

Historical & Archaeological Society Museum of Antigua & Barbuda

“Knowledge to be of any Value must be Communicated”

HAS NEWSLETTER NO # 114

JULY, AUGUST, SEPTEMBER 2011



In This Issue...

Back to Life - The Antigua Narrow Gauge Sugar Locomotives - A Heritage Project That Needs Your Support by Michele Henry Page 1,2

Museum Staff Goes On Barbuda Trip By Lavon Lawrence Page 3,4,5,6

The History of Lady Nugent By J. Augustin Pg 6,7

Celebrating 50 Years Of Nelson's Dockyard By Samantha Rebovich Page 7,8

Fifty Years of Heritage Tourism By Reg Murphy Page 9

Muse News Page 10

FYI Page 11

Calendar Page 12

Back to Life - The Antigua Narrow Gauge Sugar Locomotives - A Heritage Project That Needs Your Support

By Michele Henry

Since 1903, a total of twenty six narrow gauge locomotives were imported into Antigua.

Twenty one were for the Antigua Sugar Factory at Gunthorpes and five were for the rival sugar factory at Bendals. Today, all but three are accounted for. Of the seventeen remaining in Antigua, eight are steam, four are gasoline (petrol) and five are diesel powered.

Come September, the Historical Society/Museum of Antigua and Barbuda, the Betty's hope trust, The Ministry of Tourism, The Government of Antigua and Barbuda, T.Gameson and Company and Doug Luery-Locomotive consultant, will embark on a project to cosmetically restore the four from the remaining seventeen. These have been declared the best to cosmetically restore. The finished locomotives will be put on display at the Betty's Hope plantation.

But the best is yet to come!!!

The 1917 Armored Simplex petrol locomotive will be restored to running use. We would like the people of Antigua and Barbuda to donate any unused train track they may have in storage, then the Trust will be able to run the locomotive on the grounds of the Betty's Hope Plantation as part of our heritage project and contributing towards the tourism product.

You can also keep the heritage alive and contribute towards this project by bringing any photographs you may have of the Antigua Sugar Factory,



HUDSON HUNSLET No. 15 built in England 1946. This is one of the locomotives to be cosmetically restored

(Continued on page 2)

Locomotives Back To Life

(Continued from page 1)

and sugar locomotives. We will scan the photographs in your presence, return the originals and a copy of the images on a disc. Your donation will be the scanned images for our files. We will not use these images for commercial use, as a signed document will be prepared for you, under the guidance rules of the International Council for Museums.

Please support this project, visit the museum or send an expression of interest to museum@candw.ag or call 462-4930.

Support the Back to Life-Antigua Sugar Locomotives Project.

Locomotives to be Cosmetically Restored



Armoured Simplex To be restored to run at Betty's Hope



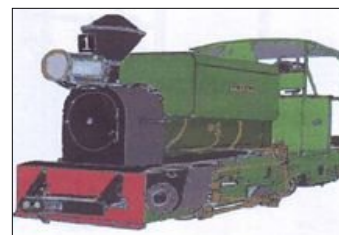
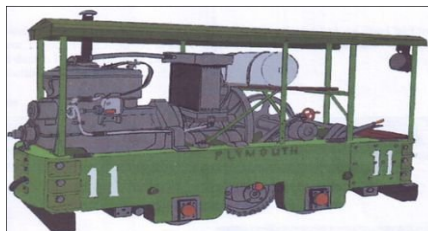
HUDSON HUNSLET No. 15 built in England 1946.



PLYMOUTH No. 11, built by 3.D. Fare Co. of Plymouth, Ohio, USA. C1932



Three Plymouths, No. 11, 12 & 13, having just been lifted out of the bush, 1994.



