PALM BEACH MARITIME MUSEUM & ACADEMY

SAILING SCHOOL SHIP

JOHN PAUL JONES’ Continental Navy Ship

RANGER

National Pride and Education for the Nation
## Ranger Program

### CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mission Statement</td>
<td>3</td>
</tr>
<tr>
<td>Brief Outline</td>
<td>5</td>
</tr>
<tr>
<td>John Paul Jones</td>
<td>6</td>
</tr>
<tr>
<td>Ship History</td>
<td>9</td>
</tr>
<tr>
<td>Organization</td>
<td>11</td>
</tr>
<tr>
<td>Continental Committee</td>
<td>11</td>
</tr>
<tr>
<td>Continental Commissioners</td>
<td>12</td>
</tr>
<tr>
<td>Continental Navy Board</td>
<td>14</td>
</tr>
<tr>
<td>Continental Navy Advisors</td>
<td>15</td>
</tr>
<tr>
<td>Shipbuilding</td>
<td>16</td>
</tr>
<tr>
<td>Design Drawings</td>
<td>19</td>
</tr>
<tr>
<td>Summary</td>
<td>22</td>
</tr>
<tr>
<td>Museum &amp; Academy</td>
<td>23</td>
</tr>
<tr>
<td>Schedule</td>
<td>25</td>
</tr>
</tbody>
</table>

PALM BEACH MARITIME MUSEUM & ACADEMY
The purpose of the Ranger Program is to reclaim a national symbol to demonstrate and teach those rich maritime traditions first begun by John Paul Jones in America’s struggle for independence and freedom. The replication of the first American ship to achieve victory under the Stars and Stripes shall surely be that educational tool extraordinaire. At sea or in port, she will inspire a spirit of adventure and patriotism while engaged in the important business of an enlightening education.

Every child needs a stimulating experience to drive their imagination and every American needs to discover this gem from our glorious past. From the day the keel is laid to voyaging under a cloud a sail, the new sail training vessel Ranger will be that grand symbol for the people of America to cherish and the world to admire. The sailing ship will be a functioning example of American ingenuity in fulfilling her purpose, sustaining herself in practice, and fulfilling her place in our nation’s heritage.
Under the command of Captain John Paul Jones, the Continental Naval ship *Ranger* was the first to have the “stars and stripes” saluted by a foreign nation, the first to attack the British on their own shores, and the first to engage and capture a Royal Navy ship in her home waters. It was the first victory of an American Continental Navy vessel over a British vessel of equal size – a ship of the most powerful navy in the world at that time.

For his role in securing American independence and on the urgings of President Theodore Roosevelt, John Paul Jones was interred in a massive black marble sarcophagus resting on the backs of four dolphins under the chapel at the United States Naval Academy in 1913 – the only U.S. naval officer to be so honored.

The overall vision of inspiring our youth in becoming involved with maritime vocations has been the Palm Beach Maritime Museum & Academy’s concept of engaging elementary level students with a marine/maritime oriented curriculum and experiential
programs to leave life-lasting experiences. Central to this concept is providing students with an historic American full-rigged ship that will not only engage young people with the skills and craft of seafarers, but will teach them important lessons about the founding of our great nation.

In order to raise funds for in the initial effort of designing, building, and operating the ship, Palm Beach Maritime Museum & Academy is proposing an organization program modeled after the original Continental Navy including a Marine Committee, Marine Commissioners, and a Navy Board. The new program incorporates a Continental Marine Committee of highly respected individuals including Robert Milligan, Lt. General, USMC (Ret.); James Flatley, III, RADM, USN (Ret.); and LeRoy Collins, Jr., RADM, USNR (Ret).

The original Marine Commissioners included Benjamin Franklin whose task it was to create goodwill, commerce, and raise funds for American independence. New Commissioners are being sought to follow in Benjamin Franklin’s footsteps with the same noble purpose for creating a sailing school ship. John C. Grant, founder and president of the Palm Beach Maritime Museum & Academy in concert with noted historic ship designer and builder Melbourne Smith, will lead the Continental Navy Board to construct and operate the vessel.

