

A bronze statue of Captain George Vancouver, shown from the chest up. He is wearing a bicorne hat and a military-style coat with a high collar. He holds a rolled-up document in his right hand and a telescope in his left hand. The statue is set against a plain white background.

SHIPS LOG 1792

Captain George Vancouver Historical Society

WHO ARE WE

We are dedicated to the celebration, dedication, and preservation of history, serious and abstract. We believe that all parts of history must be remembered, or it will be skewed. We named this group after Captain George Vancouver who explored and mapped the Strait of Juan de Fuca, between Vancouver Island and the present-day Washington state mainland in 1792.

Down and Dirty History

Captain George Vancouver entered the Strait of Juan de Fuca, between Vancouver Island and the present-day Washington state mainland, on 29 April 1792. His Orders were to survey all of the inlets and outlet on the west coast of the mainland, all the way north to Alaska. Most of this work was in small craft propelled by both sail and oar. This was very dangerous.

He named many of the features that he discovered on his expedition for his officers and friends some of these included,

- Mount Baker – after Discovery's 3rd Lieutenant Joseph Baker, the first on the expedition to spot it
- Mount St. Helens – after his friend, Alleyne Fitzherbert, 1st Baron St Helens
- Puget Sound – after Discovery's 2nd lieutenant Peter Puget,[7] who explored its southern reaches.
- Mount Rainier – after his friend, Rear Admiral Peter Rainier.
- Port Gardner and Port Susan, Washington – after his former commander Vice Admiral Sir Alan Gardner and his wife Susannah, Lady Gardner.
- Whidbey Island – after naval engineer Joseph Whidbey.
- Discovery Passage, Discovery Island, Discovery Bay, Port Discovery and Discovery Park (Seattle).

Death

Vancouver, at one time amongst Britain's greatest explorers and navigators, died in obscurity on 10 May 1798 at the age of 40, less than three years after completing his voyages and expeditions.[15] No official cause of death was stated, as the medical records pertaining to Vancouver were destroyed; one doctor named John Naish claimed Vancouver died from kidney failure, while others believed it was a hyperthyroid condition.[16] His grave is in the churchyard of St Peter's Church, Petersham, in the London Borough of Richmond upon Thames, England. The Hudson's Bay Company placed a memorial plaque in the church in 1841.[17] His grave in Portland stone, renovated in the 1960s, is now Grade II listed in view of its historical associations

Legacy

Vancouver determined that the Northwest Passage did not exist at the latitudes that had long been suggested. His charts of the North American northwest coast were so extremely accurate that they served as the key reference for coastal navigation for generations. Robin Fisher, the academic Vice-President of Mount Royal University in Calgary and author of two books on Vancouver, states:

This information came largely from Wikipedia, the free encyclopedia George Vancouver

CURRENT OFFICERS

Click Picture to email Officer of Choice Directly



Skipper
Tony "Not Kevin Crash" Carlson



Gilligan (Little Buddy)
Kevin "CUZ" Erwin



Scribe
Joe "Squid" Garhart



Quartermaster
Ronnie "Rod" Bundang



Sargent of Arms
Rob "Rack Bastard" Andrew

WHERE WE CAN BE FOUND

Facebook



**CAPTAIN GEORGE VANCOUVER
1792**

Captain George Vancouver Historical
Society

Click on the picture above to be taken to our Facebook page

Reach out to us at CGVHS1792@gmail.com
Or click on any of the officers pictures to email
directly

Send Mail To:

Captain George Vancouver Historical Society
25497 Chris LN NE, Kingston, WA 98346

COMING EVENTS

- November 5, 1300 Tacoma WA Doc Maynards General Meeting
- November 12, 11:00 Am Kingston WA CGVHS General Meeting
- Dec 17 1400 2nd annual Doc Smith Toy drive (Doc Maynard)

MEMBERSHIP CGVHS

For a one time Donation of
\$20 you can become a voting
member of Captain George
Vancouver Historical Society.
"Must be present to vote"

1792

1792

MEMBERSHIP CGVHS

Food Drive

October-December

Brother Joe Garhart suggested that we start a food drive “everyone can bring a can of food to donate to the meeting”.

