

Welcome to the Maine Maritime Museum!



Nathan R. Lipfert, Senior Curator

Nathan has been a curatorial staff member at the Maine Maritime Museum for 40 years. His memory of even the most mundane fact about the Museum, its collections, and its people, is astounding. Although Nathan would have liked to put everything into this guide, within are his 10 favorite items in the permanent collections. Enjoy!

Hours and Tours

Open Daily 9:30 to 5, except Thanksgiving, Christmas and New Year's Day. (Note: historic shipyard closes at 4:30 pm)

2011 Admission Fees

FREE - MMM members; children under 4

\$12 - Adults

\$11 - Seniors, Students (with ID)

\$9 - Children 4-16

Discounts - AARP, AAA, CAMM members

Remember our admissions pass is good for two days within a week, so if you don't get to see and do everything today, you're welcome to come back.

Treasures of the Orlop Deck:

Tour of the Collection Vaults

June 1-Aug 31, Wednesdays at 1:30pm

Members \$8; nonmembers \$20

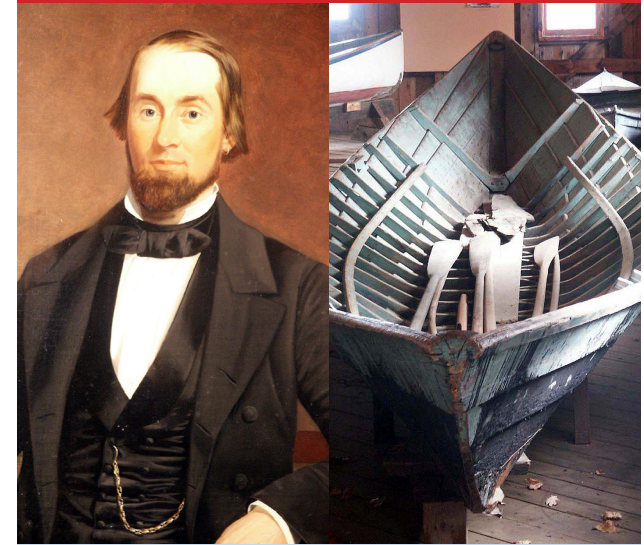
(fees include 2-day museum admission)

Explore the Museum's collections of more than 20,000 artifacts with one of our curatorial staff as your guide, who will share unique and exciting stories behind selected items. Each tour is unique, and you just never know what treasures you might see. *Space is limited so register early.*

www.MaineMaritimeMuseum.org



Curator's Top 10!



- There are thousands of objects in the museum's collection.
- Learn about the special items that are the senior curator's favorites.



1 Clarissa Ann Figurehead

Walk straight into the gallery spaces and enter the Distant Lands of Palm and Spice exhibit. Come around the first corner on your right and notice the large figurehead of *Clarissa Ann*. This is the oldest surviving figurehead from an identified Maine vessel. Also note the painting of the brig *Clarissa Ann*: if you look closely you can see the figurehead, painted green. You can also see remnants of the green paint coming through the more recent white paint on the figurehead.

2 Wreck of the Ship Hanover

Further to your right is another interesting painting with a wicker basket beneath it. This is a depiction of the *Hanover* heading for Bath from Spain but wrecking at the mouth of the Kennebec River. You can view it almost as a newsreel, showing the ship at four different stages of grounding, and then being torn apart by the waves. As seen in the painting, debris from the ship washed up on shore. This includes the cargo basket seen before you. The wicker survived the tossing surf; the contents – salt – became part of the sea.

3 Captain Harvey Mills

Walk to the back of the exhibit, continuing right from the *Hanover* painting. The Captain Mills portrait is a favorite because of Mill's single earring. The small gold hoop was worn in the 1800s only by seamen who had rounded Cape Horn under sail – it was to pay for their burial should they die in a far-off place. It was a prestigious mark and seemed romantic to those who stayed at home.

