



THE KATAHDIN SEXTANT

April 2024

Our mission: To preserve and operate the Katahdin as a “living museum” for the benefit of our community, region, and future generations.

Letter from the Executive Director

As we wrap up a mild and unpredictable winter, I find myself reflecting on the various milestones in the life of the Kate. She has lived many lives—as a passenger and cargo vessel, as a work-horse for the lumber industry, and as a living museum. Her very existence is a testament to the care and determination of the Moosehead Lake Community. I'd like to see her into her next quarter century in solid condition.

We're halfway through our port side deck replacement. The Shipyard in Boothbay Harbor has also built new

rain gutters and will be helping us seal windows in the wheelhouse to reduce the amount of “interior rain” we experience in inclement weather.

We received notice of approval of \$500,000 in Congressionally Directed Spending for FY2024. This brings us to 78% of our goal for the Keep Kate Cruising capital campaign (see story, p. 2)! The campaign committee has recruited several new members, who are busily preparing for events throughout the cruising season after we kick off the

public phase of the campaign.

We've had to shift our priorities for the capital project. The green rail replacement has become urgent (see story, p. 3). The resulting postponement of hull work required some short-term fixes, for which we engaged with commercial divers (see story, p. 2).

This winter, we mourned the loss of Fred Huber. Fred was a long-time supporter of the museum and loved the Katahdin. He will be missed.

Liz McKeil, Executive Director



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MMM Special Events Schedule 2024

Open House	May 26	2pm—4pm
Donors Cruise	June 22	6pm—9pm
Fireworks Cruise	July 3	7pm—9:30pm
Dance Cruise with Josh Guthrie	July 12	6pm—9pm
R & B Dance Cruise	Aug 10	6pm—9pm
Brews & Blues Cruise	Aug 31	6pm—9pm
Pirate Cruise	Sept 6	6pm—9pm
One-hour Fly-in Cruises	Sept 7	10am & 2:30pm
Head of the Lake Cruise	Sept 28	10am—5pm



Moosehead Marine Museum

MMM to Receive \$500,000 in Congressionally Directed Spending

KEEP KATE CRUISING CAMPAIGN COMMITTEE

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LISA WAHLSTROM,
CAMPAIGN CONSULTANT

The Keep Kate Cruising Campaign entered its third year on a very positive note.

The Senate Appropriations Committee asks Senators to submit their funding priorities at the beginning of each budget cycle. The Committee's website offers the following statement: "...Congressionally Directed Spending items can promote economic development, education, health care initiatives, and other worthy investments in communities across the country."

In February of 2023, with encouragement from General Dynamics/Bath Iron Works, MMM submitted requests to

Senators Susan Collins and Angus King for the 2024 federal budget. We were pleased that both Senators included our request among their priorities for FY2024.

The approval for this year's federal budget has been contentious but this portion of the budget was finally approved on March 8 and signed by the President on March 9.

MMM must now engage in contract development with the Department of the Interior. This process can be lengthy and will be directed toward replacement of the Katahdin's green rail and side decking, which have increased in urgency since the project began (see

article, p. 3.)

Receipt of this large infusion of funding has kicked our capital campaign into the final stretch. This Community Phase of the campaign will involve more visible activity, including challenge gifts, events, direct mail and "mini-campaigns." We are planning a public kickoff this spring where both Senators' offices will be invited to comment on the importance of preserving the Katahdin.

MMM has recruited a fresh group of volunteers to help in this important work. They will help us organize what will be a very busy schedule of activities.

Calligan's Dive Service Attends to Kate's Hull

As we progress through the phases of our capital project priorities have shifted to the replacement of the green rail and side decking, which show more extensive water damage than we originally understood. Consequently, we will push the haulout of the Katahdin to a later date than originally planned.

One concern has been the condition of the Kate's hull. We knew she had a scrape on the starboard hull after she had a brush with the bottom of the lake at Hard-scrabble Point in 2018. The Shipyard at Boothbay Har-

bor referred us to Calligan Dive Service. Divers Richard Calligan and Dallas Fields inspected the hull in December, including the propeller, the rudder and the exterior of the sea chest. In Richard's words, "...a scrape through the barrier coat is visible intermittently across a section approximately 2 feet wide and 35 feet long along the starboard side midship. A small amount of pitting is visible. We recommend an Underwater 2 part epoxy coating to protect the exposed steel. We would start by running a wire wheel over any exposed steel to

remove any growth or corrosion. An epoxy coating would then be applied. This process will be slow with the colder temperature of the water but it is in the window of the cure temperature range. 2 thin coats will be applied to approx. 1/8" thickness. When cured it will leave a smooth surface. The bonding strength of these UW epoxies are [sic] impressive."