John Paul Jones wrote that *Ranger* was a “perfect jewel”. The ship will be built anew and again be that rare gem from maritime history to inspire pride in America – and more importantly, a naval recruitment tool of tremendous significance. Specifically, it will be an opportunity to expand the Chief Petty Officers Heritage Program, the U.S. Naval Academy professional development cruises, and to motivate youth to aspire to a future in all the American sea services and maritime industries. The experience gleaned by students and visitors alike will enrich their lives for evermore and the sailing ship’s presence in various ports will be cherished and heralded by citizens everywhere.

To assist the Commissioners in fundraising, the vessel will be built at the Palm Beach Maritime Museum in Currie Park on the Intracoastal Waterway, West Palm Beach, Florida. It will be a two-year public demonstration of wooden shipbuilding offering orientation of the mission and memberships in the program. *Ranger* will make the maritime history of the United States come alive.

![Image of John Paul Jones Medal](image)

John Paul Jones was the only Continental Navy officer to receive a Congressional Gold Medal during the American Revolutionary War.
As an officer of the Continental Navy in the American Revolution, John Paul Jones helped establish the traditions of courage and professionalism that the sailors of the United States Navy today proudly maintain. John Paul was born in a humble gardener’s cottage in Kirkbean, Kirkcudbrightshire, Scotland, went to sea as a youth, and was a merchant shipmaster by the age of twenty-one.
After taken up residence in Virginia, he volunteered early in the War of Independence to serve in his adopted country's infant navy and raised with his own hands the Continental ensign on board the flagship of the Navy's first fleet. He took the war to the enemy's homeland with daring raids along the British coast.

Captain John Paul Jones in command of the Continental Navy Ship *Ranger* accomplished three extraordinary actions during the American War of Independence. It was the first time the American Continental Navy and Marines made raids on British soil, it was also the first time our Navy engaged and captured a Royal Navy ship, and it was the first time the independent national flag was saluted by a foreign nation.

Jones is remembered for his indomitable will and his unwillingness to consider surrender when the slightest hope of victory still burned. Throughout his naval career, Jones promoted professional standards and training. Americans can do no better than to emulate the spirit behind John Paul Jones's stirring declaration: "I wish to have no connection with any ship that does not sail fast for I intend to go in harm's way".

*With Ranger, Captain John Paul Jones achieved for America what no one had done before.*
Addressing the Naval Academy in 1905, President Theodore Roosevelt remarked, “The future naval officers who live within these walls, will find in the career of the man whose life we this day celebrate, not merely a subject for admiration and respect, but an object lesson to be taken into their innermost hearts... Every officer...should feel in each fiber of his being an eager desire to emulate the energy, the professional capacity, the indomitable determination and dauntless scorn of death which marked John Paul Jones above all his fellows”.

The statement carved in marble on the floor before John Paul Jones’ sarcophagus at the U.S. Naval Academy sum it up with the words:

“He gave our Navy its earliest traditions of heroism and victory”.

As a sailing school vessel, Ranger will again teach those rich traditions born in our nation’s struggle for independence and freedom.

“.....proceed with her in the manner you shall judge best for distressing the Enemies of the United States by sea or otherwise.”

ORDER TO CAPTAIN JONES FROM THE CONTINENTAL CONGRESS
Continental Ship Ranger

HISTORY 1777-1780

The *Ranger* was an 18-gun Continental Navy sloop-of-war, launched 10 May 1777 for the United States of North America by James K. Hackett, master shipbuilder at Portsmouth, New Hampshire – Captain John Paul Jones was in command. After fitting out, *Ranger* sailed for France 1 November 1777, carrying dispatches to the Commissioners in Paris telling of General Burgoyne's surrender. On the voyage over, two British prizes were captured. *Ranger* arrived at Nantes, France, 2 December 1777 where Jones sold the prizes and delivered the news of the victory at Saratoga to Dr. Benjamin Franklin. On 14 February 1778, *Ranger* received the first official salute to the new American flag, the "Stars and Stripes," given by the French fleet at Quiberon Bay.

