



NORTH RIVER PACKET

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Ambition & Adventure: The Incredible Stories of the Wanton Shipyard

With this article, the Historical Society caps off a three-part investigation into the Wanton Shipyard which included a group kayak visit and an exhibit at the North River Pop-Up Museum in March.

by Dan Neumann

A solitary signpost along the banks of the North River—visible only from the water—stands as the lone reminder of a shipyard that, for 170 years, was home to renowned shipbuilders and their celebrated vessels. Drawing on data compiled by historian L. Vernon Briggs in 1889, we know that more than 107 ships were built at the Wanton Shipyard between 1670 and 1840.



The Wanton Shipyard sign as seen from the North River.
Photo by Audrey Cooney at WickedLocal.com.

Situated on a quiet bend of the North River in present-day Norwell, the yard produced large, ocean-going vessels built to withstand the harshest seas. The hull of each ship had to be carefully towed along the winding river, over the course of many tide cycles, before reaching the mouth, where they were rigged and prepared for long expeditions that sometimes involved high adventure—even mutiny! Incredibly, the stories of the shipbuilders themselves are just as compelling as the voyages.

From Persecutor to Preacher: Edward Wanton Establishes a Legacy

The story of the Wanton Shipyard begins with its namesake, Edward Wanton, who established the yard around 1670.

Tradition says he came from London and was living in Boston by the 1660s. While there, he served as an officer of the guard and participated in the execution of three Quakers—later remembered as the “Boston Martyrs” for their steadfast adherence to their faith. At this time, the government of the Massachusetts Bay Colony was quasi-theocratic, rooted in strict Puritan beliefs. Quakers do not believe that ministers are necessary intermediaries between God and man. Seen as a threat to the prevailing Puritan power structure, Quakers were persecuted for their beliefs.

Edward became deeply remorseful for his role in the persecution of the Boston Martyrs and vowed never to wear his sword again. Returning to his house after one of the executions, he exclaimed

“Alas! Mother, we have been murdering the Lord’s people!”

In a transformation reminiscent of the biblical Saint Paul, Edward converted to Quakerism, became a respected teacher in the faith, and gathered a large congregation of prominent local families in the Scituate area.

Edward’s religious beliefs often placed him at odds with local leaders in

Scituate (today’s Norwell), sometimes resulting in fines or worse. For refusing to pay tithes to the local clergy, his livestock and other assets were seized. For marrying his third wife, Mary Phillips, in the Quaker manner without clergy, the authorities attempted to put a lien on a ship that stood on the stocks in his shipyard (although they could not prove it was his). According to a personal account written in 1676, Edward reported that he was even threatened with imprisonment.

It is believed that Edward Wanton established a Quaker Meetinghouse at the site of the shipyard. According to legend, it was later moved by gundalow along the North River to Pembroke. However, historians now believe it is more likely that it was the congregation that moved, not the building itself.

As a shipbuilder, Edward Wanton achieved considerable success, building more than 20 vessels between about 1670 and 1707, many for Benjamin Gallop of Boston.

Edward Wanton’s sons, William and John, followed maritime pursuits of their own. In 1702, they were summoned to court in England and rewarded by Queen Anne for their daring and successful capture of pirate and French vessels between 1694 and 1697—expeditions that likely relied on ships constructed by their father.

Edward Wanton died in 1716 at the age of 85 and was buried on a rise of ground below the shipyard. His legacy endured not only through his shipbuilding enterprise but also through his descendants, several of whom became

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FROM THE ARCHIVES



Treasures known and treasures found in the Norwell Historical Society Archives and in the Jacobs Farmhouse Museum are featured here in each issue.

Betsey Detwiler donated this black iron pot to the Society. A note with the item says it belonged to Lydia Turner, the great granddaughter of Humphrey Turner (who arrived in Plymouth in 1628 and owned the land on which Betsey's home sits). Lydia was the wife of Samuel Adams Turner, a distant cousin.

Read more about the Turners, who hosted former President John Quincy Adams at their Scituate (now Norwell) home, in the article about canals on the North River in the [Summer 2025 issue of the Society newsletter](#).

