



## President's Remarks

Whenever we learn of the death of a member, it is customary that we announce it at the next meeting of our Board of Government, and all Trustees are asked to stand and observe a moment of silence. Earlier this year, that custom was observed in memory of Thomas Todd, who joined MCMA in 1950. Regrettably however, Mr. Todd had passed away in September of 2007, and we had been unaware of that fact for nearly two years. Even more regrettably, this was not the first time that the death of a member had escaped our attention. It is disappointing and, frankly, sad that we sometimes lose track of members as they become less active. But this is a problem that can largely be overcome with *communication*. So please, if you become aware of the death of a fellow member, relay that information to the office... do not assume that we are already aware. And if you know that a fellow member is battling a serious health issue, please pass along such information so we can, at a minimum, send a card and let him know our thoughts are with him. As we have noted before, members of MCMA are members for life, and we need to make that fact more meaningful.

Marty Joyce

## Recent Happenings

Our April Quarterly was held at the Old Colony House in Dorchester. President Joyce gave a brief summary of the recent activities of our History and Finance Committees, Executive Director Purdy briefed the membership on the condition of his father, Past-President Ray Purdy, who is enduring some very serious health issues, and Past-President Bill Jutila reported that initial planning is underway for our 2010 Triennial, with a committee being formed by Member Richard O'Meara for that purpose. We were then pleased to hear from our guest speaker, Mr. Peter Drummey of the Massachusetts Historical Society, who gave a very informative overview of the Boston of 1795, the year in which MCMA was formed. Mr. Drummey touched on issues such as geography and population, but his coverage also went into local and national politics, trade, international frictions, the expanding and changing trades, and various other interests and issues that faced and concerned the men who founded this organization. It was a very interesting and informative talk that was much appreciated by the membership, and we thank Mr. Drummey for preparing and presenting it.

*[One of the handouts used by Mr. Drummey in conjunction with his presentation was a map of Boston circa 1795 by Osgood Carlelton. As many of you know, a much larger version of that map hangs in our office, the gift of Member and Trustee Bill Scott.]*

## Helping Others

One of the larger grants we made last year was to an organization that is new to MCMA, New England Village. This organization was formed in Pembroke in 1972 as a residential community for adults with mental retardation. The original campus included three homes and a community building, which was designed to serve also as a sheltered workshop facility. As enrollment expanded, townhouse-style apartments and additional homes were added to the community, and additional workshop space was rented in close proximity to the campus. Eventually, *The Village* (as it is called) was able to construct, in 1986, a custom designed vocational center in Hanson. Today, this center is a thriving workplace consisting of a light manufacturing area, classroom, kitchen, lunchroom, staff offices and warehouse space. It serves about 80 individuals, half of whom live at the residential campus.



One of the employment opportunities provided at the vocational center consists of a successful Arts & Crafts program that allows developmentally disabled individuals to earn an income by creating products for sale. This encompasses a wide variety of products such as beaded and sculpted jewelry, note cards, hand-made paper greeting cards, T-shirts, tote bags, hand-painted scarves, etc. New England Village saw opportunities to significantly expand the scope of this program if they could obtain specialized equipment and tools to improve the quality and expand the quantity and variety of their product

lines. [For example, they produce Awareness Bracelets (for Autism, Down Syndrome, Breast Cancer, Diabetes, etc.) that include stamped or etched charms for which they have limited capabilities.] MCMA was able to help in this effort by purchasing an engraving machine, sublimation equipment and a variety of jewelry tools, and this equipment has already had an impact. In the Jewelry department alone, 40 people have received training, and up to eight people are working at a time as their ability to handle more specialized orders has improved. The sublimation equipment also has broadened the scope of products they can produce, opening up further opportunities.

We are pleased we have been able to help this worthy organization, especially at a time when cuts in areas such as State aid are making their mission even more difficult. Please take the time to visit their website [www.newenglandvillage.org](http://www.newenglandvillage.org) to learn a little more about them, and be sure to check out their line of jewelry by clicking on *True Meaning Jewelry*.

## MCMA History

In a previous issue we briefly touched on the contributions of **Samuel Hartt Pook** to the success of the American Clipper Ship era. [Without going into technical detail, the evidence of Pook's influence is that his solutions to widespread problems, and his speed-inducing design innovations, were widely adopted by the Clipper Ship builders of the day.] In this issue we will highlight some of the accomplishments of Pook's father, also a naval architect, and also a member of MCMA.

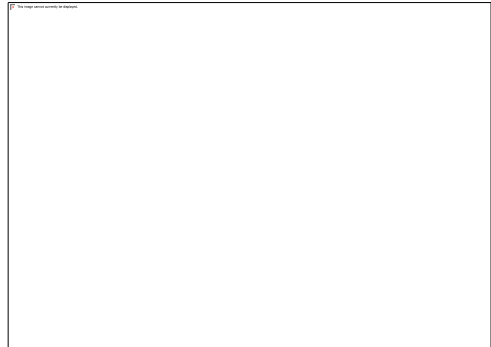
**Samuel Moore Pook** (1804-1878) was born in Boston and educated in the Boston public schools, and from 1841 until his retirement in 1866 was a naval constructor for the United States Navy. Mr. Pook was the inventor of numerous devices connected with his profession, and in 1866 wrote *A Method of Comparing the Lines, and Draughting Vessels Propelled by Sail or Steam*. Among other vessels, he built the sloops-of-war "Preble" and "Saratoga," the frigates "Congress" and "Franklin," and the steamers "Merrimack" and "Princeton".



