



Readin' Both Pages

Vol. 5, No.2

A membership publication of the Sail, Power & Steam Museum

SPRING-2012

Ayaah, it's a Friendship Sloop!

I know, I know-- it looks more like a wicker basket than a boat. But, hold on to your cap and our volunteers will make this pile of sticks transform into the prettiest little Friendship Sloop you have ever laid eyes on.

The old shop is a-hummin with saws, planes and hammers! You should see the wood chips fly!

This is the longest "being built" Friendship in the World. She was started in 1966 by Carlton Simmons, a famous boat builder from that little lobster fishing town of Friendship that named the now famous fleet of sloops. He never finished her and the vessel was put up in this barn or that garage for forty years. She was generously donated to us by John Lichtman and I was sure that with the help of our fantastic volunteers and Project Manager, Dennis, the Museum will have the sweetest little sloop actually fishing for lobster under sail with you aboard!

At first glimpse it was hard to identify as a sloop... how will we ever make this pile of junk wood look like a beautiful little thing with sails? Just watch her come alive. She will soon come out looking like this.



We must start somewhere.



*From this...
...to this.*



Our manager, Dennis Gallant, Master Builder, and volunteer, Tom, rough out the deck beams and floor timbers.



Under construction by our amazing volunteers.

Tom & Rolly draw the old bolts. Take cover Rolly, the sparks are flying!



Frames 'n frames.



The Traverse Board:

The traverse board is a memory aid formerly used in dead reckoning navigation to easily record the speeds and directions sailed during a watch. Even an illiterate crew member could reckon with this simple device.

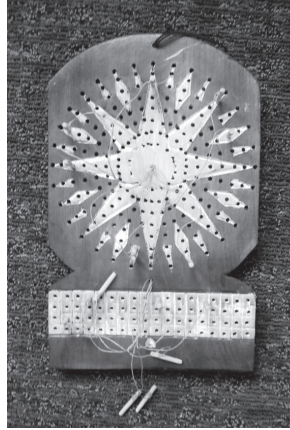
The traverse board is a wooden board with peg-holes and attached pegs. It is divided into two parts. The top part is for recording direction sailed. It has a compass rose with its 32 compass points, just as it would on the face of the ship's compass. Eight concentric rings are inscribed on the compass rose, each with one peg hole at each point of the compass. Eight pegs are attached to the center of the compass rose with strings.

The bottom part is for recording speed. It has 4 rows of holes. Each column represents a certain speed, measured in knots. Eight pegs are attached to this part of the board.

Each half-hour during the watch, a crew member would insert a peg in the top portion of the board to represent the heading sailed during that half-hour, as is shown on the ship's compass. The

innermost ring of peg-holes is used for the first half-hour, the second for the second half-hour, and so on until all 8 rings were use.

Each hour during the watch, a crew member would insert a peg in the bottom portion of the board to represent the speed sailed during the hour. The speed would have been measured using a chip log. If the speed for the first hour of the watch were 10 1/2 knots, the crew member would count over 10 holes in the first row and place one peg, then place another peg in the column marked "1/2". In the second hour of the watch, the crew member would use the second row of pegs, and so on until all 4 rows were used.



At the end of the watch, the navigator would collect the information about the speeds and directions sailed during the watch, clear the pegs from the board, and use the information to figure the vessel's dead reckoning track. Meanwhile, the helm of the new watch would begin recording the new sailing headings and speeds on the traverse board. Remember, dead reckoning was the only method the navigator had to determine longitude and the calculations were fraught with errors until the invention of the Harrison chronometer (1737).

CALLING ALL VOLUNTEERS

Volunteers of the Sail, Power & Steam Museum are a dynamic and exciting group who share many diverse interests such as nautical history, boat building and steam engines. There are many opportunities for Volunteers-something of interest for every interest.

The Sail, Power & Steam Museum salutes, recognizes and celebrates our volunteers as well as volunteers at the local, state and national levels. We encourage anyone interested in learning about volunteering to contact the Museum.

America has a proud tradition of neighbor helping neighbor, and today this volunteer spirit is needed more than ever before. Studies show that people who volunteer their time live longer, healthier and happier lives, and the satisfaction of a job well done is always an enjoyable feeling. Many thousands of retired individuals have found that they are not only welcomed, but needed in the carrying out of the day to day workings of organizations worldwide.

Learn the fine points of boat building-come help complete our 30 foot Friendship Sloop and get her sailing on the Bay.