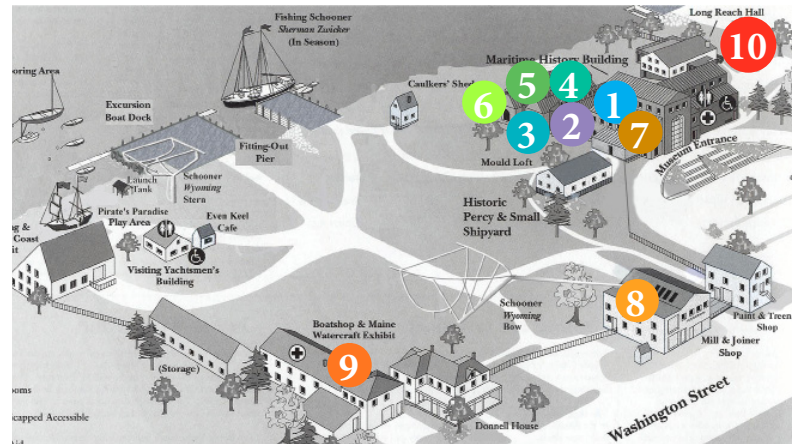
4 T. J. Southard

Across from the Shipbuilder's Gallery is the full-sized statue of Thomas Jefferson Southard. This piece is almost like having a real shipbuilder around. It was a model for a granite sculpture that was placed in Richmond (just up the river). It is said that the statue of Southard romanticized his height and width to make him taller and thinner than he actually was, but people do say cruel things.



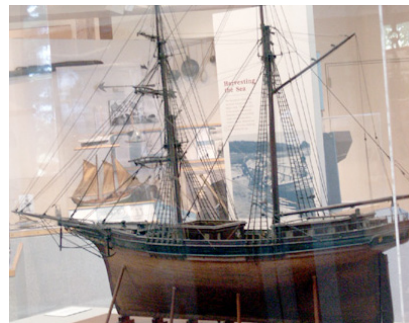
5 Corsair IV

Walk into the Shipbuilder's Gallery. This model of J.P. Morgan's fourth yacht *Corsair* was made for the Bath Iron Works lobby, when the company was flush with money earned during World War II. The fittings are gold plated to look like the polished brass on the yacht. Models of the freighter *Extavia* and the destroyer USS *De Haven*, displayed nearby, were made by the same model shop.



6 Hermaphrodite Brig Great Patience Model

Between the Shipbuilder's Gallery and the John G. Morse Jr. Gallery is the *Great Patience*. There was never a vessel named this, but the model's detail is incredible. The interior living quarters can be seen in the deck houses. The blocks (pulleys), the steering gear, the windlass, the yard trusses, everything actually works. Perhaps the model shows a real brig, but the model builder used a name in reference to the care he put into the model.



7 Wyoming and Cora F. Cressy

Before you exit into the shipyard, notice the billethead of the six-master *Wyoming* and the name board of the five-master *Cora F. Cressy*. These pieces have a special connection. The two schooners anchored together off the coast of Massachusetts on a stormy night in 1924. The sea became so rough that the *Cressy* got underway, to sail into safer, deeper waters. Her crew saw that *Wyoming's* anchor light was still close to shore as they left. In the morning,

Wyoming had disappeared with all hands. Later, her wreckage came ashore on the beaches of Nantucket. Pieces of the two huge schooners are reunited in the Museum.

8 Mill & Joiner Shop

Really, it is the whole Percy & Small shipyard that is significant, but if I have to choose one thing, I choose this shop. Follow the path toward the street to the Mill and Joiner shop. Inside, notice the knees bracing the timbers, as they would on a ship. Some of the timbers are deeply worn by wood chips flying off the machinery. The floor is dimpled by the

caulked (spiked) boots of the sawmill workers. The workers also left calculations and messages in chalk on some of the inside walls.

9 Lumberman's Bateau

Walk over to the boat shop and stop on the ground level, B-deck, beneath the functional boat shop. On your right is the long, dramatic-looking lumberman's bateau. This style of boat was used to transport workers and supplies for log drives down Maine rivers. The design is sturdy, comparatively light and simple, and perfect for shallow water work and rapids. Very few survive without alterations for outboard motors.

10 Bow of the Clipper Ship Snow Squall

Walk back across the campus and continue through the back parking lot to the *Snow Squall* exhibit. This is a piece of the last American clipper ship. This bow section has taught us some secrets of shipbuilding in Maine. One example of this is a story of style trumping substance – when a fast ship (clipper) was wanted, it was not necessarily important that it be built of the best materials. *Snow Squall's* hull is made of many cheaper types of wood, rather than the classic white oak frame and yellow pine plank.

To experience exquisite items that are not on display, check out the Orlop tour on the back panel!