



NEWCASTLE HISTORICAL SOCIETY

P.O. Box 482
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Winter 2018

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Barstow-Bryant-Farley Cemetery by Arlene Cole

Little cemeteries are scattered all around Newcastle. We know of the larger ones such as the Sheepscot, Pine Knoll, St. Patrick's, and two Glidden cemeteries. But hidden in obscure places are the little ones where one, two or, maybe, ten of our former residents lie buried.

Geraldine Hanley and Nancy Hartley, in their book, "Cemeteries in Newcastle, Maine 1758-2004" have located and written about 60 of them. Some of these are well cared for. Others are overgrown and in great disrepair. Some stones are sunken; stones are down and broken and their location almost completely hidden from modern activity.

One of these is the Barstow, Bryant and Farley Cemetery on the bank of the Damariscotta River. This could be one of the oldest graveyards in town. Some years ago I went there. (See the picture I took then.) I stopped in at the Bryant's boat yard to get permission to walk over their land. Then I followed along the Damariscotta River until I came to the little cemetery.

I was not the first one there for there was a United States flag flying bravely over one of the stones. It was for Col. George Barstow from the Revolutionary War. "Colonial George" was born in 1753 in Massachusetts. His ancestor, William, had come from West Riding of Yorkshire. On Sept. 20, 1635 he embarked for New England in the "True-love", Capt. John Gibbs. William settled in Dedham. He married Annie and they had 8 children. He died in 1668 a highly respectable citizen.

His family became involved in the shipbuilding business and great grandson, George, after he came to Newcastle became a shipbuilder, too. "Col. George" was Colonel of a Regiment in Newcastle during the Revolutionary War and was known by this title for the rest of his life. He bought a farm near the area where he is buried, married Abigail, and was a man of influence and worth, according to the Rev. David Quimby Cushing in his "The History of Ancient Sheepscot and Newcastle". He died in March 17, 1808 at the age of 55 years. His wife, Abigail,

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MEETINGS

1st Wednesday
of Each Month
7:00 P.M.

Newcastle Town office

Visitors Welcome

No Meetings in January,
February & March

Officers of NHS:

President:
Tim Dinsmore
207 380-2836

Vice-President:
Christopher Rice
207 350-0596

Secretary:
Karen Paz
215 872-8638

Treasurer:
Edmee Dejean
207 563-8233

Genealogy Information
Available

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is buried in this little cemetery, too. She died March 8, 1853 at the age of 98 years.

Nathaniel Bryant is buried here. He came from the South Shore prior to the Revolutionary War. He married Hannah. He died in 1772 at the age of 33. Hannah married Capt. Prince Barker who also died young.

Gerry and Nancy found names there of Barstow, Bryant, Givens, Myrick, Farley, Sewall and Bailey plus about 21 field stone graves. Perhaps the saddest record there is that of the Bailey (also spelled Bayley) family. Kiah and Abigail Bayley came to Newcastle about 1797; he as a young preacher. Kiah grew up in Newbury, Vermont on the Connecticut River. To prepare him for the ministry, he took instructions under Nathaniel Emmons at Wrenthen, Mass. There he met Abigail Goodhue. They fell in love and were married. He was 24; she was 38. He was well liked in Newcastle and was active in the church here for 26 years. He was also active in the beginning of Lincoln Academy. One of the reasons for its early location on the River Road was so it would be near Kiah's home for his easy inspection of its activities. He built an attached dormitory to his house for the students to live in while attending Lincoln Academy.

When Abigail came to Newcastle she was pregnant. She delivered twin boys but they did not survive. They are buried

here. The grave stone reads, "In memory of the infant sons of the Rev. Kiah Bailey and Abigail, his wife, who were born March 6, 1798, and departed this life on the 21st and the other on the 25th of the same month. "Be still and know that am _____" (Not all the words are legible and the bottom section is missing.) The boys were given names.

And then in 1823, at a Town Meeting, Kiah Bayley was voted out of his position as Minister of the Gospel in Newcastle. I have never found the reason why, but it was final. He was 54 and she was 68. They moved back to the Vermont area where they moved around here and there, preaching, resting for the rest of their lives. They never returned to Newcastle. Abigail died in 1846; Kiah died in 1857.



Future Events

The NHS will hold its first meeting of the year on April 4th at 7:00 p.m. A meeting announcement will be printed in the Lincoln County News giving the location. Program presentations sponsored by NHS throughout the year will be described in the Lincoln County news and on the bulletin board outside the Tanis-cot building on Main Street.

