

Provincetown Advocate,

Thursday, June 23, 1977

**Rose Dorothea flag**

To the Editor:

Please find enclosed check for \$1 for four copies of *The Advocate* of Thursday, June 9.

I am particularly interested in the Summer Guide featuring the *Rose Dorothea*. It was my father-in-law, Capt. Joseph Bragg, who was part owner and skipper of this vessel.

I have the flag flown by the *Rose Dorothea* and will present it to the Heritage Museum to be flown from the model when it is completed. I will present the flag via Cyril Patrick.

The *Advocate* will be given to several people who are interested in the *Rose Dorothea*.

P.S. I am the only one living who is related to Capt. Joseph Bragg.

Edward B. Andrews  
Northport, N.Y.

Aug. 25, 1977 -

**Heritage Museum**

The *Rose Dorothea* is beginning to loom up like a ghost from the past on the main floor of the museum. "Flyer" Santos is patiently bringing her to life, and with the keel in place, ribs are taking shape. Dick Alberts, head of the Marine Boatbuilding Dept. of the Cape Cod Technical High School, traveled to Provincetown from Eastham during the intense hot weather this summer to assist Flyer in the lofting of the model.

Such determined dedication is becoming the spirit of the project.

Mark Perry, another quiet but determined man, has been working diligently all summer also. He arrives early every day to take up the cleaning and cataloguing of over 2500 glass negatives of Provincetown's Victorian ancestors. He began the work in June under a grant from the University of Massachusetts in cooperation with the Provincetown Historical Association. The glass collection, which was removed from the Provincetown Library during its renovation by the historical association and moved to the museum, probably represents the largest single cache of Victorian portraits in America.

Provincetown Advocate Summer Guide, June 16, 1977

Original specs lost in '44 fire

**MIT professor to draw Rose Dorothea plans**

By Gregory Katz

The historical association has hired William Avery Baker of M.I.T. to draw a complex series of plans that will be used to build the gigantic model of the schooner *Rose Dorothea*.

The association, as well as the trustees of the Heritage Museum, faced a unique problem as they proceeded with plans to build the boat. The original blueprints were destroyed in a shipyard fire in Essex in 1944. The boat itself was sunk by a World War I U-Boat. How could a boat be rebuilt without plans?

The association originally hoped to find an existing "table of offsets," the plans used to construct a boat. Cyril Patrick searched all winter for offsets, contacting various nautical museums. All he could turn up were a few drawings found in the Smithsonian Institution in Washington.

By last March, it became obvious that no plans were to be found. The association had to choose between constructing a general reproduction of a turn of the century schooner or hiring someone to "redesign" the *Rose Dorothea*.

Patrick contacted Revell Carr, curator of Mystic Seaport in Conn. Two naval architects at Mystic offered to help construct a table of offsets, but illness restricted the amount of time they could devote to the painstaking process.

