



# THE KATAHDIN SEXTANT

March 2025

**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

Greetings from north of the 45th parallel! We’ve had an eventful winter with lower-than-normal temperatures and some exciting developments.

This year we welcome veteran crew member Christal LeMoine as our new Cruise Director. Christal will be handling charters, groups and dance cruises, and “other duties as assigned!”

This year is the 50th anniversary of the Last Log Drive. We have scheduled a special cruise to Spencer Bay

with Rocky Rockwell as captain. We’ll have old friends to tell stories, a special exhibit and more to make it a memorable experience.

We’ll be meeting this spring with AMC, Maine Lake Stewards and the Boothbay Sea & Science Center about plans to resume our educational programming. We hope to expand to schools outside of Piscataquis County this year.

Don’t miss our Open House on May 25—we plan to

unveil the beautiful artwork by Betsy Rockwell and Joe Bolf. This Keep Kate Cruising donor recognition piece will be displayed aboard the Katahdin. You can also check out the beautiful benches donated by the descendants of Stillman Sawyer.

It is with great sadness that we acknowledge the passing of long-time supporters Cheryl Muzzy and Ross Beale.

Liz McKeil, Executive Director



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## MMM Special Events Schedule 2025

Open House	May 25	2pm—5pm
Donors Cruise	June 21	6pm—9pm
Fireworks Cruise	July 3	7pm—9:30pm
Last Log Drive Cruise	July 12	11am—4pm
R & B Dance Cruise with Maine Street R & B Revue	July 19	6pm—9pm
R & B Dance Cruise with Maine Street R & B Revue	Aug 9	6pm—9pm
Pirate Cruise	Aug 23	6pm—9pm
Brews & Blues Cruise	Aug 30	6pm—9pm
One-Hour Fly-in Cruises	Sept 6	10am & 2:30pm
Head of the Lake Cruise	Sept 20	10am—5pm



# Moosehead Marine Museum

## Keep Kate Cruising Campaign Continues Full Steam Ahead!

### KEEP KATE CRUISING CAMPAIGN COMMITTEE

LIZ MCKEIL, EXECUTIVE  
DIRECTOR

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JOAN HAWKES

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BETSY ROCKWELL

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PETE WHITIN

ROGERS WOOLSTON

STEPHANIE BOONE

BOB GIROUX

CANDACE MORRELL

BETHANY BEVERLY

CHRISTAL LEMOINE

LISA WAHLSTROM,  
CAMPAIGN CONSULTANT

It has been quiet around the waterfront this winter. Those who follow our restoration project may be wondering why no work has taken place this season.

Phase III of the Katahdin restoration will be the replacement of the “green rail” and bulwark. Over half the funding for this phase will come from Congressionally Directed Spending in the FY2024 Federal Budget.

The process for contracting with the Department of the Interior requires us to complete a number of steps. First was solicitation of bids, which involved public

posting, a bidders meeting, bid review and selection of a bidder. We completed the process in December and are pleased that we will continue to work with the Shipyard at Boothbay Harbor.

The Department of the Interior also requires an historic easement with the Maine Historic Preservation Commission, which involves a condition assessment by an architectural historian. Our assessment was completed in February.

Finally, we submitted construction plans and drawings for approval. We may not commence work without

that approval, which is said to take up to 90 days. Because we must work around our cruising season, we expect to begin Phase III in October.

Meanwhile, we have a number of activities planned to advance the community phase of fundraising. We’ll kick off the season with an Open House on Memorial Day weekend, followed by a cruise to commemorate the 50th anniversary of the Last Log Drive. And we continue to seek new members of our Whistleblowers’ Club. Many thanks to our fundraising committee for their continued energy and commitment!



### THANK YOU FOR HELPING US REACH THE \$1.6 MILLION MARK!

IN NOVEMBER 2024, THE KEEP KATE CRUISING CAMPAIGN REACHED \$1.6 MILLION, A SIGNIFICANT MILESTONE TOWARD OUR \$2 MILLION GOAL! IN CELEBRATION, WE HELD A MUSEUM OPEN HOUSE AS PART OF GREENVILLE’S DECK THE HALLS EVENT. THE EVENT CULMINATED WITH EXCITEMENT AS WE ADDED THE NEXT SECTION TO OUR KEEP KATE CRUISING FUNDRAISING SIGN. LESS THAN \$400K TO GO!

