

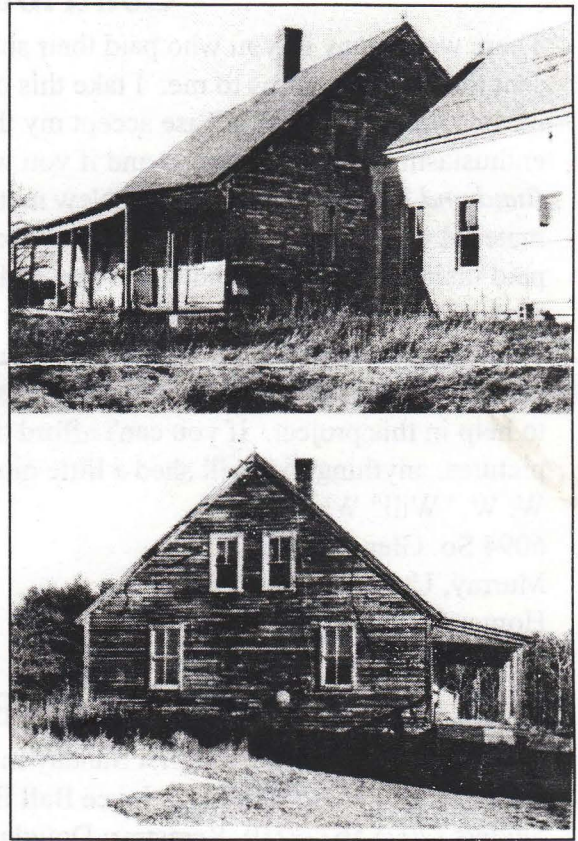
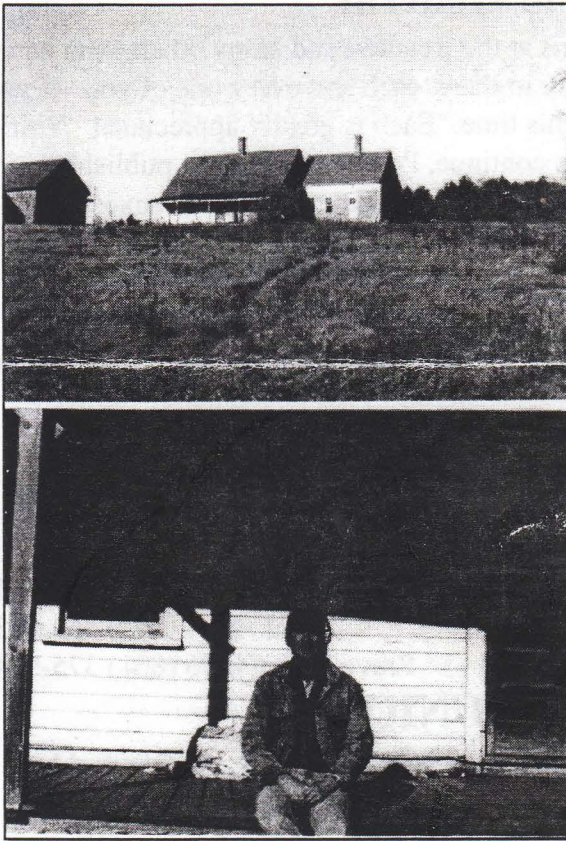
# Old Broad Bay Bund und Blatt

A Newsletter about the German Colony  
Established at Broad Bay, Maine 1742 - 1753

Volume 6

January - February - March

Number 1



The new president of The Old Broad Bay Family History Association, Inc., Mark A. Benner, is seated on the porch of Mathias Benner's home in Nobleboro, on the Nobleboro - Waldoboro line. This Benner property has been continuously Benner-owned, even today by Marie (Benner) Bell. The former owner, Linda P. (Creamer) Benner, widow of Henry Benner, lived there til she died autumn of 1996, and lived there all her married life.

*The Official Publication of the Old Broad Bay Family History Association, Inc.*



## Subscription Notice

Please look at your mailing label. If you have a -95 or a -96 after your name, your subscription is **now past due**. If you have a -97 after your name, your subscription is paid up until Jan 1997. (Unless I made a mistake! If so, please let me know. I'm amenable. I need to know if you want me to continue. Please contact me.