I think this is a great idea we can do this for the next 2 meetings and after the December meeting we will take it to a food bank. I think there is one in Kingston, we can discuss this at the meeting. Remember you can be collecting all month and bring it to the meeting. Lets do great things.

November

Meeting

I am going to make pulled pork chili for the meeting. It would help if someone wanted to bring disposable bowls, plastic spoons, corn bread, chips, dips, and as always bring what you like to drink.

FROM DOC MAYNARD'S FACEBOOK PAGE



Dan McCormick

Admin Group expert in History & Philosophy [CTX] +1 · 5d · 🌐

Brother's!

The second annual Greg "Doc" Smith Memorial Toy Drive is quickly approaching!

We will be collecting unwrapped toys and monetary donations at:

Top Down Brewing Co.

15355 Main St E, Sumner, WA 98390

Saturday December 17th, 2022

from 2:00pm – 6:00pm

We will also be dedicating a plaque/sign designating Top Down Brewing as an official Watering Hole of the Doc Maynard Chapter!!! Don't miss out!

Please stop by and make a donation of an unwrapped toy, gold dust, or good ol' paper money if you can. Please keep in mind the Salvation Army needs more gifts focused towards teens aged 13-18.

Top Down Brewing will also give \$1 off your first drink with any donation!

There will also be a food truck on site for those who want to stay for a while. Top Down Brewing is family friendly, so bring the kids, and also big supporters of our local teachers.

Last year Picker delivered an overwhelming donation that amounted to the second largest donation to the Federal Way Salvation Army. This year we aim to be number one!

All donations will go to the Salvation Army in honor of Greg "Doc" Smith! Many of you know he did this every year because he was fortunate enough to receive presents through the Salvation Army as a child himself, and it was his way of giving back. So please come down and donate if you can so we can continue this tradition for him.

Sponsored By:

Top Down Brewing Co. & Doc Maynard Chapter No. 54-40 of
E Clampus Vitus®

The Widders

All of the women of ECV,
Are the prettiest that could ever be;
Take care of orphans when doin's are had,
Which can only be Good and never be sad.

The clampers are lucky to have one of these,
Will do most anything, just say "please";
Protected & cared for thats what us Clampers
do,
We buy them neat swag showing our love is
true.

We have family gatherings, come one and all,
With special occasions called "The Widders
Ball";
We dress up all formal, real snazzy and such,
And show off our Widders that we love so
much.

J.L. "Squid" Garhart
10/23/22

Point No Point Light House



This is where I got the story, visit this web site for really cool pictures of the Light House

<https://www.lighthousefriends.com/light.asp?ID=110>

From the northern tip of the Kitsap Peninsula, a low sandspit extends east for over a quarter of a mile into the waters near the junction of Admiralty Inlet and Puget Sound. In 1841, Charles Wilkes of the U.S. Exploring Expedition approached the spit thinking it was a substantial point. On finding that it was much smaller than he had expected, Wilkes designated the spit Point No Point. Previously, Native Americans had given the point a more descriptive name – Hahd-skus, meaning long nose. The [Point No Point Treaty](#) was signed on the spit in 1855 by Territorial Governor Isaac Stevens and leaders of Chimacum, Skokomish, and S’Klallam tribes, ending the Indian wars.

During the late 1850s and early 1860s, lighthouses were established along Washington’s west coast and the Strait of San Juan de Fuca, but there were still no lights in Puget Sound, the destination of many of the vessels entering the strait. In 1872, the following report accompanied the Lighthouse Board’s request for \$25,000 for a lighthouse at Point No Point.

This point is about twenty miles from Port Townsend on the route to Seattle, Territory of Washington. The rapidly increasing importance of the commerce of Puget Sound, which will be still augmented by the Northern Pacific Railroad, requires the construction of such aids to navigation as will more effectually open these waters to foreign as well as home trade.

