
GROTON HISTORICAL SOCIETY

Newsletter

Volume 23 Issue 4

Groton, Vermont 05046

Fall 2010

ONE HUNDRED YEARS AGO

1910 GROTON CENSUS

MEETING SCHEDULE

10 AM the second Tuesday
of May through October
at the Peter Paul House
1203 Scott Highway
Groton, VT 05046

ELECTED OFFICERS

2010

| | |
|----------------|------------------|
| President | Richard Brooks |
| Vice President | Deane Page |
| Secretary | Josephine French |
| Treasurer | Joan Haskell |

APPOINTED POSITIONS

| | |
|-------------------|-------------------|
| Web Site Editor | Donald Smith |
| Newsletter Editor | J. Willard Benzie |

CONTENTS

| | Page |
|--------------------------------|------|
| 1910 Groton Census | 1 |
| WW II stories by D. Smith..... | 5 |
| Pictures | 8 |
| GHS News | 14 |

Were you counted in the Census this year? One hundred years ago the people who were counted left a record of their presence in Groton. In April 1910 Fred H. White enumerated the people living in Groton for the U. S. Census Bureau. All names are on the GHS web site.

He listed 911 people, or 148 fewer than ten years earlier (about a 14% decrease). [The Census Bureau has the 1910 population of Groton 915, but only 911 names are on the census record submitted by Fred White.]

One hundred seventy seven family names were on the 1910 census of Groton, including 71 new ones since the 1900 census. There were 52 people living in Groton with the family name Page; 49 named Welch; 35 Ricker; 30 Darling; 28 Frost; 28 Heath; 26 Smith;

(Continued on page 2)

(Continued from page 1)

24 Whitehill; 22 Emery; and 21 Vance. Eleven more family names had 10 or more individuals: Clark and Morrison had 16; Carpenter and Thurston 14; Ashford 13; Blanchard, Eastman, and Hood 12; Lund 11; and Goodwin and Hall 10.

Family Names in 1910 Groton Census
(with new names *italicized* and number of individuals counted)

| | | | |
|---------------------|------------------------|---------------------|---------------------|
| <i>Amara</i> (1) | Annis (8) | Ashford (13) | <i>Bacon</i> (2) |
| <i>Badger</i> (2) | Bailey (2) | Baldwin (2) | <i>Beckley</i> (3) |
| Benzie (4) | <i>Bernads</i> (1) | Blanchard (12) | Blodgett (1) |
| <i>Bone</i> (2) | <i>Boomhower</i> (5) | Bowen (2) | <i>Brink</i> (2) |
| <i>Brock</i> (1) | Brown (1) | <i>Burke</i> (1) | <i>Burnett</i> (3) |
| Burton (2) | Carbee (2) | <i>Cari</i> (1) | <i>Cario</i> (1) |
| Carpenter (14) | Carter (7) | <i>Ceccato</i> (1) | <i>Cecchini</i> (1) |
| Chalmers (5) | Chase (1) | <i>Cheechi</i> (5) | <i>Church</i> (1) |
| Clark (16) | Clough (2) | Cochran (4) | Coffrin (4) |
| <i>Constant</i> (1) | Corruth (9) | <i>Cowan</i> (2) | <i>Crouse</i> (3) |
| Crown (8) | Cutts (3) | <i>Dana</i> (5) | Daniels (7) |
| Darling (30) | Davidson (4) | Davis (1) | <i>Dean</i> (5) |
| Dennis (7) | <i>Doe</i> (1) | <i>Domenies</i> (1) | Downs (4) |
| Dunn (7) | Eastman (12) | <i>Ely</i> (1) | Emery (22) |
| Evans (1) | <i>Farrington</i> (1) | Fellows (6) | Fifield (4) |
| Ford (2) | <i>Francis</i> (2) | Fraser (3) | Frost (28) |
| <i>Gardner</i> (2) | <i>Gelio</i> (1) | Glover (8) | Goodwin (10) |
| Graham (7) | Hall (10) | Hanchett (3) | Harris (2) |
| Hart (5) | Harvey (1) | Hatch (8) | Hayes (5) |
| Heath (28) | <i>Helie</i> (2) | Hendry (5) | Hill (1) |
| <i>Hines</i> (4) | Hood (12) | <i>Hopkins</i> (1) | <i>Hosmer</i> (7) |
| <i>Hulbrick</i> (1) | <i>Hunt</i> (1) | <i>Jackson</i> (1) | James (1) |
| <i>Jennison</i> (1) | Johnson (5) | Jones (4) | Jordan (4) |
| <i>Judd</i> (1) | <i>Keenan</i> (3) | <i>Kendrick</i> (6) | King (1) |
| Kittridge (2) | Knox (9) | Ladd (1) | Lamphere (1) |
| Larro (2) | <i>Leavenworth</i> (1) | Legare (5) | <i>Longmore</i> (3) |
| Lord (6) | <i>Lumsden</i> (1) | Lund (11) | <i>Main</i> (2) |

