the Castine Historical Society, visit our website at www.castinehistoricalsociety.org

**CHS bids adieu
to the British—**

A PROCLAMATION

WHEREAS on September 1, 1814 the naval and army forces of his Britannic Majesty George III invaded our town without provocation, and *WHEREAS* this occupying force lived amongst us for more than eight months, inconveniencing many of us, and *WHEREAS* this inconvenience included billeting their officers in our homes, forcing honest merchants to acquire licenses from His Majesty's officers in order to do business, and requiring the rest of us to sign loyalty oaths to a foreign power, and *WHEREAS* on the other hand, His Majesty's forces behaved themselves, attending divine services in our meeting house, putting on theatrical productions on Green Street, shooting only one or two deserters, and a lot of us did pretty well financially while they were here, and *WHEREAS* most of us didn't think much of the War of 1812 anyway, blaming it on perfidious and untrustworthy democrats in Washington, and *WHEREAS* negotiations have resulted in a Treaty signed last Christmas Eve, which we hope is the last treaty of peace between Great Britain and the United States, and *WHEREAS* said treaty was ratified on February 17, 1815 by that perfidious and untrustworthy democrat, namely President James Madison

NOW THEREFORE we, the citizens of Castine bid farewell to His Majesty's troops, wishing them a safe voyage home, and hope that many of their descendants will return in later years as tourists or summer people.

**PROCLAIMED here in Castine,
April 25, 1815.**

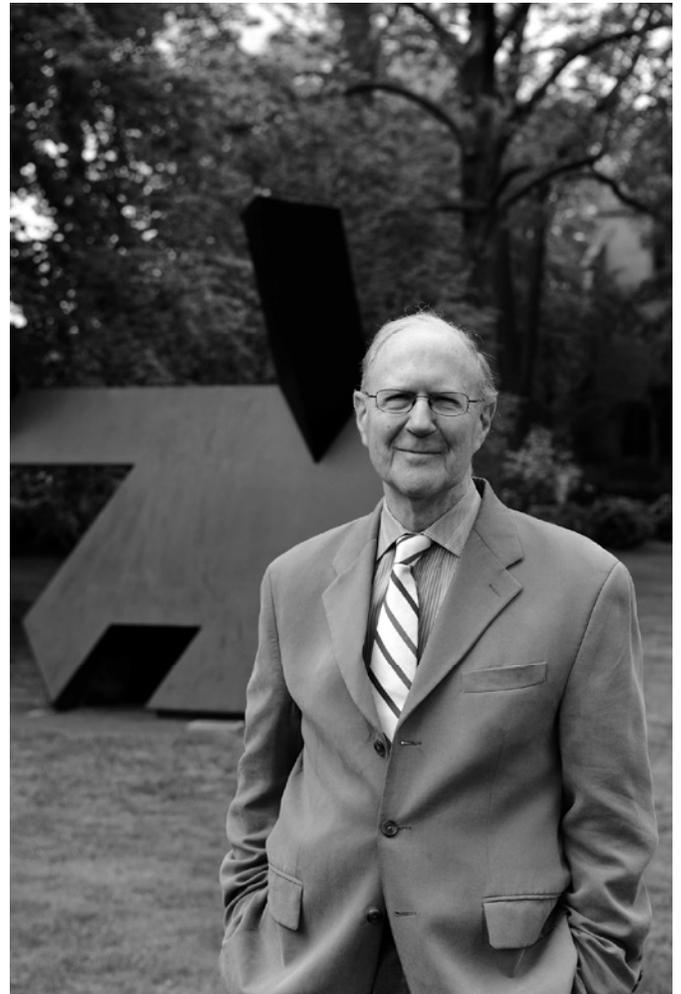
John Wilmerding to Speak on “Frederic Church’s Paintings of Maine”

Noted art historian John Wilmerding will present a special lecture to celebrate the Castine Historical Society’s opening of the Samuel P. Grindle House. Wilmerding will speak on “Frederic Church’s Paintings of Maine” on Saturday, July 11, at 7:30 p.m. in the Delano Auditorium of Maine Maritime Academy.