*Ranger* sailed from Brest 10 April 1778, for the Irish Sea and 4 days later captured a prize between the Scilly Isles and Cape Clear. On 17 April, she took another prize and sent her back to France. Captain Jones led a daring raid on the British port of Whitehaven, 23 April, spiking the guns of the fortress, and burning ships in the harbor. Sailing on to St. Mary's Isle, Scotland, the American captain planned to seize the Earl of Selkirk and hold him as a hostage to obtain better treatment for American prisoners of war. However, since the Earl was absent, the plan failed.

Several cruisers were searching for *Ranger* and Captain Jones sailed across North Channel to Carrickfergus, Ireland, to induce HMS *Drake*, 20 guns, to come out and fight. *Drake* came out slowly against the wind and tide, and, after an hour's battle, the battered *Drake* struck her colors. Two Americans and 40 British were killed in the combat. After making temporary repairs and with a prize crew on *Drake*, *Ranger* continued around the west coast of Ireland, capturing a stores ship and arrived at Brest with her prizes on 8 May.

Captain Jones was detached to command the *Bonhomme Richard*, leaving Lieutenant Simpson, his first officer, in command. *Ranger* departed Brest 21 August, reaching Portsmouth, N.H., 15 October, in company with *Providence* and *Boston* with three prizes taken in the Atlantic.
The ship departed Portsmouth 24 February 1779 joining with the Continental Navy ships *Queen of France* and *Warren* in preying on British shipping in the North Atlantic. Seven prizes were captured early in April, and brought safely into port for sale. On 18 June, *Ranger* was underway again with *Providence* and *Queen of France* capturing two Jamaica men in July and nine more vessels off the Grand Banks of Newfoundland. Of the eleven prizes, three were recaptured, but the remaining eight, with their cargoes, were worth over a million dollars when sold in Boston.

Underway 23 November, *Ranger* was ordered to Commodore Whipple's squadron, arriving Charleston 23 December, to support the garrison there under siege by the British. On 24 January 1780, *Ranger* and *Providence*, in a short cruise down the coast captured three transports, loaded with supplies, near Tybee, Georgia. The British assault force was also discovered in the area. *Ranger* and *Providence* sailed back to Charleston with the news. Shortly afterwards the British commenced their final push. Although the channel and harbor configuration made naval operations and support difficult, *Ranger* took a station in the Cooper River, and was captured when the city fell 11 May 1780. *Ranger* was taken into the British Navy and commissioned under the name *Halifax*.

Excerpt from the *Dictionary of American Naval Fighting Ships*, Naval History & Heritage Command
Ranger Program

ORGANIZATION

To build the historic navy ship *Ranger*, the Palm Beach Maritime Museum has organized a group of distinguished Americans as did the Continental Congress create the Continental Navy in 1775. We wish to pay tribute to the original Continental Marine Committee and Commissioners that made possible the Continental Navy Board to build the sloop-of-war *Ranger*. The Marine Committee’s appointment of Captain John Paul Jones to command *Ranger* proved to be a choice that set the standard for the United States Navy and an extraordinary educational opportunity for the youth of today.

Continental Marine Committee

13 October 1775:  *The first legislation of the new Continental Congress established a Marine Committee, consisting of Messrs. John Adams, John Langdon, and Silas Deane. The Committee was to be in complete control of naval affairs. This was the beginning of the American Navy.*

13 October 2010:  The Marine Committee was reestablished with the following gentlemen offering their valuable service:

ROBERT MILLIGAN, Lt. General, USMC (Ret.)

General Milligan’s career culminated as Commanding General of Fleet Marine Forces, Pacific, and Marine Corps Bases, Pacific, with headquarters in Hawaii. He was responsible for two-thirds of the operating forces of the Marine Corps, consisting of 92,000 Marines and sailors serving at 18 bases and stations, and aboard ships at sea from the continental United States to the far reaches of the Pacific and Indian Oceans. Following his retirement from the Marine Corps, General Milligan was elected and served two four-year terms as State comptroller and chief financial officer for the State of Florida,
JAMES H. FLATLEY III, Rear Admiral, USN (Ret.)

