

The Commonwealth of Massachusetts



A Proclamation

By His Excellency

GOVERNOR WILLIAM F. WELD

1995

- WHEREAS:** On the twenty-first day of December, in the year of our Lord Sixteen Hundred and Twenty, in the reign of King James I, the Mayflower landed in New England with its "band of exiles"; and
- WHEREAS:** Some few days before, in Cape Cod Harbor, these exiles, to be known for all time as the Pilgrims, formed an instrument of government, the Mayflower Compact, from which is descended the constitutions of a great and free land; and
- WHEREAS:** The Pilgrims, living in remarkable amity with their neighbors who were the original inhabitants of New England, celebrated a feast of Thanksgiving in the year Sixteen Hundred and Twenty-One from which descended America's oldest national holiday; and
- WHEREAS:** The Pilgrims, with their homely virtues of thrift and industry, their belief in education and civic virtue, their commitment to the rule of law, and their ardent faith in God, have become in some measure the spiritual ancestors of all Americans; and
- WHEREAS:** The public celebration of their virtue and enterprise, which first began in 1770, has forever established the Pilgrims in the hearts and minds of the nation's citizens; and
- WHEREAS:** The 375th anniversary of the Pilgrims' landing is being celebrated in Provincetown this year, with special ceremonies occurring between July 19th through July 23rd, 1995, when the Mayflower II will be anchored in Provincetown Harbor; and
- WHEREAS:** It is appropriate that all Massachusetts citizens recognize the importance of the Pilgrims to the history of our nation;

NOW, THEREFORE, I, WILLIAM F. WELD, Governor of the Commonwealth of Massachusetts, do hereby proclaim the year of 1995, as

PILGRIM YEAR, 1995

and urge all the citizens of the Commonwealth to take cognizance of this event and participate fittingly in its observance.

Given at the Executive Chamber in Boston, this thirteenth day of March, in the year of our Lord one thousand nine hundred and ninety-five, and of the Independence of the United States of America, the two hundred and nineteenth.

William F. Weld

WILLIAM F. WELD

By His Excellency the Governor

William F. Galvin
WILLIAM F. GALVIN
Secretary of the Commonwealth



GOD SAVE THE COMMONWEALTH OF MASSACHUSETTS



Provincetown Town Manager James V. Coyne Jr. reads a proclamation honoring the arrival yesterday of the Mayflower II at the Cape-tip in ceremonies at the Bas Relief.



Hundreds of motorists lined New Beach at Provincetown to glimpse the Mayflower II coming into the harbor.



New Provincetown Town Crier Thomas Hennessey reads the Mayflower Compact.

The Western Morning News

Saturday,

Complimentary Mayflower Supplement April 13, 1957.

Mayflower II.—a ship which symbolises goodwill between two great peoples of the world

THE new Mayflower is a symbol of the common inheritance of two great nations. Where her predecessor four hundred years ago carried pilgrims to worship and settle in an almost unknown land the Mayflower of 1957 perpetuates their descendants' fundamental goodwill to each other.

In her building and voyage has been caught the romance and daring of the original pilgrims but like her great predecessor the new Mayflower plans also for a more enduring monument, for from her voyage will be formed a Trust which will establish scholarships for study and students' visits between the two countries to forge more firmly the links of a common inheritance.

To carry this out a non-profit-making company, called Mayflower Project, has been formed in Great Britain and is working with Plimoth Plantation Inc in America. The Plantation is rebuilding the original Pilgrim settlement in Plymouth, Massachusetts.

MONEY FROM VOYAGE

The money to provide scholarships for studying Anglo-American relations and sponsoring travel between the two countries, is to be found from revenues accruing from the film and book of the new Mayflower's voyage and her exhibition at ports of call.

It is emphasised that the establishment of the Trust for educational purposes is the primary aim of the scheme.

When the new Mayflower arrives off Cape Cod her passengers and crew in 17th-century costume will re-enact the signing of the Mayflower Compact, in which among other things, the original Pilgrims undertook to enact "just and equal laws and ordinances" She will then continue her voyage to Plymouth, Massachusetts, and when later her journey is over she will find a permanent berth where the Pilgrim Fathers made their home in America.

The Mayflower Project had been called a "striking and imaginative contribution to the fostering of Anglo-American relations." How did it come about?

