



Readin' Both Pages

Vol. 5, No. 3

A membership publication of the Sail, Power & Steam Museum

FALL-2012

Persistence is coming ALIVE!

Volunteers

Tom and Marshall install the deck beams and carlings on our little sloop and with some finish paint, some beautiful fir paneling with a fresh



coat of varnish making it shine, alas, the interior of the sloop is really starting to resemble a fine classic Friendship Lobster Sloop.



The rudder is now complete and is tucked away in a moist bed to keep it from excessive drying until hung

on its post. The keel is soon to be fitted.

Master Builder and Project Manager Dennis Gallant swings the big maul with all the grit and hurrah he can muster to drive out the old keel bolts from the second hand ballast keel we salvaged from the derelict sloop Eagle.



The cupola for our huge, working colossal steam whistle is being prepared for the roof of the engine house building. Look for it in the window.



Plans for the new Dynamite Payson Dory Building have been submitted to the town and have just been unanimously approved by the Planning Board. Our effort is to build Dynamite's rowing dories and the Woodbury Snow "choppin' tray" on spec-to sell. They will be available for apprentices to learn the trade and for visitors to enjoy the shavings and sawdust under foot. Here is the concept-a post and beam construction, at 16 x 30 feet to the left of the main entrance.



It will also house a carving station with trailboards and eagles under the gouge, knife & sandpaper and we intend to build wooden lobster traps the old fashioned way with steam bent saplings for bows. The emphasis will be on education for young and old boat builders and gawkers from away.

Hey—listen up—We are fortunate to have a donor who will match any donations given for this building! We hope to do much of the work with our volunteers and have a target of \$30k.

*****We need your help*****

We need your donations, support and your carpentry skills. ***This is your Museum too.***

Take a virtual tour of the museum with our new Apple iPad guide. With this tool, an hour's tour goes by in a flash and you get so much more information that just perusing the many rooms of artifacts alone. The video tour is narrated by Captain Jim and shows all the steam engines running, gives instruction on the use of a sextant, shows the radar images in our simulator room and many more features of our incredible museum. No extra charge but, since we have only one iPad, donations for two or three additional pads would be heartily appreciated.

What's next—the deck—the cabin house—the rig—sails & motor?? Volunteer with us—donate to us—and find out!

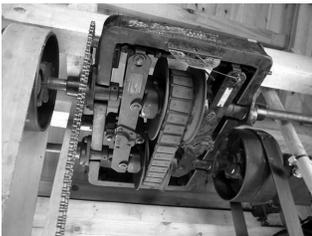


The “Joe Lane” colossal model

The racy 5 foot model of the 1850s Revenue Cutter “Joe Lane” recently fully rigged with sails by volunteer Gil Carlson, was originally built by Carl Apollonio who donated it to the Museum in August and it is dominating our model room. The Lane was built in 1849 as the Campbell. She was 102 feet long on deck and was armed with a Dahlgren rotating cannon.

SAIL, POWER & STEAM MUSEUM’S NEWEST ENGINE HOUSE DISPLAY:

The latest in variable speed transmissions is our 1898 steam driven, ancient but titanic drill press with the controlled speed generated by the gear reduction of two cones. This technology has just been applied on new automobiles and is heralded as a great recent discovery but we can assure you the principal has been utilized for over a hundred years. The two cones or disks mounted on parallel shafts are opened and closed alternately by a connecting crank, thus enlarging one drum and reducing the size of the other in order to change the gear ratio quickly.



It was broadcast as “infinitely variable speed operation” by the manufacturer, the REEVES TRANSMISSION CO and revolutionized the industry. The belt is of wood block and either shaft could be connected to the power source.

Our engine house is filling up with wonderful, exotic and unusual contrivances.

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

“Hey Cap, she’s leakin’ a gusher ‘round the “haaun timba!”

AND the old vessel, (unnamed to protect the innocent) was surely bubbling and gurgling. ‘Twas a veritable trout stream of salty harbor water fetching over the floor timbers on its race to the automatic bilge pump. “What ‘we agona do now?” the young fellow ejected with a panicky screech exposing his inexperience to such old wooden boat idiosyncrasies. I hobbled over and gazed at the so called “gusher” and sat in contemplation for a minute. “Weeelll Earl, there are two choices,” I mused aloud, “We can haul her back out again and put the caulking to her-- or, we can bail the sawdust to her just as she sits.” “Never heard of that ‘un” he said. “It’s an old remedy and works better than slick seam. (a modern commercial product for the wooden boat yachting community) You go up to the shop and get a quarter pail of fine sawdust from under the big table saw and lug it on down here. We’ll spread it in the water under her quarters and see what happens.”

Earl came back with the dust and I rolled up my sleeves and lay down on the float at the stern of the offending and ordered: “You jump into the cockpit and tell me what the gusher’s doin’ while I’m stirring this in....” I wasn’t more than a few minutes when he bellowed, “She’s slowin’ right down!” and a couple more minutes when he said with great excitement, “It’s about quit! I can’t believe it! ‘It’s almost stopped.” The

old remedies sometimes beat the heck out of the new. It gave her time to let her cyprus planking swell up and soon she was almost “bottle tight for the season”.