Admiral Flatley had an outstanding career as a naval aviator earning the Distinguished Service Medal, Distinguished Flying Cross, Silver Star, and the Air Medal for 350 combat missions, among many other U.S. and foreign awards. He was named to U.S. Naval Aviation Carrier Hall of Fame and honored with the John Paul Jones Award for inspirational leadership. Further, in an extraordinary example of airmanship, Admiral Flatley demonstrated many times flying C-130 Air Force transport planes on and off of the USS Forrestal aircraft carrier. After retiring, he rebuilt Patriots Point to a premier Naval & Maritime Museum in Charleston SC.

LEROY COLLINS JR., Rear Admiral, USNR (Ret.)

Admiral Collins is Executive Director of the Florida Department of Veterans' Affairs. He was appointed by Governor Charlie Crist and the Florida Cabinet in 2007. The admiral served as commander, Naval Reserve Readiness Command, Region 8 in 1985-1987, and later served as deputy chief of Naval Operations (Reserve) for Logistics, Pentagon, until his retirement from the Navy Reserve as a two-star Rear Admiral in 1990. In 1961, he served as an analyst for Naval Intelligence in Washington, D.C. and served as a ballistic missile weapons officer from 1963-1965 aboard the nuclear missile submarine USS James Madison (SSBN-627).

Continental Commissioners

11 June 1776: Congress resolved that a Committee of Commissioners be formed to prepare treaties for peaceful relations and commerce. They sent an influential delegation of three men to Europe – Silas Deane, Benjamin Franklin, and Arthur Lee. The Commissioners were also to secure loans for the American War of Independence.

The Continental Marine Committee and the Palm Beach Maritime Museum are actively seeking members for the Continental Commissioners. The purpose of the original Committee of Commissioners formed by the Continental Congress in 1775 was to create
goodwill, commerce, and raise funds for American independence. The best-known Commissioner was Benjamin Franklin and John Paul Jones sought his counsel and support many times.

The new Committee of Commissioners will have similar responsibilities and official recognition will be requested from Congress for the *Ranger* to be designated the Nation’s Official Sailing Ambassador. The ship will visit many domestic and foreign ports on an annual sailing schedule. Likely benefactors are invited to seek an appointment as a Continental Commissioner for the port city of their choice.

To attract benefactors and sponsors, the program will offer exceptional perquisites for those who wish to participate in garnering national and international goodwill and commerce. Commissioners will be sought for those port cities where the sailing ship can be of good service to the benefactors and their communities. The duties of each Port Commissioner will be to host official functions, dignitaries, trade delegations, and fundraising events on board the vessel as the authorized representative of the Continental Marine Committee.

Perquisites of the office include the extraordinary distinction as a Port Commissioner and official host for a particular city. Commissioners will also be invited to attend those social functions in other ports where their participation is advantageous to the Marine Committee or it may be in the Commissioner’s own compatible interest. Additional benefits are to be expected.

*Ranger* will be the only full-rigged American-built ship in the service of the nation. Whenever advantageous, the ship will be placed under the direction of each Continental Commissioner with a port call.

Commitment required for an appointment as a commissioner, is still to be determined. Interested parties should make their interests known to the Marine Committee early because host billets will be awarded on a first-come basis.

DETAIL FROM A CONTINENTAL NAVY BUTTON

“At sea or in port, she will inspire a spirit of adventure and patriotism while engaged in the important business of education and character building.”

FROM THE RANGER MISSION STATEMENT
6 November 1776: A Continental Navy Board consisting of persons well skilled in maritime affairs was appointed by Congress to execute the business of the Navy under the direction of the Marine Committee.

1 January 2010: Palm Beach Maritime Museum formed a new Continental Navy Board with the following members. Additional members may be added to the Board as the program proceeds and the scope of the responsibility requires.

JOHN C. GRANT, Presiding Officer

Founder, President, and Board of Trustees Chair, Palm Beach Maritime Museum, Inc. (PBMM), John Grant has made a career of the development and executive management of marine technology related companies and many other activities.

