

World War II

During the years of 1942 to 1945, the *Effie M. Morrissey* did not stop her adventures, but expanded them. The *Morrissey*, under Bartlett's command, carried supplies to the naval air bases in the Arctic for both the U.S. Army and Navy. While helping the Army and Navy, passengers and crew members continued to conduct experiments on the properties of Arctic waters and ice and studied the geology of the region.



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Change in Name

After Bartlett's death, in 1949, the schooner *Effie M. Morrissey* was sold to Henrique Mendes who changed the vessel's name to *Ernestina*, after his daughter. In 1949 the vessel started a new career as a trans-Atlantic vessel, carrying both passengers and goods between Cape Verde, off Africa's Atlantic coast, and Massachusetts. The schooner has an amazing history as both the *Morrissey* and the *Ernestina*.

BOOKS TO READ

Sails Over Ice by Bob Bartlett (C. Scribner's Sons, 1934)

Whatever Happened to the "Morrissey"? by Paul Sarnoff (Yankee, Inc., 1966)

An Arctic Rodeo by Daniel W. Streeter (Garden City Publishing Co., 1929)

For More Information:

www.ernestina.org

Quick Fact

Did you know that on December 2, 1947, the *Morrissey* caught on fire and sank to the bottom of the harbor in Flushing, New York?

Later the *Morrissey* was raised and towed to Rowayton, Connecticut, where Henrique Mendes purchased her for \$7,000. He had her towed to New Bedford for repairs.

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The Effie M. Morrissey



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**Why was the *Morrissey* built?
When did she become an Arctic vessel?
Where is the *Morrissey* now?**



The Peary-MacMillan
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& Arctic Studies Center

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The Schooner *Effie M. Morrissey*

The *Effie M. Morrissey* was built at the James and Tarr Yard in Essex, Massachusetts, launched on February 1, 1894. The schooner was originally built as a deep sea fishing vessel and later became the exploration schooner for Robert Bartlett.

The *Effie M. Morrissey* is one of the most famous vessels to explore the many regions of the Arctic. The schooner is now known as the *Ernestina*, and is still sailing in Massachusetts. She has an important history involving immigration from Cape Verde Islands, off the coast of Africa, to Massachusetts.

Effie M. Morrissey Measurements

Total length: 156 ft.
Hull length: 112 ft.
Deck: 106 ft.
Width: 25 ft. 6 in.
Draft: 13 ft.



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The *Morrissey's* Fishing Years

The *Effie M. Morrissey* was built for the Wonson Fish Company. She first set sail on March 14, 1894. William Edward Morrissey was the vessel's owner and named the schooner after his daughter, Effie Maude Morrissey. During her early years the *Morrissey* fished for halibut, haddock and cod in the North Atlantic. The *Morrissey* was an excellent fishing vessel that could weather both fierce storms and high seas. In 1914, the *Morrissey* was sold to Harold Bartlett who continued to use her as a fishing vessel.



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Corner of Fun

Q. What kind of hair do oceans have?

A. Wavy

Q. What stories do the captain's children like to hear?

A. Ferry tales

Q. What never gets any wetter, no matter how much it rains?

A. The ocean

The Start of the Arctic Expeditions

In 1924, Robert Bartlett, who was a famous Arctic explorer and navigator, bought the schooner from his cousin Harold. Bartlett had previously served as captain of the S.S. *Roosevelt* for Robert E. Peary.

Initially, Bartlett used the *Morrissey* as a fishing vessel. However, he soon discovered that his heart was not in it and he needed to do something else. In 1926, Bartlett decided he wanted to return to exploring the Arctic, and convinced a publisher, George Palmer Putnam, to sponsor a trip to Greenland. Bartlett installed a diesel engine on the *Morrissey*, and made a few changes and adaptations to the schooner's hull so the pressure of Arctic ice wouldn't crush her.

The *Morrissey* went north for the next 20 years. She would sail from New York City up to Newfoundland, then toward Greenland, crossing the Arctic Circle. Bartlett took many different people on his expeditions, including students, scientists, adventurers, photographers, and other individuals who had a great interest and appreciation for the Arctic.



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