Brazil Class



Brazil Class, dummy boiler, water tank, and cab to be rebuilt

BOARD OF DIRECTORS

Walter Berridge
Chairman

Reg Murphy
President

Agnes Meeker
Secretary

Yvonne Bayrd
Janice Augustin
Samantha Rebovich
Sean Beazer
Claudia Ruth Francis
Dawn Simon
Len Moody-Stuart

Hon. Member
Winston Derrick
Edward T Henry

MUSEUM STAFF

Michele Henry
Curator

Debbie Joseph
Gift Shop Clerk

Myra Dyer
Library Researcher

Lavon Lawrence
Data Base Clerk
Library Researcher

Carrisa Daniel
Heritage Interpretation
Museum Attendant

Jason Dyer
Janitor

Moislyn Joseph
Cleaner

NEWSLETTER

Myra Dyer
Lavon Lawrence

*Use The Museum
Library: It Is A
Reservoir Of
Knowledge*

Museum Staff Goes On Barbuda Trip

By Lavon Lawrence (Photos courtesy Lavon Lawrence)

Thursday morning, June 9, began early for museum staff and a teacher from the Thomas Oliver Robison School (T.O.R) for three of us who gathered at the point wharf at 7:30 am to board the Barbuda Express for the start of our annual historical adventure trip to Barbuda. The captain was Greg along with two crew members. By 8:00 everything and other people were already seated. Around 8:30 the boat was already full; although I was late I still managed to get on. Mid afternoon, the long stretch of Barbuda came into sight. As the ferry got closer we were docked at “River Wharf”, the only pier facility at this present moment on the sister island. Captain Greg was able to make the boat go sideways along with help from his men who directed him how close the ferry is. All passengers were disembarked and all luggage were sniffed by the K-9 Unit.

We stayed a little while before our transportation arrived. Corporal Neptune and Constable Williams of the Barbuda Fire Station were our drivers. For lunch we had bake chicken and bread, and either cherry or raspberry drink to wash it down.

Friday morning breakfast was bread and cheese with our bush tea. We planned to leave at 10:30 to visit the caves but our transportation was running late so some of us went back to sleep or watched television. Eventually we were able to secure a ride around after twelve to visit the caves. When we returned from the caves goat water was already cooked which we ate for our lunch.

Visiting the Highlands which is the highest point in Barbuda. The thickness of the Barbuda Highlands limestone, visible above present sea level is about 50 meters.



Gun Shop Cave where we visited. This leads on top of the Highlands.



Lights! Camera! Action! as museum staff pose for a photo at Gun Shop Cliff at Two Foot Bay

Saturday we went to Madison Square to see what breakfast was like. Nothing there was interesting but the crab (and you know we Antiguans love our crab very much) so Debbie bought and we went back home



to heat our leftover bake chicken and dig into our crab while Moislyn stared at Debbie and myself and shake her head until our ride arrived to take us to some more historical sights in Barbuda. Constable Williams was our tour guide and our driver.

(Continued on page 4)

Museum Staff Goes On Barbuda Trip

(Continued from page 3)

The Sunday morning menu for breakfast was saltfish, boil egg, fried plantain, turkey bacon, sausage, bread, tomatoes, lettuce and cucumber not forgetting our local bush tea which were all prepared by the Museum Catering staff. After breakfast we all got ready for the Deeper Life Church, it was a very good service although it was hot with no fan. After the church service we went



home to relax before lunch was cooked. Moisllyn cooked rice, boil sweet potatoes, plantain, corn, broccoli and macaroni salad. I did the pork chops and corn pie, while Debbie took a nap. In the evening some of us de-



ecided to take a peek at the Caribana Calypso show.

I would like to say a special thank you to the following persons: our Executive Director Mrs. Henry to allow her staff the privilege to visited Barbuda so we can upgrade the Barbuda exhibit in the museum. Hope we can get the privilege to do it again. Mrs. Eleanor Thomas from the Barbuda Tourism Office for providing information pertaining to where we would stay. Mr. Ervin Joseph and family for providing us with everything in the house. Mrs. Hyacinth Matthew for giving one of her staff member permission to attend our annual historical trip. Acting Superintendent Mr. Weaver of the Antigua Fire Station who organized transportation for us. Last but not least Corporal Neptune and Constable

Williams who transported us although they had a busy schedule.