According to Wilmerding, Frederic Church was arguably America’s greatest painter during the middle decades of the nineteenth century. While Church made memorable paintings of Niagara Falls, South America, the Near East, and the Arctic, the coast and interior of Maine occupied his attention from 1850 to the 1880s. He was inspired to visit Maine by the example of his teacher Thomas Cole, the paintings of Fitz Henry Lane, and the writings of Henry David Thoreau. His early trips were primarily to Mount Desert Island, where he developed his powerful vocabulary of intense sunsets, culminating in his 1860 masterpiece, “Twilight in the Wilderness” (Cleveland Museum of Art). Church’s later visits took him inland to the Mount Katahdin region, where he owned some land and a cabin.

John Wilmerding is Sarofim Professor of American Art, emeritus, at Princeton University. He was previously a visiting curator in the Department of American Art at the Metropolitan Museum of Art and Senior Curator and Deputy Director of the National Gallery of Art in Washington, D.C. He is the author of many books, including volumes on the work of Fitz Henry Lane, John F. Peto, Winslow Homer, and Thomas Eakins. More recently, he has written books on Richard Estes, Robert Indiana, Tom Wesselmann, and Roy Lichtenstein, and worked on exhibitions of

Frederic Church in Maine, Wayne Thiebaud, Pop still life, and Robert Indiana’s prints.



(Courtesy of the Department of Art and Archaeology, Princeton University)

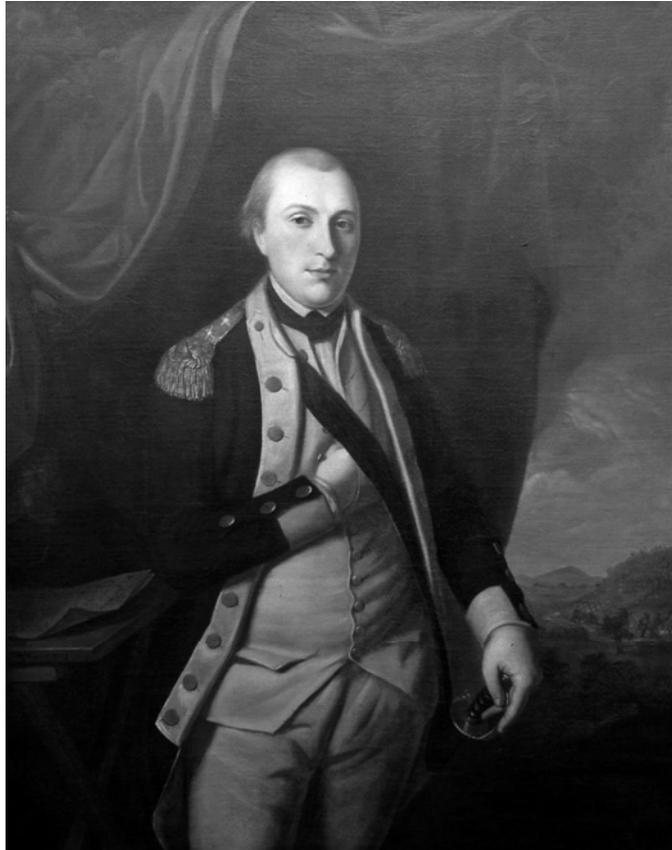
CHS Appreciates Your Support

We would like to thank all of our members for your generous support of the Castine Historical Society. Including life members, our membership numbers around 650. Each new, renewed, or gift membership conveys all the privileges of being a CHS member, including a subscription to *The Castine Visitor*, published three times a year.

If you have a change of address, either winter or summer, please let us know. It is important that we keep our records accurate, to insure that all members will receive all CHS mailings. Your support is what makes the CHS and its members, near and far, an active part of the Castine community.

For the denizens of Bagaduce at the time, the major military event was the capture of the peninsula by the British in June 1779, and the failed attempt of the Massachusetts forces to retake it, otherwise known as “The Penobscot Expedition.” The facts of that disaster are well known, at least to Bagaduce’s modern-day denizens. But what is perhaps less well known is one of the motivations for the occupation of the peninsula. Just as they had with the establishment of Nova Scotia (New Scotland), the imperial authorities had hopes of establishing a “New Ireland” on the east side of the Penobscot, away from the contentious and increasingly disloyal centers of Boston and Philadelphia. Fort George, they hoped, would become not only a strategically based outpost against rebel privateers and warships, but also a magnet, attracting loyal settlers to a “New Ireland” as well. For the men of Massachusetts, the fort was not only a painful reminder of the naval disaster of 1779, but a reminder as well of the possibility of a permanent alien presence should the War for Independence fail.