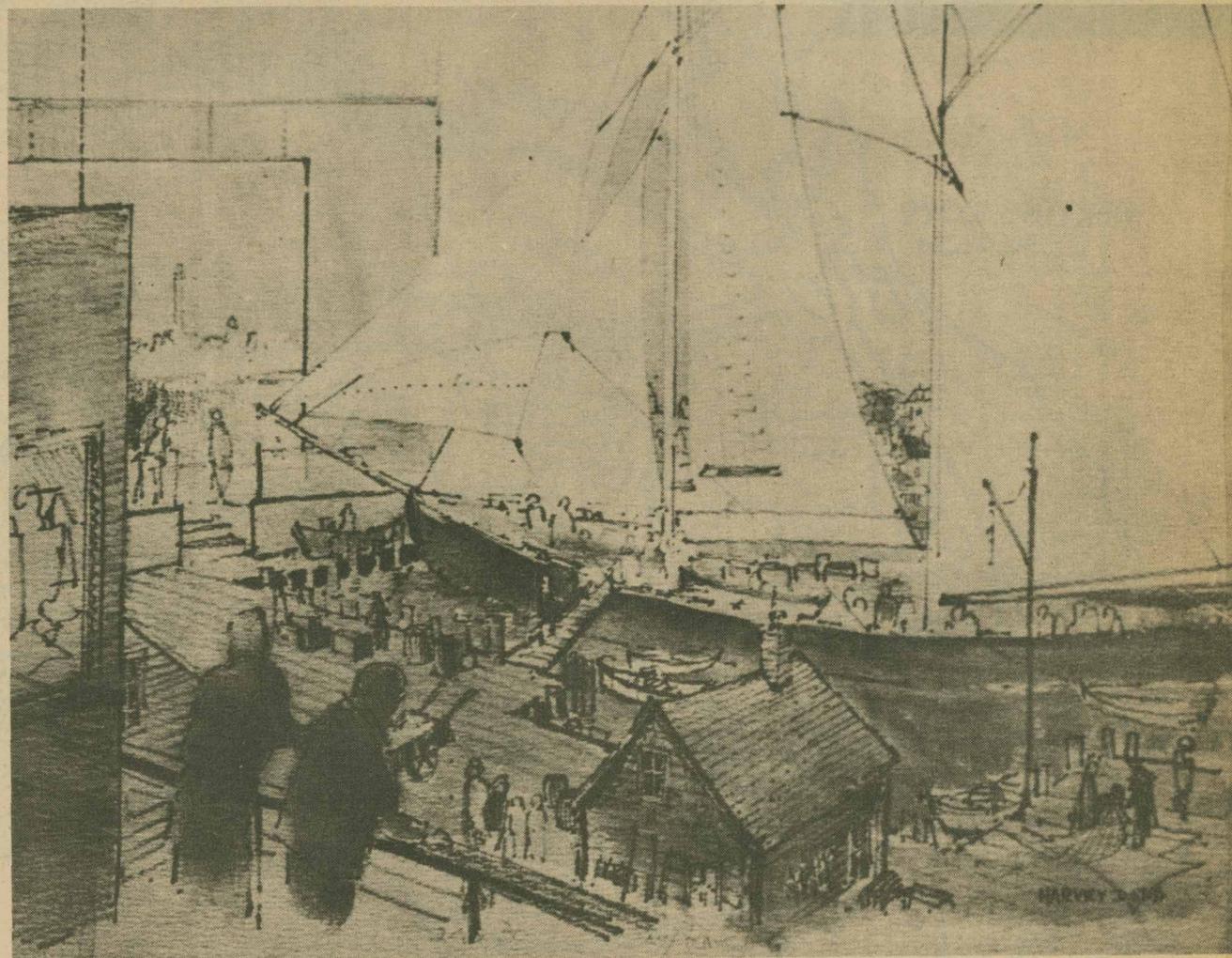
The association wanted to obtain offsets by mid-July, but the people at Mystic were unable to guarantee that the offsets could be prepared by then. They suggested Patrick contact William Avery Baker at M.I.T.

Baker is well known in the field as the man who drew the table of offsets for the reproduction of the *Mayflower*. This work took him six years, as he was still employed by a shipyard in Bethlehem, Pa., and could work only in his spare time.

When the shipyard in Bethlehem went out of business, Baker was hired to run the nautical museum at M.I.T. and to lecture on ocean studies. Because of his interest in the project, Baker agreed to devote his time to drawing a table of offsets for the rock bottom price of \$400.

Having taken on the project, Baker faces the task of accurately reproducing the *Rose Dorothea*. This is made much easier by the historical association's plans to build the boat from the water line up. This lessens the research involved.

The *Rose Dorothea* is representative of the McManus schooners built in the early part of this century. McManus is famed for his "Indian Head" design, where the stem is sharply curved. This series of boats was often named after



Artist's rendering of proposed ROSE DOROTHEA replica exhibit

Indian tribes, and gradually came to be known as "Indian Headers."

Baker will study five McManus schooners as he prepares his plans, as well as the many drawings and photographs of the *Rose Dorothea*. The most famous of these boats, the *L.A. Dunton*, is at Mystic Seaport.

The *L.A. Dunton* was built in 1921, 16 years after the *Rose Dorothea* and, by itself, is not close enough to the *Rose Dorothea* to be copied. The other schooners used are

closer to the *Rose Dorothea* in their details.

The *L.A. Dunton*, named after a Mystic sailmaker, has several styling innovations not found on the *Rose Dorothea*. It is Baker's task to use the lines of the *L.A. Dunton* and the other schooners, and the drawings of the *Rose Dorothea*, to construct her accurately.

Now that a table of offsets is being prepared, the *Rose Dorothea* project is in the first stage of the construction process. The group is still plagued by the delay in CETA funds, which were to be used to prepare the building for the massive model. Hassles with unions have stalled the money.

The trustees of the Heritage Museum voted Friday to proceed with plans to remove a false ceiling with available funds, instead of waiting for the CETA money. Work is proceeding at the museum, and they hope to open by the end of this month.