Monday morning we had to hustle to get to the ferry. By 1:30 pm we were back in "Waladli" Antigua.

Photos of animals and places on our sister island "Wa'omoni" Barbuda



Have you ever seen a Fallow deer? I got the chance to see this real Fallow deer which was raised from birth.



Land turtles which are been fed with lobster shells.



These are Barbuda crabs which are fed with fungi, okras and spinach for purging about a week before cooking.

This Soldier Crab can be found in the National Park



(Continued on page 5)

Museum Staff Goes On Barbuda Trip

(Continued from page 4)



These photos taken of the ruins of the Gun Shop Cliff at Two Foot Bay where we visited.



We were stuck in our tracks when we came across this Honey comb. We could not go any further.



Teacher Jarvis strikes a pose at the historical Martello Tower which is presently under renovation.



By 2 million years ago, the Highlands limestone had been uplifted into a southward-tilt platform which is now 60 meters above sea

level at its northern end, and there was a new, shallow, offshore shelf surrounding it. On this shelf, much younger limestone layers and low ridge of beach sand accumulated, and these now form a broad, low-line fringe around the Highlands plateau. This fringe, uplifted only a few meters above present sea level, forms most of the remaining three-quarters of Barbuda.



(Continued on page 6)

Museum Staff Goes On Barbuda Trip

(Continued from page 5)



The Highlands from a distance at Two Foot Bay



Mr. Ervin Thomas of Barbuda playing the banjo and guitar. He was a member of the string band of Barbuda.

The History of Lady Nugent

By Janice Augustin

The book, *To Shoot Hard Labour* (K.B. Smith & F.C. Smith,1986) gives in poignant detail, not only the harsh circumstances of the living but also of the dead. A decent burial was difficult. These are three descriptions (pg. 105, 97 & 98).

“That place (Stoney Hill Gulley) was very hard and stony, a spot the planters and them couldn’t use to grow sugar cane...That place so hard that man could hardly dig grave there, so the graves have to be shallow and the massa use to make sure they give us white lime to rotten the body away quickly. People use to have to pile stones on top of the graves, they were so shallow.”

“The Anglicans used to bury in the cathedral churchyard and the poor black negas was bury separately at Lady Nugent near Sutherland Heights on the Parham Road.”

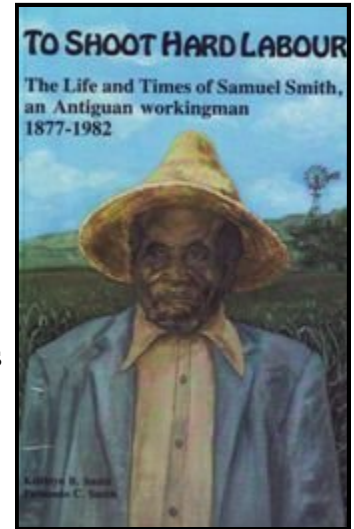
“The bakkra then stop burying them dead at Eve’s Garden and at Anglican churchyard, but Lady Nugent was still for we.”

The last two references to a place named “Lady Nugent” as the final decent resting place for the poor created interest. Who was Lady Nugent and how did her name become associated with the paupers’ burial ground?

Research at the Museum of Antigua & Barbuda, and at the Archives revealed substantial data on her family background. Lady Nugent was born 23 September 1826 at Parham Lodge, and baptized Lucretia Louisa Ottley on 28th October of that same year at St. Peter’s Church in Parham. She was the last of nine children of George Weatherill Ottley and his wife Jane nee Ledwell. The Ottleys were a prominent family in Antigua at the time. Some Ottleys had settled in St. Christopher (St. Kitts) and others were merchants in St. Vincent.