BACK TO THE WAR

It goes back to the war years when Mr Warwick Charlton, now a journalist and public relations consultant, was Press Officer to Field-Marshal (then General) Montgomery in North Africa. Liaising with the Americans he saw the necessity for strong Anglo-American relations and for their continuance after the war and at the same time he began thinking of some project that would help cement these relations and which would compel the imagination of the peoples of both countries. Then, happening to read Brad-

ford's Journal concerning the Mayflower Pilgrims, he realised that here was the very idea for which he had been searching—to build a second Mayflower and send her across the Atlantic.

NOT THE FIRST

Mr. Charlton is the first to confess that he is not the only person to have had this idea—a similar scheme was mooted in Southampton at the time of the Festival of Britain, but nothing ever came of it. Somewhat similar ideas had been put forward in America too, but with the same lack of success. Perhaps a similar fate would have befallen Mr. Charlton's brain-child, if he had not been a super-optimist and a man who was not prepared to drop what many regarded as just a piece of idealism, never likely to reach fruition.

For nearly ten years he pro-pounded his scheme to various people and organisations in this country, but the answers he received became the same and as monotonous as Mr. Molotov's famous "Niet" used to be at the United Nations.

However, he followed the example of Scotland's Bruce and kept on trying, and eventually came the first glimmerings of success. In 1954 he met Mr. Felix Fenton, wealthy London property-owner and keen amateur yachtsman, who, instead of saying "No," became extremely interested in the idea, so much so that he showed it in a practical manner by putting up the money to get the Mayflower Project under way.

MANY PROBLEMS

That, of course, was only the start and many problems had to be solved before any plans could be made for the actual building of the ship. To get the ship built and sail her across the Atlantic was one thing but what was going to happen then? Berth her in America as a perpetual memorial, of course was the obvious answer, but where? It was then that Lady Luck, who was beginning to relent somewhat from the holding back of her favours for so many years, played her hand. Mr Charlton read in a magazine of an American organisation called Plimoth Plantation Inc, who were planning on a big scale to reconstruct the original settlement at Plymouth, Massachusetts of the Pilgrim Fathers from the first Mayflower.

A representative of the Mayflower Project crossed the Atlantic to call on the American organisa-

tion and returned with the berthing problem solved—and what more appropriate place could have been found than that within a couple of miles of the spot where the original Mayflower had been moored?

Not only however, did this trip solve the berthing question, but also that of plans for the new Mayflower. Mr William A Baker, an American marine architect and an official of the Bethlehem Steel Company and who is an authority on ancient ships, would provide



Com. Alan Villiers.

plans for which he had already carried out years of research.

Actually the preparation of these blue-prints could themselves be the subject of a full-length story. No plans of the original Mayflower have ever been found and, in fact, there does not appear to be any mention of her name even in any records until long after the Pilgrims arrived in America; a reference being made in the Colony's records of 1623 when mention is made of those who came over in the "Mayflower." Even her size is not known for certain, although again, there is a reference in the records that she had a "burden of nine score" from which a reasonable inference would be that she was of 180 tons.

£100,000 ESTIMATE

Much further research however, was carried out before the blue-prints were ready and placed in the hands of a Devon shipbuilder, Mr. Stuart Upham, whose firm at Brixham has had much experience in the building of wooden boats.

Before a contract for building could be given however, the question of finance had to be settled. The cost of the ship was

estimated at £100,000, and after much thought it was decided not to launch a public appeal for funds although because of the nature of the project that might have been thought the natural thing to do. However, at the time one or two other public appeals in this country had met with ill-fortune and it was decided that it would be wise not to subject the project to any risk of that nature. The ultimate decision made was to obtain the support of commerce and industry—which indeed was forthcoming—and also to raise funds by such schemes as an exhibition to the public at the Brixham shipyard. This latter was a great success and many hundreds of thousands of the general public have paid to see Mayflower II building more than sufficient money has been raised to build the ship.

With Mr Baker's blue-prints available, Mr Upham was able to start planning, but before the actual work began there were many problems to be solved. The greatest was the supply of timber, but by the co-operation of people all over the Westcountry the builder's demands have been met. Some of the trees have weighed up to ten tons, with an age of anything up to 200 years.