| | | | |
|---------------------|---------------------|-----------------------|----------------------|
| <i>Mandigo</i> (1) | <i>Markham</i> (1) | McCrillis (3) | <i>McDonald</i> (5) |
| <i>McNowell</i> (1) | <i>Melhs</i> (2) | Miller (6) | Millis (2) |
| <i>Morgan</i> (4) | Morrison (16) | Morton (2) | Moulton (5) |
| <i>Myers</i> (2) | <i>Norberg</i> (1) | Olney (1) | Orr (7) |
| Page (52) | Parker (2) | Parks (3) | <i>Patch</i> (3) |
| <i>Pearce</i> (2) | Philbrick (1) | Pierce (8) | Pillsbury (7) |
| Plummer (1) | <i>Pochico</i> (1) | Purcell (2) | <i>Ralston</i> (2) |
| <i>Rapags</i> (4) | Raymond (2) | Renfrew (3) | <i>Repoco</i> (1) |
| <i>Ressler</i> (1) | <i>Rezuides</i> (1) | <i>Richardson</i> (1) | Ricker (35) |
| Rogers (3) | Ross (3) | <i>Sanders</i> (3) | Scott (3) |
| <i>Seruton</i> (3) | Sherry (3) | <i>Sinclair</i> (1) | Smith (26) |
| Somers (6) | Stevens (7) | <i>Stevenson</i> (1) | <i>Stone</i> (1) |
| Taisey (2) | Taylor (8) | Tellier (5) | <i>Terrill</i> (1) |
| Thurston (14) | Tillotson (2) | Vance (21) | <i>Vegneault</i> (1) |
| <i>Vincent</i> (1) | Webber (3) | Welch (49) | Weld (3) |
| <i>Wells</i> (1) | Welton (1) | <i>Wheeler</i> (1) | White (4) |
| Whitehill (24) | Williams (4) | Wilson (3) | Wormwood (1) |
| Wrinkle (1) | | | |

Family Names in 1900 Census that are Missing in 1910

| | | | |
|----------|----------|------------|-------------|
| Adams | Aldrich | Allston | Anderson |
| Antonio | Aors | Bagonisi | Bank |
| Bararini | Barnet | Benard | Bergeson |
| Bolton | Booth | Borcin | Briggs |
| Buckham | Butler | Butson | Chamberlain |
| Clay | Coldin | Cole | Comitte |
| Costello | Cowles | Cunningham | Cuttul |
| Darby | Digby | Donald | Dunnett |
| Egetel | Elmer | Forder | Fowler |
| Frechett | Freeman | French | Fuller |
| Gambell | Gilman | Giovanell | Goodine |
| Goodnow | Hanscom | Hayward | Hitchcock |
| Hoyt | Keiv | Kenniston | Kent |
| Lavois | Leighton | Lovell | MacIntosh |

(Continued on page 4)

(Continued from page 3)

| | | | |
|----------|----------|-----------|----------|
| Malone | Mather | McCabe | McGudlin |
| McKellop | McKeve | McLoud | McRae |
| Minard | Mundy | Murphy | Nixon |
| Noyes | O'Neil | Ordway | Osburg |
| Paiko | Paterose | Prevo | Pullett |
| Ramsey | Reed | Remington | Robbins |
| Robinson | Rollazzi | Rowe | Russell |
| Sanborn | Shaw | Snow | Speare |
| Stuart | Symes | Taft | Taro |
| Tory | Weed | Westerly | Whitcher |
| Wood | Wool | | |

The death of J. R. Darling and I. M. Ricker in 1910, two of the town's leading businessmen and strong promoters of the lumber and granite industries, may account for some of the local economic slowdown.

