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Rephotography of historical photos of Southwest Harbor



Identifier: 16692

Title: Rephotography of historical photos of Southwest Harbor

Type: Image, Photograph, Digital Photograph

Subject: Places, Town

Description: Six images which merge historical and contemporary images of Southwest Harbor in these locations:

- Main Street - The Carroll Building (item 5559)
- The Causeway Under Construction (item 5084)
- Central Filling Station - Tydol Service Station on Clark Point Road (item 5225)
- John R. Tinker House (item 7348)
- Southwest Harbor Motor Co. (item 10247)
- The Southwest Harbor Congregational Church (item 11229)

Creator: Soules - George John Soules

Source: Collection of George Soules

Rights: In Copyright

Status: Accepted

Chronometer from the Rebecca R. Douglas Schooner



Identifier: 15653

Title: Chronometer from the Rebecca R. Douglas Schooner

Type: Image, Photograph, Digital Photograph

Subject: Object, Other Object

Description: The photo above and the information that follows is from Andrew Baron of Santa Fe, New Mexico.

The ships two survivors were rescued on May 2, while the boat went down on April 28 near Cape May New Jersey. Depending on the weather, this means the schooner would likely have sailed out of New York (where its chronometer was calibrated on April 16) on April 26 or 27, only a week and half or so after the chronometers certification.

I have the ship's marine chronometer (precision ship's clock shown in the photo above) from the Rebecca R. Douglas, well preserved and working, along with a verified vintage calibration certificate (timekeeping accuracy tested, calibrated and certified by an established chronometer firm) dated April 16, 1943, only two weeks before this schooner went down. This would likely have been done in preparation for its last journey. It's a mystery how the clock and its certificate survived when the ship did not.

Given the date of the demise of the Rebecca R. Douglas, I can only assume that it had more than one chronometer, leaving one behind

in New York and sailing with another. There's more I want to learn about this however; the need of the navigator to definitely have a chronometer on board, to plot longitude on a north-to-south passage through coastal waters, how long a chronometer would remain with the certifying company after certification, prior to boarding ship, whether a coastal schooner like the RR Douglas would have had more than one chronometer, the prevailing weather at the time of the accident, whether U-boats that were observed off US coasts were in the area at that time, and the names of the two survivors long with the names of those who perished when the schooner went down.

This last detail might possibly make the survival of this artifact of some importance to descendants of the victims and survivors. If any of them had young children at that time, they may still be living. This unusual survivor may be all of significance that remains of the tangible material associated with that boat, apart from the photo in your library collections.

During wartime every viable old chronometer that could be found was reconditioned and pressed into service for the Navy and Merchant Marine, to augment new ones made to meet the increased demand for navigational aids. When this chronometer, made by Thomas Porthouse, ca. 1850 in London, was assigned to the Rebecca R. Douglas, it was already close to a century old, and yet its accuracy could still be certified for ongoing service at sea.

Source: Andrew Baron

Rights: In Copyright - Non-Commercial Use Permitted

Status: Accepted

Wings of the Morning - Friendship Sloop - Maine Sloop Boat



Identifier: 9259

Title: Wings of the Morning - Friendship Sloop - Maine Sloop Boat

Type: Image, Photograph, Digital Photograph

Subject: Vessels, Boat, Sailboat, Friendship Sloop

Description: Ralph Stanley at helm

on board:

owners Rodney Flora and Jill Schoof

Marion Stanley

State: ME

Country: USA

Provenance: Courtesy of Rodney Flora and Jill Schoof.

Rights: Copyright Not Evaluated

Status: Accepted

Access DB: Converted

Unnamed Lobster Boat



Identifier: 11725
Title: Unnamed Lobster Boat
Type: Image, Photograph, Digital Photograph
Subject: Vessels, Boat, Lobster Boat
Description: Built by Ralph Stanley Inc.
State: ME
Country: USA
Source: Collection of the Great Harbor Maritime Museum
Provenance: Courtesy of David W. "Willie" Granston III
Rights: Copyright Not Evaluated
Status: Accepted
Access DB: Converted

Wings of the Morning - Friendship Sloop - Maine Sloop Boat



Identifier: 9260
Title: Wings of the Morning - Friendship Sloop - Maine Sloop Boat
Type: Image, Photograph, Digital Photograph
Subject: Vessels, Boat, Sailboat, Friendship Sloop
Description: Built in Thomaston in 1967 by Roger Morse to a 1905 half-model made by Roger's grandfather Charles Morse.
Ralph Stanley at helm.
On board:
owners Rodney Flora and Jill Schoof, Marion Stanley
State: ME
Country: USA
Provenance: Courtesy of Rodney Flora and Jill Schoof.
Rights: Copyright Not Evaluated
Status: Accepted
Access DB: Converted

Schooner Victory Chimes ex Edwin and Maud



Identifier: 12016
Title: Schooner Victory Chimes ex Edwin and Maud
Type: Image, Photograph, Digital Photograph
Subject: Vessels, Ship, Sailing Ship, Schooner
Description: Vessel Name "Victory Chimes" - Built as "Edna and Maud"
"Class Ram Schooner
Masts - 3
Rig gaff rigged
Designed by J.M.C. Moore
Built by D.E. Phillips & Co.
Build date - 1900
Gross tons - 208
LOA 140
Length to bowsprit 132
Sparred length 170
Beam 25
Draught 76 18 centerboard down

Sail area 7,100 sq. feet

Chesapeake Ram Schooner Victory Chimes was built as the Edwin and Maud designed by J.M.C. Moore (John Middleton Clayton Moore) in 1900 and built at the Bethel Marine Railway, formerly known as the Lewisville Marine Railway, the Delaware yard of the George K. Phillips Company.

Creator: D'Entremont - Jeremy D'Entremont

State: ME

Country: USA

Provenance: Courtesy of Jeremy D'Entremont

Rights: Copyright Not Evaluated

Status: Accepted

Access DB: Converted