2012 is zinging by... Global warming surely helped the grass grow this summer and, with a bite like an Okefenokee alligator, the skeeters were healthy hunters, If the winter follows along as mild as last years, I will congratulate those who dreamed up the warming. It sure helped the fuel consumption, but the price was so high, it was a bite to the budget, none the less.

There is so much goin’ on around this museum, it taxes my 80 year old energy just keepin’ up. For example,

we had two good sized vessels donated; the one is a 40 ft. converted U.S. Navy Launch that resembles an old 1940s cruiser. It was built in ’44 by the Navy, planked with Cyprus and has a beautiful mahogany cabin with complete interior live aboard accoutrement. We’ve named it after Meg- “Lady Margaret”, AND SHE’S FOR SALE- reasonably-(the vessel that is-not my wife)! And, the other is a 1972, Luhrs, fiberglass power craft that we will probably



make a small tug or work boat out of. It has a good engine and good running gear. It can be bought very reasonably.

Let me see, what else is new here other than the Friendship Sloop we are constructing. Well, if we are going to fish under sail as they did in the 19th century in these sloops, we may as well build our own wooden lobster traps, carve our own fiddle head for the trail board and build our own Dynamite Payson “Choppin’ Tray”. Speaking of Dynamite, that old boat builder, yea, we are-WITH YOUR HELP- going to build a memorial to Dynamite and use it as an instruction platform for his designs- in particular, the rowing dories, lobster boats and others but in the most particular, I want to put together a real Metinic Island Choppin’ Tray- “beach boat” (cir 1930), the design of which was attributed to Woodbury Snow. We have

original plans drawn by Bob Lane from Dynamite’s research. These boats were to bring the fresh caught lobsters from the work boat to the beach to be shipped out to market. They are a stable and able little craft with lots of character and easy as a kit boat to build. We’ll be able to set up two or three at a time. What fun!



Dynamite Payson at work in his shop.



Choppin’ Tray

Captain Jim and Meg Sharp



BRIG/SCH CAROLINE GRAY

The Brig was named for the wife of Capt. Andrew J. Gray, a part owner. Capt. Gray was born in Brooksville, Maine May 24, 1830 and married Caroline Grindle. He was the first master of this Brig from 1869 until 1871 and sailed on many foreign voyages. In 1871 while on a voyage to England he commissioned

an oil painting of the Brig by John Langais of Liverpool.

The Brig Caroline Gray had a square Stern, and a billeted. Length 115.7. Width 26.8. Hold depth 14.1 She became part of the Snow fleet.

Harry Keating has said that the vessel was the one Capt. Richard K. Snow was master of in about 1882 when, with Harry's father, Henry Keating, as mate, he left Rockland with a cargo for the Cape of Good Hope – thence to Pernambuco, Brazil, and home. (Incidentally, Henry was uncle to Richard, but only five years older – they had previously sailed almost around the world together with Capt. Hiram Pillsbury in the Bark Stanhope.)

Some of the vessel's history follows as found in news items of The Courier-Gazette:

Issue October 3, 1882: Brig Caroline Gray, Capt. R. K. Snow, arrived at Turk's Island Sunday, October 15th. She was 14 days from Boston, having hove-to for 2 days during a gale.

Issue November 14, 1882: Brig Caroline Gray, Capt. R. K. Snow, arrived at N.Y. Monday, November 13th. She was in heavy gales on Sunday, November 5th and Monday, November 6th. At 6:30PM, Monday November 6th, she shipped large quantities of water which smashed boat, broke forward hatch house, and carried away main staysail; the rails rolled under and the seas carried away the starboard channel guards, bulwarks and anything moveable on deck.

Issue December 5, 1882: Brig Caroline Gray is a N. Y. loading General Cargo. She is chartered to Caibarian, Cuba and back to N. Y. for \$2,500. Another news item indicated that Capt. Arthur Winfield, formerly of the Sch. Joseph Farwell, has taken command of the Brig Caroline Gray, replacing Capt. R. K. Snow.

Issue Tuesday, December 12, 1882: Capt. Richard K. Snow, of Brig Caroline Gray arrived home with a bride Wednesday evening (December 6th). A pleasant gathering was held Saturday evening at the widow Israel Snow's (Lucy W. Snow) in honor of the young coulee. Mrs. Snow is a fine appearing lady and is much liked by those who have met her. Capt. Dick is one of the smartest of Rockland's young men and is a very successful shipmaster. The Courier-Gazette compliments. Married Cora E. Griswold. Capt. R. K. Snow was 23 years old.