The Norwell exhibit at the North River History + Heritage Pop-Up Museum featured information about the Wanton Shipyard (see cover article). The artifacts below (donated to the Society by David and Karen McPherson) were displayed at the museum. On the left are iron items related to shipbuilding found at the site. On the right are Indigenous tools and projectile points—clearly showing the three distinct migrations of people into our area (beginning after the Ice Age ended).



*Betsey L. Detwiler
age 91, passed away
on February 27, 2026*

Betsey was a longtime Historical Society member and lover of Norwell history. She donated the Lydia Turner iron pot (shown at left above) and other items from her home, the historic John Turner House.

Just The Facts

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Museum & Research Library

The **Jacobs Farmhouse Museum** is open at scheduled events and by appointment only. Please contact the Society to schedule a tour.

The Norwell Historical Society **Research Library & Archives Center** on the 3rd floor of the Sparrell School (322 Main Street) is open on Thursday mornings from 10:00 am until noon or by appointment.

Administrative Consultant
Rebecca Griffith

Mission Statement

The mission of the Norwell Historical Society is to discover, preserve, and celebrate Norwell history through stewardship, education, and awareness—engaging our community, both present and future, to be vested in its history.

Mailing Address & Phone

The Norwell Historical Society
P.O. Box 693
Norwell, MA 02061
781-561-1161



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The Jacobs' Sunday Carriage Ride

The Historical Society found a large collection of correspondence at the Jacobs Farmhouse—bundles of letters written by the family between 1876 and the early 1900s. Among other things, the letters give us a picture of the simple pleasures of 19th century life, such as this description of a Sunday drive 131 years ago this April.

by Janet Watson, Archivist

On Sunday, April 21, 1895, Frances Jacobs wrote one of her almost daily letters to her son Fred who was living in Augusta, Georgia. In the letter, she described a carriage ride she took with her husband Barton. As to the weather: “the day has been as good as possible with an east wind.”

“Your Pa and I will take a little drive somewhere but it will have to be over the same old roads where Dot [the Jacobs’s horse] as well as I know every stump and stone on the way. Dot is already harnessed so I must stop now.”

“5:30 pm. We have just got home from our drive which was quite pleasant although the roads are very dusty. Your father lost me completely. We drove up through Jed Dwelley’s street to the Hanover Town Hall and from there to the little Catholic church and then out to the rubber works then up to Calvin Phillips place, there to the tack factory then home by Morrill’s place, the nearest way. I was lost in the time between the little meeting house and the rubber works and again between the latter place and Mr. Phillips.”

With the help of local Hanover historian Les Molyneaux, the Jacobs’ route was mapped out as closely as possible (given that Mrs. Jacobs admits to being a little lost!). Of course the landscape has changed, but remarkably 131 years later, all the sites Mrs. Jacobs mentioned to Fred can still be located.

Mrs. Jacobs approached the ride with some apprehension, as well she might given the state of the roads in 1895. In rural Hanover they were composed of dirt, soft sand, and stones—and often deeply rutted. Conditions were heavily dependent on the weather, normally muddy in the spring and dusty in the summer. Mrs. Jacobs commented on the dust, which may have been because the spring of 1895 was reported to be unusually warm with a marked lack of rainfall.



Leaving the Jacobs Farmhouse, they traveled west on Main Street (Route 123), crossed the border to Hanover, and continued on Webster Street. The 1903 map of Hanover (shown above) notes there were no houses on Webster Street at the time!

“ We have just got home from our drive which was quite pleasant although the roads are very dusty.”

Jedediah Dwelley’s house (referred to in the letter) is still standing at 665 Main Street in Hanover. He is best known today as the author of *The History of the Town of Hanover, Massachusetts*, published in 1910.

At the end of Main Street, the Jacobs took a left on Hanover Street, which took them past the Town Hall, an Italianate-style building constructed in 1863 which still serves as Hanover’s Town Hall today.