## Spotlight on the Whistleblowers' Club

Last year, MMM launched the “Whistleblowers’ Club” during our Open House event on Memorial Day weekend. Long-time donors Anne Holden and Judi Rowell were in town and stopped by the event. Judi remembers being immediately intrigued upon entering the museum and seeing a sign about the “Whistleblowers’ Club.” Anne and Judi ran into a few friends and members of the Keep Kate Cruising Committee when Judi inquired about the sign, “Who gets to blow the whistle?”

Then, they learned about the Whistleblowers’ Club. Members of the Whistleblowers’ Club are friends of the Katahdin who donate \$1000 to the Keep Kate Cruising Campaign and receive a special Whistleblowers’ Club T-shirt and an opportunity to come aboard and blow Kate’s whistle. Every dollar from the Whistleblowers’ Club goes directly to the deck replacement project on the Steamboat Katahdin.

Anne and Judi were hooked. Anne said, “Kate is near and dear to us.” Judi agreed, “She is unique... very special.” So Anne and Judi now have the honor of being the first members of the Whistleblowers’ Club, which

is fitting because they have loved the boat for a long time.

In the 1960s, Anne’s grandfather worked for Hollingsworth & Whitney, a logging company that employed the Katahdin as a towing vessel for their logging operations. After H & W cut Sugar Island, they offered their employees leases on the property. For \$1, Anne’s grandfather purchased a 99 year lease for land on Sugar Island, on which they built a multi-generational family camp. Anne remembers stepping out of camp and seeing log booms tied up adjacent to Sugar Island. “It was incredible,” she said. Later, during the Scott Paper era, when the Katahdin was parked at the West Cove, Anne recalls how fun it was to “jump off her bonnet right into the lake.”

Judi started coming to Moosehead Lake in the late 1980s, and she remembers being immediately struck by her first sighting of the Kate, now sitting in the East Cove at the Moosehead Marine Museum. “Why is that big ship there?” she had to know. Judi shared, “I loved coming down to the cove and watching her take

off.” Anne and Judi also happened to be neighbors of former MMM Executive Director Duke McKeil, and Duke was a fantastic storyteller. His stories only helped them to love the Katahdin more. “The Kate has a rich history... She is very special to us,” they shared.

So on that day last year, they donned their new Whistleblowers’ Club T-shirts and walked proudly aboard the Kate to take their turn at blowing her whistle. Since Anne and Judi’s generous donation, eight more supporters have joined the Club. There is always room for more! If you wish to join the Whistleblowers’ Club, please see the blue box for more information.



Anne Holden and Judi Rowell

THERE ARE MANY WAYS TO SUPPORT THE MOOSEHEAD MARINE MUSEUM, INCLUDING OUTRIGHT GIFTS OF CASH OR DONATIONS THAT CAN BE CONVERTED TO CASH AND PLANNED GIFTS SUCH AS A BEQUEST THAT WILL SUPPORT THE LONG-TERM SUSTAINABILITY OF THE MUSEUM.

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 PER 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://www.katahdincruises.com/preserve-the-kate) TO MAKE A KEEP KATE CRUISING CAMPAIGN GIFT SECURELY ONLINE; REQUEST ADDITIONAL INFORMATION FROM THE MUSEUM BY CALLING 207-695-2716 OR EMAILING LIZ MCKEIL, EXECUTIVE DIRECTOR AT [LMCKEIL@MMM8.ORG](mailto:LMCKEIL@MMM8.ORG); SPEAK TO A MEMBER OF THE CAMPAIGN COMMITTEE; OR SCAN THE QR CODE HERE.



### **MUSEUM MEMBERS, THANK YOU FOR YOUR SUPPORT!**

IN FEBRUARY 2025, WE MAILED MEMBERSHIP CARDS AND MEMBER CRUISE PASSES TIED TO GIFTS RECEIVED IN THE YEAR 2024. MOVING FORWARD IN 2025, CRUISE PASSES WILL BE MAILED TO MEMBERS AS DONATIONS ARE RECEIVED.

# Moosehead Marine Museum

## The Last Log Drive 50th Anniversary Cruise

“I ASKED A CREW OF OLD GUYS ONE TIME DOWN AT INDIAN POND WHEN I FIRST HIT DOWN THERE. I WAS 18 YEARS OLD, AND I SAID TO THOSE MEN, I SAID, ‘YOU THINK THAT THEY COULD EVER MOVE ALL THIS WOOD TO A MILL ON TRUCKS?’ AND THOSE GUYS LOOKED AT ME LIKE I HAD TWO HEADS AND SAID, ‘AH, THESE YOUNG FELLOWS, I CAN’T BELIEVE THEY’D EVEN ASK A QUESTION LIKE THAT. THERE’S NO POSSIBLE WAY IN THE WORLD IT COULD HAUL ALL THIS WOOD DOWN TO A MILL ON A TRUCK.’ AND NINE YEARS LATER, WE WERE STANDING IN SPENCER BAY WATCHING THE KATE GO OUT THE BAY, AND IT WAS OVER. IT HAPPENED QUICK WHEN IT HAPPENED.”