Suggestions

Members are encouraged to provide possible topics for presentations or newsletter articles. Have something you are curious about relating to Newcastle history? Let us know and we will see what we can discover. Email us at newcastlehistorical-society@hotmail.com or call K. Campbell at 207-563-7585.

JOIN TODAY

Membership in the Newcastle Historical Society is open to all who want to help preserve the history of the town of Newcastle. To renew, upgrade or begin your membership, please mail this form and your check payable to the "Newcastle Historical Society" at P. O. Box 482, Newcastle, ME 04553.

MEMBERSHIP FORM

NAME _____
MAILING ADDRESS _____
CITY _____ STATE _____ ZIP CODE _____
YEAR ROUND _____ or SEASONAL _____ PHONE NUMBER (____) _____
SEASONAL ADDRESS _____
SEASONAL CITY _____ STATE _____ ZIP CODE _____
EMAIL ADDRESS _____ SEASONAL EMAIL _____

Your privacy is important to us. We do not share your email and personal information with other groups.

DUES: Student \$10 Individual \$15 Family \$25 Lifetime \$150

The Newcastle Historical Society Book Store

Between Two Rivers
by Arlene Cole
A softcover history of Newcastle with maps and photographs
Cost: \$20.00

Cemeteries of Newcastle
by Geraldine Hanley & Nancy Hartley
A softcover book of burials in Newcastle from 1758-2004.
Cost: \$20.00

Damariscotta Lake Book
by Edmee Dejean, Julia McLeod, Mary Sheldon & Marilyn Speckman
A softcover pictorial and written history of Damariscotta Lake people, culture and traditions.
Cost: \$23.00

History Tales of Newcastle
by Arlene Cole
A softcover book containing 130 articles on aspects of Newcastle's history.
Cost: \$21.00

1816 Map of Newcastle
Laminated: \$20.00
Not laminated: \$15.00

1878 Drawing Map of Newcastle and Damariscotta
Cost: \$5.00

To order send check or money order and mailing instructions to: Newcastle Historical Society P.O. Box 482, Newcastle, Maine 04553

Please add \$5.50 for shipping and handling charges.

Ship to: _____

The Brig "Hope" Lost at Sea

By Edmee Dejean



The brig "Hope" was built by the Bryant's boat building crew in Newcastle on the banks of the Damariscotta River. Cushing Bryant of Newcastle was on board the "Hope" on March 8, 1837; it was bound for New Orleans with valuable cargo. Evening was drawing near in the Gulf of Mexico. An outside harbor pilot came onboard the brig. His job was to steer it past the bars into Mobile Bay. After doing so, the pilot was discharged and the brig sailed into Mobile Bay.

The wind soon changed and a violent Gulf Stream gale from the northwest started taking control of the brig. Both anchors came loose and parted. The brig was driven outside the bay into the eastern banks. Hurricane-like winds rocked the brig onto its side in the rough Gulf

Stream. The top mast and the bow sprit cracked and were lost into the Gulf of Mexico. The brig was leaking badly. It was sinking. The crew deserted the brig to save their lives. The brig "Sarah" of Boston finally was able to rescue the crew. They eventually transported the soaked and tired crew, grateful to be alive, to Boston.

The brig "Hope" eventually was towed by a City of Mobile tow-boat, with the help of a steam-boat into Mobile Harbor. One third of the brig and cargo were salvaged or about \$15,200.58

References:

Senate of the U.S., 3rd Session of the 25th Congress, Dec. 3, 1838

National Cyclopedea of American Biography, vol.. 3, James T. White & Co., 1893

Sailor's Magazine & Naval Journal, American Seaman's Friend Society, 1837

Flying Eagle

A Newcastle Clipper of Note

On January 7, 1853 the Flying Eagle arrived at her new home in Boston. The Eagle had been built in Newcastle by Colonel William Hitchcock's company. The Flying Eagle was the first of his three clipper ships to be built, and was owned by F. Nickerson and Company of Boston (and later by Glidden and Williams). The Clipper was towed by the tug R.B.Forbes from Newcastle. The Flying Eagle made 12 voyages to and from San Francisco. Her best speed was made in 1869-1870 when she arrived in San Francisco in 112 days. She was described as one of the fastest of all the clippers. (Information from "No Pluckier Set of Men Anywhere" by Mark Wyman Biscoe.)