From Hanover Street, they took a right onto Spring Street, then a left onto Broadway which brought them to the little Catholic Chapel which is now a private home at 758 Broadway. Dwelley writes in his history of Hanover book that in 1879, Father William P. McQuaid purchased a site

“...on the South side of Broadway a few rods easterly of Spring Street, and a chapel was at once erected, called the ‘Chapel of Our Lady of the Sacred Heart.’ It is a plain building... and bears a small cupola, or steeple, at its front end.”



The Chapel of Our Lady of the Sacred Heart, formerly in Hanover. Photo courtesy of the Hanover Historical Society.

From Broadway, Mr. Jacobs drove their horse Dot right onto Elm Street, which brought them to the E. H. Clapp

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Wanton Shipyard, cont'd.

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prominent figures in colonial America, including four who served as governors of Rhode Island!

The Delano Family and their Large Ambitions

The Delano family built ships at the Wanton Yard from the late 18th century into the early 19th century. During this time, the Wanton Shipyard consisted of two separate but adjoining yards—one operated by the Delanos and the other by the Foster family.

Benjamin Delano was the first of his family to build there after arriving from Pembroke in 1770. His son, William, is known for building very large vessels, including the 450-ton ship *Lady Madison* in 1810 (named after First Wife Dolley Madison).

The largest ship ever built on the North River, the 464-ton *Mount Vernon*, was begun by William and completed by his brother-in-law, Samuel Hartt, shortly after William's death.

The *Mount Vernon* was truly massive, measuring nearly four times the size of typical ships launched from North River yards. Towing ships of this size to the mouth of the river would often require teams of oxen and a lot of patience—at low tide, the river's rocky bottom was treacherous. To alleviate weight, the ship's rigging was added later when it reached deeper water at the river's mouth.

Builder's Old Measurement: The cargo carrying capacity of a ship (not the ship's weight) was the common way to measure a ship's size. Only two variables were necessary for the calculation: length and beam.

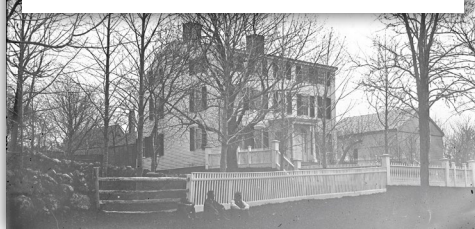
$$\text{Tonnage} = \frac{(\text{Length} - (\text{Beam} \times \frac{3}{5})) \times \text{Beam} \times \frac{\text{Beam}}{2}}{94}$$

William also built a grand three-story house at 370 River Street, familiarly known as "The Wedding Cake House," which still stands today. When the house was built in 1803, the surrounding landscape had been cleared of trees, affording William sweeping views of the river and the operations of the shipyard below. After

186 years of regrowth (since the closing of the yard in 1840), the view has since disappeared.

William's wife, Sarah, was descended from the renowned Hartt shipbuilding family—her father built the Frigate *USS Constitution*, known as "Old Ironsides." After William died at the age of 45, Sarah continued to sell provisions to shipyard workers from a store attached to their house.

The Delano Mansion at 370 River Street in an undated photo from the Historical Society Archives.



William's son, Benjamin Franklin Delano, continued to build at the Wanton Yard until he moved to Brooklyn, New York in 1850. There he became the Chief Naval Constructor at the Brooklyn Navy Yard until he retired in 1873. His very large retirement commendation from the U.S. Navy currently hangs in the stair hall of the James Library in Norwell Center.

The Prodigious Foster Family

The Foster family were very active shipbuilders at the Wanton Shipyard, constructing at least 56 vessels from the late 1700s through the 1830s. Shipbuilding activity paused only briefly during the embargo associated with the War of 1812.

The Fosters were descendants of the "Men of Kent," among the earliest settlers of Scituate who originated from Kent, England.

Elisha Foster (born in 1745) was the first member of his family to build ships at the yard. His son, Elisha Foster Jr., joined the enterprise in 1804. From that point forward, multiple generations of the Foster family worked collaboratively as shipbuilders, frequently forming partnerships with individuals outside the family. It is likely that the Fosters assumed control

of the Delano side of the yard following the death of William Delano in 1814.

Among the most notable vessels built by the Fosters were the *Globe*, the *Lagoda*, and the *Smyrna*. The famous stories of the *Globe* and the *Lagoda* are covered later in this article. The *Smyrna* holds historical significance as the first ship to fly the American flag into the Black Sea.

