

# EXPEDITION MESSENGER

## NEWSLETTER OF THE ARNOLD EXPEDITION HISTORICAL SOCIETY



December 2017

### Modeling The Expedition's Bateau

By Lt. Gen. William White, Marines  
Ret.

Ed. Note: The author and his three daughters are long time members of the AEHS. He resides in Alexandria, VA.

Steve Clark has asked me to pen a few words describing how the model of Major Colburn's bateau came about.

Early on, after joining the Arnold Expedition Historical Society, it came to me that an enduring symbol of Arnold's struggle to reach Quebec was the hastily and crudely built bateau. I also noted that museums, both large and small, in the Kennebec watershed display marvelously crafted workboat and dory models of all descriptions, so why not a Colburn bateau of 1775? The trouble was that no one seemed to know for sure what the Colburn bateau looked like or just how they were constructed.

In my quest for help, many people stepped forward, most notably your own Steve Clark, who provided me possible source material. The director of the Wilson Museum of Castine (a really first-rate museum for a small town) also provided me with names and addresses of local craftsmen who might undertake such a project. However, in the absence of plans or drawings, they were all reluctant to embark on the task.

At this point, I gave up the hope of having the bateau crafted by Maine model makers and turned to the Washington, D.C. Model Ship Society, which in past years had helped me restore a Downeast coaster. I contacted several members of the society and found Peter Gutterman of Damascus, Maryland who expressed a willingness to try to turn my dream into reality. Peter was a most fortunate choice because he is also a part-time curator of the U.S. Naval Academy Maritime Museum and had the Museum's staff support throughout the construction effort.

At this point, we got lucky. Thanks to my youngest daughter Betsy (also a member of the Arnold Society), we uncovered a master's thesis by Nathan A. Gallagher of Texas A&M University well illustrated with detailed drawings of construction methods for the Lake George and Lake Champlain bateaux of about the same era as Arnold's ill fated expedition.

The trouble was that these lake bateaux were too large and heavy, in my view, to navigate through the rock gardens and rapids of the upper Kennebec. However, Peter used their construction (framing and planking) methods but scaled them to a size befitting river craft. (Cont. Page 2)

- Modeling the Expedition's Bateau
- New Bog Bridge near Middle Carry
- Board vacancies Filled
- Archeological Study Completed
- List of Officers and Directors Published
- Four Pages of AEHS pictures



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He also constructed two models: The first as a learning curve aid the second as the finished product. The decision to make two models was a happy one, because the U.S. Naval Academy Maritime museum officials have recently decided to display the second bateau model along with their collection of Revolutionary War artifacts and models.

End of a two year story, except to say that I have the inner satisfaction of adding in a small way to the preservation of U.S. and Maine history.

### **Report on Bog Bridge Replacement near Middle Carry Pond.**

By Robert Donovan, AEHS Director.

Norm Kalloch mentioned at a director's meeting that the bog bridge on the portage trail east of the Nichols Cabin on Middle Carry Pond should be replaced. Steve Clark had plans for the bridge. Sara Donovan and I went to the location and laid out the placement of the new bridge. Clayton McLaughlin and I went up another day, cut a large cedar tree, cut them to appropriate lengths and placed the cross logs.

I had obtained the cedar planks for the bridge's deck from Frosts Cedar Mill and cut the 4 X 6" planks to length at my house. Norm came by with his truck and trailer and hauled the planks up to Middle Carry Pond.

We arranged a work day to assemble the bridge, and many hands make light work!

The crew consisted of Fred Clark, Ken Wing, Norm Kalloch, Clayton McLaughlin, Alan Burnell, Mike Holt, Pat Holt, Bob Donovan and Pete Morrissey (from Old Fort Western).

We carried in the planks, placed them and spiked them to the base logs. Thanks to all the help the work went smoothly and did not take long to assemble the bridge. The finished bridge was 65 feet in length.

After a break we headed west to look at a new bog bridge on the Appalachian Trail between

Middle and West Carry Ponds. This was across what is called Arnold Bog and was mentioned prominently in the Society's journals. Some of the party then headed further west to look for artifacts.

[Ed. Note: This was the first major bog bridge the Society has constructed in many years along the route of the Expedition.. Because extra care was taken to select white cedar, it should last for many years. Congratulations to leader Bob Donovan and his crew for a fine job, well done! ]

### **New Officer and Director Appointed**

At the September Annual Meeting, the Board filled two vacancies. Steve Clark was appointed to the vacancy of vice president and Mike Holt was appointed to the position of director. Both were to serve out unexpired positions for two years until the next full election in 2019. To view the entire present Board, of the AEHS, see page 7.