### Subscriptions to *Bund und Blatt*

Subscription . . . . . \$15 per year

OBBFHA membership . . \$5 per year

**Make Checks payable to W. W. Whitaker, 6094 Glenoaks, Murray, Ut 84107**

### Contributions in General

There were many of you who paid their subscriptions at the Reunion and many others who have sent their subscriptions to me. I take this opportunity to thank each and every one of you. If you haven't heard from me, please accept my thanks at this time. Each is greatly appreciated. Your enthusiasm has buoyed me up and if you wish me to continue, I'd like to continue publishing *Bund und Blatt* for another year. New material is coming in frequently and I have boxes of material to print about these Broad Bay Germans and their families. Thank you for all who have paid their subscriptions and those who additionally sent extra contributions. Because of you, I have been able to meet expenses this year.

I would again appeal to those who have an interest in these Broad Bay German ancestors. Send a contribution of what you can afford, that is a good way to express your interest and willingness to help in this project. If you can't afford the cash, send some research, stories, anecdotes, pictures, anything that will shed a little more light on the personal lives of our German ancestors.

W. W. "Will" Whitaker  
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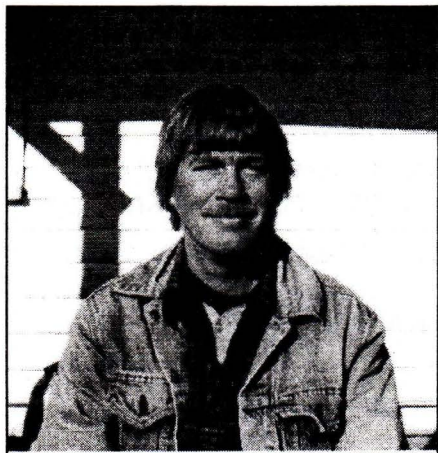
### 1997 OBBFHA REUNION

About 30 members met the first Sunday in August and elected the following: President: Mark Benner (207) 833-5390; V.P.: Joyce Ball Brown (207) 563-8693; Rec. Sec & Treas: Rene Seiders (207) 563-3210, Registrar: Douglass Prescott; Editor: W. W. Whitaker. Planning Committee (Board of Trustees): All the above plus Randy Gross, Esther Wallace, and Arlene Stetson.

#### REUNION IN 1997 - YES!

We are pleased to announce that this group has been meeting monthly, planning for next year's Reunion to be held the first weekend in August, 1997, in Waldoboro. Plan early. Plan now to be in attendance and meet with friends and relatives and fellow researchers. Will Whitaker will be there for sure, and possibly Gary Horlacher, plus other interesting and interested persons. Plans are in the works to make it entertaining, interesting and educational for each of you who attends. This would make a great summer vacation.





**Mark A. Benner, President. My View of Old Broad Bay.**

Sitting here on the porch of Mathias Benner's home in Nobleboro (on the Waldoboro-Nobleboro line), I have been able to think back through the centuries about those first immigrants who came here from the Rhineland to make a new home for themselves and their posterity. I am thankful they sacrificed so much to plant their roots in this country and make possible the life we know.

This is truly an unique organization, made up of you descendants of immigrants who came in 1742, 1751, 1752 and 1753 (and later additions). It is your interest, your support and your hard work that makes this all possible. Let us continue to hear from you.

Firstly, *The Bund und Blatt* is truly a worthwhile and valuable asset. This is the tie that keeps us together, food for thoughts, leads and info that benefits each of us individually in our own personal pursuits and researches.

Secondly, There has been some speculative thought about some of us getting together and copying all of the late Esther Gross's research notes, records and misc. stuff. There is a mountain of stuff to fill a room, and in storage at a relative's, it's doing no one any good. [another thought: there is all of J. J. Stahl's material at the Univ. of Maine at Orono, and the lawyer Isaac G. Reed's papers in Waldoboro that should be investigated. ww]

Thirdly, After I had my book printed *The Descendants of John Henry Benner*, I found that I had some uncategorised information left over that didn't seem to fit anywhere in the book. Therefore, it wasn't included. In addition to this left-over, omitted information, are all the additional updated info and corrections that I've been collecting since the book was printed.

Fourthly, Will and Gary must have the most up-to-date and complete library of Waldoboro immigrants both in Germany and America. Also all of you researchers out there, what are you going to do with your papers and research findings when you complete your tasks? We are presently looking into possibilities where these things could be permanently stored in safety.

Fifthly, **REUNION TIME:** We have been meeting monthly to carry forth some of our projects and discuss the up-coming **REUNION**. We have drawn up the following schedule:

Friday, 1 August 1997.

Meet with myself, Will Whitaker and others to pinpoint actual landmarks, cemeteries, farms, and a trip up and down the Medomak river. Time and place to be announced later. Bring your cameras and videos for once-in-a-lifetime tour of the river. It hasn't changed

all that much in 250 years! If you have some good maps, bring them. There will be a charge for the boat-trip. Make reservations by writing to Will or myself.

