



# EAGLE ISLAND JOURNAL

A Publication of the Friends of Peary's Eagle Island

"Inveniam viam aut faciam."  
Find a way or make one.

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## President's Message



It is with deep regret that I report that Jeanie Dorrington has announced her resignation as Park Manager of Eagle Island. She has been contemplating this decision for a long time and finally decided it was time to make the move. Jeanie will be more than "just missed" by all of us.

I first met Jeanie about 20 years ago when I became involved with the *Friends*. She was Assistant Park Manager of the Island at that time. I was immediately impressed with her vast knowledge of Admiral Peary, the Peary family and their life on Eagle Island.

Jeanie's knowledge, warm personality, and strong people skills made her the obvious choice to replace Dave Cheney, the Park Manager when he was killed and she seriously injured in an automobile accident in the spring of 1999.

Under Jeanie's stewardship the Historic Site has flourished. Visitors frequently comment about how impressed they were with how great everything looked. "It looks like somebody really cares." Many comment about the beautiful flowers that Jeanie lovingly cared for. I'm confident that Jeanie's love of flowers and the beauty they add to the island would have made Mrs. Peary and Marie very proud.

Jeanie was a "hands on" manager. No matter what the project involved Jeanie was leading the way. We were moving bags of cedar mulch one day in preparation for Trail Day. One hundred bags had been off loaded on to the float and had to be hand carried up the ramp, along the pier and across the lawn to a spot up near the house. Each bag weighed 40 to 75 pounds depending on how wet it was. I was struggling up the dock carrying my

single bag of mulch when I heard a voice behind me say "excuse me." I looked around and it was Jeanie with a bag of mulch on each shoulder. I stepped aside and she quickly moved past me with her double load and a big smile. What makes this experience so memorable to me is that Jeanie probably doesn't weigh more than 100 pounds dripping wet. That is less than half what I weigh. Admittedly she is less than half my age, but this old grandfather was duly impressed.

When we began our docent program, I was one of the doubters who didn't think the program would last. Well, I was wrong. It did last and has grown in numbers and effectiveness every year since. Thanks in no small part to Jeanie's personal involvement. When I ask docent volunteers why they keep coming back year after year and even ask for more days on the island, I get many different answers, but the most frequent response is, "I like working with Jeanie." It must have been Jeanie's work ethic that Ben Franklin had in mind when he wrote, "If you don't do more than you're paid for, you're not worth what you get." There is no way anyone could adequately compensate Jeanie for all she has done for Eagle Island and the *Friends*.

So - Dear Jeanie, we will miss you, we salute you for the wonderful person that you are, and we send to you our best wishes and most sincere thanks for everything.

*Harry Rich*, President

## The Northwest Sea-Wall



In 2008 the Friends and the Bureau of Parks & Lands became very concerned about the Northwest Sea-wall which had gradually been pushed out by frost over its 90 years in place. In some spots the top was as much as 12 inches out over the bottom. Wooden temporary restraints were put in place one of which is shown above. The Friends consulted with local masonry experts who were confident that the wall could be preserved by gradually pulling it back to vertical with galvanized chain and turnbuckles whose inner end was firmly imbedded in the ledge in the center. The picture above shows this in progress



The project was started in the summer of 2009. Work proceeded to gradually pull the wall back without undo cracking. As sections of the wall became vertical, a concrete reinforcing wall was poured inside the wall to give it even more strength and wicks were installed throughout from inside to outside the wall to drain off any water that might collect.

What little evidence of the work will be covered with vegetation that will re-grow on the wall. Our thanks go to the Chris Blum Masonry Co. not only for their careful and expert workmanship but for their constant attention to the need for preservation rather than rebuild. Our thanks also to the volunteers who hand dug the trench, cleaned the wall and backfilled the trench and seeded it ready for next year. And grateful thanks to our members whose donations made this possible. It was completed in October 2011 one year ahead of schedule.

*Steve Ingram*

## Welcome Center Update

We have reached a major milestone in our efforts to build a Welcome Center on Eagle Island. Our plan, from the beginning, was to make it a "*Friends* project" with guidance and oversight by the Bureau of Parks and Lands. Our intent was to fully fund the project and use donated materials and volunteer labor to build it. There was to be little or no cost to the Bureau. Past experience has shown that if agreed to by the Bureau of Parks and Lands, the *Friends* can complete most projects faster and at considerably less cost than if done by the State. This is primarily caused by bureaucratic requirements for engineering studies and contractor services.

The most recent example is the repair to the northwest sea-wall near the flagpole. Repairs to the damaged east sea-wall was done by the Bureau following FEMA and State guidelines, complete with architectural and engineering studies, design, and supervision. The northwest seawall was straightened, reinforced, and restored by the *Friends* volunteers working with a highly experienced local stone mason's firm. The total cost to the *Friends* was a small fraction of what it cost the Bureau and FEMA to repair the east sea-wall. Our goal was to do the same with the Welcome Center.

The "good news" is that our idea to build a Welcome Center on Eagle Island was universally accepted as a "good idea" and worthy of support. The problem with our "good idea" was the number of agencies that have a vested interest in construction at a site that is listed on the National Register of Historic Places and is a State Historic Site.

