

Readin' Both Pages

A membership publication of the Sail, Power & Steam Museum

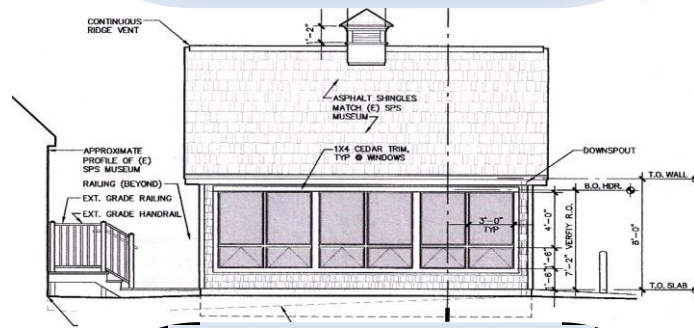


Vol. 4, No.1

Spring 2011

The post & beam building starts to take shape!

Engine House #1



Constructed by Volunteers

Have ya ever heard the rhythm of a 1902 Make- 'n-Break engine--Have ya ever heard the hiss and ahhh of a 19th century steam engine breathing horsepower in and out—Have ya ever heard the slap, slap, slap of soft leather belting turning a jack shaft to power antique machinery? You will this summer at the *Sail, Power & Steam Museum* of South Rockland!

Come listen!

From the big pine trees in Tom Hammermeister's wood lot--to the band saw--to the hand tools--to the barn raising--our sterling volunteers, with our manager Dennis' watchful eye have the process well under control. The perkins are stacked and drying; John Holiday, mortising at the plunge chain saw, is tossing a cloud of chips in the air; Marshall Merriam carefully carves out the tendons sizing them to the exact dimension for a perfect snug fit when finally assembled.

The old shop is a-hummin'!

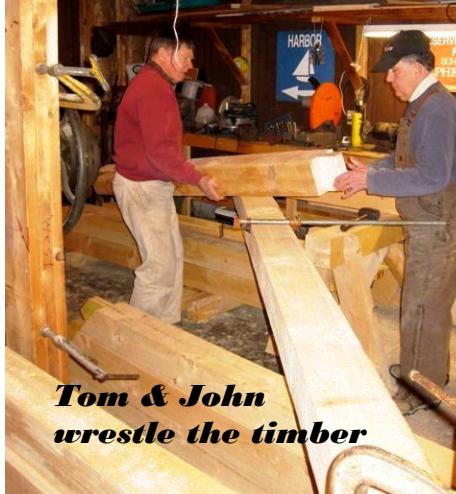
The raising will take place about the 1st of May. We will need all the help we can muster. The slab is poured, the frame will be erected and if you can bang a nail come and join the fun!



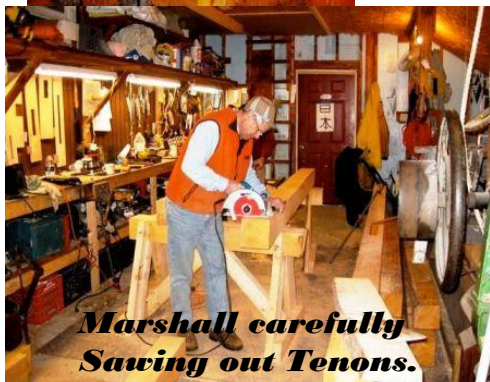
John Plunges the Mortise Machine



Rolly contemplates



Tom & John wrestle the timber



Marshall carefully Sawing out Tenons.



Finished product

Sail, Power & Steam Museum



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.

**The Sail, Power & Steam
Museum The Old Snow Shipyard
75 Mechanic Street Rockland,
Maine 04841 Phone 207-701-7627**

Website:

**sharpssouth.com
www.sailpowersteam.org**

Back issues of *Readin' Both Pages* are available as PDF files, or in printed format for a small processing fee. Please contact the Museum for further details.

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Meg Sharp, Founder,
Ingrid Vansteenbergh, Treasurer.

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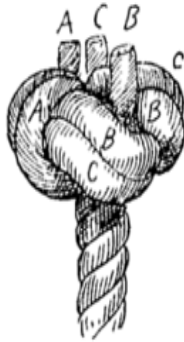
Gordon Bok, Charles Chiarchiaro, Capt.
Steven Cobb, Lewis Grant, Perry Holmes,
Sam Manning, Rep. Edward Mazurek, Peter
Spectre, Capt. Orvil & Charlotte Young,
Mark Seigenthaler, Rita & Ron Webster.