T. N. Vail, president of AT&T, purchased Darling Pond and cutover timberlands from S. F. Griffith in 1910, remodeled the boarding house for a summer home and renamed it "Vail Pond".

Rob Miller in partnership with V. E. Ayer of Barre acquired extensive timberlands around Groton Pond and built a sawmill on the site of the Baldwin & Hazen mill that was destroyed by fire when their boiler exploded. A story about Rob Miller's Mill by Charles Lord appeared in the Spring 2004 Newsletter and a review of Groton for the decade beginning in 1910 was in the Summer 2001 Newsletter.

The Granite sheds with their limited capital were getting stiff competition from the Barre firms that were greatly expanding with new technologies and a labor force with union demands to improve working conditions and increase pay. In the previous decade Groton population decreased by 14% but Barre population nearly doubled to almost 12,000 with about 3,000 workers in the granite industry in 1910.

Groton High School was discontinued after the 1909 graduation and did not start again until after World War I, in 1919.

WORLD WAR II STORIES – PART IV

Last Voyage of the American Steam Ship West Kebar in 1942

By Captain Dwight A. Smith (1888 – 1962)

Condensed from a 1988 typed copy of Captain Smith's handwritten 1944 notes donated to the Groton Historical Society in 1995 by his son, Dwight A. Smith Jr. a long time member of the Society.

I first took command of the "West Kebar" January 30, 1931 and remained in that position until November 28, 1937 when I transferred in succession to command of "West Lashaway", "Zarembo", "West Irmo", and "Otho". I returned to command of "West Kebar" on August 24, 1941 and completed two safe voyages by April 14, 1942. In May the "West Kebar" was armed with four 20mm anti-aircraft guns, 2 on poop deck and 2 on bridge; two 30 caliber machine guns on top of wheel-house; and 4" 50 caliber rifle.

After being armed, Degaussed, repaired, and loaded, the crew were signed on for the voyage on June 2nd, time to commence June 3rd, and consisted of the usual run-of-the-mill seamen; some white, some black, and a number of shades in between white and black, but all of them full American citizens. The Deck Officers were E. F. Raymond, Chief Officer; H. R. Brown, 2nd Officer; H. R. Carter, 3rd Officer; and H. R. Bower, Junior 3rd Officer. Engineer Officers were W. Pope, Chief Engineer; John Corey, 1st Assistant; C. Larsen, 2nd Assistant; Herman Anderson, 3rd Assistant; and Robert McQueen, Junior 3rd Assistant Engineer. Radio Operator was E. Suchocki, and Chief Steward was S. Jones.

After loading all but 150 tons of a full load at Brooklyn Pier #37, the "Kebar" left early morning of June 4th to make a run over the Degaussing range below the Narrows, after which she was to continue on to adjust compasses. While on the Degaussing range, the Adjustor found that the spotter's pill-box, which had been installed on top of the wheel house, had such an adverse effect on the Standard Compass as to render it totally useless. That is, no matter what heading the ship was put the North point of the compass remained steadily pointing towards the pill-box. The pill-box was of 5/8" steel plate welded to the steel plate encasing the wheel-house. The ship was therefore brought back to the Upper

(Continued on page 6)

(Continued from page 5) **World War II Stories**

Bay and anchored below the Statue of Liberty; after which I went to the main office and made a detailed report. That night a gang of shipyard workmen came aboard and with air chisels cut the pill-box from the deck plate, and removed it from the ship. The following day the Adjustor tried it again, that time with very fine results; and by mid-afternoon the ship was alongside the wharf at Claremont, NJ where 150 tons of ammunitions were loaded.

Saturday forenoon, June 6th we anchored in Gravesend Bay to await a convoy to take us down the coast. There were 12 ships in the convoy, 4 foreign flag and the rest American, and we were to leave anchorage at stated intervals to avoid confusion in forming up outside the channel. The West Kebar's time was 4:15 AM, which made her the third ship out. She was designated as Vice-Commodore of the convoy to take up a position leading the first column. By 7:30 AM June 7th the convoy had formed, and proceeded down the coast, escorted by five surface craft (including one Canadian), two Blimps, and a number of planes that came and went periodically throughout the day. No difficulty was encountered and the convoy passed through the Delaware defense boom, up the mine-swept channel by 2:00 AM June 8th.