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From the Pilothouse

“A green Christmas and the cemetery is full!” That was a quote from my mentor Captain Earland Quinn or “Cappy” as most of his friends and some of his enemies called him. The enemies were few and far between you can bet, as Cappy was a prince of a man. Island stock and true grit from the marrow in his bones to the gnarl of his massive hands. He used to expand “the Lord ain’t yet made the day so cold that I couldn’t keep warm with an hour’s hard work”. His legs were all stove from an experience “front-ending” a Greyhound bus, but it never stopped him, only slowed him a little. He loved working on an old skiff. The more abused and beat to a pulp it was- the better. He would take one, fit only for the dump, and lovingly put the frames and plank to her, paint and putty and fuss her up until the sale sign attracted some poor dreamy sailor and he’d let them own it, then find another to resurrect. He was on retirement wages at the Capt. Jim Sharp, bang-crash boat shop where we were constantly hewing out massive schooner parts. I’d be limping on one end of a 25’ oak plank and he on the other, from the shop to the vessel lying patiently at the dock and we would hitch ‘n jibe until arrival at the work float to nail it into the side of the schooner. One day I caught him on a personal project with two hammers-one in each muscular fist and a mouth full of nails, busily driving them in one of those old suffering, decrepit skiffs. I said, “Cappy, ya never worked for me with two hammers” He said, “I’m off the clock--workin’ on my own time now!” And what a corner-of-the-mouth smirk and devilish gleam in the eye he had.

Ours was a green winter this time. Love that global warming stuff when it sets in long about February. About every ten years we get a non-plowable winter. A pleasant relief! Christmas was green and didn’t look quite right, but now, end-o’-March, seems it’s almost time to cut the grass. Summer may be hot.

Rest your old bones here in the pilothouse and let me tell you of the big Down Easter called. “Tar Pot.” She was built here in Thomaston in 1877, named, Baring Brothers after a British shipping company. She was, for a while, skippered by Captain Dick Thorndike, a well know Thomaston native. He was eventually succeeded by an old curmudgeon, Captain Ed Masters who was an enthusiastic believer in whatever virtues Stockholm tar was reputed to possess and they were many in those days. When used on the skin, the hair, as a purgative, used on your horses hooves, pig feet or cow udder, chickens’ beaks, for bunions, boils, hives, intestinal fortitude or, at last, on your vessel, there was no end to the praises old Capt. Ed would chortle. He took every sliver of bountiful white yacht-like coating from her plank and timbers, deck and topside- planking to the copper, then drenched them liberally in the Stockholm. She looked black as a coal pit and smelled from bilge to skysail yard. Every man-jack of the crew was black and smelled; the food, the water, the galley, the heads, the master’s cabin and the long boat all reeked of the Stockholm. Captain Masters was happy as a mud clam. He had done what he considered the most “healthy” thing possible to his vessel. They say he did have to put up with some nasty remarks from cronies and colleges when in port. He fortunately never revisited Thomaston to feel further heat from those that considered it a desecration to a beautiful ship.



...One day I went into the book sale at the library and found a copy of Longitude by Dava Sobel for .25 cents. I had read it some years ago but I got so excited with the reread I decided to do a program about Harrison and the phenomenal clock he invented. In the winter I do sneak off to Florida for the part of the season that is untenable in Maine. I don’t like Florida much as there are too many old people like me down there. They call it “the state where you wait to die” so I get outa there in early spring before anything happens. Well, John Harrison solved the greatest scientific problem of his time and he has to be recognized for it, so I tested the presentation at the Chapman School in Stuart Fla. in February. It worked out well-they seemed to like it. Now, our new navigation table in the museum attempts to explain how he created a clock to determine Longitude at sea, a feat that baffled all of civilization for hundreds of years. Put me down for Friday the 6 of July for the lecture on the solution of the Longitude problem and my wife, Meg, and I will welcome you to the Sail, Power and Steam Museum. Meantime, check out the new Captain John Flint Nav. Table.

Captain Jim and Meg Sharp

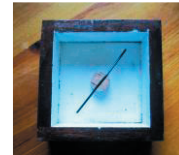
CAPTAIN JOHN FLINT NAVIGATION WORK TABLE

Our new hands on nav-station enables you to handle replica instruments of the 19th century. The table is equipped with a fine selection of early charts with every tool you need to chart a course or determine



your position. Take down one of six astrolabe on the wall and compute your latitude just as Columbus did in the 1400s. Learn the difference between a back staff, cross staff, Jacob's staff and octant. Follow the evolution of the most impressive instrument for the navigator ever invented—the mariners compass—first created in China in 400 BC by mistake and was never thought of for the marine world for the next 800 years. Think of it! Navigation was by guess and by golly. Imagine

the shipwrecks and how welcome after all those years the compass must have been to the lost and confused mariner. Latitude was well known with the invention of the astrolabe. Its evolution encompassed centuries from 150 before Christ until the popularity of the cross staff in the 1500s, but Longitude was an impossible enigma until Harrison



invented the chronometer in 1737.