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Letter from the President

Dear Members,

I am pleased to report that 2017 was a very productive year for the Newcastle Historical Society. The museum saw increased attendance this summer with more of both visitors and locals coming to share their interest in our community's history. Historical items directly related to Newcastle's past also continued to be donated to our museum enriching our collection. A new exhibit displaying donated Native American artifacts that were found locally is under development. This exhibit is the first in a series of historically sequenced displays we plan to design as we begin to look at better ways of interpreting our collections to the public. Newcastle history books by author and museum curator Arlene Cole continued to be popular and provided an income source for the NHS. The book on Newcastle Cemeteries written by Geraldine Hanley and Nancy Hartley has nearly sold out and discussions are ongoing in regard to reprinting. Additionally, the NHS sponsored several talks open to the public on a variety of topics ranging from the history of jewelry in the colonies to colonial firearms.

One of the year's highlights at the NHS was the development of a temporary exhibit showcasing a small portion of the Dinsmore-Flye Photographic Collection titled "People, Places and the Everyday". Ralph Doering generously provided the space on Main Street in downtown Newcastle for the six-week long exhibit. The visibility of this location allowed us to graphically display to the community the historical value of these black and white images. An equally important aspect of the exhibit was to highlight the need to raise funds that would enable us to continue scanning and preserving the collection of some 65,000 negatives so that it can be shared with the community, visitors and researchers alike for many years to come. For this to happen however we need your help. To learn more about the Dinsmore-Flye Collection make a financial contribution, please contact any NHS officer.

While we reflect on our accomplishments for 2017, we also look forward to our planned goals for 2018. We hope to continue bringing visibility to the Dismore-Flye Collection through various venues. Just recently several historic images from the collection were hung in the Newcastle Post Office. A new goal, currently in the planning stage, is to clean up and document a little-known cemetery situated off Pleasant Street in Newcastle. This private cemetery, overrun by vegetation, is one of the earliest known cemeteries of Newcastle. Several prominent individuals of Newcastle are buried there including shipbuilders Nathaniel Bryant and Col. George Barstow, three generations of the Farley family, and the twin sons of Lincoln Academy founder Kiah Baley. We hope to have members of the community take an active part in helping us restore this cemetery.

An ongoing goal for the NHS is supporting archaeological research on two historic sites I have directed in Newcastle. Presently, funding is sought for the time consuming tasks of cataloging and data entry of over 100,000 artifacts recovered from the Bryant-Barker Tavern site that was once home to 18th century shipbuilder Nathaniel Bryant and family. An archaeological fund account has been established for those interested in making a financial contribution to the project. For more information regarding this work, please contact Bruce Campbell or myself.

All that we have accomplished to date is a direct result of dedicated individuals who have put their time and effort into preserving Newcastle's history. Like most small historical societies, we are only as good as the enthusiastic energy put forth by our members and the interested public. We hope that you will take a more active role in helping our efforts in preserving the history of our town. If you are not a member, please consider becoming one. Your contributions matter! Thank you.

Respectfully submitted,
Tim Dinsmore, President

Shipbuilding in the Colonies

by Jeffrey Miller

This article will take a look at the building of the larger sailing vessel, those whose burden was 100 tons burden or more. The building of small vessels was often done in the fisherman's back shed during the winter months by the fisherman and his family. Large vessels on the other hand needed a larger, more suitable place right near the waters edge. Construction also required a large number of skilled tradesmen.

Within 20 to 30 years of settlement many seaport towns had thriving saw mills and ship yards well established. Salem and Essex in Massachusetts Bay Colony and Portsmouth, Dover, Kittery, and Exeter in the Piscataqua River region of the New Hampshire Colony are but a few of these.

A law for regulating shipbuilding was passed by the Massachusetts General Court in 1641 and it stated: "Whereas the building of ships is a business of great importance for the common good, and therefore suitable care ought to be taken that it be well performed, according to the commendable course in England and other places: It is therefore ordered...that when any ship is to be built within the jurisdiction, or any vessel above 30 tons, the owner, or the builder in his absence, shall before they begin to plank, repair to the Governor...upon penalty of ten pounds, who shall appoint some able man to survey the work,

and workmen from time to time, as is usual in England... And if any ship carpenter shall not, upon his (the survey appointee) advice, reform and amend anything he shall find amiss, then upon complaint to the Governor...they (governor and survey appointee) shall appoint two of the most efficient ship-carpenters in this jurisdiction, and shall authorize them, from time to time as the need shall require, to take view of all such ships and all there to belonging, and see that it be performed and carried on according to the rules of their art...And these viewers shall have power to cause any bad timber, or other insufficient work, or materials, to be taken out and amended at the charge of them through whose default it grows. (Saltonstall, p. 13-14)"

The building of a ship began with the drawing of the plans or as it was referred to in Colonial times, the draughts. The knowledge of how to make these draughts was traditionally passed on from master shipwright to apprentice. Yet by the mid-17th century there were several notebooks and books published which recorded some of the methods.