Some of the ships in the convoy were bound to Philadelphia, some to Baltimore and others to Hampton Roads via the Delaware-Chesapeake Canal. The "West Kebar" and two Norwegian ships being too deep draft remained at anchor, and proceeded at daylight outside and down the coast for the Virginia Capes. On this second leg of the passage the "West Kebar" lead the two Norwegians in single file, and by good luck (I had no proper charts for going inside the shoals ringing the coast) arrived and anchored in Lynnhaven Roads at 2:00 AM June 9th. About 9:00 AM I was taken ashore to the Little Creek Naval Base to get my sailing orders, and routing instructions for the voyage to West Africa. My orders were to leave the anchorage and proceed to sea on my voyage at 2:00 AM on the following morning, but before midnight thick fog set in and remained until early afternoon on the 10th. We managed to get underway about 2:30 PM and by shortly after 4:00 O'clock had dismissed the pilot and were finally on our way.

The trans-Atlantic crossing was uneventful with the exception of the third day out when the Navy in Bermuda alerted us to a sub being sighted at a position six or seven miles from our course. I figured the sub's position would not be reached for four hours or more from the warning and it couldn't very well remain in one position and would most likely be well clear of us so I held our course. This must have been the right surmise because nothing

was ever seen of it.

On the passage across there were but six passengers, all men. An Englishman being transferred from the West Indies to Sierra Leone, four missionaries all bound for the interior of Nigeria, and a newspaper man bound for Lagos, Nigeria for the Office of War Information. One Canadian missionary was elderly and returning from home leave. The other three were young men going out to the foreign field for the first time, one Canadian and two Americans, and in my opinion doing a fine job in Draft Dodging, as they were young, healthy, and strong. They were in such a hurry to get a long distance away from it all, they left the ship in Liberia and proceeded to Nigeria by air the first week in July.

The "West Kebar" arrived in Freetown on June 28, 1942, and as the call in that port was for the sole purpose of taking on boiler water and getting Naval Route Instructions, sailed again the morning of June 30th. She was escorted from 9:00 AM until that afternoon at 3:00 O'clock and then proceeded alone, owing to one of the M.L.'s having an explosion in her engine room, which disabled her and necessitated her being towed back by her companion. We arrived in Robertsport mid-forenoon July 1st to discharge 900 tons of cargo. On July 10th proceeded 45 miles down the coast to Monrovia, Liberia and the progress of discharging here was even slower making the departure for the next port, Marshall, Liberia, July 27th. The port at Marshall was so full of delays that by comparison the first two were but short halts. We arrived at daylight July 27th and sailed PM August 26th.

The "Kebar" left Marshall for Takoradi, Gold Coast in company with an American ship the S.S. "Pan Crescent", and escorted by an armed British trawler. I don't know just what protection the trawler afforded us, seeing she was at least one knot slower than the "Kebar", and six knots slower than the "Pan C". It was on this same run the "West Irmo" was torpedoed and sunk while being escorted (April 2, 1942), and the "West Humhaw" got the same dose while under escort and in company with two other ships, one of which was sunk at the same time (Nov. 7, 1942). However, the passage to Takoradi was without incidents, arriving in the midst of a very thick fog on the forenoon of August 29th.

After discharging considerable cargo in Takoradi we left for Port Harcourt, Nigeria on Sep. 6th, in convoy with four ships, one British, one Polish, one Belgian, and one Hollander; quite an international fleet. Three of

(Continued on page 10)