In 1845, Lucretia Louisa married Oliver Nugent, the second son of Dr. and Mrs. Nugent of Lyon’s Estate. He was educated at Edinburgh University and had already had a distinguished career in government in Antigua. Within a year of their marriage, he was made Speaker of the House, and served there until 1866. In 1868, he became President and Colonel of the Antigua Yeomanry and served for nearly 20 years. He was knighted in February 1872.

Sir Oliver and Lady Nugent had eleven children, three of whom died young, and a fourth who died at age twenty-eight. One daughter, Maria, married Sir



(Continued on page 7)

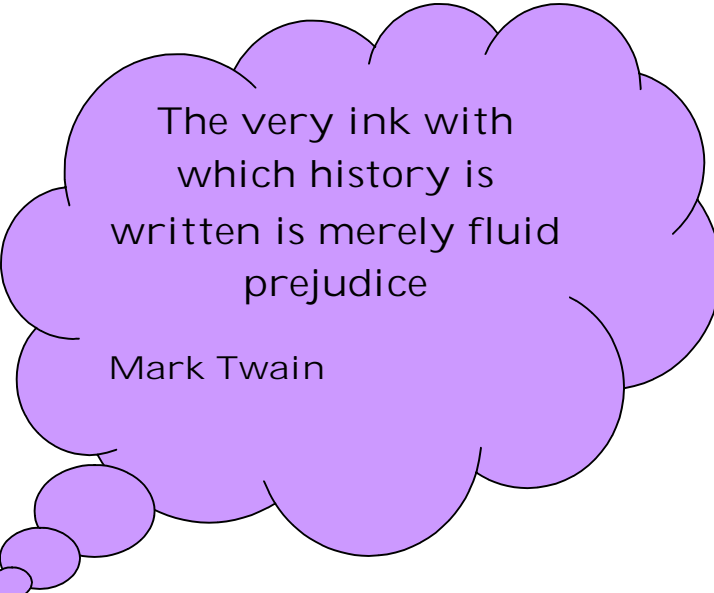
The History of Lady Nugent

(Continued from page 6)

C.C. Lees KCMG who served as Governor to the Leeward Islands, as well as in Barbados in 1883.

So far, no strong data has been found to establish when the Lady Nugent cemetery was given its name, when it began to be used, and when it was abandoned. In a telephone interview with Mr. Reginald Samuel, confirmed that the cemetery was located just as Papa Smith described in the book, *To Shoot Hard Labour*. Mr. Samuel also said that the spot was called “Top Lady Nugent Field” and was located where the YASCO athletic facility is now located. Several interviewees said they remember the place used as a burial site until about the 1960’s.

Through the help of the law library, the folios about the land were identified, but no other information could be had. Perhaps the land was donated by the Nugent's, a guess which would allow that they owned land in the vicinity. At the Archives, the Antigua Standard Newspaper of Thursday 30 May 1894 recorded her death. The same newspaper also announced that there would be a postponement of the premier show of *Beauty and the Beast* at the Court House in honour of her passing. Her husband Sir Oliver Nugent died in August, just three months after her.



The very ink with
which history is
written is merely fluid
prejudice

Mark Twain

Celebrating 50 Years Of Nelson’s Dockyard

By Samantha Rebovich

November 14, 2011 marks the fiftieth anniversary of the restoration of Nelson’s Dockyard. As one of the most widely visited historic sites in Antigua, it is difficult to imagine the Dockyard without the bustle of boats, businesses, and visitors that you see today. Yet, the restoration and continued success of the Dockyard represents the tiresome work and efforts of volunteers and dedicated individuals.

Nelson’s Dockyard, or the Naval Yard as it was originally called, was founded around 1725, yet English Harbour had been used as a safe haven for ships and ship repair since the 17th century. In 1671, a hurricane swept through Antigua and every ship that was docked on the island was destroyed except the ones moored in English Harbour. Recognizing the benefits of such a safe natural harbour, the Naval Yard became a vital refit station for British warships throughout the Eastern Caribbean.