In January 2000, he opened the Palm Beach Maritime Academy, which is a K-8 public Charter School, within the framework of PBMM. The school has an enrollment of 325 students and received an A+ achievement for the 2008/2009 academic year.

John Grant is a 1956 graduate of the U.S. Naval Academy with graduate study at George Washington University.

Significant experience includes: 5th Division Officer USS Iowa for Strike Back and the first Lebanese war ‘56-’58; Gun Boss of USS Stormes DD780 ’58-’59; instructor in physics and electrical engineering USNA ’59-’61. In 1961 he became one of the Founders and V.P. of Trident Engineering, an Annapolis firm; Founder, V.P. of Marketing, The Geraldines, Ltd., which was sold and became an anti-submarine warfare division of Bell Aerospace Corporation; Product Line Manager, Underwater Systems Laboratory, ACF Industries; Program Manager, USN Marine Engineering Laboratory and Boiler Turbine Laboratory; Plank Owner, Head, Ranger User Division, Atlantic Undersea Test and Evaluation Center-established and ran program management office, which included T&E for the MK48 torpedo; Founder, Director, Ocean Measurements, Inc.; Founder, Ocean Learning Institute, which later became PBMM in 1992.

Other accomplishments include restoration of the USS Sequoia and the educational film production of Man in the Sea and The Great Sea Farm, which won the Cine Golden Eagle and Best Educational Film of 1972.
MELBOURNE SMITH, Marine Superintendent

Melbourne Smith is President, International Historical Watercraft Society, Inc; and Advisory Board Chairman for National Maritime Historical Society. Smith is a former Royal Canadian Sea Cadet and a licensed Sailing Master (Home Trade, Canada). Smith also taught celestial navigation as a commissioned officer in the Defensa Nacional de Guatemala.

Smith has been researching, designing, and building historic sailing vessels for more than 35 years. He began his career after 20 years of ocean and coastal sailing. He designed the privateer schooner Lynx, the fishing schooner Spirit of Massachusetts on the Fredonia model, the Baltimore parade ship Federalist, Cabrillo’s galleon San Salvador, the sailing pinnace Imi Loa, and was the builder and first captain of the clipper schooner Pride of Baltimore. He also designed and built the Revenue Cutter Californian on a beach in San Diego, Commodore Perry’s victorious flagship U.S.N. Brig Niagara on the shore of Lake Erie, and was a consultant for Captain Cook’s Endeavour built in Fremantle, Western Australia.

Melbourne Smith is also a designer of a number of books for the Naval Institute Press including Junks & Sampans of the Yangtze, The Imperial & Royal Austro-Hungarian Navy, and 12th edition of Dutton’s Navigation and Piloting. He is a recognized marine artist with many detailed ship prints published by the U.S. Naval Institute, American Heritage Press, Admiralty Publishing House, and International Historical Watercraft Society.

Continental Navy Advisors


JAMES W. CHEEVERS Senior Curator and Associate Director of the Naval Academy Museum, Annapolis Maryland. Recipient of the Robert G. Albion - James Monroe Award for maritime historiography from the National Maritime Historical Society.

PETER STANFORD Founder and first president of South Street Seaport in New York, Co-Founder and President Emeritus of the National Maritime Historical Society. He also founded the Council of American Museums, the American Council of Maritime Artists, the American Ship Trust, and the National Maritime Alliance.

J. DENNIS ROBINSON Author, historian, and a Director of John Paul Jones House in Portsmouth NH. He is the founder/writer of the website www.SeacoastNH.com.
Ranger Program for
SHIPBUILDING

The replica Continental Navy Sloop-of-War Ranger will be built as a public demonstration of wooden shipbuilding at the Palm Beach Maritime Museum in Currie Park on the Intracoastal Waterway in West Palm Beach, Florida. During the two-year construction program, a special exhibit of “John Paul Jones and the Continental Navy” will be displayed in the Museum building.