Bearing its illustrious passenger, *Hermione* sailed into Boston Harbor on April 27, 1780. After



Portrait of Marquis de Lafayette, 1779, by Charles Willson Peale, oil on canvas. (Courtesy of Washington-Custis-Lee Collection, Washington and Lee University, Lexington, VA)

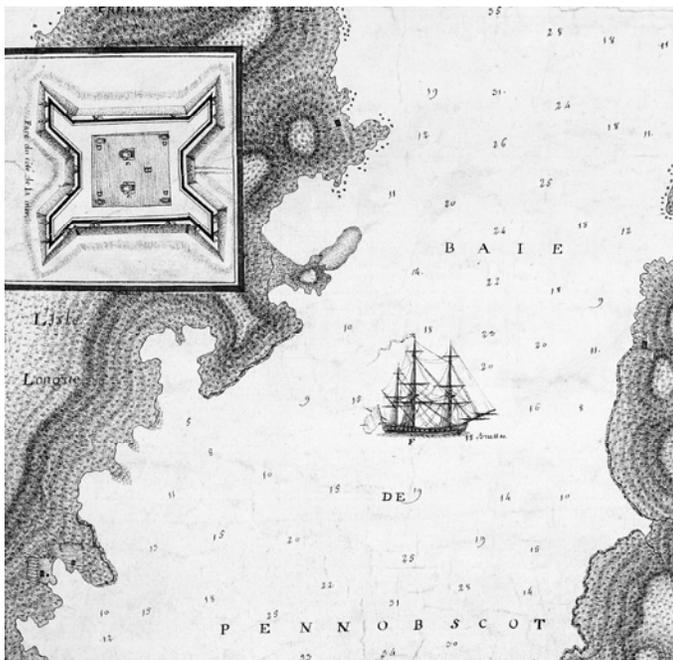
being cheered by the enthusiastic Bostonians, Lafayette made his way south to carry his news to General George Washington in New Jersey, leaving *Hermione* behind. Her commander, Lieutenant Louis René de Latouche, promptly placed his services and his ship at the disposal of Massachusetts, thus creating the opportunity for a re-assertion of Massachusetts’s naval authority on the coast of Maine. Latouche was urged to sail north and east to patrol the coast in hopes of searching and destroying hostile shipping.

But Latouche found little or no shipping to attack. Instead, he and *Hermione* found themselves at the entrance of the Penobscot River, seeking reliable information about Fort George at Bagaduce. With the help of some local knowledge and aided by the frequently used tactic of flying false (i.e. British) colors, *Hermione* was able to creep near enough to anchor overnight between Cape Rosier and Islesboro. An officer from the Massachusetts militia camp below Camden sailed close to Dice’s Head to observe the apparent size and dimensions of Fort George. After replacing the false British colors with those of his own nation, Latouche returned to Boston with a new map and a report to the French and American authorities.

Using period charts and the text of Latouche’s journal, our exhibit displays the details of that dramatic episode.

No evidence has surfaced to indicate that the British commander, Colonel John Campbell, was aware that Latouche was observing Fort George. He probably would not have cared in any event. He knew he was in enemy territory and that spies and espionage generally were to be expected. He was more likely to have been concerned with keeping an eye on the dozens of Americans who had been recruited to complete the building of Fort George and what would be their loyalty, should the fort be attacked again.

Indeed, when the British at Bagaduce learned in 1781 that Peleg Wadsworth, one of the American commanders in the Penobscot debacle, had been relocated to a post in Thomaston, some sixty miles away, they quickly sent a strike force that succeeded in his capture. Wadsworth and Benjamin Burton, a fellow officer, were imprisoned at Fort George, the very object of the American attack two years earlier. The two, as gentlemen, were treated with all the respect due to their rank by the British, but that did



Detail of “Plan du Fort de Magedigueduce,” made by Lieut. Mullon of the *Hermione*, 1780. (Courtesy of Bibliothèque nationale de France, Paris)

not prevent them from plotting their successful escape several weeks later.