Congress granted the requested funds on March 3, 1873, but Francis James, the owner of the point, was reluctant to sell the property. The Lighthouse Board might have expected a struggle over the land, as James had demonstrated his fighting nature while briefly serving as a keeper at Cape Flattery. There, a dispute with a fellow keeper had escalated into a gunfight. James finally agreed to sell ten acres on the point for \$1,000 in March 1879, and work started on the station’s buildings that September.

By the end of the year, the eleven-foot-square, brick tower and keepers’ duplex were close to completion, but the lens and glass panes for the lantern room had not arrived. The Lighthouse Service was determined to have the light exhibited on January 1, 1880 as printed in a Notice to Mariners, so John Maggs, the first keeper, who also had a dental practice in Seattle, was ordered to hang a common kerosene lantern from the dome of the lantern room that evening. A fixed, fifth-order, L. Sautter, Lemonnier et Cie Fresnel lens arrived on January 10, and the glass planes followed on February 1. Shortly thereafter, the lighthouse was fully functional, using a Hains’ mineral-oil lamp to exhibit a fixed white light at a height of twenty-seven. A brick watchroom, measuring ten by twelve feet, was attached to the landward side of the square tower.

Caroline Maggs and her two young children also arrived at the station in February, and, given Caroline’s delicate condition, a cow was ordered to supply milk for the expected baby. The bovine arrived by schooner, was lowered over the vessel’s side using a sling, and then swam ashore. The first baby born at the station in July 1880 was a girl named Mollie.

A 1,200-pound fog bell, formerly used at New Dungeness Lighthouse, was transferred to Point No Point in April 1880, and a square, pyramidal, frame tower for it was built a short distance south of the lighthouse. The enclosed upper portion of the tower contained weight-driven machinery that would strike the bell once every ten seconds. Once wound up, the weights would operate the bell for two-and-a-half hours before descending the twelve-and-a-half feet to the ground.

Maggs encountered difficulties with one assistant keeper named Abram Manning. One of many run-ins between the two keepers was recorded by Maggs in his logbook: “This a.m. Assistant Manning ran bell between 12 and 1 o’clock when there was a good horizon three miles off with not a particle of halo around the light and when I told him about it, that there was no need of running bell he said that I was a ‘damned liar.’” Enraged at the accusations, which included keeping the light in a sloppy manner, Manning armed himself with a pistol and, accompanied by another man, took control of the tower. Inspector Reiter soon arrived to investigate the situation, and Manning and his family were required to pack up their belongings and leave with the inspector. Maggs recorded his feelings in his log on that long-awaited day when Manning departed after just over six months at the station: “Myself and family all feel great relief that the Mannings are all gone for we have suffered untold annoyances from the first day that they arrived here until today they left from here.”

In 1880, a four-mile-long horseback trail was opened through dense underbrush to enable the keeper to obtain his mail by land from the post office at Port Gamble. The station was supplied with a boat and boathouse, and landings were made on the gently sloping sand beach near the dwelling.

An 1881 inspection report declared the station unhealthy, with its residents suffering from “fevers.” During the summer and fall, Indians caught large quantities of dog fish on the point for oil and discarded their bodies on the beach, where they would decompose and produce a sickening stench. Not much could be done to solve that problem, but a dike was built along the west side of the property to reclaim salt marshes, which served as breeding grounds for mosquitoes.

A few years after the establishment of the station, settlers started to occupy the high land northwest of the lighthouse. One of the first settlers was Hans Zachariasen, for whom Hansville is named. The [lighthouse](#) was tightly connected to the small community. From 1893 to 1914, Mary Scannell, wife of Keeper Edward Scannell, served as the postmistress. Later, Cora Cary, wife of Keeper William H. Cary, opened a store in the town and subsequently operated a weather reporting station out of the lighthouse. Cora would take readings from the instruments three times a day and phone the information to the weather service at Boeing Field in Seattle.