### **Minutes of the September Board and Annual Meetings**

Because of space limitations in this edition of the newsletter, the minutes of the September meetings cited above will be printed in the next, May edition of the newsletter. However, if any member wishes to view them at this time, please contact the newsletter editor Steve Clark and he will be glad to forward you a copy. His contact info can be found on page 7.

### **Archeological Study Completed**

The long awaited archeological study conducted near the Canadian border and Chain of Ponds area was completed in August and September by members of the Maine Historical Preservation Comm. It proved to be very successful. Key artifacts that will assist us in better understanding the events that took place during the 1775 expedition. The recovered artifacts are now being preserved.

A final report is due in January and will be published in the upcoming May edition of the newsletter.





**Above:** During the summer of 2017 Adventurer Hodding Carter retraced the Expedition's route beginning at the Colburn House in Pittston and ending at Quebec City. They built an exact replica which weighed about the same as Arnold's bateau, about 400 pounds. Key members of the AEHS helped them. A full report will be included in the May newsletter.

**Below:** Sara Donovan, seamstress par excellence made this fine colonial period costume.







**Above:** The Carter crew in the replica bateau on West Carry Pond. The ridge they would have to cross is in the background.

**Below:** Part of the crew of the 2017 expedition standing in front of the AEHS Nichols cabin. The paddle is a gift for all the help the Society gave them. (Kalloch photos)







**Above:** The portage of the bateau from the Kennebec to East Carry Pond over the Mountain Road. This was a lot smoother than in 1775. Note the use of rollers to move the bateau uphill, still a very difficult task. The 1775 men had to carry them over a trail of rocks, roots and mud. 6-8 men were used.

**Below:** The crew slogging up Sandy Stream near Middle Carry Pond. The 1775 soldiers had similar difficulties. (Kalloch photos)







**Above Left:** The replica bateau being rowed up the North Branch of the Dead River. (Wing Photo)



**Above Right:** The new bog bridge constructed this summer under the leadership of Bob Donovan. Part of the crew is standing at the end of the 65 foot structure. This is located on the portage trail between East and Middle Carry Ponds. (Wing photo)

**Below:** This is the crew struggling with the bateau up Ledge Falls. Note that even with no cargo in the craft, this is still with great difficulty. Remember that when the expedition mounted these falls, it was a raging torrent. Most likely they had to portage them around. (Wing Photo)





It has been some time since a complete list of officers and directors of the AEHS has been printed along with their contact information. To bring our members up to date, below is that list.

As we have only one formal membership meeting a year and although we do publish three, eight page newsletters per year, it is still difficult to maintain contact between our membership and its leaders. So here is the current list, hopefully for better communication.

## List of Officers and Directors

ARNOLD EXPEDITION HISTORICAL SOCIETY

AS OF September 16, 2017

Contact Information for AEHS:

**Arnold Expedition Historical Society**

280 Winthrop Road, Readfield, ME 04355

Tel. (207) 685-0193

Web Site: [arnoldsmarch.com](http://arnoldsmarch.com)

Terms of office, three years. **Terms expire September 2019**

### Officers

#### President

**Fred Clark**

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Winslow, Maine 04901

Tel. (207) 872-9471 (home)

#### Vice President

**Stephen Clark**

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Scarborough, ME 04074

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[sclark60@live.com](mailto:sclark60@live.com)

#### Secretary

**Lucas Freeman**

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Readfield, ME 04355

Home: 207-685-0193

#### Treasurer

**Mr. Alan Burnell**

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Eustis, Maine 04936

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### Directors (9)

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## AEHS New Membership Form

Mail this form with your check to: AEHS, c/o Lucas Freeman, Sec.  
280 Winthrop Rd.  
Readfield, ME 04355

Include your phone number and email address if this is acceptable. Make check payable to AEHS.

Category:

<input type="checkbox"/> Individual Membership	\$ 30
<input type="checkbox"/> Family Membership	\$ 35
<input type="checkbox"/> Contributing Membership	\$ 75
<input type="checkbox"/> Life Membership	\$ 250 (one time payment)
Additional donation for Society programs	\$ _____ (tax deductible)

➡ To order the 16 page booklet-guide to **The Great Carrying Place Portage Trail**, 12 miles in length, send check for \$5.00 to AEHS. For non-members, add one additional dollar for postage.

➡ To order the AEHS 18 X 28 color, two sided map of **The 1775 Expedition's Route** from the Kennebec River to Lac Megantic, Canada, send check for \$ 5.95. These can be ordered unfolded, for framing or wall mounting, for an additional \$ 6.00 to cover cost of shipping tube and postage.



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