At least part of the shipyard later became known as the "Old Curtis Yard," probably named after a landowner, and was run by Joseph Clapp and Turner Foster, who learned the shipbuilding trade in Medford, Massachusetts. After building ships at the Wanton Shipyard, Turner returned to Medford, where he enjoyed considerable success, constructing 64 vessels and holding numerous political offices.

Helen Foster married shipbuilder Joseph Merritt in 1871. Just two months after the wedding, Merritt honored her by launching a schooner named the *Helen M. Foster* in a large public ceremony at the Chittenden Shipyard. This was the last ship launched from an active shipyard on the North River. The scene was captured in a famous image by photographer James Williams who lived on River Street.



Williams' image of the launching of the *Helen M. Foster* in 1871.

More than a Shipyard—A Center for Trade

The Wanton Shipyard also served as an active packet landing called Foster's Landing.

From the 17th century until the mid-to-late 19th century, packet boats were a critical lifeline for those who lived along the North River. At a time when roads were rough and unreliable, the river offered the surest passage for goods, mail, and travelers.

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Wanton Shipyard, cont'd.

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North River packets were typically designed as single-masted sloops—nimble enough to navigate the twists and turns of the river, yet sturdy enough to reach trading centers like Boston.

In an era when it took many days for information to travel, the arrival of a packet ship at a North River landing was undoubtedly an exciting event, carrying with it not just cargo but also news and connections to the wider world.

The banner at the top of The Norwell Historical Society's newsletter—*The North River Packet*—evokes this tradition. Like the vessels of old, the Society's newsletter makes important connections, linking us with our past.

Mutiny!

The Story of the Whaleship *Globe*

The whaleship *Globe* was commissioned to be built in 1814 by Nantucket merchants P&C Mitchell. Elisha Foster constructed the *Globe* at the Wanton Shipyard. The 293-ton ship was completed in 1815, delivered to Nantucket, and put into service as a whaler.

The *Globe* is best known for a violent mutiny that occurred aboard her in 1824 during a whaling expedition in the Pacific Ocean. Captain Thomas Worth and three mates were murdered by a group of four conspirators, led by boatsteerer Samuel Comstock. According to an account later provided by his brother, Samuel Comstock had long fantasized about seizing command of a ship, scuttling it on a remote island, and ruling as a king among the native inhabitants.

That dream was never fully realized. Shortly after the mutiny, Comstock was killed by fellow crewmen at Mili Atoll (a small island chain in the Pacific). A portion of the crew succeeded in sailing the *Globe* away from the island, leaving the remaining men stranded. All but two of the castaways were subsequently killed by islanders. The survivors were rescued in 1825 by the U.S. Man of War *Dolphin*.

News of the mutiny spread rapidly, becoming a national sensation and inspiring several published accounts

in the years that followed. The *Globe* was later sold and broken up in Buenos Aires in 1828.

In order to capture the interest of historians of all ages, the Society created a graphic novel about the mutiny for the 2026 North River Pop-Up Museum.

The Whaleship *Lagoda* Helps Skirt Total Disaster

Built in 1826 by Seth and Samuel Foster at the Wanton Shipyard, the *Lagoda* was a 340-ton ship that may have originally been intended as a merchant vessel. She was likely named after Lake Ladoga, the second largest lake in Russia. Despite the misspelling (the d and the g got swapped), the name endured.

In 1841, she was purchased by Jonathan Bourne of New Bedford, thus beginning her long career as a whaleship. Bourne owned her for 45 years, during which time she made 12 successful whaling voyages, many of them in the Pacific and the Arctic Oceans.

The *Lagoda* was involved in the whaling disaster of 1871, where a fleet of 40 whaleships were threatened by advancing ice off the northern coast of Alaska. Thirty-two of the ships became trapped, forcing each of their crews to abandon ship and to transfer to the remaining fleet (including the *Lagoda*) for safe passage to Honolulu.