CIDER CASKS

The treenails—the wooden pegs which fasten the planking to the frames—have to be dry and very seasoned, or else they will shrink and the ship will leak and probably break up. Here Upham's were fortunate in finding a number of old Devon cider casks, thought to be about 130 years old and ideally suited for the fashioning of the treenails. Canada supplied the 80ft. pine tree that is the Mayflower II's main mast.

These, naturally, are but a few of the problems that had to be faced and solved. The Brixham shipwrights, too, had to use some new techniques, or, to be more accurate, to relearn the methods used by their forefathers nearly four centuries ago.

Rigging and cordage were two other tricky problems, but these and many others have been solved satisfactorily. From the laying of the keel in 1955, the work has gone on steadily and on September 22 of last year came the launching by an American holder of England's George Medal—Reis W. Leming, of Toppenish, Washington.

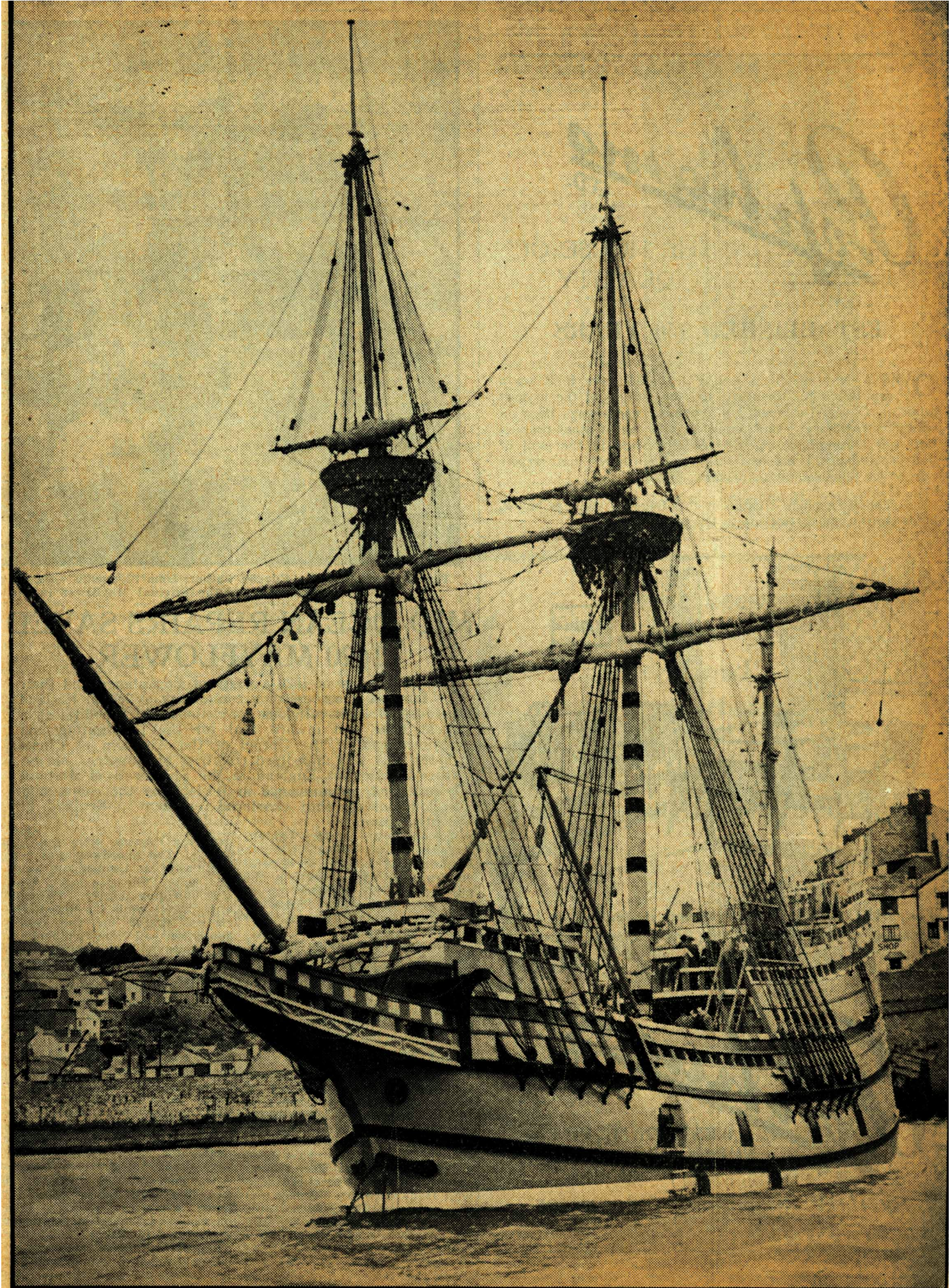
WHAT SORT OF MEN ?