~ROCKY ROCKWELL

Cruise with us to Spencer Bay, site of the nation’s last log drive in 1975. Listen to stories from Rocky Rockwell and other special guests as they relate what it was like to work aboard the Katahdin in the heyday of the logging industry. This cruise will be filled with nostalgia and special surprises! Tickets available at [www.katahdincruises.com](http://www.katahdincruises.com) or by calling 207-695-2716.

For seven summers, our own Rocky Rockwell was part of the “booming out crew” at Spencer Bay, moving wood and towing log booms on the Katahdin across Moosehead Lake. As a work boat, the Kate’s upper deck and overhang had been removed.

In 1975, the US government passed the Clean Water

Act, which effectively ended the log drives on Maine’s lakes and rivers. In 1976, Rocky was part of a crew of eighteen men who made up the “picking operation.” They went to the head of the lake with two barges, going around the entire shore of the north end of the lake to “pick the shore” and clean up stray wood. After the last log drive and picking operation

were complete, Katahdin captain Walter Gary said, “Well boys, let’s go. It’s time to get your stuff.” And Rocky said, “It was tough to see it go. It was a glorious time and it was fun.”

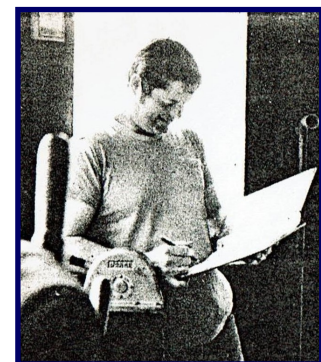
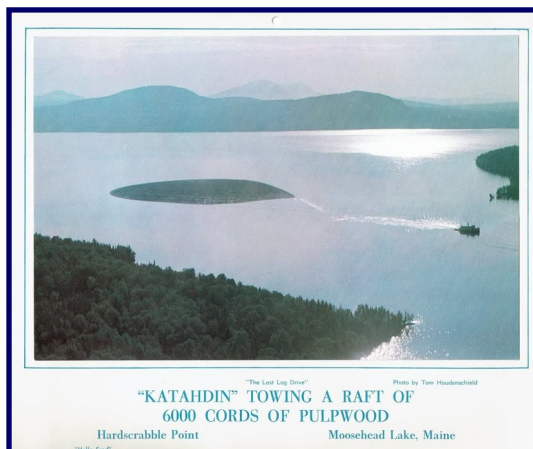
We hope you’ll join us on July 12 as the Kate makes this cruise to Spencer Bay and revisits this unique time in our history.



Kate during the Scott Paper era. Her upper deck had been removed for logging operations.



Rocky Rockwell at the wheel aboard the Kate. Photo contributed by passenger David T.



Walter Gary, Katahdin captain, filling out the Katahdin log book in the 1970s.

### Advice to a Steersman on a Lombard Log Hauler...

*“Don’t Jump for your life, Sam!”*

Some unfortunate people haven’t even heard of a Lombard steersman, let alone have one living just down the street, like I do. But, then, there aren’t many around anymore. In 1915, a Lombard steersman was as much a hero to a youngster in Maine as an astronaut is to kids nowadays. They lived dangerously, walked with a swagger, and made up to four dollars a day—for as long as they steered, which wasn’t too long for some of them.

Sam White, my neighbor... is proud and nostalgic about the years he steered a Lombard steam log hauler through the forests of New England. A steam log hauler was the original crawler type overland vehicle... It revolutionized the logging industry. Prior to steam power, lumbermen could only transport logs down drainages by river drives or horsedrawn drays. The log hauler allowed them to haul from one valley into another, thus opening up previously inaccessible stands of timber.

Sam will never forget his first look at a Lombard. It was in Eustis, Maine one afternoon in 1901. At four and a half miles per hour, a Lombard’s rapid exhaust and musical whistle sounded like a train going 60... Sam set his heart on becoming a Lombard engineer.