An area of approximately 20,000 sq. feet adjacent to the museum building will be surrounded by a chain-link fence for the building yard. The ship construction may be viewed by the public on four sides at all times. The ship will be visible to traffic on Flagler Drive and Lake Worth. At night, the shipyard will be well lighted and attended by a security guard.
A professional building crew will be directed by Melbourne Smith with assistance from local skilled craftsmen and apprentices. It will be important to involve minority communities in participating in the building and public events. Building crews will alternate work schedules in a continuing seven-day demonstration schedule to assure ongoing public interest and attendance.

The public entrance into the shipyard will pass through the museum building serving as a visitor orientation center and exhibition about John Paul Jones and the Continental Navy. Admittance to the yard is offered through the purchase of membership in the “PBMM Continental Navy Society”. Grandstands outside the fence will allow visitors to sit to watch the ship construction free of cost.

Membership benefits will include a conducted tour of the yard, access to observing the construction from the raised museum verandas, a personal membership card, discounts on souvenir items in the visitor center, a monthly newsletter, and their name placed on the ship’s roster. The memberships benefit to the museum will be the email address for announcing future events, marketing, and annual membership fees.

The building program begins with a ceremony with the governor of the state, officiating in the laying of a massive timber for the keel. From that first step, curved frame timbers rise up one by one as scores of spectators visit the site each day to be enlightened by trained guides on the techniques and progress of the construction. Visitors see the many skills in actual practice as the shipwrights, carpenters, caulkers, and apprentices complete the ship.

Public events at the shipyard are numerous beginning with the laying of the keel by a noted dignitary and attended by various public officials, a high school or military band, and naval reenactment groups. A large number of visitors will come by charter bus and water taxis to the site each day – this can be expected from area schools, local hotels, and retirement centers. The many programs will be coordinated by professional tour directors assisted by museum volunteers.

The crowds will enjoy watching the shipsmiths forge the myriad of iron fittings, shipwrights working large timbers, plankers, caulkers, and riggers fashioning the shrouds of hempen rope. Pride too can be seen in the eyes of the young apprentices. Like a phoenix, this gem of a ship rises and takes shape, growing each day from the spent wood chips on the ground. Under lights at night, the ship is clearly visible for many miles along the waterfront and Flagler Drive in the heart of the city.

Camera crews visit the building site along with well-known dignitaries, politicians, and maritime scholars to officiate at each building step. Construction will be documented from beginning to end by video cameras to be shown in homes, classrooms, and on television across the country. Writers and photographers chronicle the traditional building methods for picture books and scholarly texts. It has been found that local,
state, and national figures are always eager to attend the many ceremonies and fundraising events highlighting each shipbuilding milestone.

An official US Post Office on the building site will attract philatelists and the curious. With the Palm Beach Maritime Museum under contract with the Postal Service, letters mailed on the site can be cancelled with a distinctive ship mark. Sea-Mail letters of rare philatelic value will be delivered after launching and after completing specific passages. Envelopes will be validated and stamped as official pre-stamped “Letters of Friendship” that will be delivered to children in other ports of call. Special commemorative cachets issued by the ship will mark other historic occasions.

Imagine launching an authentic American Continental Navy ship on the Museum waterfront. Hundreds of small craft will crowd the shoreline. Visiting tall ships will anchor on Lake Worth, and tall plumes of water fill the air from a harbor fireboat. An excited crowd of thousands, many of them school children and the elderly bused to the waterfront for the historic educational event, to hear a bishop’s blessing and see the First Lady christen the ship with a decorated magnum of champagne. When the bottle swings and bursts on the bow, the visiting Marine Band will strikes up a rousing tune as the vessel slips into the water accompanied by cheers, whistles, and cannon fire.

The official ceremonies completed, the national ensign is hoisted to the deafening sound of cheers, horns, church bells, and sirens – the dramatic service for an American full-rigged ship, the only one in existence will mark the end of almost two years of a public exhibit of historic wooden ship construction completed on the museum site. The national attention and press coverage for these events is an enormous vehicle for publicity and fund raising.