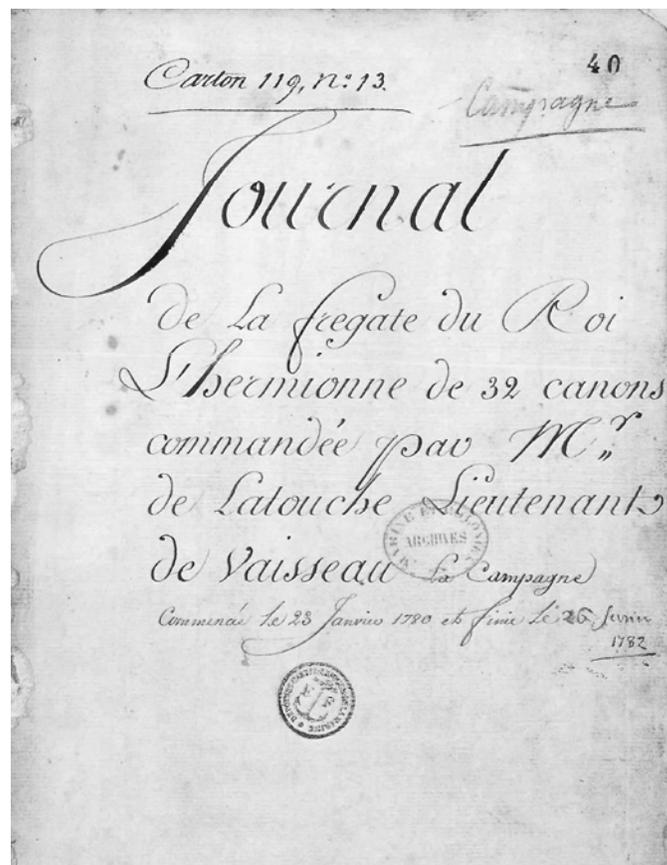
Although there would be no second attack on Fort George, this did not mean it wasn't considered. The French were urging attacks on Bagaduce or Halifax in Nova Scotia, which if successful would have isolated Fort George entirely. But Washington, perhaps mindful of the Penobscot Expedition disaster, vetoed the idea, and turned his attention to the south, and eventually to Yorktown, where, along with Lafayette, the French General Rochambeau's army, and the French Admiral de Grasse's navy, he successfully overcame Cornwallis and his troops.

The news of Cornwallis's surrender in 1781 set the scene for the negotiations that would bring the War for Independence to an end a year later. At first it was hoped that the boundary lines between the new United States and British North America would be the Penobscot River, which explains why many Loyalist families flocked to Bagaduce and “New Ireland” in 1782. But the 1783 Treaty of Paris established the boundary at the St. Croix River, nearly 200 miles to the north and east. The disappointed Loyalists left the protection of Fort George in 1783, taking some of their dismantled homes with them, and many settled in St. Andrews, in New Brunswick, Canada.

Later that year, George Washington resigned his commission in the Continental Army. Lafayette had already returned to France, where, for a time, he was claimed as “Le Héros de Deux Mondes” (“The

Hero of Two Worlds”). Indeed, few American historians today would dispute the notion that it was French aid, both military and financial, that tipped the balance in favor of the Americans in their War for Independence.

The exhibit this summer features historic maps, documents and charts about the American Revolution, the frigate *Hermione*, and Fort George.



Title page for Lieut. Louis René de Latouche's journal of the *Hermione* voyage, January 23, 1780 to February 26, 1782. (Courtesy of Archives Nationales de France)

Many are from the CHS collections, with facsimiles of historic materials from the following institutions: Abbe Museum, Archives Nationale and Bibliothèque Nationale in Paris, Boston Public Library, Brooklyn Museum, Library of Congress, Maine Historical Society, Massachusetts Archives, Penobscot Marine Museum, St. Paul's Church in Halifax, University of Michigan's William Clements Library, and Washington and Lee University. For illustrations of the historic frigate and images of *Hermione* under construction and underway at sea, we are grateful to artist Jean Benoit Heron, photographer Nigel Pert, the Association Hermione-La Fayette, and the Friends of Hermione-Lafayette in America.

