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Lazy Man's Shipwrecks

Sometimes you just feel like a wreck. By colin W. Sargent

> The wreck of the *D.T. Sheridan* on Monhegan Island is a much visited and photographed landmark. The 105-foot steel tug hit the rocks in November 1948, with no souls lost. Rockwell Kent's serene 1949 oil painting of the beached *Sheridan* (see next page) now resides in the Portland Museum of Art's collection. Kent's Monhegan former studio/home, which he built himself, surveys this wreck from above. The shingle cottage is now owned by Jamie Wyeth.

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hat becomes a "lazy-man's shipwreck" most? The quintessential example used to be the *Hesper* and the *Luther Little* in Wiscasset. A generation of diners at Le Garage remembers seeing these two lumber schooners hauled up in full view on the other side of the large observation windows. When the ships finally collapsed into a heap of debris the town had no choice but to remove, their absence was so magnificent, and so acutely felt by sentimental observers, *they still look for them* when they walk into the restaurant. Which brings us to this story. If you don't





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SHORT SANDS BEACH, YORK:—"There are 66 known shipwrecks off York," according to Leith Smith, historical archaeologist at the Maine Preservation Commission. This distinctive skeleton only appears on Short Sands Beach once in a great while after a storm, most recently this year in early March, when the *Portland Press Herald* revealed the following tale: The first exposure was in 1958 after a nor'easter eroded four feet of sand from the beach. Initially romanticized as a Viking ship because of the tapered stern (not to mention New England's Viking hysteria, featuring multiple claims of rune stone discovery), it was ultimately determined to be a pinky sloop or schooner. Pinkies, with their tapered sterns, were popular from 1750-to-1850.

Research a Great Retirement

Former Washington DC area residents who own a summer farmhouse in Waldoboro, Carolyn Bryant and Don Sarles bought a cottage at Thornton Oaks in early 2010 as their winter home.

Carolyn says "Bowdoin College provides a fine library that I can use for musicological research (though officially retired, I've continued editing and writing for Oxford University Press). The local public library has also been extremely helpful in finding abstruse journals and scholarly books for me." Don, a long-time choral singer, has joined an excellent choir.

"We especially appreciate the strong sense of community at Thornton Oaks. We have formed close friendships and feel very much at home."

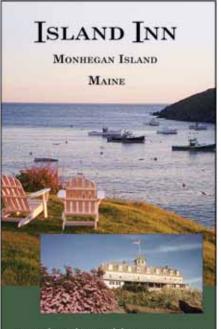
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feel like scuba-diving or fathoming the seas with fiber-optic cables, what easy-to-view shipwrecks exist today?

When a March 2013 storm laid bare a swath of York Beach, the sole (the outline of a ship at its waterline) of an ancient vessel was exposed to viewers amid the retreating sands. Something else came to light as wellthis wreck had come to light here before... in 1958, the very year MGM released The Vikings, starring Kirk Douglas, Tony Curtis, and Janet Leigh. And Freud says there are no coincidences. Was this the sole of a Viking ship? Spurious (or real?) rune stone discoveries were already creating a sensation from along our coast to Martha's Vineyard, giving rise to hotels named The Viking (there's still one in Newport, Rhode Island) and, in Ogunquit, the ice-cream smorgasbord