Issue March 28, 1893: Capt. Paul Lock sailed from Rockland Feb. 17th with lime for N. Y. and arrived there Tuesday morning. The brig had been given up for lost. It had a crew of eight. On the 18th in a heavy NE gale – she hove to and labored heavily with seas breaking over her from all points, smashing skylights, flooding cabins and

filled the decks; everything moveable was swept away. We ran under bare poles before the wind with barometer at 29. On the 19th we had W/SW gale blowing to hurricane



force, still under bare poles and seas breaking over her. On the 20th the wind was from NW, gale force with high seas. At 6 PM weather moderated and we hove to and made a reefed mainsail and staysail. On 21st we had gale winds out of the SE with high seas. At 10 PM wind now out of NW at whole gale. Vessel under water most of the time. Smashed binnacle. This gale continued until 26th when it changed to SE and moderated. On 27th wind came NW and blew a whole gale with high seas until March 1st when it shifted to South and we made sail and made for N. Y. – Capt. Locke spoke to South Shoal Lighthship on March 9th, left papers and also took off letters. Keeper reported all well with Caroline Gray and that this was the first communication with the outside world.

Issue Nov. 29, 1902: Sch Caroline Gray (Brig now changed to Schooner rig) is discharging at Havana, and will go to Pascagoula to load lumber for New York of Boston.

Issue Aug. 15, 1903: Sch Caroline Gray, Outhouse, is bound for this port with coal from Perth Amboy, New York, for the Eastern Steamship Co.

Issue Dec. 5, 1903: Sch Caroline Gray is in Portland with coal from New York for Vinalhaven.

Issue Dec. 31, 1904: Sch Caroline Gray, Wilson, is discharging lumber at Beverly from Norfolk. Sch Caroline Gray, Wilson, is chartered to load stone at Crotch Island, Stonington, for New London, Conn, at 1.50 per ton and wharfage.

Issue May 29, 1909: Sch Caroline Gray arrived So. Portland Wednesday. Capt. put her ashore as she was leaking 9" per hour. She was loaded with paving stone and got leaking, having been caught in a blow.

Issue April 22, 1911: Sch Caroline Gray with Capt. Samuel H. Rogers in command went ashore on Woodend near Provincetown Wednesday night the 19th. She was loaded with granite from Frankfort to N.Y. Capt. R. K. Snow went Thursday morning to the scene.

Issue April 25, 1911: Sch. Caroline Gray was pulled off by tug Neponset after half of cargo was unloaded overboard. The easterly gale of Friday has been blowing for 50 hours; tremendous seas.

Issue July 30, 1915: The Sch Caroline Gray, last of the Snow, Farwell & Co's fleet has been sold to N.Y. parties. She was built originally as a Brig, and sailed many foreign voyages. Capt. Frank Curry of the Gray will take command of the Snow Sch Lavinia M. Snow which is due N. Y. from Bangor with lumber. Capt. Wingfield will stay ashore for this trip.

The Sch Caroline Gray was later lost in 1915.

Researched by Bertram G. Snow and Capt. Douglas K. Lee

Compiled by Richard M. Snow - 2000.



Caroline Gray model built by Willis Snow



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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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

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- Invitation to special sales and promotions at the Museum Store
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- 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

TIME HAS COME FOR THE FALL APPEAL

★ **THE NEW DORY BUILDING** ★

Has been approved by the City of Rockland. The plans are now congealing and the contractors are perusing the initial site preparation for the new building.

★ **The Dynamite Payson Memorial Boat Shop** ★

A post and beam structure – 16x30 is in the works. Much of the effort will be supplied by our incredible volunteers and this will hopefully help to keep the cost to a reasonable level. However, we have the good fortune to have a donor who will match any and all contributions, dollar for dollar. We have to raise half the estimated \$30,000. – We need just 15k.

Your contribution will be necessary, significant and consequential. All donations are tax deductible and the proceeds will help make this exciting facility both an educational and a demonstrative asset to the ever expanding, fascinating – your community Museum – the

Sail, Power and Steam Museum

Please send your contributions ASAP to 75 Mechanic St. • Rockland, ME 04841
www.sharpspointsouth.com • www.sailpowerandsteamuseum.org

and we thank you!

Sail, Power and Steam Museum's Grand Reopening - May 15th!

Wish List:

First or second generation iPad (pref. Apple) for self-guided virtual tour of Museum. Grant writer or researcher that can secure up donors-private or corporate etc. (possibly get Apple to donate old iPads).

40' 1944 Navy Launch Inland Cruiser. Fine for living aboard or travel. Good boat-bargain @ \$9500.



26' 1972 Luhrs Fiberglas Cruiser for sale. Heavy fiberglass hull-good motor. Museum price \$4500.



62' 1914 Flagship Rekord-very early significant engine-amazingly well built and good for her age-looking for a good home-no price-You offer donation.



For Sale



High Fashion Hats & T-Shirts

From our Gift Shop

Captain Jim's memories of great times gone by. \$20 donation to SPS Museum-order now! 207-701-7627
Published by Down East Books...A great read!



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