CONTINENTAL NAVY JACK

“The sailing ship will be a functioning example of American ingenuity in fulfilling her purpose, sustaining herself in practice, and fulfilling her place in our nation’s history.”

FROM THE RANGER MISSION STATEMENT
Continental Ship Ranger
DESIGN DRAWINGS

Based on the original dimensions and the ships logs and journals.

*John Paul Jones and the Ranger* edited by Joseph G. Sawtelle.
Published by The Portsmouth Marine Society.

Register 97’ 2” x 27’ 8” x 12’0” 313\(\frac{22}{95}\) tons burthen

<table>
<thead>
<tr>
<th>Construction</th>
<th>Wood</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length on Deck</td>
<td>96.00-ft</td>
</tr>
<tr>
<td>Keel for Tonnage</td>
<td>77.75-ft</td>
</tr>
<tr>
<td>Beam Molded</td>
<td>27.25-ft</td>
</tr>
<tr>
<td>Depth Molded</td>
<td>12.50-ft</td>
</tr>
<tr>
<td>Displacement</td>
<td>185.0-tons</td>
</tr>
<tr>
<td>Gross (est.)</td>
<td>225.0-tons</td>
</tr>
</tbody>
</table>

HULL LINES
“….the Ranger taken altogether will in my judgment prove the best cruiser in America.” JOHN PAUL JONES

John Paul Jones had overseen the construction of the vessel in Portsmouth, N.H. and her refit in Nantes, France specifically for the fight for freedom by the American colonies.

The Ranger and the glory brought to the American flag earned her commander by many with the title as “Father of the American Navy”. She will be the only full-rigged ship built in America in over a century with every possibility of being declared the Nation’s Official Sailing Ambassador by the United State Congress.
1: Research and documentation of the Sloop-of-War *Ranger* of 1777 to determine the definitive design, specifications, construction, armament, outfitting, rigging, and sails

2: Prepare a set of construction drawings, specifications and hydrostatic characteristics to submit to the U.S. Coast Guard for conditional approval to build the vessel as a public demonstration of wooden shipbuilding on the grounds of the Palm Beach Maritime Museum in Currie Park, Florida.

3: Construct and launch the vessel before the public as a fully found and commissioned sailing vessel as an artifact of American maritime history and representing Palm Beach Maritime Museum & Academy, the State of Florida, and the United States of America.

4: Organize a working relationship with the National Maritime Historical Society, American Sail Training Association, United States Department of State, United States Naval Academy, National Museum of the United States Navy, Navy League of United States, Historic Naval Ships Association, and other institutes of education and history across America.

5: Conduct sail training programs with cruises to domestic and foreign ports to encourage interest in American maritime history. The *Ranger* will be an official sailing ambassador extraordinaire representing all organizations affiliated with the program.

6: Simply stated, the school ship *Ranger* program has all the necessary characteristics for a successful educational venture and an invaluable contribution to the nation.

“From the day the keel is laid to voyaging under a cloud of sail, the new sail training vessel *Ranger* will be a grand symbol for the people of America to cherish and the world to admire.”

FROM THE RANGER MISSION STATEMENT
Palm Beach Maritime Museum & Academy

The Palm Beach Maritime Museum (PBMM) is a non-profit organization funded through public and private grants as well as a variety of charitable contributions that include real estate, personal property, such as yachts and aircraft, and private and public corporate stock. PBMM is a 501(c)3 educational organization, which focuses on maritime history and the marine environment, and has conducted a successful personal property donation program for over 25 years.

Palm Beach Maritime Museum evolved from its precursor, the Ocean Learning Institute founded in 1974. The name change in 1992 reflects the expanded purpose of the organization, the establishment of an active maritime museum with a comprehensive presentation of maritime history and marine technology focusing on the Straits of Florida and the Caribbean Basin through a variety of educational programs, collections, interactive exhibits and simulation.
The PBMM operates two public facilities: The Lake Worth Lagoon Education Center, a pavilion and shallow water dock at Currie Park funded in part with grants from Florida Inland Navigation District; and several historic structures on Peanut Island including President Kennedy’s Bunker, the historic and recently renovated U.S. Coast Guard Station Lake Worth Inlet and its Ready Boathouse. PBMM also oversees the grounds and the deep-water docks that are part of its 45-year lease with the Port of Palm Beach. The Peanut Island renovations were achieved partly through grants from the State of Florida Bureau of Historic Preservation. The two facilities are connected with the museum’s ferry boat service.