Captain Horatio Nelson was stationed in the Naval Yard from 1784 through 1787. As it was his duty to enforce the unpopular Navigation Acts, Captain Nelson spent most of his time onboard his ship, the *Boreas*, for fear of being arrested by Antiguan planters. In order to remain fit, Nelson would walk around the deck of his ship for exercise and only dared to come ashore under the cover of nightfall. Nelson fell ill and left Antigua in 1787, sailing back to England with a barrel of rum on board to preserve his body in case he died during the return journey.

Following Nelson’s stay in English Harbour, the Naval Yard continued to be an important component of England’s naval operations in the Caribbean especially during the Napoleonic Wars. Yet, throughout the nineteenth century, the use of the Naval Yard steadily declined. The Yard was used as a base for capturing outlawed slaving ships in the 1840s, for

(Continued on page 8)

Celebrating 50 Years Of Nelson's Dockyard

(Continued from page 7)

Royal Mail Ships in the 1860s, and as a coaling station throughout the second half of the nineteenth century as steam-powered ships became more prevalent. In 1889 the Naval Yard was finally closed down.

Restoration

The first attempt at restoring the Dockyard began in 1930 when Sir Reginald St. Johnstone was Governor of the Leeward Islands. The Officers' Quarters were restored for the price of 700 Pounds Sterling and the funds were donated by the Sun Life Assurance Company of Canada.

Full Restoration of the Dockyard did not begin until the 1950s. After two hurricanes devastated earlier attempts at restoration, Governor Blackburne visited the Harbour and prioritized the restoration of Nelson's Dockyard.



In 1948, prior to renovation, this was all that remained of the Cordage and Canvas store (Photos taken from *'Antigua and Barbuda Photographic Journey'*)

The Friends of English Harbour was established in 1951 by Governor of the Leeward Islands, Sir Kenneth Blackburne for the purpose of restoring Nelson's Dockyard as a tourism site. In 1953 the English Harbour Repair Fund was formed in London to raise money for the restoration of the Dockyard. It was chaired by Lord Llewellyn and Oliver Knowles supervised the restoration. In 1955 Her Royal Highness, Princess Margaret became the Patron-in-Chief of the Repair Fund. During that same year, Lady Churchill hosted a luncheon at Number 10 Downing Street, the Prime Minister's Residence, to raise additional funds for the restoration.

Throughout the 1950s, the restoration effort was aided by the crews of at least 23 ship from the Royal Navy. These include ships from England, Canada, as well as the Royal Yacht Britannia and RFA (Royal Fleet Auxiliary) Brown Ranger.

The Friends of English Harbour chose 14th November as the official day to reopen Nelson's Dockyard as a Heritage Tourism Site because it coincided with Prince Charles' Birthday. Nelson's Dockyard was officially opened by the Governor General of the West Indies Federation, Lord Hailes. The theme of the reopening was "From Ruin to Living Monument" and the day was celebrated with formal ceremonies and various cultural events.

This year Nelson's Dockyard will commemorate the work and efforts of those involved in the restoration and celebrate the continued success and importance of the Dockyard as one of Antigua's heritage sites. Scheduled events include commemorative ceremonies, an exhibition highlighting the restoration efforts at the Dockyard Museum, and cultural events.



A view of the Dockyard in 1954, and the famous Capstans which were used to careen the boats.



The Copper and Lumber Store (Photo taken from *'The Romance of English Harbour'*)

Fifty Years Of Heritage Tourism

By Reg Murphy

On the 14th November 1961, the former British Naval dockyard was opened as a heritage tourism site. This date, which was to be known as Dockyard Day, was also the birthday of Prince Charles. The dockyard also acquired the new name of Nelson's Dockyard in honor of its most famous resident, Admiral Horatio Nelson who served as the dockyard senior captain from 1784 to 1787.