For a kid, Sam was big and strong, and he soon progressed up the career ladder—swamper, buckler, faller, and loader. The work was challenging and the pay was great... Never will Sam forget that fall day in 1914 when woods boss Martin asked Sam if he

was ready to try steering a Lombard. Sam, of course, considered the request a great favor, but actually, there weren’t too many guys eager to take the job. The pay was good, better in fact than the other three crewmen—the engineer, the fireman, or the conductor, but the chances of spending the pay were not as good, in view of the fact the log hauler didn’t have brakes.

[Inventor Alvin Orlando Lombard] wasn’t insensitive to the dangers of going downhill without brakes. No, it was just a case of not inventing brakes that would work with a Lombard log hauler followed by 15 or 20 sleds full of heavy logs. Brakes in front would cause a jack-knife. Brakes in the back weren’t practical.

This didn’t cause the engineer, the fireman, or the conductor any great problem because they could jump, but not so with the steersman. He sat wrestling a large iron steering wheel, in a little open shed, on the very front of the steam engine. It was too far to jump out sideways, so he either steered good or got squashed between the boiler and any tree that got in the way.

“Oh, I was scared at times—like every time the Lombard started downhill. I could feel a lurch whenever a sled passed over the pitch. With every lurch we’d pick up speed. I’d look down the hill and size up the curve, there was always a curve, and wish I was still a tree faller.”

One of the proudest days in Sam’s career was when he bought his first set of Eisendrath leather clothing. Not only were they a splendid symbol of a first

class steersman, they also had the practical value of not catching fire from the log hauler’s sparks. A suit of Eisendrath was expensive but it paid off in peace of mind alone.

Either Sam was very good or a very lucky steersman, because he lived long enough to wear out the Eisendrath. He steered for three seasons before deciding that he might be pushing his luck. He took an offer as a timber scaler. The following year Sam joined the American Expeditionary Forces in France, a somewhat less hazardous occupation.

Sam hasn’t seen a Lombard steam log hauler since then, but he has a vivid recollection. “I may be over 80 now, but I can still feel the butterflies in my belly when I think back to the lurch and the sway as the sleds pushed the Lombard faster and faster down the hill. I think now that I loved every minute of it, but I can remember thinking back then, ‘there must be a better job than this.’”

—excerpts from Robert C. Krumm, *LIVE STEAM* magazine, September, 1975



Lombard Log Hauler. Frank Peltier collection.

# Moosehead Marine Museum

## MMM OPEN HOUSE

COME ONE, COME ALL!  
BRING YOUR FRIENDS  
AND HELP US SHAKE  
OFF THE WINTER COLD!

IN CELEBRATION OF  
THE GREAT PROGRESS  
OF THE *KEEP KATE  
CRUISING CAMPAIGN*,  
THE MOOSEHEAD  
MARINE MUSEUM  
INVITES YOU TO AN  
OPEN HOUSE ON  
**SUNDAY, MAY 25,**  
**FROM 2-5 PM.**

ENJOY REFRESHMENTS  
AND TOUR THE  
MUSEUM AND THE  
KATAHDIN!

## The Drive on Cooper Brook

Twas in the month of April,  
The truth I'll let you know,  
I hired out in Greenville  
The drive all for to go.  
Joe Sheehan asked for my  
name  
And marked it in the book;  
The place he hired me for to  
go  
Was way up Cooper Brook.

We left Greenville the next  
morning,  
Twas on the first of May;  
Get dinner at Kokadjo,  
All on that very day.  
The seventeen long miles to  
hike  
The tote road, we did  
tramp;  
At eight o'clock that very  
night  
We struck the depot camp.

When we got to the depot  
camp,  
Everything was right;  
Joe Sheehan met us at the  
door—  
He expected us that night.  
The supper was all ready,  
We had good beans and  
bread;  
And after we did eat our  
lunch  
The bull-cook showed us our  
beds.

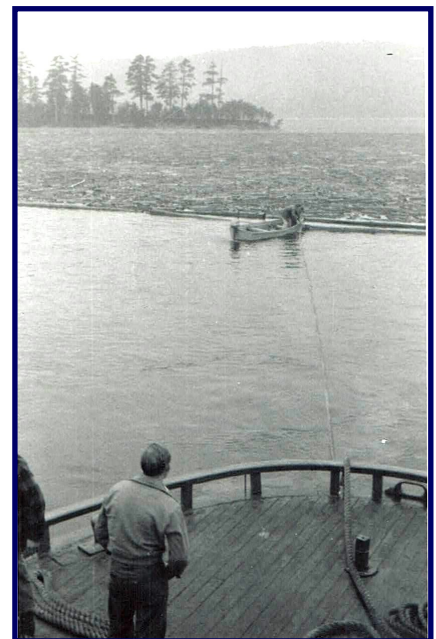
We rose up the next morning,  
All hands were feeling fine,  
And after we got our  
breakfast  
Some axes we did grind.  
We shouldered up our  
turkeys,  
The tote road we go on,  
And Frederick Beck, he led  
the way

To the camp called number one.  
  