Additionally, PBMM conducts a marine educational program, the central component being the Palm Beach Maritime Academy, a tuition-free, charter public school. The academy operates under a performance contract with the local School District for students in kindergarten through 8th grade.

The charter school, located at 7719 S. Dixie Highway with 325 students, is in its eleventh academic year, has achieved “A” rated status and has been recognized by the U.S. Congress. The academy’s theme is maritime science, technology, history and art. Computer classes, character education, introduction to maritime careers and marine environment and life skills are integral parts of the curriculum as well.

“Every child needs a stimulating experience to drive their imagination...”  
FROM THE RANGER MISSION STATEMENT
RANGER PROGRAM SCHEDULE

AGENDA: FIRST YEAR
Organize an elite Continental Marine Committee to oversee the program. \textit{DONE.}
Identify and attract Continental Commissioners to participate and raise funds. \textit{DONE}
Organize a Continental Navy Board to manage construction and operation. \textit{DONE}
Organize the Continental Navy Advisors to assure authenticity. \textit{DONE}
Select a Curator to create the John Paul Jones - Continental Navy exhibit. \textit{DONE}
Complete Design and Specifications for construction of the ship \textit{Ranger}. \textit{BEGUN}
Organize the Continental Navy Society for student and public memberships.

AGENDA: SECOND & THIRD YEAR
Build the historic sailing school ship for the nation by constructing John Paul Jones’ Continental Navy Ship \textit{Ranger} at the Palm Beach Maritime Museum.

Showcase a world-class exhibit and orientation center honoring John Paul Jones and the American Continental Navy with the ship \textit{Ranger} as the centerpiece.

Demonstrate and teach wooden shipbuilding skills by building, launching, and rigging the ship \textit{Ranger} as a public demonstration at the museum in Currie Park.

AGENDA: FOURTH YEAR & BEYOND
Operate the CFR-approved Sailing School Ship \textit{Ranger} as a living classroom to educate American youth in maritime skills, marine sciences, and as a recruitment incentive for the sea services and marine environmental studies.

Establish the historic replica vessel as the Official Sailing Ambassador for the State of Florida and a vital educational and promotional artifact for the Nation.

Establish the John Paul Jones exhibition as a permanent display and a dedicated world-class educational center for America’s first naval hero and the history of the Continental Navy of the United States of North America organized in 1775 to secure America’s struggle for independence and freedom.
THE LIBERTY SONG

Come, join hand in hand, brave Americans all,
And rouse your bold hearts at fair Liberty's call;
No tyrannous acts shall suppress your just claim,
Or stain with dishonor America's name.

Chorus
In Freedom we're born and in Freedom we'll live.
Our purses are ready. Steady, friends, steady;
Not as slaves, but as Freemen our money we'll give.

Our worthy forefathers, let's give them a cheer,
To climates unknown did courageously steer;
Thro' oceans to deserts for Freedom they came,
And dying, bequeath'd us their freedom and fame.

Chorus

The tree their own hands had to Liberty rear'd,
They lived to behold growing strong and revered;
With transport they cried, Now our wishes we gain,
For our children shall gather the fruits of our pain.

Chorus

Then join hand in hand, brave Americans all,
By uniting we stand, by dividing we fall;
In so righteous a cause let us hope to succeed,
For heaven approves of each generous deed.

Chorus

These American words were written by John Dickinson and published in 1768. Dickinson was one of the leaders of the American Revolution and a famous lawyer and Governor of Delaware and Pennsylvania. The tune is to the English air Heart of Oak composed by Dr. William Boyce (1711-1779).
JOHN PAUL JONES by CHARLES WILSON PEALE, 1781

PALM BEACH MARITIME MUSEUM & ACADEMY