All 1,219 crew members of the fleet were rescued and given an unexpected tropical holiday. However, most of the icebound vessels were lost—an event that dealt a significant blow to Arctic whaling and foreshadowed the whaling industry's eventual decline.

Today, you can take a tour aboard a magnificent half-sized model of the *Lagoda* at the New Bedford Whaling Museum!

The *Topaz* Makes Unexpected Discoveries

The ship *Topaz* was built by William Delano in 1805. At 385 tons with two decks and three masts, she was among the largest vessels built on the North River.

The *Topaz* is best remembered for her connection to the story of the mutiny on the *H.M.S. Bounty*.

In 1808, the *Topaz* was under the command of Mayhew Folger, a member of a prominent Nantucket Quaker whaling family. While hunting for seals in the South Pacific, Folger rediscovered Pitcairn Island, which had first been sighted by Europeans in 1767 but had effectively vanished from navigation due to an incorrectly recorded position. During a brief five-hour visit, Folger encountered John Adams, the sole surviving *Bounty* mutineer. By that time, Adams had been living on the island for 18 years and had become the leader of a small community composed of the mutineers' children and Polynesian women.

Unable to find a suitable location to anchor, Folger was forced to depart Pitcairn Island and leave Adams behind. As parting gifts, Adams presented Folger with the *Bounty*'s compass and the large silver Kendall chronometer used by Captain Bligh. The chronometer is now preserved at the National Maritime Museum in Greenwich, England, where it still keeps time!

After leaving Pitcairn, Folger sailed the *Topaz* to Más a Tierra, an island off the coast of Chile. Also known as Robinson Crusoe Island, it had earlier been home to a marooned Scottish sailor from 1704 to 1709, whose experience helped inspire Daniel Defoe's famous fictionalized account. While there, Folger and his crew were taken prisoner by the Spanish governor. The

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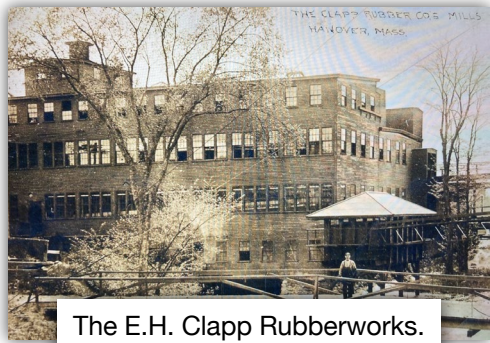


In order to capture the interest of historians of all ages, the Society created a [graphic novel about the *Globe* mutiny](#) for the 2026 North River Pop-Up Museum. Use the QR code above to view it.

Carriage Ride, cont'd.

(continued from page 3)

Rubberworks on the Indian Head River. The founder of the company, Eugene H. Clapp, was originally from South Scituate. He invented a method for recycling rubber, and the rubber works became a major industry in Hanover occupying a massive lot that extended over the border to Pembroke. The former site of the Rubberworks is located within Ludden's Ford Park at 243 Elm Street today, which is about 500 feet past Water Street. The foundations of the factory can be found within the park's 22 acre grounds.



The E.H. Clapp Rubberworks.
*Photo courtesy of the
Pembroke Historical Society.*

Mr. Jacobs may have taken a more scenic route, or he may have driven back up Elm Street and then turned onto Water Street where they drove past the former Waterman Tack Factory (which had been taken over by E. Phillips & Sons in 1853). The company was renowned for making exceptionally fine tacks and nails used for footwear and upholstery. The owners of the tack factory had been successful in having a branch of the railroad built to the factory for delivery of their nails to the shoemaking industry in Brockton and beyond. The factory can still be seen at 360 Water Street although in a much altered form.



Drawing of the Waterman Tack
Factory. *Courtesy of the Hanover
Historical Society.*

Continuing up Water Street, Barton and Frances Jacobs came to Broadway and Frances Jacobs came to Broadway again where they took a right. At the corner they could see the impressive Italianate-style home of Calvin Phillips at 1010 Broadway. Calvin, who had passed away in 1892, was a partner in the E. Phillips & Sons Tack Factory, and he was one of the wealthiest men in Hanover.