**Saturday, 2 August 1997.**

Old Broad Bay Family History Association, Inc., day of events:

8:30 - 9:30 a.m. at Meenagau Grange in Waldoboro. Meet and greet, coffee and muffins, Registration. Share your genealogy and photographs.

9:45 Announcements

10:00 a.m. Speaker: Marg Freeman - German Church, Waldoboro History.

10:45 a.m. Break Time

11:00 a.m. Speaker: Will Whitaker - "Where do we go from here?"

12:00 noon to 1:45 p.m. Lunch Break

1:45 p.m. Meet at Meenagha Grange to go to Nobleboro Historical Society Museum.

2:00 - 3:00 p.m. Speaker: Dr. George Dow - Tour of Nobleboro Historical Society.

4:00 - 4:45 p.m. Share Genealogy - Waldoboro Grange

5:00 p.m. Meet at Bull Winkles for evening meal or Nobleboro Dinner house

Evening: make some suggestions between now and then.

**Sunday, 3 August 1997.**

Early coffee/rolls at world-famous Moody's Diner in Waldoboro.

10:00 a.m. Meet at Town office/Fire Station for cemetery tour:

10:15 a.m. 1. Dutch Neck -

11:30 a.m. 2. Slaigo - Brookland -

12:30 p.m. 3. Riverside

2:00 p.m. Elections and Business Meeting - Old German Church

3:00 p.m. Old German Church Service

Cold drinks and refreshments after service

HOPE YOU HAVE A GREAT TIME!

SEE YOU NEXT YEAR!

Please write to us and let us know the things you liked about our meetings. Tell us the things you disliked. Tell us things you want to do this year and next year. Write to: Renee Siders, P.O. Box 1221, Damariscotta, Maine. 04543.

Best wishes for a Great Year, from your President, Mark A. Benner.

[Note from ww: Keep up the good work, Mark and all you officers and interested persons.]



## KUDOES - 1996

I last did this a couple of years ago. Whenever I begin to get discouraged or depressed or wonder what the heck am I doing all this work for, I grab a couple of handfuls of your letters and read through them again. As you can tell from the following, it perks me right up and encourages me to go another year or so.

"Thank you for the latest *Bund und Blatt*. I really enjoy reading it and look for any mention of Schwartz. . . . Look forward to next year and seeing you again." [YES!]

"I really appreciate the hard work and enthusiasm you and others put into gathering and sharing information on our Broad Bay ancestors! I am eagerly awaiting the publication of the Broad Bay Roots Book." [It's coming along, though slowly]

"I haven't received the last three issues of the *Bund und Blatt* so I guess I'd better give you my new address. . . ." [good idea. I'm now bulk mailing and they don't forward.]

"...and I have to compliment you on your achievements in this field. I can read Gary's adventures all day without getting bored....I certainly sat up straight when your latest *Blatt* went into the Moravian archives and came out with a pile of *Memoirs*. Good Luck."

"I enjoy very much reading and studying *Bund und Blatt*. It is one of the best journals of any organization." [Thank you, the secret here is "studying". There is a lot here.]

"You continue to put out excellent issues of *Bund und Blatt*. Know that it is appreciated and in most cases, a thankless task it is to do." [As you can see, there are plenty of thanks]

"I am always interested in the *Old Broad Bay Bund und Blatt* and read your Newsletter hoping to see mention of my ancestors . . . "

"Oops! So sorry. Here is my late check for the 96-97 year of *Bund und Blatt*. Hope you didn't scrap my name. I'm always waiting for the next paper." [No, we don't scrap your names. You can't get away from us that easily!]

"When my *Bund und Blatt* newspaper arrived, I was so delighted to finally find the parents of Margaret Lash, my great-great grandmother. . . . Thank you so much. Hope to see you in Waldoboro." [A great success story. Yes, Let's all plan on this summer's Reunion.]

"I was interested in the picture and piece about the Levensaler men in your latest issue and wonder how they were related to the Ed Levensaler who lived in the next house to the Jacob Castner place at the corner of Castner Road and I believe Route 235?"

"I enjoy your *Bund und Blatt* very much and keep them all." [A good idea!]

"I didn't go East this year but will next year. I still have cousins in Maine to visit. We have a Family Cemetery that needs to be attended to where my great-grandfather had his homestead. It is in the town of Washington and his name was Washington." [There are quite a few of our readers out there who are concerned about the conditions of the cemeteries in Waldoboro where our ancestors are buried. Would anyone care to chair a committee to accomplish a great work and help preserve these final resting places? More later]

[This year I received quite a few envelopes in the mail with just a note and a check or many times just a check, for which I thank you all. You are voting with your checks and that tells us a lot.]