The Knot Board-----Y knot?

All right you riggers...are you worth your salt? Then answer this seagoin' riddle:

What is forward on the Starboard side, aft on the Port side and inside on both sides....

If you are a real seaman you know in an instant...If you are a false salt you may say the captain's gig or the cook's garbage bucket. A real seaman will say, "Hell that's easy, it's the bloomin' Matthew Walker Knot, matey! Ya can ask any schoonerman."

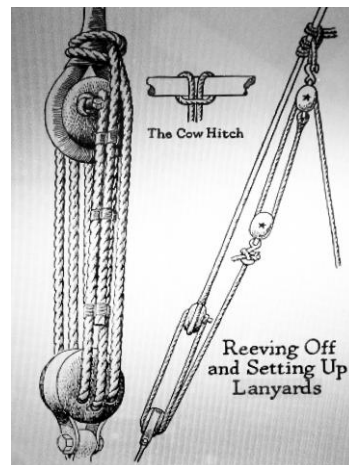


*So Matthew
Walker secured
his pardon, and
the world gained
an excellent knot.*

Matthew Walker, "the only man ever to have a knot named for him.". A sailor off the Chincha Islands, loading guano in 1869 tells this story. "A seaman, having been sentenced to death by a pompous judge who bragged about being a sailor himself, was reprieved by the judge because of their common fellowship of the sea. . The judge offered the sailor a full pardon if he could show him a knot that he, the judge, could neither tie nor untie. The sailor called for ten fathoms of rope and, having retired to the privacy of his cell, unlaid the rope halfway, put in a MATTHEW WALKER KNOT and then laid up the rope to the end.

The Knot Board

Be a rigger at one of our most recent displays. At the new "hands on" rope working station you can tie a bowlin, splice a line, learn to secure a halyard to a belaying pin, or learn the difference between a granny knot and a square knot. If you have the patience, you can try a Matthew Walker knot



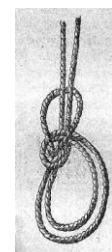
We will show you the proper way to serve up rigging, reeve lanyards through the dead eyes, stopper off and serve up the bitter end of your line and more about knots, lines & splices than you care to absorb at the:



Sail, Power & Steam Museum

newest display:

The Knot Board





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.

Basic Benefits (All levels)

One Membership card (free admission to the Museum and special events)
 Subscription to Museum newsletter, *Readin' Both Pages*-10% discount at Museum store-
 Free cruise on M/V Rekord – Invitations to special events.

STUDENT \$15

Basic benefits

INDIVIDUAL \$25 (one adult)

Basic

Two free admission passes for guests

FAMILY/ SUPPORTER \$50

(Two adults and children under 18)

Basic benefits

Four admission passes for guests.

Personally autographed copy of

With Reckless Abandon by Capt Jim

CONTRIBUTOR \$100

(for two adults and children under 18)

Basic Benefits

Six admission passes for guests

25% discount on admission for accompanying guests

Personally autographed copy of

With Reckless Abandon by Capt Jim

SPONSOR \$250

Basic benefits

(for two adults and children)

Personally autographed copy of:

Readin' Both Pages-. Complete Memoirs

by Capt Jim

50% discount on admissions for

accompanying guests.

BENEFACTOR \$500

(for two adults and children under 18)

Basic Benefits

Personally autographed copy of:

Readin' Both Pages-. Complete Memoirs
 by Capt Jim

50% discount on admission for accompanying guests

Recognition on Plaque in Museum Library

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.

Please contact the Museum to explore how you can help us successfully meet our mission and bring history to life on the shores of Penobscot Bay.

The Sail, Power & Steam Museum

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Rockland, Maine 04841

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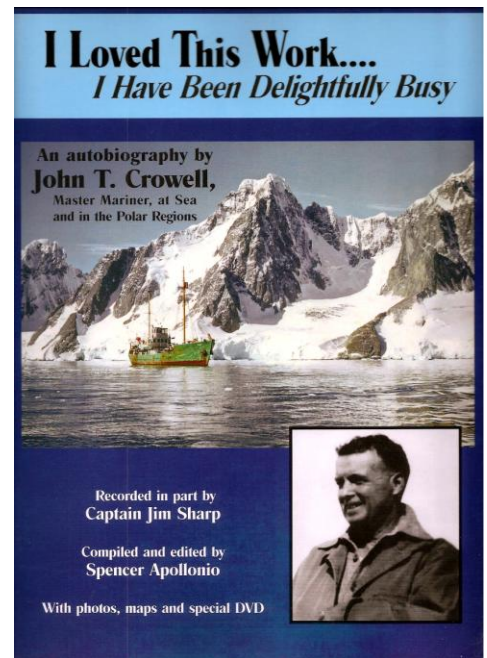