In 1893, the Lighthouse Board noted “the present fog bell at Point No Point does not satisfy the needs of the service,” and requested \$6,000 for a first-class fog signal for the station. The requests were repeated annually until Congress finally approved the funds on July 1, 1898. Workmen and the necessary materials were landed at the point on October 4, 1898, and a brick [fog signal building](#), attached to the lighthouse by a passageway, was completed on the seaward side of the tower by the end of November.

A Daboll trumpet and oil engines were not shipped from the East until June 1899, and the Daboll trumpet commenced operation on April 1, 1900, sounding three-second blasts separated alternately by silent intervals of three and twenty-one seconds.

In 1915, the light source was upgraded to an incandescent-oil-vapor lamp inside a fourth-order, group-flashing Fresnel lens, which is still mounted in the tower today. On May 20, 1930, lightning struck the lighthouse, and, instead of following the lightning rod to the ground, it passed through the lantern, the lens pedestal, and copper oil supply tubing and air tubing to reach the ground.

The station was automated in 1977, but the keepers’ dwelling still served as a home for Coast Guard personnel for several years. Kitsap County expressed interest in acquiring the lighthouse in 1992, but it wasn’t until 1998 that the Coast Guard declared the property as surplus, and a long-term lease on the property was granted to the county. In a forward-looking move, the county has since purchased roughly thirty-five acres adjacent to the lighthouse, providing one-and-a-half miles of publicly accessible beach with views of Mount Rainier, Mount Baker, the Seattle skyline, and Whidbey Island.

On June 16, 2006, the Fresnel lens stopped its years of countless rotations, having been replaced by a modern, plastic beacon mounted by the Coast Guard on the railing outside the lantern room. Also that year, Friends of Point No Point Lighthouse was formed to help with the restoration and interpretation of the site.

The U.S. Lighthouse Society relocated from a high-rise in San Francisco’s financial-district to one side of the keepers’ duplex in April 2008. The other half of the duplex is available to the public as a [vacation rental](#). The Lighthouse Society has an extensive research library and a mini-museum in their front room for tourists.

In 2009, Point No Point Lighthouse, deemed excess by the Coast Guard, was offered at no cost to eligible entities, including federal, state, and local agencies, non-profit corporations, and educational organizations under the provisions of the National Historic Lighthouse Preservation Act of 2000. Kitsap County submitted its application for the lighthouse property in April 2010, and in July 2012, the Department of the Interior announced that the lighthouse would be transferred to the county.

During the spring of 2010, Point No Point Lighthouse was one of twenty-five historic properties to participate in an online Partners in Preservation poll, sponsored by American Express and the National Trust for Historic Preservation. Eleven properties received significant grants, with \$100,000 going to Point No Point Lighthouse. The money was used to rehabilitate the oil house, install new shingles around the base of the lantern room, hang a new front door, run a new electrical line to the lighthouse, remove an inactive modern fog signal, replace the lantern room glass, and strip, patch, prime and paint the exterior walls.

A re-opening celebration was held at the restored lighthouse on May 12, 2012. “After 133 years of service, this Kitsap County landmark will continue to shine for another century,” said Jeff Gales, Executive Director of the U.S. Lighthouse Society in announcing the completion of the work. “It offers awareness, comfort and hope to all who gaze upon her, and quietly reminds us of this region’s rich maritime history. The Point No Point Lighthouse summons all of us to lend our support and to contribute to her ongoing preservation in some way, because unlike the past, today all of us can become keepers of the light.”