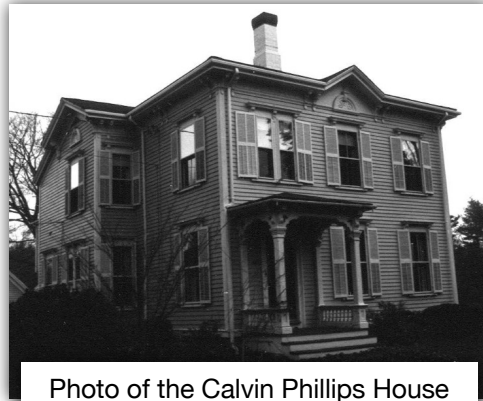



Photo of the Calvin Phillips House
built in 1870. *Photo courtesy of the
Mass. Historical Commission.*

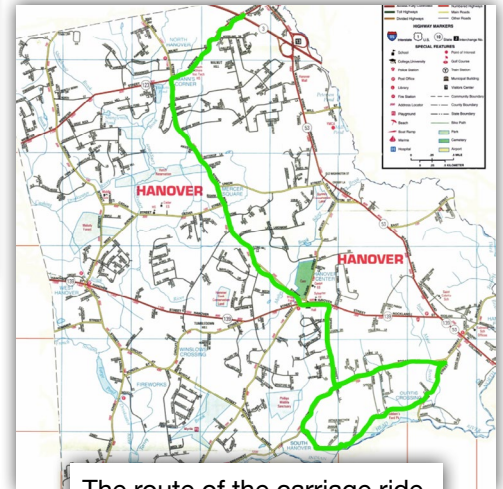
Driving west on Broadway, the Jacobs passed by the interesting home of Morrill Phillips. Morrill was the brother of Calvin and a partner the family business. His home at 947 Broadway stands out because it has a brick façade.

From Broadway, Barton Jacobs turned the carriage left onto Spring Street and retraced the route back to Assinippi and home to the farmhouse.

The Jacobs had traveled at least 13½ miles round trip, and they must have been tired and dusty on their return home. At a rate of 4–6 miles an hour, the trip probably took almost the entire

afternoon of a long ago Sunday in 1895. Nevertheless, Mrs. Jacobs was not too tired to light her kerosene lamp and finish the letter to her son in time for the next day's post. 

Thank you to Judy Grecco and Jane Estabrooks of Hanover for locating the Catholic Chapel and to Al Gianatassio of the Pembroke Historical Society for sharing information on and images of the E.H. Clapp Rubberworks, which extends over the town border into Pembroke.



The route of the carriage ride,
superimposed on a modern
day map of Hanover.



Visit the Society's [EVENTS](#) page to see the 2026 events where t-shirts will be sold for \$25.

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_____ Researching at the Archives _____ Other:

_____ Organizing at the Archives

_____ Farmhouse Tour Guide

_____ Farmhouse Maintenance

_____ Event Planning

_____ Photography/Digitalization



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Wanton Shipyard, cont'd.

(continued from page 5)

Topaz was subjected to target practice, suffering severe damage to her rigging and the loss of her foremast.

Following repairs, the vessel was used to transport the crew to Valparaíso, Chile. In 1809, the *Topaz* was returned to Folger, who soon set sail for Boston. News of Folger's voyage was later published in 1817 by his friend Amasa Delano of Duxbury, a distant cousin of the Scituate Delanos.

The Tore Hund—The “Final” Ship Launched at The Wanton Shipyard

In 1986, over 200 people—including two Wanton descendants—gathered at the site of the old Wanton Shipyard to witness the launching of the 33-foot sloop *Tore Hund*. Built in his own barn, the vessel marked the capstone of Norwell resident Lloyd Bergeson's remarkable 50-year career as a professional shipbuilder.

Bergeson had a daring sailing story of his own, putting him in league with illustrious Wanton ship captains of old. In 1978, he sailed solo to Norway aboard his 43-foot yacht, *Cockatoo II*. On the return trip, Bergeson, now joined by his son, fell victim to a 60-foot rogue wave which damaged the boat, causing an irreparable leak. They were rescued by a container ship 600 miles off the coast of Iceland with no choice but to scuttle the ship.