What of the men who are going to sail Mayflower II? Even though the basic principles of sailing have not changed during the centuries, no one knows how the small ships of the early 17th century "behaved." Even sailors with deep-sea sailing-ship experience are becoming a rarity, but here again Lady Luck has smiled on the Project organisers. Com. Alan Villiers sailor and author, who is himself in figure and temperament the personification of the old English sea-dogs, volunteered to take command.

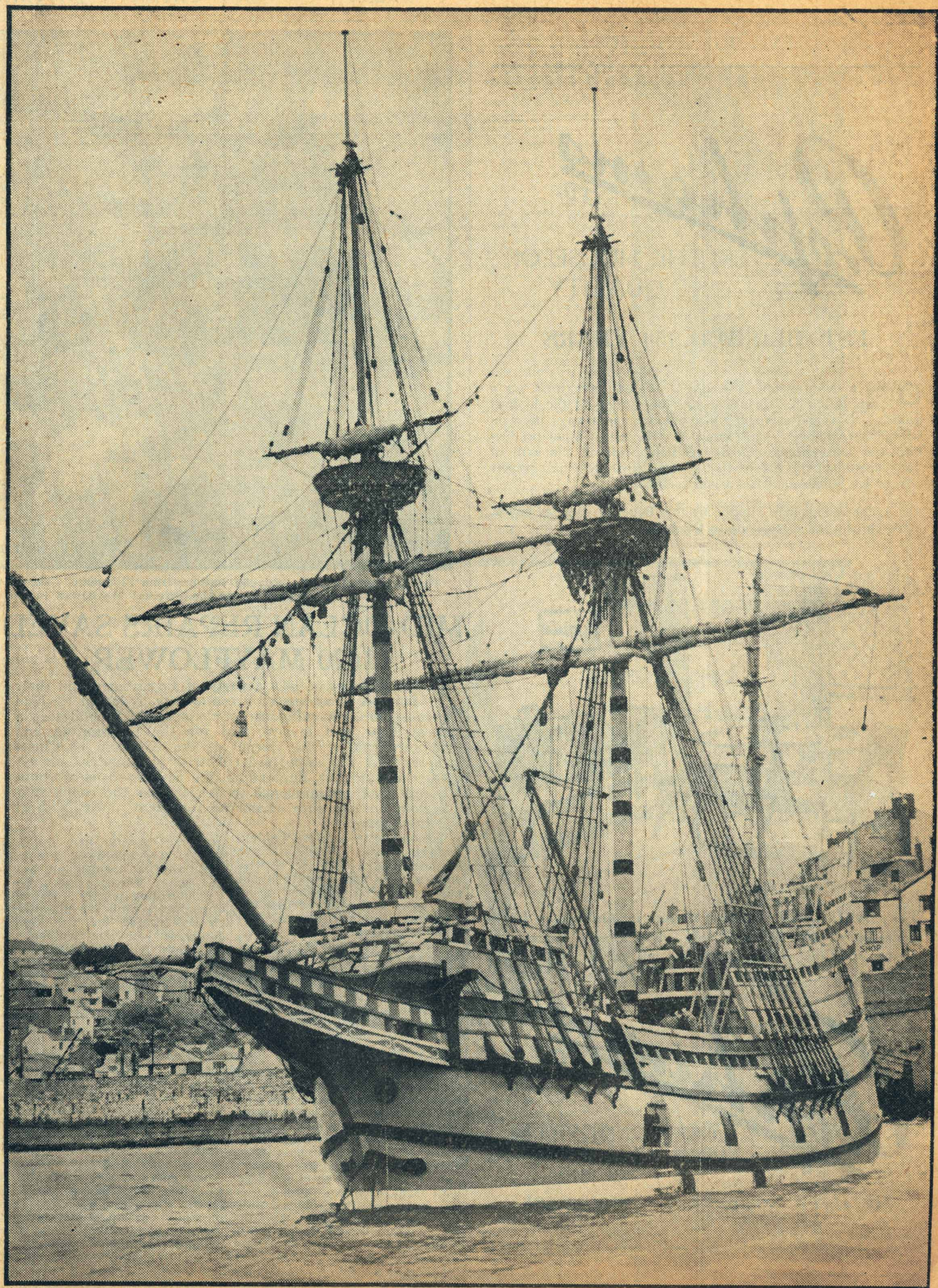
With one exception the crew are entirely British. The exception is 17-year-old Joseph M. Meany, Junr., who has been chosen as the representative of the Boys' Clubs of America. His "opposite number" in the crew is Graham Nunn, who comes from Northants and is the same age as Meany. He is the representative of the National Association of Boys' Clubs of this country.