L'Hermione Renaissance: Building an 18th-Century Warship for the 21st Century

David K. Adams

The story of the *Hermione's* nearly two-decade construction has been well told in photo-rich articles both in French and English. The latest is in *WoodenBoat*, May/June 2015, by Marc Jensen, an American crewman on the *Hermione*, now sailing to America. Here we focus on aspects of the project that oblige, for good reason, this remarkable 21st-century ship to differ from its 18th-century origins.

ORGANIZING AND FINANCING THE CONSTRUCTION

In 1993, **l'Association Hermione-La Fayette** was formed to do just that, with the blessing of Rochefort, which had undergone its own renaissance. The port restored the essential architectural elements of its proud naval heritage, becoming a maritime tourist destination as a UNESCO World Heritage Site. The Association gave the *Hermione* project management and execution of the construction project to two organizations.

The Research Center for Nautical Architecture and Industry, or CRAIN, would follow and interact with the project, acting as advisor on and verifier of its technical progression. CRAIN first converted the old plans for *La Concorde*, one of *Hermione's* three sister ships, into a single, comprehensive build plan that orchestrated all activity.

Asselin, SA was the chosen build contractor. A specialty firm in fine historic restoration, known for its work across France, Asselin married the plans to the rare materials and talents of carpenters, blacksmiths and sail-makers to shape the vessel, and worked closely with CRAIN.

Financing was and still is a challenge. The European Union, the French Ministry of Culture, the Poitou-Charente Region and Rochefort all funded the project's start. Over the years many gifts have come. But visitors have provided the steadiest funding flow, a quarter million per year. Many came repeatedly from 1997 on to see the construction, until the frigate sailed down the Charente to the sea in 2014. In 1779,

King Louis XVI's treasury assured no such stringency would impede the first *Hermione*.

THE CONSTRUCTION IN CENTURIES: THINKING 18th, DOING 21st



(Courtesy of Association Hermione-La Fayette)
Mounting the stern frames on the keel, 1998

A place to lay the keel, 1997: The foundation for construction was provided by Rochefort, in its restored stone dry-docks. A great modern advance was a steel-framed plastic tent over the entire ship, a fine improvement over the days when ships were built in open weather. Another new device was a traveling overhead crane, lifting large pre-constructed pieces into place. The old carpenters would have been amazed at this single tool, maneuvering whole sections of the ship.

The woods of a dozen kinds of trees were once used, from pine and locust to spruce and oak. The steaming of wood for a ship's curves had been an art for ages, but how it was done, especially with oak, in 18th-century Rochefort was unclear. Today, age-dried wood planks emerge from a "steam box" to be bent and fixed in place within a quarter-hour. The old carpenters used wood often fresh from the forest and somehow steamed and hammered it in place, launching the wooden ship into compliant seawater in less than a year. Oak for the new *Hermione* sat drying for years after its cut, then was curved and fitted—and was again dry for many years before launch into seawater. The risk of hull distortion was severe enough that in the late 1990s Francois Asselin himself traveled to Portland, Maine, to consult with carpenters restoring the *USS Constitution*. They used a hydraulic method of curving planks, which Asselin adopted for the *Hermione's* planking process.

The choice of tools depended much on funds and workforce available. When the adze and the two-man up/down saw were primary tools, hundreds of workers could be busy with them at once. The few at work today shaping oak had little choice but to reach for a power tool. Still, the Asselin carpenters would use their fine cabinetry and hand tools for crew and officers' quarters.

Ironwork: 18th-century blacksmithing art was fully employed. The metallurgy did change, with improved iron alloys for the diverse iron fittings demanded and shaped in the local forges, but modern fasteners, perhaps of bronze or stainless, often had to supplant iron for durability. All but one of the thirty-two cannon were cast in their ancient type of mold, in a foundry upstream on the Charente and floated down to Rochefort. The other cannon was perhaps the most authentic piece on the entire ship: it was recovered from the wreck of the first *Hermione*.