After a year of struggling to keep the plan a "*Friends* project" with Bureau guidance, it has reverted to a "Bureau project" with support from the *Friends* which in hind sight may have been the way it should have been in the first place. The new plan is for the Bureau to navigate the complex permitting process and the goal is to complete construction during the 2012 season.

There is still no guarantee that it will happen, but there seems to be a renewed sense of optimism among all concerned. If it moves forward as planned there will still be a need for friends volunteers during the construction phase and we will be sharing the cost of construction. Keep your fingers crossed!

*Harry Rich*

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From 1916 until his death in 1920, Admiral Peary devoted time and energy to the promotion of aviation, for military and civilian uses. We reprint here an article from the Nickerbocker Press August 31, 1918, in which he eloquently states his case.

### Airmanship and Aerial Strategy

By Rear Admiral Robert E. Peary  
*Chairman, National Aero Coast Patrol Commission*

There is a new art in the world today, the art of flying. A new world to conquer, the world of the atmosphere. A new ocean to navigate and utilize, the ocean of the air, whose only coasts are infinite space.

We Americans, with the molding of our future still in our own hands, are the nation most vitally concerned with the developments of this age of achievement, especially as regards the conquest of the air.

Everything connected with this new world and super-ocean -- the art, the science, the mechanics, the technique, the laws -- will have to be formulated and developed; and in a military way airmanship, aerial tactics, strategy, evolutions, must be developed ab initio.

To us at peace, as yet unspurred by the pressure of a life and death struggle, realization of this stupendous era of development appears to remain impossible. Many as are now the thinkers having some prevision of the marvelous future, as a whole people we scarcely stop to wonder and still less to anticipate even a fraction of what will be every day matters to every one.

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To those who sense the near future, achievements such as these are merely indicative of the measure of individual aerial skill which must become common to aviators with improvements in construction and continual practice of their art. And that is destined to be no more important than the deftness of the Indian with his canoe or the Eskimo with his kayak. Squadron and fleet formations of the sea's surface cannot fail to be paralleled in the air -- probably surpassed.

When Hudson Maxim, some time ago, declared that the aeroplane had placed warfare in the third dimension, his genius for the essential illuminated, in a flash, the point of departure for all aerial strategy of the future. Where warfare previously has involved considerations applicable only to dimensions of length and breadth, the aeroplane and dirigible have added the dimension of height, with the aerial forces, alone capa-

ble of activities in all three dimensions, ranking as the determining factor. Already established beyond dispute as the eyes of army and navy, aerial navigators embody the advantage possessed by a force of seeing fighters against a throng of helpless blind men.

We read of fifty, sixty, eighty, one hundred aeroplanes in one body making their attack. That is only the beginning. Before the end of the war we shall see masses of hundreds of them making a concerted attack and maneuvering like the units of a naval fleet. Then will enter air tactics and air strategy, with the Admiral of the air fleet in his powerful flagship well above his fleet, command-

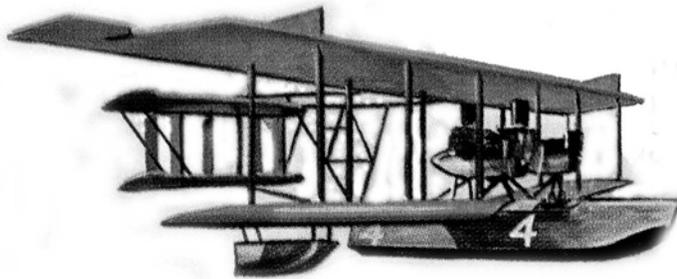
ing a horizon of eighty miles or more, directing its movements by signals and wireless telephone.

We can accomplish nothing until we have aviators and equipment. We shall always be in more urgent need of aviators than of machines, for while our mechanical resources may enable us to produce aeroplanes, seaplanes, and even dirigibles in profusion, long and arduous practice alone can fit our men to handle them. As a people, we have yet to qualify in simple airmanship, the vast possibilities of which are today revealed by a few adepts over Verdun and the Somme. Aerial strategists on a grand scale can qualify only when great squadrons of aerial craft shall have become available for the maneuvers in which they must learn the very rudiments of a science as yet non-existent.

What do we in the United States, although we gave the world its flying machines, know of any of these things? When shall we know anything of them? Not until we have the equipment, not dozens, not hundreds, but thousands of aeroplanes in actual use and practice, with which to study to formulate and work out in actual practice the possibilities and problems in these vital fields.

I believe we shall rise to the full height of our opportunity, for this American people rarely does anything by halves. In the year 1900, there were no more than 700 automobiles in the United States; recent estimates place the number now at about 3,000,000, and our output for the current year is to be 1,000,000.

Few as are the aeroplanes we can boast of today, five years hence will see aeronautics the fashionable American sport; a little longer, and aeroplanes will be as numerous as automobiles. France possibly excepted, the United States provides for the art of airmanship apparently the best human material in the world. Our opportunity in the air awaits us. Our destiny bids us seize it.



**US Navy and Coast Guard Seaplane  
Circa 1918**

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