[Also several of you made substantial donations above the cost of membership and subscriptions. That has allowed us to hire a typist part-time to do some needed typing but that I just was not able to get to. Thank you very much.]

[Another Also - I have retired this year and it has been great to be able to do this work full-time. The problem is, I'm so busy, I don't know how I got it done when I was working full time.]

"We do enjoy getting the old and new news! . . . Next year's [Reunion] is already in my date book. Thank you and Gary and Mark Benner & many others for keeping us going."

"I cannot believe how fast time slips by. I just received your latest *Bund und Blatt*, which is great as usual. Here are my dues, plus a little extra. Keep up the good work."

"I am very interested in this whole project but everyday life often gets in the way of my outside interests." [How well we know, but have to just make the time for it.]

"We do enjoy the *Bund und Blatt*, and read it from cover to cover." [One of our readers (I can't find the letter right now) said she read 'every word' so that is gratifying.]

"Thank you for *Bund und Blatt*. I am most appreciative of all your efforts to keep us Old Broad Bay friends enlightend on the past and happy." [Again, thank you all.]

"Enclosed is a check for another year of *Bund und Blatt* - Still enjoying it 'cover to cover'."

"I realize I am a bit late in paying for *Bund und Blatt*, which I find of interest, you are doing good work in keeping interest in our connections to Old Broad Bay."

"Thought I better send you my new address in case you are still sending out the *Bund und Blatt*. Hope everything is well with you and yours." [Yes, thank you. At least you will know that you were not alone in forgetting to send new address. A good reminder.]



## VOYAGE - 1742

### INFORMING THE POPULACE

Early in 1741 Zuberbühler was back in Europe and had set up headquarters in Speyer at the Inn of the Golden Lion. Speyer was a strategic spot. It is situated on the south, or French side, of the Rhine below Mannheim and in the eighteenth century was in the Bishopric of Speyer between the Palatinate and Baden-Durlach, with Würtemberg just east. This is the general area from which so many of the Broad Bay founders came. From this point he could operate in all three of these territories, and throughout this region he distributed the first known of "Waldo's Circulars" which was printed in Speyer in 1741

### WALDO CIRCULAR #1<sup>1</sup>

This 'Broadside' or advertisement was distributed in a fairly wide area up and down the Rhine valley from Speyer. In it Waldo promised to do certain things to insure the success of this venture, while the Palatinates promised to fulfil certain obligations on their part. The 'broadside' is reprinted in the Endnotes.

### THE GATHERING

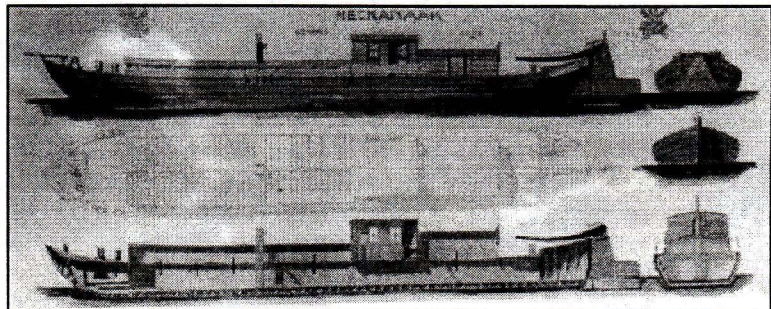
It was stipulated that the migration should assemble at Mannheim, a city in the Rhenish Palatinate halfway between Worms and Speyer, on the east side of the Rhine and located on the Neckar River just above its confluence with the Rhine.

### DOWN THE RHINE

March 1742 Thither Zuberbühler led those from the Palatinate. They proceeded in small river boats from Speyer down the Rhine in March 1742. Shortly after their arrival at Mannheim, they were joined by the contingent from Würtemberg.

### BOATS ON THE NECKAR - The *Neckar-aak*<sup>2</sup>

Large river boats have been used on the Rhine river since before the Roman occupation. Sail<sup>3</sup> boats<sup>4 5</sup> have been used for several hundred years, carrying many tons up the river by use of sails and using animals and men to tow the boats. They would then unload their



**Figure 4.** Here is a model of a boat that plied the Neckar-river, called the *Neckar-aak*. It was used to carry both produce and passengers. It would be fairly expensive for a large family to travel.

load and again load up with produce and passengers and goods and float down the river with the current to Rotterdam or Amsterdam. There they would be off-loaded for destinations around the world.