In Norway, Bergeson had been visiting his ancestral home, including a trip to the island of Bjarkoya, the ancient home of Tore Hund, for whom he later named his homemade sloop. Hund was a devoutly pagan Viking chieftain who was involved in killing King Olaf of Norway at the Battle of Stiklestad in 1030.

Bergeson's passion for history and shipbuilding extended to the preservation of the Wanton Shipyard. He was a leading force in a drive to protect the graves of many Quakers that are known to have been buried in the area.

Plans to construct new homes on a two-acre parcel at Blackthorne Lane (named after the sloop *Blackthorne*, built there in 1692) sparked an intense public debate about the graves' precise locations, with Bergeson fiercely arguing against disturbing the area. Perhaps Bergeson

channeled Tore Hund's fighting spirit during the cantankerous disagreement.

Historical records do confirm that Quakers were buried in the vicinity of the proposed development, though many graves were unmarked (consistent with Quaker tradition) and numerous headstones had been removed or had disappeared over time. Definitive archaeological evidence of graves within the proposed development site was not found, and construction of the homes proceeded.

Two years earlier, at the *Tore Hund* launching ceremony, Bergeson called for a moment of silence to honor Edward Wanton. Despite his later loss to the real estate developer, Bergeson could at least find some solace in the memory of that simple gesture. 

Sources:

History of Shipbuilding on the North River, by L. Vernon Briggs. 1889

Demon of the Waters, by Gregory Gibson. 2001

The Norwell Mariner

The Patriot Ledger

History of the American Whale Fishery, by Alexander Starbuck. 1878

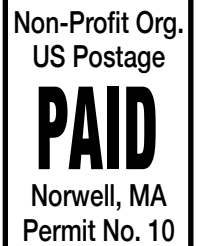


Lloyd Bergeson and his sister Ruth Bergeson Ripley at the launching of the *Tore Hund*. Photo from the *Norwell Mariner* newspaper.





Norwell Historical Society
P.O. Box 693
Norwell, Massachusetts 02061
NORWELLHISTORICALSOCIETY.ORG



RETURN SERVICE REQUESTED

Spring 2026

2026 *Upcoming Events*

A YEAR OF CELEBRATION

For an up-to-date listing of events with detailed descriptions, see the website "[Events](#)" page or use this QR code



ANTIQUES APPRAISAL DAY

1:00 to 4:00 pm at the Hanover Four Corners Phoenix Lodge

Sunday, April 26th

It's a historic year! Learn more about your antiques by making an appointment to have them appraised ([sign up online](#)). Or stop by to watch the action and hear the amazing stories (no registration needed). (\$25/item appraised or \$5/non-member adult to watch)

MAY DAY BASKET-MAKING

3:00 to 5:00 pm at the Jacobs Farmhouse Museum, 4 Jacobs Lane, Norwell

Friday, May 1st

Come to the Jacobs Farmhouse and make a basket for your neighbor's door. (\$5/basket, [sign up online](#))

FIRST SUNDAYS OPEN MUSEUM DAY

3:00 to 5:00 pm at the Jacobs Farmhouse, 4 Jacobs Lane, Norwell

Sunday, May 3rd and June 7th

Come for a tour of the Jacobs Farmhouse Museum every 1st Sunday of the month. (Free)

COLONIAL MILITARY + CRAFT FESTIVAL ON THE JACOBS HOMESTEAD FIELDS

noon to 4:30 pm at the Jacobs Homestead

Sunday, June 28th

History comes alive on the Jacobs fields when [Col. Bailey's 2nd Mass. Regiment](#) (in which both Joshua and John Jacob served) sets up camp for a day of military drills, living history demonstrations, crafts, and children's activities. (Free)

THE JACOB BROTHERS DISCUSS THE REVOLUTIONARY WAR: JULY, 1776

5:00 pm in the West Barn at the Jacobs Homestead

June 28th, June 30th, and July 2nd

Join James Jacob in his barn as he tends to his animals and discusses the trials of war with his brothers Joshua and John. This original play will last ~30 minutes and feature a live cow! (Free, but space is very limited. Sign up available online on June 1st.)