PHOTOS BY DWIGHT A. SMITH



.SNUG HARBOR—Captain Smith’s home in Groton



Reverend P. A. Smith’s home in Groton, father of Captain Smith



Groton Methodist Episcopal Church
Minister in 1910 was Rev. P. A. Smith



Fred H. White's home along the Wells River

(Continued from page 7) **World War II Stories**

these went into Lagos, Nigeria, while the “Kebar” and the Belgian left them about ten miles outside the harbor, and under orders from the Navy went our respective ways independently. The “Kebar” arrived in Port Harcourt at noon on Sep. 10th, spent six days cleaning tanks preparatory to loading bulk palm-oil; loaded 950 tons of oil, and sailed for Lagos, Nigeria Sep. 18th. We made the call at Lagos to take on our homeward supply of fuel oil, which we received the day after arriving, but had to wait until the 25th for a convoy returning to Takoradi. Arrived there on Sep. 27th and sailed just before dark October 6, 1942. When the “Kebar” left Takoradi, homewards, she had the following tonnage on board: 5,620 tons manganese ore about evenly distributed in Nos. 1,2,4 and 5 lower holds, 950 tons bulk palm oil in No. 3 tanks, 450 tons crude sheet rubber in shelter deck space, 600 tons mahogany logs, and general cargo to make up a total of 7,750 tons. The mahogany and general cargo was evenly distributed in the ‘tween deck spaces.

The “West Kebar” left Takoradi bound for Freetown for orders and Naval routing, in company with 15 other ships. Two of these left the convoy two days before we arrived at Freetown to call at the port of Marshall, Liberia, where one was to discharge cargo and the other to load 2,000 tons of rubber. The latter was the S. S. “Scapa Flow”, flying the Panamanian flag and commanded by a former officer sailing with me for a number of years. The Scapa Flow was torpedoed and sunk on Nov. 14, 1942 while enroute from Freetown to Trinidad, with quite a loss of life, and amongst those lost was my friend Capt. Samuel Newbold Mace.

After a very slow and plodding passage the convoy arrived in Freetown Oct. 13, 1942, having experienced nothing unusual on the trip.

A convoy of 42 ships with 7 escorting vessels left Freetown on Oct. 16th, all ships excepting the “West Kebar” bound to Great Britain. We went along with the convoy until the longitude of San Antonio Island (Cape Verde group) was reached, and at 2:00 AM Oct.20th were dismissed to proceed independently to our destination (Port of Spain, Trinidad). On the night of Oct. 25th, when well on our way to Trinidad, I received a radio message from Naval Operations, Washington directing the ship to St. Thomas, Virgin Islands via “Reference Position” (secret), and almost due north of the ship position at the time the message was received. Up to this time (and for four more days) we had very pleasant sailing, all the time practically on the parallel 12 degrees North latitude; temperature really fine, not

too hot, light breezes, clear skies, and fairly smooth seas until we reached latitude 13 degrees 30 minutes N. At that point the SE winds were fresher and steadier, causing a moderate sea.

Life on board had proceeded at an even tenor, with the crew going about their work in good spirits; the passengers spending their time in day-light hours idling about the decks, sleeping and eating, and all hands feeling very pleased over the prospects of a fairly early and safe arrival in the United States. Under war conditions causing ships to observe a most complete and total blackout at night, from sunset to sunrise, life at night is not so pleasant on shipboard, as it is too hot inside the cabins to remain there with lights on and all openings tightly closed, and as no lights of any nature are allowed on deck the satisfaction of a smoke is denied one. That leaves nothing to do at night but to sit around and talk, and even that becomes a bore after subjects of conversation have become scarce.

On this voyage there were nine passengers: Mrs. Elizabeth Fowler, American born wife of a Gold Coast Government Doctor; Messrs. Bush and Sirola, young Canadian miners on leave from Gold Coast mines; Mr. Browning, an English miner from the same mines and bound for Canada to spend his vacation; Mr. Kitch and son Paul (8 years), an American missionary from the French Ivory Coast; Mr. Meyers, missionary Free-Lance who had been some years in Nigeria; Father Borne, Catholic missionary, American citizen (very Irish) returning from Nigeria due to ill health; and Mr. Stokking, Pan American employee returning from the Gold Coast.

Throughout the entire voyage, both outward and homeward bound, fire and abandon ship drills had been held at intervals of not more than four days, which insured that each member of the ship's crew was well versed in his duties connected with handling and preparing life boats and rafts for launching, and safely getting away from the ship's side. At the commencement of the voyage I had posted in mess rooms, crew's quarters, and in the passenger's dining saloon, detailed instructions as to how each person should conduct himself upon an emergency arising, with particular attention to not lowering a boat, or launching a raft until so ordered by the Master or the surviving senior officer. This was to prevent premature launching, and possible loss of life saving equipment and lives, which would be liable to occur if a boat or raft was placed in the water while the ship still had too much headway.