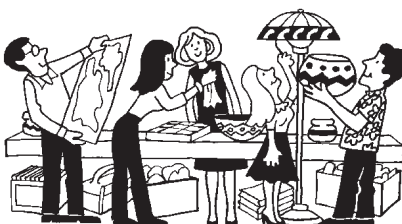
Only after this was precise navigation with quadrant and sextant at all possible.

We have an array of absolutely amazing sextants. Small boat sextants, home made, midget, expensive and unusual sextants. But these are not dusty instruments in a box behind glass, these are for you to put to your eye and follow a star down to the horizon. You can read the vernier scale and apply the corrections and follow the procedure of obtaining a line of position.



We are indeed indebted to Captain John Flint for enabling us to outfit our navigation display with so many fascinating and unusual articles of the navigator.

Family Fun Daze at the SPS Museum June 8-10



Mark your calendar...

Running steam engines, cooking lime or hot dogs (your choice) on the kiln, Model T rides, free museum tours, silent auction with preview party on Friday, gigantic flea market, boat building, rowing, games, kite flying, beach combing, music, make-'n-break engines, navigation and chart reading, crafts, blacksmithing, demonstrations, lectures and Great Fun for all the family!



Readin' Both Pages

Readin' Both Pages is published two or three times a year, if we can get around to it, by The Sail, Power & Steam Museum, a non-profit organization based in South Rockland, Maine on the shores of Owl's Head Bay. The Sail, Power & Steam Museum was founded in 2007 with a mission to enrich the lives of visitors, volunteers, and the general public through hands-on, interactive, and educational experiences with historically significant sailing, power, and steam driven vessels, ships, and small boats while providing instruction as to their origins, construction, and original commercial and recreational purposes.

A subscription to Readin' Both Pages is a benefit of Museum membership. Membership categories include: Individual (\$25), Family (\$50), Contributor (\$100), Sponsor (\$250) and Benefactor (\$500). For further information on these and other membership categories, as well as the Museum's current schedule of events, please see our website or contact the Museum.

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MISSION STATEMENT

To enrich the lives of visitors, volunteers and the general public of the state of Maine through hands-on, interactive, and educational experiences with historically significant sailing, power and steam driven vessels, ships and small boats while providing instruction as to their origins, construction, and original commercial and recreational purposes.

MEMBERSHIP INFORMATION

STUDENT \$15

- Basic Benefits

INDIVIDUAL \$25

(one adult)

- Basic Benefits
- Two free admission passes for guests

FAMILY/SUPPORTER \$50

(two adults and children under 18)

- Basic Benefits
- Four admission passes for guests

CONTRIBUTOR \$100

(two adults and children under 18)

- Basic Benefits
- Six admission passes for guests
- 25% discount on admission for accompanying guests

SPONSOR \$250

(two adults and children under 18)

- Basic Benefits
- Personally autographed copy of "With Reckless Abandon" by Capt. Jim Sharp
- Invitation to special sales and promotions at the Museum Store
- 50% discount on admission for accompanying guests

BENEFACTOR \$500

(for two adults and children under 18)

- Basic Benefits
- Personally autographed copy of "With Reckless Abandon" by Capt. Jim Sharp
- Invitation to special sales and promotions at the Museum Store
- 50% discount on admission for accompanying guests
- Recognition on Plaque in Museum Library

BASIC BENEFITS (ALL LEVELS)

- One membership card
- (free admission to Museum and special events)
- Subscription to the Museum newsletter, Readin' Both Pages, 10% discount at Museum Store
- Invitations to special events

Sail, Power and Steam Museums Grand Reopening - May 15th!

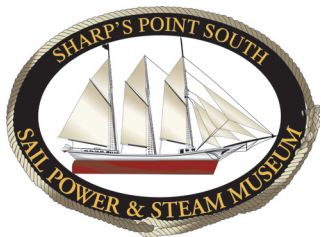


Captain Jim's memories
of great times gone by.
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The Museum's Flagship,
the sail-assisted motor vessel Rekord

All donations are tax deductible and the proceeds of the auction will benefit the Sail, Power and Steam Museum
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A preview party to start your bidding will be held on Friday evening, June 8th, in the Museum Conference Room.
Please donate now and if you know of someone who could help, please contact Connie Hammermeister 207-832-0321, email: sailmates1@gmail.com

The Sail, Power and Steam Museum will be holding a Silent Auction during our Family Fun Days June 9-10, 2012.
Nautical, Marine-related and other items, both used and new, will be available for auction. We need your items, please consider donating to this great cause! Proceeds will go to finishing our new Friendship Sloop and other great Museum projects this year.

★ SILENT AUCTION ★

COME ONE COME ALL TO OUR

FIRST CLASS
POSTAGE
REQUIRED