The dive team will return in June to make sure the epoxy is holding, touch up if needed and paint over the epoxy.



Richard Calligan helps diver Dallas Field gear up for the frosty trip down to inspect Kate's hull.

What is the Green Rail, Anyway?

By Sally Farrand

Taking on a big project requires a vision, a plan, perseverance and, perhaps most important, flexibility. If you have ever started a home improvement project or renovated your home, you know how important these characteristics are!

The Keep Kate Cruising campaign, launched in 2022, is a 5-year initiative to repair the majestic, historic steamship, Katahdin with the goal that she will not need major repairs for another 25 years. To date, this effort has been remarkably successful thanks to the dedication of the skilled shipwrights who have done the work and to the generosity of donors and foundations near and far.

Like all big projects, as the work has progressed, unexpected areas of need have been identified. The flexibility to shift priorities while still maintaining the schedule of completion, allows MMM to ensure preservation without

delaying repairs that were targeted for specific time periods.

One of the areas of need is the so-called Green Rail. Its replacement was scheduled to begin in the Fall of 2026. However during replacement of the port deck it became apparent that the work should be done sooner—not because of safety considerations, but because of its strategic importance to the preservation of other structures of the vessel.

If you enjoyed a trip on the Katahdin, you may have leaned on this railing on the lower deck while the ship steamed out of East Cove headed up the lake, or you may have stood at the railing looking East or West at the spectacular scenery. But you probably never gave the rail another thought.

What is the green rail? Formally known as a cap rail, it encircles the boat. It looks like a single piece that sits

atop the bulwark planking that cover stanchions. The stanchions are 4 x 4 wooden columns that are attached to the hull and support the lower deck. The cap rail further ensures the stability of the bulwark and stanchions.

Importantly, the role of the cap rail (aka green rail) is to seal off those structures to protect them from the weather. The camber, or curve, of the cap rail is specifically designed to shed the water that falls from the sky or splashes up from the lake away from the vessel structure. Over the many years of Kate's service, wear and tear and moisture have taken their toll, and the seals have lost some integrity so that moisture has begun to permeate those internal structures.

The Executive Director, Board and shipwrights

agreed that replacing the green rail now, as opposed to waiting several sailing seasons, prevents further degradation. Flexibility—shifting priorities to achieve the optimal result!

The actual replacement initially involves precisely measuring and planing the lumber that will be used for the cap rail. Then the shipwrights assemble the pieces, which must lock together and fit securely onto the bulwark. When completed and painted, it will look again like a single railing encircling the boat. This is time-consuming, painstaking, and exacting work done by very skilled and experienced craftsmen from Bristol Marine at the Shipyard in Boothbay Harbor. Phase III will begin, as planned in the fall of 2024.



A section of the green rail fractured during the demolition phase of the port deck replacement. This photo shows how water causes the rail to deteriorate.



This is the section of green rail that detached itself from the wall in the Katahdin's galley.

Thank you to our 2023 Donors!

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donors who provide significant gifts to promote the ongoing growth of MMM's mission. Steering Circle members view themselves as visionary stewards of MMM's legacy.

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2023 Capital Campaign

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We owe thanks to all who have given to our Keep Kate Cruising campaign! Here are the individuals who joined the effort in 2023:

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IN LOVING MEMORY...

**IN 2023 & 2024, WE REMEMBER THESE SPECIAL FRIENDS OF THE KATAHDIN:
 MARGARET PECORARO, LOREN RITCHIE, ED BIGNEY AND FRED HUBER.**

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IF YOU ARE 70 ½ OR OLDER, YOU CAN MAKE A GIFT – A QUALIFIED CHARITABLE DISTRIBUTION (QCD) - TO THE MOOSEHEAD MARINE MUSEUM BY DIRECTING A TRANSFER OF FUNDS (UP TO \$100,000 A YEAR) FROM A TRADITIONAL OR ROTH IRA. SUCH A DONATION CAN REDUCE YOUR TAXABLE INCOME WHILE BENEFITTING THE MUSEUM. YOU MUST TELL YOUR IRA ADMINISTRATOR TO TRANSFER YOUR GIFT DIRECTLY TO THE MUSEUM FROM YOUR TRADITIONAL OR ROTH IRA ACCOUNT.