(Continued on page 12)

(Continued from page 11) **World War II Stories**

In addition to these instructions written “Standing Orders” were left in the chartroom for the guidance of the Officer of the Watch, orders which each Officer signed, only after thoroughly understanding them and which he reviewed each watch before relieving the Officer in charge of the bridge. These “Standing Orders” had embodied in them detailed instructions covering action to be taken upon sighting anything at all suspicious, sighting a submarine or torpedo track; that is, handling of engines, sounding of alarms, alteration of course, etc. etc. All persons on board were required to have with them, or readily accessible at all times, working, eating or sleeping, his life jacket, and were advised to have at hand a small package containing valuables or important personal documents. Each life jacket had attached to it a whistle, jack knife, and a small automatic red electric light. This light had in the side of the casing two quarter inch holes and would automatically light as soon as water entered. To prevent the chemical making the light becoming exhausted if the wearer of the jacket was in the water during daylight hours the holes were taped over.

My own life jacket was located just inside my office door, (starboard side) laid on top of a watertight handbag, containing a heavy sweater, trousers, shirt, socks, handkerchiefs, felt hat, navigation books, binoculars, pen, pencil, paper, cigarettes, matches, a movie camera, a still camera, chewing gum, and numerous more or less valuable minor articles. This bag I named my “Going Away Bag”, but sad to say it never went anywhere. Also within handy reaching distance was a holster with a loaded 38 cal. automatic pistol, the holster in position, on an army canvas web belt, and last but not least my sextant. The sextant was one presented to me by the New York Maritime Exchange in 1908, and had engraved on the front “Presented to Dwight A. Smith, First Honor Graduate, New York State School Ship ‘Newport’ Class of 1908 by the New York Maritime Exchange”, and had been used continuously by me since that time, in all parts of the world.

On Oct. 28th, just about 24 hours before the torpedoing, I thought it would be advisable to make provisions for saving a few personal and important papers, also three watches, by other means than the “Going Away Bag”. I therefore placed the papers in a semi-waterproof seaman’s leather holder, which had a rubberized outer container, and put each watch in an individual typewriter ribbon box, and the three boxes after being tightly taped around the cover joint, inside of a larger square tin box. This box was also taped,

and along with the other package was put into a rubberized cloth bag sewed onto the side of my life jacket. (A MOST FORTUNATE IDEA).

Our position at noon on October 29, 1942 was 14 degrees 1 minute N. latitude, 53 degrees 14 minutes W. longitude, temperature about 76 degrees F., Sea moderate SE, Wind SE – 4, partly cloudy with passing rain squalls. We were on a true course 343 degrees, which would be maintained until PM October 31, when it would be altered to about 270 degrees true (W) on the final leg of the passage to St. Thomas, Virgin Islands. At the speed averaged up to then our destination would be reached about mid-afternoon on Monday, Nov. 2nd, and even allowing for some delay at St. Thomas and more or less additional delays after leaving that port caused by Convoy speed (or lack of speed) and calls in other ports we felt certain of arriving in New York by not later than Nov. 20th. That schedule, as will be seen, was to be all shot to bits.

After dinner I made my usual rounds about the decks and on the bridge, and shortly before seven O'clock joined a group of passengers outside my office on the lower bridge deck, the group consisting of Mrs. Fowler, who was knitting in the dark, and three of the male passengers. When I joined the group I brought with me a few packages of chewing gum which was passed around, and as each one expressed delight in getting something they had missed for some time I said that as I had a quantity of it, I would bring more for them. I had been, during the few minutes' conversation, standing close to the rail looking outboard into the night, and as I turned to go into my office saw the phosphorescent stir well under the water caused by the torpedo, which at that moment struck the ship's side with a terrific impact, followed almost immediately by the actual explosion. The distance from where I was standing to the point of impact was not more than 35 or 40 feet.