The new sails were of the best linen—as in the past, when the best was reserved for the navy. The basic panels were sewn by machine. Then over several years, Mme. Anne Renault and her assistants turned the panels into seventeen functional sails with the handiwork and simple tools of their predecessors.

The rigging: As with the sails, all above the deck remained true to the 18th century: the masts, spars, and as much as thirty kilometers of hemp cordage. The Corderie Royale (the Rochefort "Rope Walk," once the longest building in Europe), was



(Courtesy of Association Hermione-La Fayette)

Anne Renault, sail-maker: four years of handwork making seventeen sails

restored but no longer available for cordage manufacture. Fine quality hemp cordage was ordered for the ship and then hand-worked in all wrappings and knottings. For the thousand pulleys needed (many unique) some wooden pulleys could be purchased, but many were fabricated by hand.

The masts and spars assembly did abandon tradition, for safety as well as economy. A long-armed crane took over, lifting a mast into place in just a few minutes—not the ancient dockside nest of very long poles that once laboriously levered and stepped the masts.

The electric *Hermione*: The most onerous requirement for a replica sailing ship is in new technology, required by both the U.S. Coast Guard and its French counterpart. The replica “pure sailing ship” would have a copper nervous system, not the coppered bottom of the original, and a redundant pair of diesel-electric generator sets driving a pair of electric omni-directional propulsion pods on either side of the hull. From the electric anchor capstan to radar and the myriad creature comforts presumed by today’s crews, the electric intrusion was pleasantly tolerated.

The ghost of Henri Chevillard, celebrated naval architect and designer of the 1779 *Hermione*, wafted through modern Paris to the Cimitero de Picpus and the grave of Lafayette. “You must come, Monsieur le Marquis,” he implored. “Your ship—it is about to voyage—again! You must come to see.” “Ah?” replied Lafayette, sitting up. “Do come—your ship will sail anew—to America!” “Ah!” replied the

Marquis. “Cur Non?” And the two *fantomes* floated off to Rochefort.

They were late—the *Hermione* now a speck on the western horizon. Immune to headwinds, they easily reached the deck of the *Hermione* amidst the young crew clambering aloft to shouted orders as the ship parted a rising sea. They went about admiring all, Lafayette commenting how pleasant to see the many *jolies jeunes filles* among the crew. Then he drifted over to Captain Yann Cariou at the ship’s wheel, and said, “Elle navigue comme un oiseau, comme toujours.”

With a quizzical look, Cariou adjusted his headphones, then turned to Marc Jensen, our man on board, just coming on watch. “Do you remember,” asked the Captain, “Lafayette’s comment, on his 1780 voyage?” “Oh yes,” replied Marc, “She sails like a bird. And so she does—again.” They both smiled, and looked into the wind.

Join the celebration of the visit of the *Hermione*!

July 11 thru 15

- Festival of Maine’s traditions (musicians, performers, and artists) on the waterfront
- Revolutionary War reenactment at Fort George
- Parade of boats accompanying the *Hermione*
- Bastille Day fireworks and a French soirée on the waterfront
- Local food and Maine-made products
- Lectures, storytelling, exhibits, and other events on the Town Common and elsewhere

Seventh Annual Deborah Pulliam Memorial Lecture

The seventh annual Deborah Pulliam Memorial Lecture will take place on Tuesday, August 4, at 7:00 p.m. in the Delano Auditorium of Maine Maritime Academy. Michael M. Greenburg will talk about his new book, *The Court-Martial of Paul Revere*. Mr. Greenburg is a practicing attorney in Massachusetts who has used his spare time to produce several historical works, including *Peaches and Daddy: a Story of the Roaring Twenties* and *The Mad Bomber of New York: The Story of the Manbunt that Paralyzed a City*. His book on Paul Revere was described by Bernard Cornwell as “beautifully written, exhaustively researched, and judiciously fair.” He has appeared as a guest on NPR Radio, The Bloomberg Network, The Smithsonian Channel, and The Travel Channel. Mr. Greenburg will sign copies of his book after the lecture.



CASTINE HISTORICAL SOCIETY

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The *Hermione* battle deck, awaiting the cannons (Courtesy, Association Hermione-La Fayette)