The design method relied extensively on the use of arcs and circles. "The ship's sections were drawn with a pair of compasses while long radius fore-and-aft arcs were calculated mathematically or worked out approximately by a simple me-

chanical method. (Baker, p.20)" The most important part of the design was the shape and location of the largest section (greatest width) in relation to the length of the keel. In the 17th and 18th centuries this was referred to as the mid-ship bend. It was normally located about one-third the length of the keel from its forward end (Baker, p. 21). This location gave the ship's outline at its waterline, the shape of a cod's head and a mackerel's tail, i.e. a full bow for buoyancy and a fine rear profile for ease of moving through the water.

Once the draught was made, the lines could then be transferred to the actual timbers to begin the construction process.

Oak was the preferred material for the framing of the ship. A crew of skilled axe men would hew the curved timber, called compass timber, into the proper shape for the ribs, knees and braces. A sawmill located nearby would saw logs into planking and decking material. Once the keel for the ship was laid and the stem and stern posts attached, the ribs would be raised into place by the combined manpower of all the tradesmen at the shipyard, this was called "framing up."

With all the frames or ribs in place and braced temporarily, another crew of workmen called plankers and dubbers would attach the planking to the ribs with wooden pins called trunnels.

Holes were bored into each plank, called a streak, and rib, were the two came together and a trunnel driven in to hold the plank in place. It was necessary for the surface of each rib to be trimmed with an adze so the plank would fit smoothly against it. This was the job of the dubber.

As with smaller vessels, once the planking and decking was finished, it was necessary to make the vessel watertight by sealing the seams between the planks, this was the job of the caulkers. They pounded oakum (tarred hemp) into the seam and then sealed it with pine tar applied hot, which would harden as it cooled.

Larger ships were painted to help protect them against the weather. Pigments such as lamp black, red and yellow ochre were mixed with linseed oil and pine turpentine. White paint was not a usual color because it was expensive. The pigment for white paint came from white lead which was generally imported (Wilbur, p.13).

The finished hull was then launched into the water. The masts would then be fitted along with the spars. A crew of finish carpenters would complete the woodwork and a crew of riggers would attach all the necessary ropes and lines to secure the masts and yards to the hull (known as standing rigging) and all the ropes and lines used to control the sails (known as running rigging).

Two large ships were made in

Portsmouth in the province of New Hampshire for the Royal Navy in the 1690s. One was the ship *Falkland* of 54 (or 48) guns in 1690 and the *Bedford-Galley* 32 guns in 1696 (Saltonstall, p. 17). "(On) October 27, 1715 the ship *Friendship*, Capt. Samuel Crow, 100 tons, owned by Salem, carried two guns and a crew of ten men was cleared at Salem custom house bringing in 90 tons of salt. (Dow, p.156)"

In 1754 again clearing the Salem custom house was a "snow, *Aurora* of Salem, 130 tons, built at Newbury that year, sailing for Liverpool with a cargo of 15,000 staves and 40 tons of pine timber. (Dow, p. 157)" Another type of large ship that was sometimes "plantation built," as vessels made in the Colonies were called, were mast ships. "...Portsmouth shipbuilders, sometimes under the direction of English shipwrights sent out by the mast contractor, constructed a good number of these mast ships, the ocean liners of their day (Saltonstall, p. 61)"

Mast ships were very large, heavy vessels between 250 to 500 tons. They were often called fly-boats (variously spelled, fluyt, flute, flight). These vessels usually had a single deck, which meant it was completely open inside. This would allow a large number of masts to be stored inside without any obstruction to hinder the loading and unloading through the rear hatches. It was also usually fitted with a large capstan span-

ning between the underside of the deck and the keelson about mid-ship to help haul the masts into the ship (Manning, p.48).

The building of large sailing vessels did require the combined services of many skilled tradesmen working together to produce a finished piece. It required a great deal of capital to be productive. Many Colonial merchants became very wealthy by setting up their own shipyards and then using the finished vessels to ply the trade routes between the Colonies, the West Indies, Europe and Africa.

Bibliography:

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Baker, William, *Colonial Vessels*, MA: Barre Publishing Co., 1962.

Chapelle, Howard, *The History of American Sailing Ships*, NY: Bonanza Books, 1935.

Dow, George, F., *Every Day Life in the Massachusetts Bay Colony*, NY: Dover Publications, 1988.

Manning, Samuel F., *New England Masts and the King's Broad Arrow*, NH: New Hampshire Printers, 1979.

Saltonstall, William G., *Ports of Piscataqua*, MA: Harvard University Press, 1941.

Wilbur, C.Keith, *Pirates and Patriots of the Revolution*, CT: Globe Pequot Press, 1973.