Construction of Mayflower II.

Part of the timber used in the construction of this ship was



Mayflower II. riding at her mooring in the outer harbour at Brixham.



Mayflower II, riding at her mooring in the outer harbour at Brixham.



(Cape Cod Standard-Times Photos)

It was Mayflower II Day in Provincetown yesterday when the replica of the famed Pilgrim ship came into the Cape-tip harbor to conclude the first leg of its long journey from England. At the left the ship, sails furled, floats in the harbor. At the right, the signing of the Mayflower Compact is re-enacted. (Other pictures on Page 3).

Town Manager Coyne Recalls Historic Pilgrim Contribution

PROVINCETOWN, June 13—Text of greeting by Provincetown Town Manager James V. Coyne Jr. at shoreside ceremonies at the bas relief is as follows: "Your honors, the officials of our State and local governments, distinguished representatives of many notable organizations, ladies and gentlemen:

"We are gathered here to commemorate an event unique in human history. The relentless march of time has been stopped in its tracks, and the pages of history have been turned back to a day that dawned 337 years ago. On that memorable day, there rounded the end of Long Point, a storm-battered little ship called Mayflower. She was a vessel of some 180 tons burden, wracked, bruised and beaten by nine weeks of cruel assault by the heartless elements. Unspeakably overcrowded, she carried 102 passengers besides her master and crew. They had suffered the severest torments of sickness, uncertainty and the grim perils of the deep.

Holy Dedication

"Yet there was something of a holy dedication within them. They carried in their bosoms a great flame that could not be quenched by any of the hazards that had confronted them; a consuming fire—the holy determination to be free.

"None of them knew, on that bleak November day of 1620, the great conflagration that would be spread from the flame they bore within their bosoms. For the sanctifying fires of freedom that were ignited by that flame have swept and purified vast continents, to purge them of oppression and to liberate their peoples.

"How was this accomplished? By the writing and signing of an

immortal instrument known as the Mayflower Compact, now recognized by historians as the first written constitution in human history. Once they had done that, the Pilgrims might have vanished from the face of the earth and mankind would yet bow in reverence before their memory, for never again would they, nor could they, rise to such immortal heights; never make another comparable contribution to the emancipation of mankind. For in that document was planted the seed which, a century and half later, blossomed into the glory of the basic human rights of life, liberty and the pursuit of happiness was irrevocably established as the ideal charter of free men everywhere.

"That ideal will never perish. The seed sown in the Mayflower Compact will one day flower and bear its live-given fruit wherever the breath of life is drawn by living men.

Noble Truth

"And where was this great deed done? Right here in the waters of Provincetown Harbor. That document was drawn and signed before any of those valiant voyagers was permitted to set foot on the soil of this continent.

"We see pictured before us on this monumental tablet the scene of this unrivalled deed, to remind us all and all the free world that here, and nowhere else, is the true and unquestioned birthplace of our human liberties. And on this very day, out in the waters of our harbor, and in the cabin of Mayflower II, this very scene was re-enacted to testify to that noble truth.

"Little wonder then, that Provincetown is proud of her historical heritage. Little wonder that we welcome the Mayflower II, as it commemorates so outstanding an event in human history.

"And welcome her we do, in a due and grateful tribute to those who have made this moment possible: The Pilgrims of 1620 and the Pilgrims of 1957, who have turned back the march of time, that we may better value the blessings that time has brought."