Gaud sakes m' laddie, some winta'! AS THE SNOW FLAKES FLY AND PILE UP AROUND THE SHOP DOOR in great heavy frozen lumps and the sawdust settles in decorating the many cobwebs and corners of the woodshop, rather than spend for a new plastic model, we've been using the same old shovel for both frozen flakes and leavings from all the work our volunteers are doing whittling away on the timbers for the new building. Somehow I don't have a grudge against the sawdust. It is part of the effort and even has that wonderful odor of fresh-cut pine. But paying for snow removal just sticks in my craw, when, with a morsel of patience, marvelous mother nature will take care of the entire process (with luck before June 15th). Patience, however, is a scarce commodity in this wild, roaring, texting world.

Anyway, stomp the snow off your boots, slide into the pilot house some quick so the heat doesn't take leave of the premises and park your derriere down on that stool. Now, while your toes pain in the thawin' process, I'll tell you of the new book I just got back from the publisher. It's called *I Loved This Work* and it is complete memoirs of the life of **Captain Jack Crowell**, a true Arctic aficionado.

Many is the time I sailed my old *Adventure*, 122-foot banks schooner

up in that little bight of a harbor at *Isle au Haut* and Captain Jack & Alice would come out the front door of the little cottage on the hilltop of Kimble Island and wave a large welcome down to us. And later, with a huge piece of Alice's apple pie and coffee, the old captain would regale us with fantastic stories of the early days of the schooners, square riggers and exploring the untamed Arctic glaciers. My wife, Meg, and I finally settled down and, by the hour, recorded Jack's memoirs. If they weren't hair-raising enough, I got a film of their near disaster in Frobisher Bay and dubbed Jack's voice on a DVD describing the incident. It will make your hair stand on end. The 25 minute DVD is included with the book. It is a real piece of history and is for sale in the museum, book & film for \$49.95. It is a combination that will hold you spellbound.



I get a big kick out of the musicians at the Sail, Power and Steam Museum's Sunday Jammmm. That open jam has been so popular, the gang of pickers and strummers just couldn't bear to face the long winter without more music. They begged me to continue the sessions and they, with Nancy Jones in charge, would promote it and clean the floor after the tunes, unplug the coffee pot and sweep the listeners out the door. Now I can't wait to get back to the effort and keep the inertia going through the summer. The talent that comes oozing out of the community is both astounding and fascinating. Better come and check it out. We will be there every Sunday from 2 to 4:30 with cookies & coffee—dress casual—sing on key, but sour notes are not discriminated against.

The Sail Power and Steam Museum surely got off the ground this year. Music and educational programs were numerous. We are the happening place in South Rockland. We welcome you!

Captain Jim and Meg Sharp



What in the devil do you mean by “Make-‘n-Break engine”?

Have you ever heard an engine with a cadence so rhythmic that you could dance to the beat or compose light rock using the exhaust as a metronome? It is true. Many a small boat had a single cylinder, four stroke, ornery, fire spittin’ ear drum splittin’, cussed -*lovable*- Make- ‘n- break back in the early 1900s. There have been an amazing array of profanity rained down over these engines and they ignore every blaspheme, continuing to exercise their independence in spite of the owners best entreaties. The old Sears donkey engine I had powering my anchor winch on the schooner *Stephen Taber*, an engine of about 1912 that was designed to run on gas, kerosene, heating oil, moonshine or whale blubber would frequently decide to run on none of the above. I would, in a fit of frustration, start to call it dark and dirty things in Norwegian (so the passengers wouldn’t understand) and my good friend Captain Buds Hawkins of the schooner *Mary Day*, understanding my dilemma, would shout over “Get your wrench, take another part off and toss it overboard....then she’ll run!” Well, there weren’t very many parts in her to start with so I decided maybe she needed a day off and hove up our anchor by hand, a long, slow and arduous task. I recalled how the week before she had backfired and blew her carburetor all the way across the deck. That seemed to make her run better. Maybe she could have used a good back fire.



