

BEALS HISTORICAL SOCIETY NEWSLETTER



BHS TO RECEIVE GRANT TO HELP WITH COLLECTION

This past summer, Peggy Hughes, from Utah, offered to work on obtaining a grant to hire a professional archivist consultant, as recommended by the State of Maine, the grantor. The consultant, Martha Harmon, visited the Heritage Center and drafted a plan of action. The plan was submitted to the State and BHS has received approval. In order to receive the funds, Martha, who generously has donated her time and asked that we use the funds from the grant to purchase necessary supplies, must meet with BHS board members where she will present her findings and course of action. It is also a requirement of the grant, to have an individual who

has had archival training attend this meeting. The "plan" requires another grant application be submitted to the State in order to purchase the supplies suggested in the plan. Volunteer workers can make a huge difference in obtaining this grant, as the time spent can be used as matching "in-kind" funds. In essence, we need a person with archival training to attend the board meeting and volunteers to help accomplish the work. Please call or e-mail Carol if you would be willing to assist in this endeavor. The work is not difficult or strenuous, and would be interesting and fun. After all, many hands make light work.

BHS FEATURES HOME MOVIE NIGHT

Please join us for a fun-filled evening of home movies and refreshments. The following are movies which may be of interest. The final graduation at Beals High School, 1969; USCG ice breaking at Barney's Cove, 1967; Fishermen's strike of 1968; boat launchings and the 1970 Championship boys basketball banquet, just to name a few. These movies include many people who are now deceased, so we would encourage you to bring your families. For instance, James and Edith Merchant, Sylvina and Harold Alley, "Fonnie" and Gertrude Beal, Delcena Lenfestey, Eileen Beal,

Vernal Woodward, Erwin and Doris Alley, Ewart and Mineola Lenfestey, Willard and Dolly Kelley, Halburton and Lavonne Smith, and so many more people, from the Beals - Jonesport area, that your children and grandchildren have never seen before. Please feel free to bring your own home movies to share with us. We have dvd and vhs capability.

The program will be held on Friday, January 20th, at the Beals gym, beginning at 6:30PM. Light refreshments will be served. Donations to BHS heating fund will be much appreciated.

2012 BHS MEMBERSHIP RENEWAL TIME!

Beals Historical Society Executive Board would like to thank all of its members for their continued support for 2011. The total membership was 119 renewals, 25 new and 57 lifetime for a total of 201 members. Since annual membership expires on December 31st, attached please find an application for 2012. We did receive many 2012 memberships at the end of 2011, so please check the year on your most recent card to verify your need to renew. If you would like to receive the newsletter via email, please send your address to: cfDavis44@yahoo.com.

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CALENDAR OF EVENTS

March 16th, 6:30PM

Annual Business and
Program Meeting

April 7th, 6:30PM

Talent/Variety Show

**May 28th @ Beals
Heritage Center**

Memorial Day Observance

June 15th, 6:30PM

TBA

**June 30th @ Beals
Heritage Center**

Tours, Singing and Food

September 21st, 6:30PM

TBA

October 20th, 6:30PM @ BES

Gospel Talent Show



*Please mark your calendars.
We greatly appreciate your
attendance!*

BHS NEEDS YOUR HELP

Please help us reduce the cost of mailing the newsletter by sending your email address to cfDavis44@yahoo.com. Thank you!!!

TOWING THE BEALS BRIDGE

By Arthur Woodward

What time do you have to get up in the morning? This could be a question that Lois, my wife, would ask me in the evening. My answer could be 2:30, or some other early hour.

Why would I be getting up that early? Because I was going to tow the Beals Bridge! Tow the Beals Bridge, you might ask. Well, not literally tow the Jonesport-Beals Bridge, en masse. I'd be towing a barge loaded with concrete mix from Jonesport out into the Reach to fill the series of huge wooden boxes that were on top of the steel pilings and they in turn would hold up the columns that would hold up the steel bridge frame girders, decking, and railings. Therefore, I would be towing a principal component of the Beals Bridge.

How would I tow the barge?

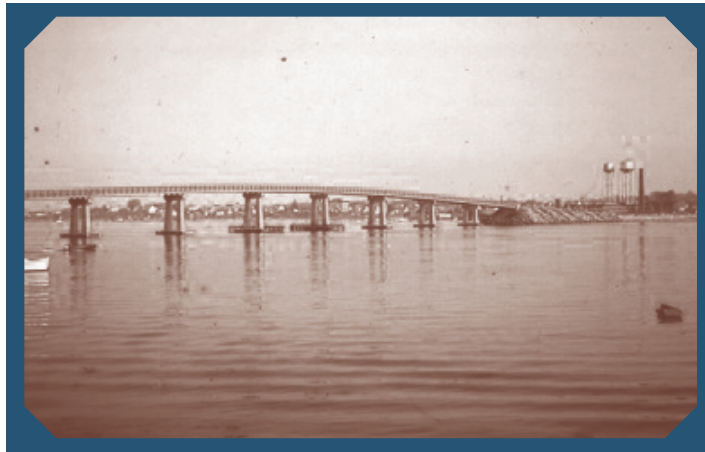
We had a sardine boat named the *Kenneth D.*, and that was the very capable towboat. The *Kenneth D.* was some 52 feet long and was powered by a four cylinder GM diesel, turning a good size wheel through a reduction gear. She might do nine knots wide open.