I give here my explanation as to the reason so many persons on a torpedoed vessel tell of the ship being struck by two torpedoes at practically the same instant. When one is well away from that part of the vessel struck, and inside away from the deck, the impact makes about the same commotion as the explosion, due to the explosion being more or less muffled, taking place inside of the hull and deadened by the cargo. In this instance the explosion very heavily shook the ship, causing her to heel well over to port, from which position she recovered at once, and shaking the

(Continued on page 15)

GROTON HISTORICAL SOCIETY NEWS

Visit GHS Web page at Historical Society on <http://www.grotonvt.com/>

The all class reunion on June 26th was a success! Ninety nine former students pre-registered, but five or six of them were unable to attend. However, five or six who hadn't pre-registered came so the attendance was about one hundred Groton High School classmates and fifty guests. A big thank you to Ann (Main) Winter and her committee for a great job in organizing the event for the Groton Historical Society. Gene Puffer reviewed GHS sports and Butch Gandin recognized the classes and led the group in singing a few songs, ending appropriately with "My Home Town". A good time was had by all!

At the July meeting Dale Brown presented his research paper on the History of the Peter Paul House. Donations to GHS included a bottle found on the Lawrence Davidson property by Carol Welch Shields and some old pictures of Hosmer Pond by Dottie Hatch Hood. Visitors at the meeting were interested in the GHS records of Josiah Paul's family. Life membership in GHS for \$100 was tabled for a vote at the August meeting when it was approved. George Hall discussed completing the digitizing of "Mr. Glover's Groton" that Dick Kreis had about 1/3 done.

"Handling Oversized Documents" Workshop

On Monday, July 12th, a workshop for Local Historical Societies was held regarding the handling of oversized documents. The workshop was held at the History Center in Barre, Vermont, presented by M.J. Davis. It featured many helpful suggestions and solutions for the proper care and storage of large documents, maps and ephemera. After the presentation, workshop attendees were given a tour of the storage facilities and systems at the Vermont Historical Society's History Center by VHS Librarian Paul Carnahan. Descriptive handouts from this workshop describing flattening methods for rolled documents and museum storage and space requirements are available. Contact Lisa Evans, Local Historical Society Manager for the Vermont Historical Society at lisa.evans@state.vt.us or (802) 479-8522 for more information.

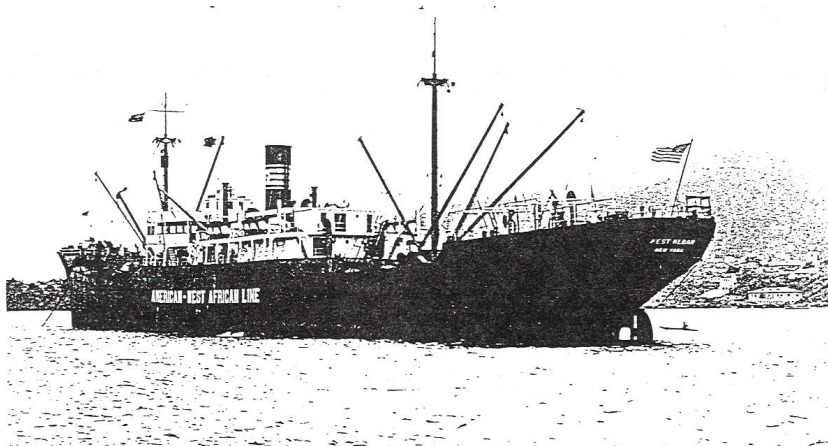
Meeting Notice

Vermont League of Historical Societies and Museums will be holding their Annual Meeting and Conference on “Crafting Collaborations” at the Bennington Museum, Friday October 29, 2010. Workshops include—Artifact labeling 101; Out of storage and onto the Internet: undertaking a massive photograph cataloging project. Tours include a walking tour of historic Bennington. For more information contact Lisa Evans at lisa.evans@state.vt.us

(Continued from page 13) **World War II Stories**

stern with a pronounced whipping motion. This whipping motion brought the main topmast (wood) down on deck; fortunately no one was on deck in that part of the ship, tossed men out of their bunks and off chairs, injuring but one man slightly. The injured man was an able bodied seaman by name of Luis Camara, his injury being three bruises on his cheekbones and forehead, the loss of some of his front teeth and very much thickened lips. He was in an upper bunk, and apparently came out of it in a perfect nosedive.

Continued in next newsletter “Sinking of the S. S. West Kebar”.



American Steam Ship “West Kebar” sailed under the U. S. Flag for the American West African Line of Barber Steamship Co.

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