I had a 1902, 6hp Fairbanks on the schooner *Adventure* to handle her big anchors and that old thing ran for 25 years with a cracked piston, a crank bearing in 7 pieces, a dead mouse in the water jacket and beaucoup moral suasion. She was affectionately called big Bertha and Gordon Bok had at one time composed a folk coral arrangement to a tape recording he had made of the charm of her beat when she was clicking off the explosions in her own inimitable fashion.

A "make ‘n-break engine" is an engine which controls power/speed by making (enabling) and breaking (disabling) the ignition cycle which is effected by a set of points in the combustion chamber.

One or more large flywheels are attached to the crankshaft. A flyweight governor is also attached to the crankshaft. When the shaft speed slows, the flyweight falls inward, releasing a mechanism which holds the exhaust valve open. When the piston rises to the cylinder head, the exhaust is pushed out. When the piston pulls back, suction is created. a check valve (one-way valve) in the exhaust closes. That resulting suction opens the intake valve and draw fuel/air mix in. The piston then compresses, ignition occurs, and we get a power stoke. This kicks the crankshaft speed back up. The flyweight pushes out, again holding open the exhaust valve, and thus disallowing compression on further engine cycles. The flywheel, crankshaft, and piston run free, on momentum, until shaft speed slows again, and the process repeats.

This is in contrast to most modern engines, which vary speed/power with a throttle, limiting and increasing fuel/air mix, but keeping the ignition cycle active at all times, constantly using fuel.

In 1698, English military engineer, Thomas Savery, invented and patented the first crude steam engine.

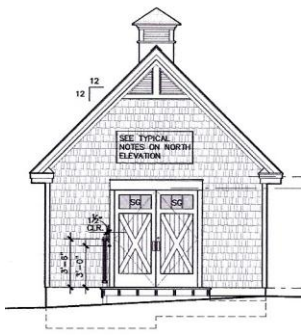
Joshua Andrews invented the make and break engine in 1726. He invented it to power a snowmobile.

- Karl Benz started Benz & Company in 1883 in Mannheim to produce industrial engines. There, he invented and patented the two-stroke engine. Gottlieb Daimler later inspired Benz to develop a four-stroke engine suitable for powering a four-wheeled horseless carriage. Benz demonstrated the first gasoline car powered by an internal-combustion engine in Mannheim, Germany, on 3 July 1886 after patenting it on 29 January 1886.
- The Diesel engine was invented by Rudolf Christian Karl Diesel, a German inventor. He designed a single 3- m iron cylinder with a flywheel at its base which ran for the first time in Augsburg, Germany on 10 August 1893.



*Old duffers doing what old duffers do--
Sit around and listen to the musical
symphony of a running
Make ‘n- Break engine.*

Family fun days at the SPS Museum



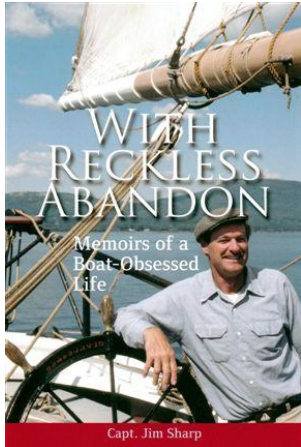
In our expanding collection we have a dozen steam engines and a dozen more early “make ‘n- break” gas engines of various horse power and configuration. They will soon have a new home, herded together under one roof and rolling over for all to enjoy their unusual cacophony of rhythm. A glass façade, with a steam whistle in the cupola and an eventual array of belt driven jack shafting, are in the future plans.

We need your help - to make this a reality. Come - volunteer for your museum.

Financial help and hands on construction effort. Your donations are very much appreciated and that is what will keep this Museum exciting and alive.

~~ This is a happening place and~~

~~It is, after all, your museum as much as ours~~



*Sail, Power and Steam Museum's
Grand Reopening in
2011*

May 1st

Captain Jim's memories of great times gone by. \$20.00 donation to SPS Museum - order now!

207-701-7627

Published by Down East Books

A great read!



**Sail, Power & Steam
Museum**



75 Mechanic Street
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First Class
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The Museum's Flagship, the sail-assisted motor vessel Rekord is as unique as she is distinctive looking. She is one of the smallest vessels to fly the World Ship Trust flag—putting her in the same esteemed company as the USS Constitution. Originally built in Norway in 1914, she was designed to serve as an inter-fjord ferry, carrying both passengers and freight.....

Back issues of Readin' Both Pages are available. Contact SPS Museum at 207 701 7627