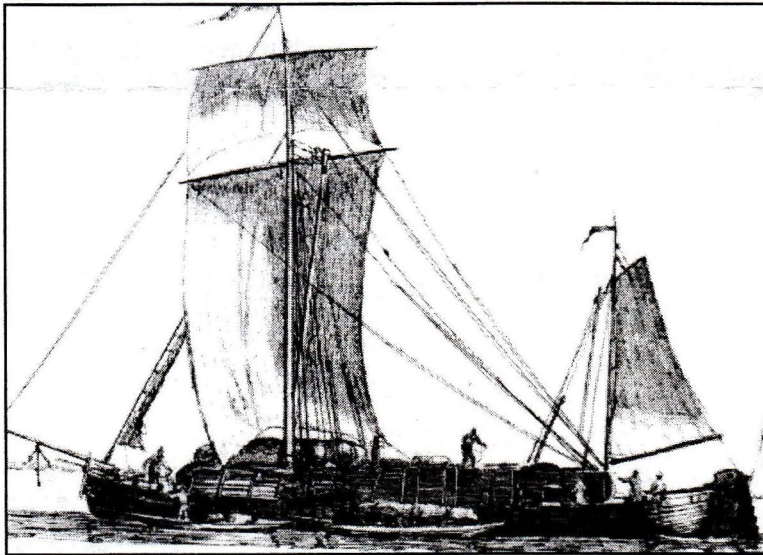
Smaller boats would be used on the smaller rivers such as the Neckar, but they often would be sailboats, too. The boats were lightly constructed and relatively easy to build, so they gave a high carrying capacity for a modest capital outlay.

### DOWN THE NECKAR

March 1742 The group from Württemberg, which had proceeded in small boats, probably the *Neckar-aaks* down the Neckar river from Heilbronn, possibly under the leadership of their appointed minister, Tobias Wagner, floated down the Neckar and joined with the contingent from Speyer at Mannheim.

### DOWN THE RHINE RIVER

The whole company transferred here to larger boats for sailing down the Rhine to Rotterdam. The day of their departure is not known, but on the 22nd of April they reached Mühlheim just below Cologne. Here they were stopped by the intervention of

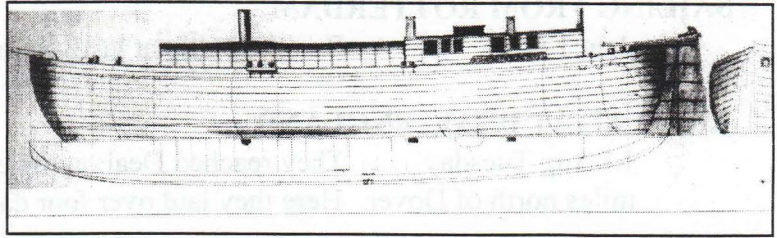


**Figure 5.** A *samoreus* under sail, in an engraving by G Groenewegen, 1789. With her length of 65 to 100 ft, two masts and large cabin, the *samoreus* must have been an impressive sight, even for people in the seventeenth century for whom it was commonplace. It is a typical member of the *aak* family and follows the tradition that ships of the Rhine have always been bigger than other inland ships.

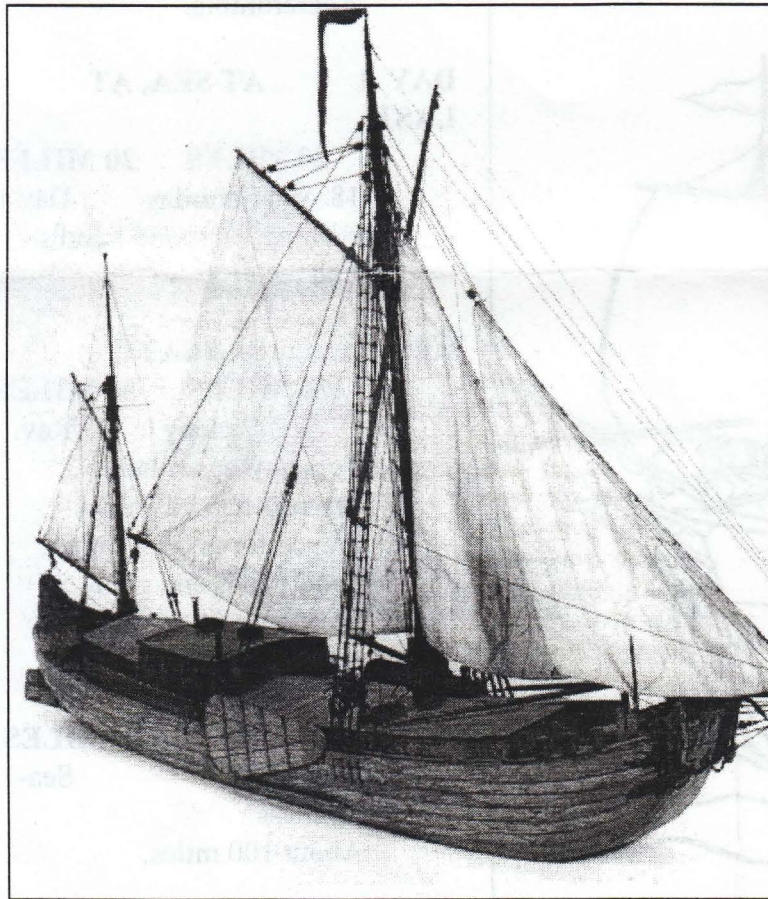
the Dutch Government which demanded a guarantee that they would not be held up for any length of time in Holland without means of support. In other words, the Dutch were seeing to it that if there were delay in Rotterdam, they would not become charges of the city. This was a problem for Zuberbühler as he did not know whether Waldo had a ship waiting to receive them or not. So he hastened on alone to Rotterdam, where he ascertained that Waldo's shipping agents had not as yet been able to make any arrangements for the