When we got to the number one  
The cook stood by the door;  
His name was Pete McDuffy—  
Got there the night before.  
We had a talk about old times,  
He was feeling kind of blue;  
Said he just came up from  
Bangor—  
He'd been drinking some home-  
brew.

We struck out the next morning  
To the high landing we did go;  
The ice was hanging from the  
rocks  
And there was a foot of snow.  
The wood it was in awful shape,  
And tumbled down each tier;  
I says to several of the boys,  
"I'm not long for here."



Men peeling pulp. Taken from a Great  
Northern Paper Co. negative.  
Frank Peltier collection.



The *Katahdin* hauling boom down the lake.  
August 1957.

# Volume I, Issue 20

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by “Mike” Gorman

Now right below the landing,  
They call the gravel bed,  
They always had a lot of grief,  
So everybody said.  
I walked down to the elbow  
To see what I could do,  
And there I planned a small canal  
To sluice the lumber through.

I got the slusser scraper,  
The horses were at hand;  
I blew away the boulders there,  
And dug away the sand.  
We got the job completed,  
In three days it was done,  
And when they started sluicing—  
Oh, how the pulp did run.

Now right below the gravel bed,  
Sat the cruel Rapid Rock;  
The boss he sent me down one day  
That boulder for to “pop.”

With forty sticks placed under it,  
I did the work all right;  
The boys who tend out in that place,  
I know they think of “Mike.”

The morning we left Church Pond,  
Sheehan and Beck went right along,  
And that same evening we had the rear  
All safe in Cooper Pond.  
And when we got in Gooner,  
The wind was blowing grand;  
We stacked her from the island  
And took her from the dam.

It was early the next morning,  
Oh, how the wind did blow.  
Our boom had broke right in the sag,  
And drifting down did go.  
We made all for the Bateau, Boys,  
We had to do it quick;  
Twelve thousand cords lay in that boom  
But we did not lose a stick.  
We hoisted gates the next morning,

The wind was blowing right;  
To see that wood a piling through  
It surely was a sight.  
We are the boys who fear no noise,  
And stick through thick and thin:  
And, thanks to the Almighty,  
That’s how we got her in.

Now here’s adieu to the camp and  
crew,  
And the Great Northern Company;  
Their names were great all through  
the state,  
As you can plainly see.  
I wish you all prosperity  
Till I come home again;  
And if I’m alive I’ll try to hire  
For Cooper Brook again.

—found in the MMM archives



Precision chain saw used at Experimental Camp.  
October 14, 1948.

Great Northern Paper Co. negative.  
Frank Peltier collection.



Log boom at East Outlet and Wilson's Camps.

# Thank you to our 2024 Donors!



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*Steering Circle members are 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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***IN LOVING MEMORY...***

IN 2024 & 2025, WE REMEMBER THESE SPECIAL FRIENDS OF THE KATAHDIN:  
 TONY BARTLEY, ROSS BEALE, BILL HUNTER, CHERYL MUZZY, & NANCY WATLER.

# Thank You to our 2024 Donors!

## 2024 Business Donors



### Admiral's Circle

Belvedere Fund of the Maine  
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### Bosun \$100—\$249

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The Birches Resort  
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Harris Drug Store  
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Lea's Styles N Cuts  
The Lodge at Moosehead Lake  
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Thank you also to **Sheldon Slate** of Monson for engraved slate tiles for our *Keep Kate Cruising* donor recognition display.

SOME DONORS PREFER TO GIVE TOWARD SPECIFIC NEEDS OF THE KATAHDIN. IN 2024 THESE GIFTS INCLUDED **COLD WEATHER GEAR FOR THE KATE CREW** (STACEY & TONY VAVREK) AND **MEMORIAL BENCHES FOR THE STEAMBOAT KATAHDIN** (CHARLES & KEYTH CARTER, JOHN & KAY MACKLIN, JEFF & CANDY STONE, PAMELA SAWYER BORGESON & JERI SCRENCI, AND STUART & LEA WATT).