Jasper Wyman of Milbridge owned the *Kenneth D.* He and Dad were in conversation about trading their sardine boats. They reached a mutually satisfactory agreement and he got the *Arthur S. Woodward* and we acquired the *Kenneth D.*

The *Kenneth D.* and I had a lot of work to do, towing the barge loaded with concrete mix to fill the boxes. Dad had filled the first one with the *Arthur S. Woodward*.

The big wooden boxes were deep enough to reach from about the water surface at dead low tide to above the water surface on all but an extreme high tide. It took about one tide or some six hours to fill one box. Those who are familiar with the bridge have seen the boxes/ blocks of concrete (where the wood has

washed away). When you think about the span of the Jonesport-Beals bridge contemplate the massive steel I-beam pilings that were driven deep into the bottom of the Moosabec Reach by a pile driver on a barge. Then think about the huge rectangular forms (boxes) built of heavy timber, reaching from below the tops of the pilings (near dead low water level) 12-14 feet up to above the full high tide level. The upright columns were built on top of the concrete blocks



in the boxes. Once the concrete columns were built and the piers were finished the span could be completed. So, the bridge consists of steel pilings, concrete blocks, concrete columns, steel beams, decking, road surface, and railing materials, in addition to the approaches. The boxes are integral support components of the bridge span.

Let's look at the logistics of filling the boxes with concrete mix. Marine construction generally requires the use of floating platforms. In the building of the Jonesport-Beals Bridge there was a large barge that carried a heavy mobile crane on deck. This barge was probably on the order of 100 feet in length and proportionately wide. Even with the crane on deck she was quite high sided. The barge would be moved into position and moored by cables diagonally outward from each of her four corners so she wouldn't move appreciably in any direction. Her position would be beside the box to be filled. The crane could reach over the side where I'd bring the

barge loaded with concrete and over the open top of the box to be filled.

The mixer for the concrete was near the outer end of the fill for the approach on the Jonesport side and there was a small wharf on the western side of the fill where I could bring in the concrete barge for loading. Of course, there was a crane at the end of the fill to handle the huge very heavy buckets between the mixer to the deck of the barge I was towing. The barge I was towing was fully decked over and was maybe 60 feet long and proportionately wide. With a load of, say, six very large buckets of concrete mix that barge was a heavy proposition. The *Kenneth D.* was quite heavily built and the diesel had plenty of power to do the job. I'm guesstimating that each bucket held close to four cubic yards of freshly mixed concrete.

The pouring of the concrete would begin at low tide, and we would keep going back and forth from the mixer to the barge moored out in the Reach, load after load, and around high water we'd have filled a box. That would be it for the *Kenneth D.* and me for towing that day, so we'd go in to our wharf and tie up, and get fuel if needed. I'd probably stay on the lobster car and help buy lobsters to round out the work day.

For a pour the contractor would let us know the time he wanted me over at the mixer the next morning. I'd be careful as to where the *Kenneth D.* was tied up that night so she wouldn't be aground in the morning when it was time to leave.

Well before the appointed time I'd have gotten up, gotten ready (Lois laughed at me for combing my hair so early), taken my lunch she'd packed for me, and gone aboard, gotten the diesel started, checked things out, put the running lights on (until daylight), and headed to Jonesport. I'd go alongside the concrete barge and make the boat fast on what would be the

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after quarter of the barge, using a bow line, two opposing spring lines, and a stern line. With the boat made up that way I could maneuver the barge in any direction; ahead, back, port, starboard, and do it with precision.

The bow line was tied on the barge pretty much straight over the side to the barge. It was nylon, maybe 1" in diameter. That line really took a lot of strain when it was hauling the bow of the loaded barge around against the tide! I remember standing in the pilothouse and watching that line, humming tight, taking the strain and not parting.

I had to account for the direction the flood tide was running, and then switch over at slack tide to finish filling the box on the ebb tide if necessary. My barge had to come alongside the big barge heading into the tide so she could be handled properly. Those familiar with the Reach will agree that the tide is very strong between the boxes.