reception and transportation of the emigrants. Thereupon Zuberbühler set out for London to get information as to procedure from Waldo's agents in that city, Messrs. Sedgwick and Kilby. Because there were no ships available this firm refused to give him any idea of what he might expect. Hence the unfortunate colonists had to tarry for more than eight weeks at Mühlheim in the electorate of Cologne until relief came in the middle of June.



**Figure 6.** Plan of a 130 ft *samoreus* or *Keulsche aak*, eighteenth century. From the 1700's to the 1900's this was the most important type for long-distant navigation between Amsterdam and German Rhineland towns. (Nederlands Scheepvaart Museum, Amsterdam)



**Figure 7.** Model of a *Dorstense-aak*. This ship was built at *Dorsten* on the *Rhine* near *Wesel* in Germany and was the successor of the *samoreus*. (Maritiem Museum Prins Hendrik, Rotterdam). This would be very typical of boats our ancestors would have ridden down the *Rhine* river.

### TRIP FROM MANHEIM TO COLOGNE

The time taken up by the trip from Mannheim to Cologne is uncertain. Usually at that a journey from Speyer or Heilbronn to Holland lasted from four to six weeks by reason of the fact that Germany was split up into several hundred independent or semi-independent political units, each maintaining its own custom offices and tariffs. In 1806 a traveller reported there were no less than thirty-six customs stations from Heilbronn to Rotterdam.

### WAITING AT COLOGNE

22 Apr 1742 They reached Mühlheim, just below Cologne.

### REACHING ROTTERDAM

20 Jun 1742

### ZUBERBÜHLER AT LONDON

5 July 1742 He is to set out in a few hours for Holland.



## SAILING FROM ROTTERDAM

Aug 1742

Boarding ship at last! Arranging their goods. At sea at last!