Nelson's house where he lived when he was on the island.

It is a site steeped in history. Many of the famous naval heroes of Great Britain, including Admirals Hood, Vernon, Collingwood and others spent time there and many thousands of young men lost their lives to exotic tropical diseases and are buried in the many cemeteries surrounding the dockyard.

The timely arrival of the Nicholson family shortly after the Second World War and their subsequent efforts with Governor Blackburn led to the development of the yachting industry with the dockyard as its base of operations. A new lease on life was given to the old historical naval yard thanks to the vision of Blackburn and Nicholson. Today the dockyard has grown into the primary site for visitors and locals and remains at the heart of the yacht chartering industry. The yachting industry in fact contributes more than three times the revenue of the cruise industry according to the ECLAC Report and requires little government investment and is managed by the private sector. Antiguan craftsmen and "varnishers" have become known as the best in the world and many yachts visit annually to have their bright-work done.



The 70 foot schooner, The Molihawk, built in 1903. The Nicholson family arrived in Antigua in this yacht and docked at English Harbour in 1949.

Museum and National Parks are planning a number of events in partnership with the Ministry of Tourism and the Museum of Antigua and Barbuda. These include a number of yacht races, a formal ceremony and ball, and activities at the museum. A new publication about the restoration of the dockyard will be produced and launched during the week of the celebration.

Interestingly, it is also the 50th anniversary of the Nicholson Yacht Charter Show (now the Antigua Yacht Charter Show). More information about the events and celebration will be posted in the next newsletter.

In closing, the dockyard is an excellent example of how heritage sites can contribute to the economy and National development of a country. Antigua is blessed with an abundance of heritage sites, all with potential for making significant contributions, yet they remain in ruin. Perhaps we await the arrival of another Nicholson family.

Museum of Antigua & Barbuda

HOME ABOUT VISIT US NEWS & EVENTS



OUR NEW WEBSITE IS NEW TO YOU WITHOUT THE "S"

www.antiguamuseum.org

In celebration of this anniversary, the Dockyard

Muse News

By Michele Henry

Inside Luxury Travel

The Museum of Antigua and Barbuda will be featured in an episode featuring Antigua and Barbuda on the famous Inside Luxury Travel show and website, which is owned and operated by



L-R Jason Dyer, Museum, Michele Henry, Curator, Varun Sharma, Inside Luxury Travel

Varun Sharma, famous British journalist. The Curator and Museum staff spent an afternoon with Varun, Cherrie Osborne who is the Marketing and Administration Manager for the Antigua and Barbuda Tourism Authority in London, and camera crew touring the Museum while setting up for the episode, which lasts approximately 10 minutes. Of particular interest was the Sir. Vivian Richards cricket bat, off of which was scored the fastest test century, hitting 56 balls. This historic event happened in 1986 at the Antigua Recreation Grounds. The test match was between England and the West Indies.

The website carries clips of all destinations covered

by Inside Luxury Travel. Please visit the website to see the feature on Antigua and Barbuda. www.insideluxurytravel.com



Varun, centre, and camera crew

The photo below is the museum scene from HAMA Films movie 'The Skin', which featured one of our staff members Debbie Joseph. This film made heavy use of Caribbean folklore which told the story of Michael and Lisa (Brent Simon & Aisha Ralph) who are a young married couple on the verge of losing their home. Their luck changed when Michael, while on a photo-shoot at the historic Betty's Hope Estate, discovered an ancient vase and sold it to an antique dealer (Jeff Stewart). The film which was premiered on June 2 offered an incredible theatrical experience. The story, acting, cinematography and special effects of this film is truly something not to miss out on viewing.



Photograph courtesy Douglas Allen of *Young Explorer Editions*



FOR YOUR INFORMATION...