IF YOU WISH TO MAKE A SIMILAR DONATION, PLEASE SEE OUR WISH LIST ON THE BACK PAGE OF THIS NEWSLETTER.



Photo by 222 Media

## SAVE THE DATE!

OUR DONORS CRUISE IS COMING UP ON SATURDAY, JUNE 21, FROM 6-9PM. COCKTAILS WILL BE SERVED FROM 6-7PM DOCKSIDE. THE BOAT WILL CRUISE FROM 7-9PM. MUSIC BY ROCKIN' RON & THE NEW SOCIETY BAND. PLEASE RSVP BY EMAIL TO [BBEVERLY@MMM8.ORG](mailto:BBEVERLY@MMM8.ORG) OR PHONE (207-695-2716).

## Meet Kate's Newest Deck Hand, VA Jones

When Virginia ("VA") Jones first cruised on the Steamboat Katahdin one August 2024 day, she had no idea what she would be getting herself into! VA had spent her lifetime on the water and had always loved wooden boats, so when her friends from camp at Pleasant Pond (Caratunk, ME) suggested a boat ride on the Kate, she quickly agreed. "I was going to take that boat ride!" she said.

It was on the boat ride that she ran into Matt Kane, Katahdin captain and engineer. VA and Matt chatted, and the rest, as they say, is history. The next day found VA in Executive Director Liz McKeil's office, where she was hired on the spot as the newest deckhand aboard the Katahdin. "It was all Matt's fault," VA laughed. But really, we all know it was meant to be.

When VA was 20 years old, she went to Portland, ME, where she enlisted in the US Coast Guard. A trusted aunt had observed that VA was "in love with the water" and gave her a copy of a *Smithsonian* magazine article about women in the Coast Guard. That article planted a seed, and VA said, "There's no doubt that's what I would do." She spent the next four years in the Coast Guard as boat crew and engineer, stationed in

Kodiak, AK and San Diego, CA.

At the conclusion of those four years, VA enrolled in the University of West Florida and earned a Bachelor's degree in psychology. She then applied for Coast Guard Officer Candidate School (OCS) and found herself back on the water for the next twenty years.

After OCS, VA was assigned to the National Strike Force - the US Coast Guard version of Special Teams - first as a lieutenant and ending her career as a Type I Incident Commander. On the National Strike Force, she managed incidents which included vessel groundings, train derailments, and oil spills. She learned to embrace the "firehouse mentality," as she called it - receiving emergency phone calls in the middle of the night and racing off to incidents such as a barge collision in New Orleans, diesel spill in Alaska, train derailment in Colorado, and vessel fire in the Bering Sea. Toward the end of her career, VA served as Type I Incident Commander for the Deepwater Horizon, the largest marine oil spill in US history.

For VA, life after retirement from the Coast Guard has been no less interesting! In her retirement years, she has taught incident management training

courses for multinational corporations, taught at the Army's Command and General Staff College in Leavenworth, KS, and attended wooden boat school in the Upper Peninsula of Michigan. Then, in 2021, she decided it was time to be a "one state girl." After spending a lifetime of summers at her family camp on Pleasant Pond, Maine had always been home. In 2024, VA moved to Greenville Jct. and settled in with her Portuguese Water Dogs, Hunter and Gitchee and cat Skipper. She has enjoyed Greenville's small town life and northern climate, saying Moosehead is a "natural wonder of a lake" and one of the most beautiful places she has ever lived.

And here at MMM, VA has joined the "Kate tribe," as she calls it, and she has fit right in. Although she may not have known what she was getting into on that August cruise, we agree that VA's arrival was no accident. And we are glad to have her on board.



In 2010, VA was a member of the US Coast Guard Gulf Strike Team.



In 2008, VA served as Deputy Incident Commander for a Mississippi River oil spill.



VA in her "happy place," bass fishing on the Kennebec River.

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

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### **Targeted Giving “Wish List”**

- Owl Labs Meeting Camera—\$1,200
- Desktop Computer—\$1,200
- UV Filtering Museum Shade—\$1,500
- Drainage Improvement for Museum—\$2,500
- Lifeboat Maintenance—\$2,500
- New Mooring Lines—\$2,500
- New Camel for Docking—\$3,000

For more information and specific item costs, please contact Liz McKeil at 207-695-2716 or [lmckeil@mmmk8.org](mailto:lmckeil@mmmk8.org).