## ARRIVAL AT DEAL, ENGLAND

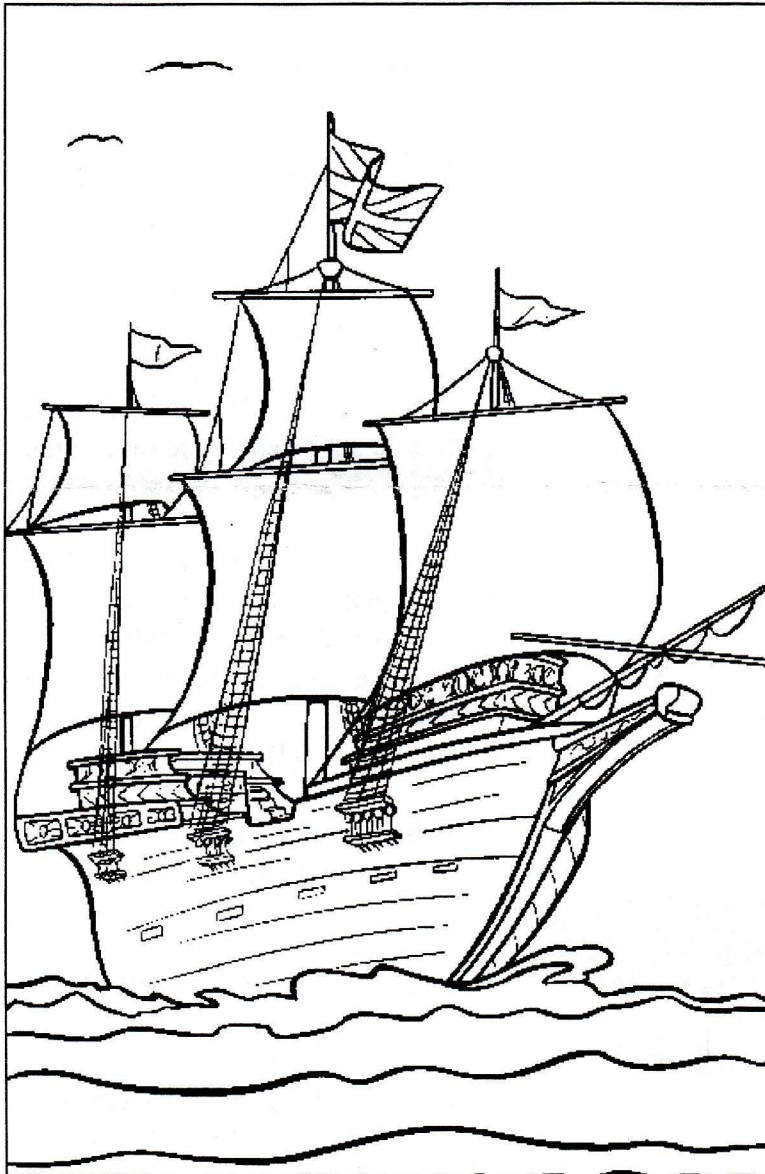
14 Aug Tuesday

They reached Deal on the east coast of England, about twenty miles north of Dover. Here they laid over four days.

## SAILED FROM ENGLAND

17 Aug 1742 "

Tomorrow, We shall set out & according ye wind is we shall go North about, . . . . "



**Figure 8.** An artist's rendition of the good ship *Lydia*. If it was a three-master it would be called a *ship*, otherwise a brig, etc. The master of this ship was Captain James Abercrombie.

## GOOD SHIP LYDIA

About 150 tons burthen, a square - rigged three-master, Captain James Abercrombie.

### DAY 1 AT SEA, AT LAST!

20 MILES 20 MILES  
18 Aug Saturday Day 1  
Beating N around Land's End

### DAY 2 SABBATH

36 MILES 56 MILES  
19 Aug Sunday Rev.  
Tobias Wagner held services aboard ship - prayed for good weather, good winds and good health.

### DAY 3 MONDAY

72 MILES 128 MILES  
20 Aug Sea-sickness  
About 100 miles.

### DAY 4 TUESDAY

72 MILES 200 MILES  
21 Aug Sea-sickness  
About 120 miles.



# ANNOUNCING

## OLD BROAD BAY FAMILY HISTORY ASSOCIATION

### FINE ARTS

# CONTEST

Broad Bay (Waldoboro) was settled by Germans from the Rhine Valley in Germany in the years 1742, 1751, 1752 & 1753.

The Old Broad Bay Family History Association was formed by descendants of those original German immigrants to discover their German heritage, to preserve those lofty ideals that their ancestors sacrificed so much for, to discover and maintain artifacts, stories, family histories, cemeteries, etc.

To help us celebrate Old Broad Bay's (Waldoboro's) HISTORY, this contest is designed to encourage both youth and adults to seek out their Family History, to investigate the lives of their ancestors and to write anecdotes, poetry and stories of their lives, to draw pictures of their up-rooting everything in Germany, sail across the ocean and settle down in the "New World" and carve out an existence in this new, harsh land.