Headwinds Slow Mayflower Pace

(Continued from Page 1)

will be at 3, with shore services following. Different arrangements will be announced if the ship arrives in Provincetown Harbor after 3.

A reception is planned at the Provincetown flotilla's flagship after the two services. Invited are visiting dignitaries and guests.

Minor Controversy

A minor storm of controversy has also blown up in Plymouth over an announcement that promotions of the Mayflower II voyage have forbidden crew members to give interviews to the press for a full year after arrival of the ship.

Mr. Barry announced a press conference has been set up immediately after the official ceremonies are over on arrival day. At that time, Commander Villiers, Joseph F. Meany Jr. of Waltham, the ship's American cabin boy, and the two English promoters, Warwick Charlton and John Lowe, will answer questions about the trip.

"All newspapers will have a chance," Mr. Barry said. "There will be no exclusives."

Status of the other members of the 32-man crew as to interviews was not made immediately clear. It has been reported that the promoters had them sign an agreement not to talk about the voyage because Charlton, who traveled on the ship as a crew member, plans to write a book about it, or otherwise sell the story.

A final conference with Plymouth officials is being arranged by Mr. Lowe, who arrived there yesterday from New York to talk with Henry Hornblower 2d, president of Plimoth Plantation, and Paul Bird, president of Mayflower Limited, New York promotion group which has snared the ship for the Summer.

No Changes in Plans

No changes have been made in plans for the official reception to the Mayflower II when it arrives at Plymouth, but arrival day is still not definite, due to vagaries of the wind and weather. Mr. Barry said he still expects it will be Tuesday.

If the ship arrives at Provincetown on Monday, Tuesday will be the big day "for sure," he added.

The Coast Guard cutter Yankton is the vessel chosen to rendezvous with the Mayflower II off Nantucket Lightship. She will escort the vessel from there to Provincetown and Plymouth.

Another problem which has arisen to plague planners of the Plymouth reception for the Mayflower II is how to transport members of the reception committee from the shore out to the ship after it drops anchor in Plymouth Harbor.

Excursion boat owners were reluctant to offer their craft for the duty because it is more lucrative for them to take paying sightseers out into the harbor.

A hope that some yacht owner would volunteer his craft has been voiced by a spokesman for the reception committee.



—Standard-Times Staff Photo

WARMING UP FOR M-DAY is Provincetown's "Poet of the Dunes" Harry Kemp, center, who will read an original poem for the occasion when the Mayflower II arrives in Provincetown. Shown aiding Kemp, also in Pilgrim garb, are Lawrence J. Daigneault Jr. and Mrs. Rose Tashea.



Mayflower II Leaves Provincetown Under Full Sail



MAYFLOWER II AS SHE left Provincetown harbor leaily last Thursday morning on her way across the bay to Plymouth. Towed from her mooring by the Coast Guard tug Yankton, she hoisted sail off Long Point. With a northeasterly wind behind her, she is shown here about halfway between Long Point and Wood End Light which can be seen in the background.

Provincetown-Boston 'Airline Photo

Provincetown Thronged To Welcome Mayflower II



It was a dream come true, a year ago, when on June 12, following the original course of her predecessor. The Mayflower II sought the Cape End harbor, rounding Long Point shortly after noon, 53 days out of England, with the eyes of the whole world upon her. Although she was heartily greeted by the fire siren and church bells and by the harbor craft, the crowds which streamed in to Provincetown were strangely quiet as though they felt they were sharing in the great historical event.

Standard Times

If the Mayflower Is Jinxed, Stowaway May Be Blamed

Special to The Standard-Times

PLYMOUTH, June 13 — A "stowaway" is aboard—and he's less than 3 months old. And if some think the square-rigger is carrying a jinx, they may put the blame on a poor little cat.

The kitten was smuggled aboard the ship in a canvas sack at Brixham just 15 minutes before it sailed to Dartmouth. An English woman brought him on board. A note was attached to the sack: "May Felix bring the Mayflower II and all who sail her the best of luck."

Felix is black with white paws, only 29 days old when he boarded the ship. He was a present of Mrs. Margaret Thompson of Paignton, Devon.