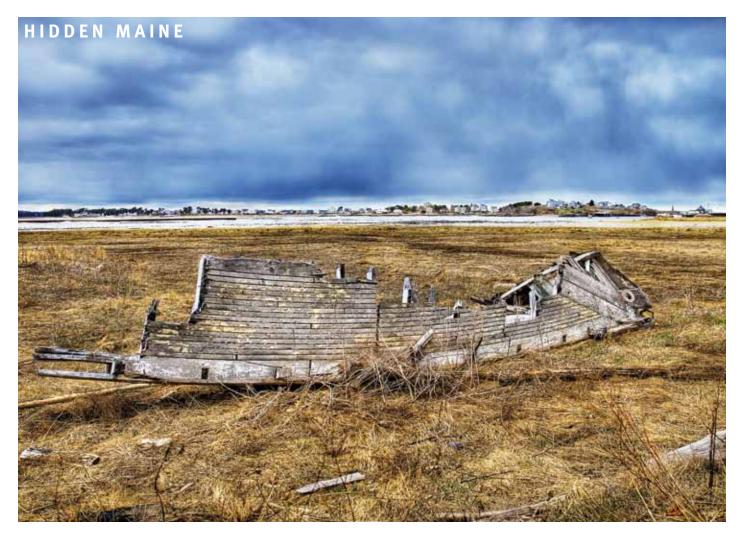




"We know it's a schooner," says shipwreck scholar Zach Whalen, who worked with archaeologist Franklin Price studying the wreck at left, in Seal Harbor within Acadia National Park. "But chances of finding the name are slim. There are just so many wrecks around here. We know it was 120 to 150 feet, in use late 1800s to early 1900s, and there are so many repairs on it that we can assume it was a granite schooner." He explains, "When a fishing boat got old, they'd use it to transport lumber. The junkiest boats were stone transporters—if you sunk with a load of stone, at least you wouldn't lose a good boat. This one's location suggests it was intentionally beached for repairs and then abandoned, though." This wreck is visible only at dead low tide.

"August 11, 1897 was a bad, bad night—foggy!" according to a firsthand account written in 1967 by Emma Bray David. "The *Howard W. Middleton*, strongly built of white oak and yellow pine... had left Philadelphia with 894 tons of coal [bound for] Portland, Maine. Captain Shaw was trying to make Richmond Island Harbor to lay over till morning. Instead, he ran onto that rock near the mouth of the Spurwink...On August 12, she was declared a total loss...People began to pick up coal on the beach by the buckets and barrels. Mrs. Kenney remembers that her father drove over from Westbrook with a cart and got two tons of coal for winter." This account appears among a wealth of Higgins Beach history with photos on the Remax/Oceanside website higginsbeachproperties.com. Realtor/historian/Higgins Beach dweller Steve Seabury discovered framed copy of the *Middleton* shipwreck recollection on the beach house wall of a friend whose late mother just happened to be Emma Bray David. For the past 15 years, Seabury has been a volunteer photographer/chronicler of Higgins Beach for Maine Sea Grant's ongoing beach erosion study, so he knows the wreck (below) and the beach-and the erosion—like old friends. "We had dunes that used to go out that are now Bay View Avenue!"

"I've **known** you for **years**. Everyone says you were **beautiful** when you were **young**, but I want to tell you I **think** you're **more** beautiful **now** than then. Rather than your **face** as a **young** woman, I **prefer** your face as it is **now**. **Ravaged**." *–Marguerite Duras*, The Lover (1984)



"That's the wreck of the *Dandelion* in Biddeford Pool. We think it was around the year 2000," says Sherry Poftak, historian for Friends of the Wood Island Lighthouse, in Saco Bay just east of the Pool. "It was a home-built oak boat, wrecked on Wood Island in a storm. Then, in 2007–remember that Patriot's Day storm?–the storm picked it up off the end of Wood Island and moved it right into the Pool. I got a phone call. Someone said, 'Sherry, you've got to come look at this'! Of course, everything's been picked off her now, even the engine. She was a pretty little boat, too. A little dandelion was carved on either side of the bow. Any time there's a wreck on Mile Stretch, people come and strip it. I saw a guy out there a couple of years ago with a chainsaw." "I **looked** in **all** directions, as far as I could **stare** over the **wilderness**, and away at the sea... there was some kind of **superannuated** boat, not far off, **high** and **dry** on the ground...it was a **real boat** which had **no doubt** been **upon** the **water** hundreds of times...**That** was the **captivation** of it to me."

- Charles Dickens, David Copperfield (1849)

attraction known as The Viking, where Bintliff's now holds sway.

Knee deep in the hoopla, Mainers' imaginations went technicolor. The tourism! Could we really have discovered our own Viking ship! Bearded sages traveled to examine the discovery, including (naturally) the popular historian Edgar Rowe Snowe. No, she wasn't a Viking ship, but probably a pinky. Crushed, a generation of Maine children hung up their Viking horns and returned to their coonskin caps.

Which goes to show, seeing what you

want to see is half the fun of stumbling onto a shipwreck in the eel grass.

The appeal of shipwrecks is their deathly perfection through imperfection. Burnished to a mesmerizing patina across years of storms, they remind us to stop for a minute and contemplate weathered beauty among the silvery planks of all that lost potential. As observers we ourselves become, beyond simply mourners, Receivers of [the] Wreck.





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