*USS Saratoga*

Of Pook's ships, the *USS Saratoga* (the third of five US Navy ships to bear the name) was launched from Portsmouth in 1842, went into service as flagship of Commodore Matthew Perry's "Africa Squadron", and took part in Perry's historic trade-opening expeditions to Japan in 1853 and 1854. She was very active during the Civil War, serving both on blockade duty and as a base for raiders along the southern coast (destroying ordinance, capturing prisoners, etc.).

*USS Congress*, also built in Portsmouth, was the second Union ship destroyed (along with *USS Cumberland*) by the Confederate ironclad *CSS Virginia* in Hampton Roads on March 8, 1862, the day prior to *Virginia*'s historic battle with the Union ironclad *USS Monitor*. Incredibly, Pook's *Congress* had in effect been destroyed by another Pook ship, because *CSS Virginia* was of course the rebuilt hulk of the *USS Merrimack*, which had been built and launched at the Charlestown Navy Yard in 1855. (The *USS Cumberland*, by the way, was also a product of the Charlestown Navy Yard.) Although *Merrimack* had made several successful cruises, including one to the Far East, she suffered from recurring engine problems, and it was one such problem that caused her to be laid up for repairs in the Norfolk Navy Yard when *Virginia* seceded from the Union in April 1861. Unable to evacuate her from the harbor, Union forces burned the ship to make her unusable to the Confederates, but she was salvaged, converted to an ironclad, and commissioned *CSS Virginia* in February 1862. She would meet the *Monitor* and take her place in history just weeks later. The engagement between *Monitor* and *Virginia* marked the first battle *between* ironclads, but less well known is the fact that the first *use* of ironclads in the Civil War had taken place on tributaries of the Mississippi River over a month earlier, and Samuel M. Pook was very much a part of that story as well.



*Launching of the USS Merrimack in Charlestown*

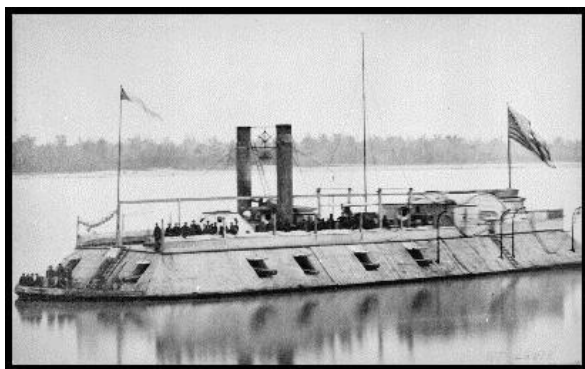


*CSS Virginia vs USS Congress*

In the early days of the war, the US Army had responsibility for the interior of the country, including its rivers. The Army's Western Department recognized the need for gunboats to defend the Ohio and those parts of the Mississippi not already in Confederate hands, so they developed a set of requirements they felt would be needed,

and called upon the Navy for help in designing a vessel to meet those requirements. The Navy, fully occupied with ocean-going ships, opted instead to provide one Samuel M. Pook, an experienced naval architect who was already under contract to the Navy Department.

Pook designed a vessel, or rather a set of vessels, which drew only six feet while carrying 13 guns. Capable of eight knots, each bore 2.5 inches of armor on the casemates and half that on the pilot house. In order to carry the machinery that would propel their considerable weight at speed while maintaining the light draft, the boats had to be made quite broad in relation to their length. Pook's solution was to give the hull three keels. Propulsion was provided by a single paddle wheel at the aft end of a shortened center keel, with the casemate armor carried back along the longer outboard keels providing the paddles a measure of protection from enemy gunfire. Each vessel as completed had a length of 175' and a beam of 51'. The casemates had sloping sides, somewhat suggestive of the general shape of the later *CSS Virginia*. They were officially designated *City*-class gunboats, but when they were finally in the water, their awkward appearance earned them the name "Pook's Turtles." The unofficial name stuck.



*USS Baron De Kalb*

The initial order of seven gunboats built to Pook's design (*USS Cairo, Carondelet, Cincinnati, Louisville, Mound City, Pittsburg, and St. Louis*) were launched in the fall of 1861, fitted out, and commissioned into service in January 1862, and were the first Union ironclads. (*St. Louis* was later re-named *Baron DeKalb* when the gunboat flotilla was transferred to the Navy in October 1862.) From the time they first entered service, these gunboats formed the backbone of the Union brown-water navy and took part in almost every significant action on the upper Mississippi and its tributaries from their first offensive use at the Battle of Fort Henry until the end of the war. Three of the gunboats took part in the February 6, 1862 victory at Fort Henry. Four participated and were severely damaged by shore batteries in the Battle of Fort Donelson eight days later, though their armor protection minimized casualties to their crews. [These victories opened the way for the invasion of Tennessee and made the reputation of Gen. Ulysses S. Grant.] The more celebrated battle at Hampton Roads took place a month later.

Samuel M. Pook and his son Samuel H. Pook are two examples of talented men who used their knowledge, skills and ingenuity to the fullest. Their accomplishments were widely recognized in their time, and they made real, though unheralded, contributions to the history of the country. Is it any wonder they were MCMA men?