Captain Alan J. Villiers frowned when he saw the feline. "The captain is not very receptive to cats," Walter B. Haskell, reception press chief who was in England for the sailing, said yesterday.

The master turned the animal over to Graham Nunn, 16, English cabin boy on board, who readily adopted it for his own. During the trip to Dartmouth, Nunn would bring the kitten on deck during the day and Mrs. Stuart Upham, wife of the builder, said it should be taken off because it was too young to survive the trip.

Nunn, however, tucked the animal in his pocket and kept him out of sight. When the ship left for America, Felix went with her. Word received here from the vessel Tuesday said Felix was alive and well.

It was also disclosed there were

two other "animals" on board—a pair of leeches being used by Dr. John Stevens, ship's surgeon, for bleeding experiments. But Felix is still the favorite on board.

The kitten, named for Felix Fenston, president of project Mayflower II, Ltd., of London, was one of a litter of three.

Girls Keep Vigil For Mayflower

British Youth's First Voyage Also His Last

By Standard-Times Staff Writer

PLYMOUTH, June 14—The British cabin boy on the Mayflower II has made his first—"and last"—Atlantic crossing as a sailor.

Graham Nunn, 16, of Corby, England, said shortly after landing here yesterday that colorblindness will force him "to give up what I like best, the sea." A steward in the merchant navy, Nunn said, "I could never rise above that so I shall have to revise my ambition."

He's not sure what direction the revision will take. "I'll just have to see what comes," he said.

Admires His Skipper

The 165-pound, 6-foot blond teen-ager asserted "the thing I'd like most to see in America is the old Joseph Conrad at Mystic—that's the square-rigger Captain (Alan J.) Villiers sailed around the world, you know."

His admiration for Captain Villiers, the Mayflower II's skipper, is obvious, outspoken and simple. "He's a great captain and led a wonderful crew. We didn't have one argument all the way across."

Although his schooling was limited, Nunn had read up on history of Plymouth and the original crossing but frankly, "Plymouth Rock didn't interest me at all—it just meant the final destination and the end of the trip."

He and Joseph Meany Jr., his American counterpart aboard the replica, "got along fine. Joe was just swell—he was seasick the first few nights out, but after that got along fine." Nunn will be house guest of the Meany's in Waltham for a few days.

Nunn is looking forward to meeting some American girls. Has he a girl back in England? "There are three of them waiting," he thinks, "not just one."

Would Enjoy Ball Game

Baseball? Nunn has seen one game, between a couple of service teams in England, but wouldn't mind seeing a Major League game in this country. He plays rugby, "which is bit more rugged, I think."

Jazz? Nunn likes jazz but "doesn't go too much for this 'rock n' roll'" He's heard of, and seen Elvis Presley, but smiled off comment on whether he was a Presley fan.

Nunn was selected to sail aboard Mayflower II by Britain's National Association of Boys Clubs. He'd been an active member of the Corby-Uppingham Boys' Club since the family moved there from Henley-on-Thames, near London, where Gra-



—Standard-Times Staff Photo
SHIPMATES—British cabin boy Graham Nunn, 16, reaches to shake hand of Mrs. Joseph Meany as they are introduced on landing by Joseph Jr., American cabin boy of Mayflower II, from Waltham. Waiting turn is Ann Barry, Waltham High School Junior and girl friend of Meany.

Ship's Cabin Boy Reunited

By Standard-Times Staff Writer

PLYMOUTH, June 14—A mother's and son's embrace stole the spotlight yesterday when the first group of 20th-century pilgrims mingled up the ramp here in history.

For Joseph Martin Meany Jr., 17, of Waltham, who had never been away from home for more than a few weeks before—the reunion with his mother after 40 days at sea was a joyous occasion seen by thousands of spectators at Plymouth Rock.

For his mother, Mahei, it was indescribable.

log to full the sails that he but have time to be grateful. But he permitted his head to peek the first two weeks out. "They kept Graham and self very busy on board, laughed. "You know, cabin do the ship's work."

Both served quick stories scrubbed decks and washed the dishes during the last growing. An additional of the parties was the farewelling of Peter the Black, a stowaway on the voyage.

"Joe," as he is called at sea, to distinguish him from a other "Mc Joe" who was a Pilgrim, asked him to

Had Another Reunion