OR

GO TO [KATAHDINCUISES.COM/PRESERVE-THE-KATE](https://katahdincruises.com/preserve-the-kate) TO MAKE A CAMPAIGN GIFT SECURELY ONLINE, REQUEST ADDITIONAL INFORMATION FROM THE MUSEUM BY CALLING 207-695-2716 OR EMAIL LIZ MCKEIL, EXECUTIVE DIRECTOR AT LMCKEIL@MMM8.ORG, SPEAK TO A MEMBER OF THE CAMPAIGN COMMITTEE, OR SCAN THE QR CODE HERE.



FROM THE ARCHIVES

Steamer is Launched at Moosehead Lake

MISS CRAFTS BREAKS WINE BOTTLE ON NEW KATAHDIN WHICH CAME OVERLAND FROM BATH
GREENVILLE JUNCTION, MAINE
DECEMBER 9, 1913

The hull of the steel steam-boat, Katahdin, which is being built for the Coburn Steamboat Co., at Greenville Junction, was launched Saturday and 10 o'clock. The hull was built by the Bath Iron Works Co. at Bath, put together with bolts, knocked down, and shipped to Greenville Junction by rail, transferred

from the cars to scows, and set up and riveted in the Coburn Steamboat Co.'s shipyard, the work being superintended by Robert Gilker of Bath. The deck house and cabins are nearly completed and will be put in place by Frank Purington, also of Bath. The boat, when completed, will be 118 feet in length

over all, 29 feet over guards, with nine feet depth of hold and will carry about 700 passengers everything being modern and up to date. The hull presented a pretty picture being towed by the steamer Moosehead to the dock south of the yard, where she will be completed.

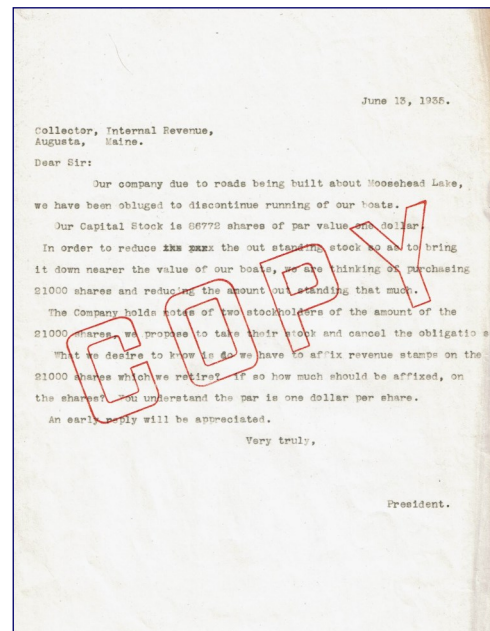
The launching party consisted of Capt. and Mrs. C. J. Robinson, A.A. Crafts and Miss Julia Crafts, Miss Thelma Davis, Mrs. Lawrence Barney, and J.H. Gerrish. The boat was christened by Miss Julia Crafts, who broke the bottle of wine in a very graceful manner.

Decision Will Tie Up Moosehead Steamboats

COBURN CO. PERMITTED TO QUIT SERVICE AFTER 75 YEARS
May 1, 1935

Public Utilities Commissioners A. J. Stearns and Edward Chase held hearings here on Wednesday at the grand jury room on the application of the Coburn Steamship Co. to abandon the steamboat service on Moosehead Lake. The commission granted the petition, Chairman Stearns stating that there was no necessity for maintaining a public utility there in view of the figures presented which showed steady losses in operation each year since 1931.

Treasurer S.W. Sawyer and President S.W. Philbrick gave figures to show the receipts and expenditures, the deficits running from \$448.90 to \$8,517.71. It was stated that the opening of the highway from Greenville to Rockwood had seriously reduced the company's revenue. The line has been in operation for nearly 75 years.



Letter from Coburn Steamboat Company to the IRS, outlining a plan for a stock buy-back to offset the decreased value of the boats, which they no longer planned to run.

MOOSEHEAD MARINE MUSEUM
P. O. Box 1151
GREENVILLE, ME 04441

MOOSEHEAD MARINE MUSEUM

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Phone: 207-695-2716
Email: info@katahdincruises.com
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Targeted Giving “Wish List”

New Museum Door—\$1,000

UV Filtering Museum Shade—\$1,500

New Katahdin Canvas—\$3,500

For more information and specific item costs, please contact Liz McKeil at 207-695-2716 or lmckeil@mmm8.org.