NEW MEMBER

For becoming a friend/member of the museum, the Historical and Archaeological Society and the Museum of Antigua & Barbuda would like to thank and welcome Susan Thomas.

New Acquisitions

Our thanks to...

Sue Thomas for donating information to the Museum's Library with three booklets entitled, *Journal of Colonialism and Colonial History Volume 12*, By William Dawes, Pringle v. Cadell and Wood v. Pringle: The Libel Cases over *The History of Mary Prince*, An Offprint from Notes and Queries of Mary Prince Vol. 256 of the continuous series.

The Mellon Family of Mill Reef generously donated part of their Caribbean book collection to the Museum of Antigua and Barbuda.

Assisting the Museum were Valerie Skepple Administrative Assistant to the Mellon Family, Helen Abbott, Agnes Meeker, Museum Board Member.



Agnes Meeker, Helen Abbott, Valerie Skepple

Just naming a few they are: *The Romance of English Harbour*, by The Friends of English Harbour, *Lay My Burden Down* by B.A Botkin, and *Trafalgar The Nelson Touch* by David Howarth, and *Antigua Black*.

A SECOND PRINTING OF THIS IMPORTANT 1933 MAP WILL SOON TAKE PLACE

This is a map of Antigua done by Alex A. Camacho M. Inst. B.C. to George Moody Stuart Esq. B.E., Chairman of the Antigua and St. Kitts Sugar Factory for his valuable work in connection with the sugar industry and general advancement of the island.

It denotes a bygone era of sugar estates with ownership and depicts the roads and loco lines at the time.



CALL THE MUSEUM TO RESERVE YOUR COPY TODAY

Sign Pro will be printing to your specifications as follows:

The map will be printed on an acid free matte finish, artist stretch ink-jet canvas designed for long term, fade resistant fine art or photo reproduction when imaged with solvent inks. The polyester/cotton inkjet canvas has a specifically designed coating, which delivers superior color gamut and resolution and is also water resistant.

Size 36" W X 24"H ECS\$350 W/ABST Add ECS\$150 W/FRAME

Size 48" W X 36"H ECS\$700 W/ABST Add ECS\$150 W/FRAME

Size 72" X 48"H ECS\$1,250 W/ABST Add ECS\$200 W/FRAME

Long Street, P.O. Box 2103

St. John's, Antigua

Ph. (462-4930/1469

Ph. (268) 463-7863 A. Meeker

Email: museum@candw.ag

Email: meek@candw.ag

The Historical & Archaeological Society Newsletter is published at the Museum quarterly in January, April, July and October.
 HAS encourages contribution of material relevant to the Society from the membership or other interested individuals.
 Tel/Fax: 268-462-1469, 462-4930 E-mail: museum@candw.ag Website: www.antiguamuseums.org

Historical & Archaeological Society

July, August, September 2011 HAS NEWSLETTER, NO.114

COMING EVENTS

September September: “ Sugar Locomotive Cosmetic Restoration Multimedia Lecture”: T. Gameson and Co, Doug Luery, Agnes Meeker: Booklets on sale.

TBA

September: Betty’s Hope Estate Clean Up: Volunteers to assist with clearing and cleaning the area for the locomotives. Installing new exhibit cases at the Interpretation Centre: Call 778-8067 for details.

JOIN HAS – DISCOVER AND PRESERVE ANTIGUA & BARBUDA

TO BECOME OR REMAIN A MEMBER OF THE SOCIETY, FILL IN & SNIP OFF. Mail to P.O. Box 2103, St. John’s Antigua.

NAME:.....

ADDRESS:.....

TELEPHONE: (H)..... (W).....

E-MAIL:.....

SIGNATURE:.....

DATE:.....

CIRCLE MEMBERSHIP	
CATEGORY	
Individual	\$50 EC/\$25US (Mailing included)
Student	\$15 EC
Family	\$100 EC/\$45US (mailing included)
Life	\$500 EC/\$200US
Business Patron	\$500 EC