- Head: John S. Maggs (1879 – 1884), William H. Jakins (1884 – 1888), Edward Scannell (1888 – 1914), William H. Cary (1914 – 1937), David O. Kinyon (1937 – 1939), Arthur F. Frey (1939 – 1942), Charles F. Walters (1943 – 1952), Harvey Bussart (1952 – 1956).
- Assistant: Henry H. Edwards (1879 – 1880), Nathaniel L. Rogers (1880 – 1881), Abram H. Manning (1881), Neil Henley (1881 – 1882), John Q. Latta (1899 – 1900), Thomas N. McBride (1900 – 1902), Jacob C. La Byrn (1902), Edward A. Brooks (1902), Thomas E. Stanfield (1902 – 1904), Bernard B. Meagher (1904 – 1910), William H. Cary (1910 – 1914), Samuel B. Morris (at least 1915), Jacob Hall (at least 1917 – at least 1924), Forrest M. Christner (– 1930), Gilbert H. Fulkerson (1930 – 1935), Walter Mabin (1935 – at least 1940), Richmond E. Umdenstock (1942), George H. McNelley (1942 – 1943).
- References
- *Annual Report of the Lighthouse Board*, various years.
- *Umbrella Guide to Washington Lighthouses*, Sharlene and Ted Nelson, 1998.
- *Lighthouses of the Pacific*, Jim Gibbs, 1986.
- “Beach Land in Public Hands,” *The Sun*, December 1999.
- “The Point No Point Lighthouse Shines Brighter Than Ever,” U.S. Lighthouse Society Press Release, April 26, 2012.

SKIPPER'S SCUTTLEBUTT

Good Moring All, this is our second edition of the Ships log for The Captain George Vancouver Historical Society. My hope is this little news letter will help everyone stay up to date with what is going on here on the peninsula. We are just getting into the Holiday season with Halloween soon to behind us and Thanks Giving creeping fast, then Christmas right around the corner lets keep those that are less fortunate than us in mind. Now I am not just talking about the guy on the corner begging for money, I am talking about that brother standing next to you, you know the one who is the first to lend a buck so a brother can get a soda and forgot to bring change, the brother who is the first to offer up what ever he has so that another does not have to struggle. Take care of each other that is after all what we are all about first and foremost, oh ya and history we like history. My hope is that you are all staying safe and taking care of your Widders and Orphans, and that if you are in need of any help you will reach out even if its just to talk. Ok that is my rant for the month Love you guys.

V/R

Tony Carlson

GILLIGANS BLOG

At the end of the 18th century, Britain had started shipping its undesirables off to Australia. In July 1789, the Lady Julian was loaded with around 240 of Britain's female convicts. Ranging in age from 11 to 68, the women were sent abroad with the hopes that they would help populate the new colony. It wasn't long before things went exactly as you might expect. Most of the women had been in jail for crimes that were then capital offenses, which meant that many were in for nothing more than shoplifting. Once on board and out at sea, the steward of the ship broke their chains and enslaved them in a completely different way. Every crewman on the ship was allowed to take a "wife" from among the lot. John Nichol, the steward, claimed a girl named Sarah Whitelam for his own. She had been convicted of petty theft. The only record we actually have about what went on during the journey comes from Nichol's own memoirs, and it's pretty dire stuff. Every time the ship docked at a new port—including Rio de Janeiro and the Canary Islands—they opened the doors and had the women ply their trade. Nichols was thought to have acted as a facilitator, heading out into the city and to other ships to let them know that there were women waiting for sailors that had been out to sea for way too long. We know that there were at least a handful of births on the ship, but we don't have a lot of names. Whitelam was one of those who gave birth, and weirdly, it was deemed one of the only ways for the women condemned to the life of a pioneer to make enough money to have a chance at something more.

V/R Procured

Kevin Erwin



Making New Friends



John and his new buddy Rusty

Hoofing It

American moonshiners were in desperate need of avoiding cops during the Prohibition era (1920-1933), and thus, these heifer-heels were born. They'd use these puppies to look like cows when traipsing through fields or across other terrain that might leave footprints for the authorities to track.

These shoes bring a whole new perspective to "hoofin' it."



CONGRATULATIONS

To Our Newest Papered Members



Rob Andrew
Bill Andrew
Bill Bracken
Chris Carlson
John Webster



Thank You for Donating your Treasures