The process was that the buckets filled with concrete mix would be lowered from the mixer down to the deck of my barge. When the barge was loaded I'd get under way and head out to the big barge, moored at the box to be filled. I'd maneuver to bring the concrete barge

out to the big barge, going around the mooring cables mentioned, and, heading into the tide, put my barge alongside the big barge where she'd be made fast. I liked to dock the barge so "it wouldn't break an egg", as the old saying goes. Then the crane would lift each bucket and dump it into the box, and set the bucket back on my barge. As soon as all the buckets were emptied we'd cast off and go back in to the mixer where each bucket would be lifted up to the mixer and filled and then replaced on my barge. Once all full buckets were back on my barge we'd cast off and get under way, and go out in the Reach, repeating the cycle. Later, when the concrete in the boxes was set, that vital component of the bridge was complete and the next phase could begin.

The Jonesport-Beals Bridge came to fruition after a great amount of effort on the part of local folks as they diligently worked to convince the authorities and legislators in Augusta that a bridge over the Moosabec Reach was necessary. They contended that the car ferry should be replaced. Obviously, they argued their case successfully.

From the time the first people lived on Beals Island up to the early 1950s getting across the Reach was accomplished by boat. For a few years in the 1950s the car ferry was a big help and welcome change. When the bridge was opened to traffic in the later 1950s it was a complete change in the mode of travel in getting on and off the Island. A paradigm shift! We readily paid the toll when the bridge was new. The bridge was a blessing indeed.

When you ride on the bridge or when you look at it, say a prayer of thanks, and sometimes give a little thought to the diligent local officials and citizenry whose efforts paid off in the existence of the bridge. And, occasionally give some thought as to how it was constructed and about the *Arthur S. Woodward* and the *Kenneth D.* and the men who ran them in building those integral components, the large concrete blocks in the bridge piers, best viewed at low water.

What time do you have to get up in the morning? Really early...

RECENT GIFT COULD BENEFIT STUDENTS

BHS recently received a gift, from native Beals Islander Lewis Beal, that will reach far into the community to help college bound students attain scholarships. Upon proving his relationship to veteran Manwarren Beal, Lewis, along with his son and grandson, were given membership into the "Sons of the American Revolution". Since Lewis has proved Manwarren is a legitimate American Revolution veteran, any of his descendants can use the documentation already on file with the SAR for their own application. Once Lewis submitted his application, it took two years for approval. So think about the time it took to obtain the proof and how Lewis has saved much "leg work" for Manwarren descendants. Also, Lewis has proved up to William D. Beal so if anyone is a descendant of William, the only proof necessary would be their own descent from him. Lewis has agreed to come and talk with parents and students who are interested in obtaining membership into the SAR. Of course, Daughters of the American Revolution can also qualify and use this info for entry. Please contact Carol by phone or by email @ cfdavis44@yahoo.com if you are interested in meeting with Lewis to learn more about the application process.

OFFICERS

President: Carol Davis

Vice President: Christopher Crowley

Secretary: Teresa Beal

Treasurer: Almena Alley

Other Directors:

Ruth Carver, Ray Beal & Walter Carver

Membership Chairman & Committee:

Eva Faulkingham

Acquisitions Chairman: Position Open

Technical and Printing Support: Luther Beal

BHS Historian and Co-Editor: Daniel Davis

Newsletter Editor: Carol Davis

Newsletter Designer: Laura Brady

Publicity Chairman: George Davis

Website Manager: Laura Brady

Beals Heritage Center



Beals Historical Society Membership Application

Please check one: Renewal New

Name(s) as you wish it to appear on membership card and member roll on website:

(Please type or print clearly)

Your mailing address: Street or Post Office Box: _____
City: _____ State _____ ZIP: _____

E-mail address: _____

Type of membership (Please review all types and check the one that applies)

- | | |
|--|------------------------|
| <input type="checkbox"/> Individual Annual | \$10 annually |
| <input type="checkbox"/> Individual/Life | \$200 one-time payment |
| <input type="checkbox"/> Couple Annual | \$15 annually |
| <input type="checkbox"/> Couple/Life | \$300 one-time payment |
| <input type="checkbox"/> Senior/65 Annual | \$5 annually |
| <input type="checkbox"/> Senior couple/65 Annual | \$7.50 annually |
| <input type="checkbox"/> Student | \$5 annually |

Over and above dues, I wish to donate _____ for __operating expenses, __building fund, or __ endowment fund. Receipt and membership card will be sent to you.

**Instructions: Please print, complete and mail this application, together with tax-deductible check or money order payable to Beals Historical Society to:
Membership Chairperson, Beals Historical Society, P.O. Box 280, Beals, ME 04611**

Annual memberships are for the calendar year and expire Dec. 31.