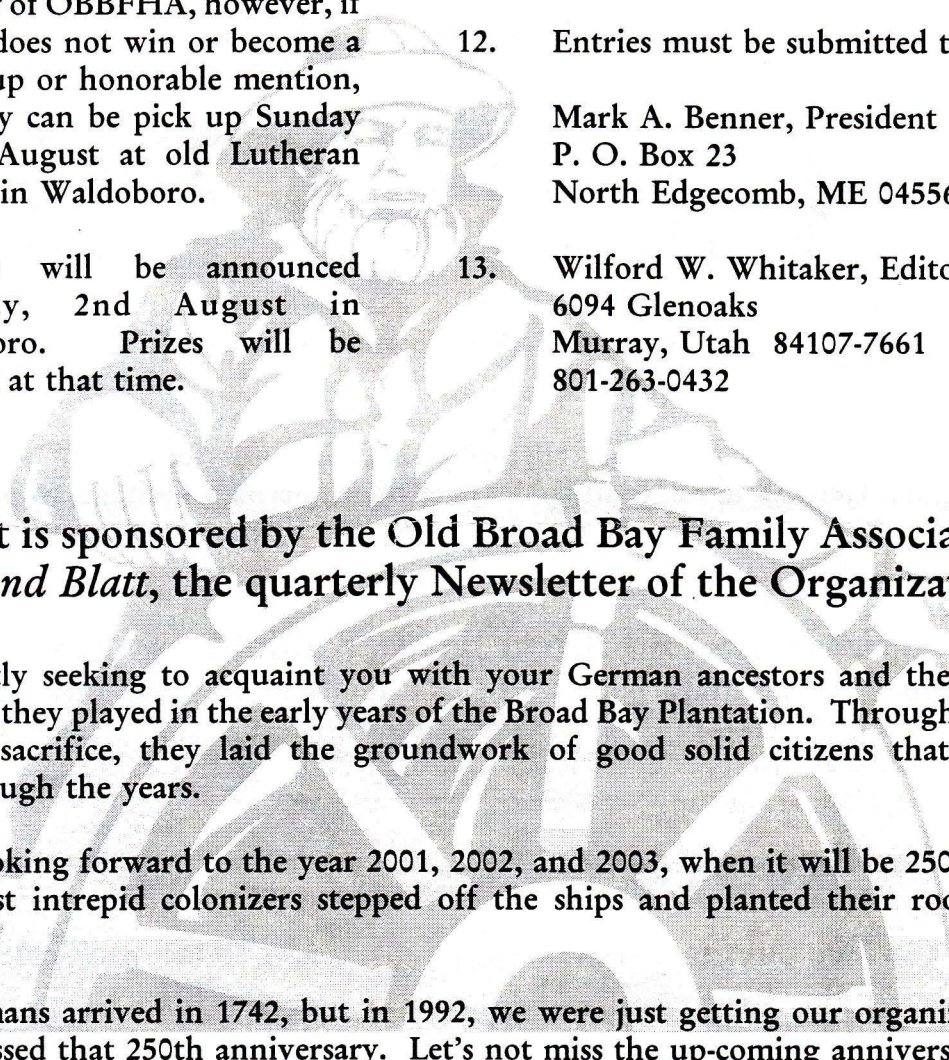
#### CONTEST RULES

1. There are three age categories:  
Elementary (grades 1 - 8)  
High School (grades 9 - 12)  
Adult (age 18+)
2. There are three subject categories:  
Art and Photography  
Stories, Essays and Poetry  
Music

#### CONTEST RULES

3. One may enter in only 1 age category but can enter in more than one subject.
4. Each entry must be an original work by the contestant.
5. Art should be no larger than 8" x 10" Photos can be black and white and s/b no larger than 8" x 10".



- 
6. Stories, essays and poetry s/b printed on a computer or typewriter.
7. Music may be hand-written on music staff paper, but must be neat & legible.
8. All works submitted become the property of OBBFHA, however, if a work does not win or become a runner-up or honorable mention, the entry can be pick up Sunday 3rd of August at old Lutheran Church in Waldoboro.
9. Winners will be announced Saturday, 2nd August in Waldoboro. Prizes will be awarded at that time.
10. Winners' entries will be published in the OBB *Bund und Blatt*, the official news-letter of the Old Broad Bay Family History Association.
11. Entries must be submitted by:  
1 June 1997
12. Entries must be submitted to:  
Mark A. Benner, President  
P. O. Box 23  
North Edgecomb, ME 04556
13. Wilford W. Whitaker, Editor  
6094 Glenoaks  
Murray, Utah 84107-7661  
801-263-0432

**This contest is sponsored by the Old Broad Bay Family Association and *Bund und Blatt*, the quarterly Newsletter of the Organization.**

We are earnestly seeking to acquaint you with your German ancestors and the most important part they played in the early years of the Broad Bay Plantation. Through their struggles and sacrifice, they laid the groundwork of good solid citizens that have continued through the years.

Also we are looking forward to the year 2001, 2002, and 2003, when it will be 250 years since those first intrepid colonizers stepped off the ships and planted their roots on American soil.

The first Germans arrived in 1742, but in 1992, we were just getting our organization started and missed that 250th anniversary. Let's not miss the up-coming anniversaries.

Write to our President or to our Editor and find out how you can get started in the nation's second largest hobby, finding our ancestors through Family History.



# WILLY'S WIZENED WIZARDS

6094 S. Glenoaks Dr. • Salt Lake City, UT 84107-7661 • (801) 263-0432

Bund und Blatt, a letter for Broad Bay Descendants

**Wilford W. Whitaker, Editor**

**Unity in Diversity**

**To all Interested Broad Bayers (Waldoboro, Maine):**

11 February 1997

Over six years ago, when I learned that the Mormon Tabernacle Choir (of which I was a member for many years, now retired) was planning an extended eastern Europe and Russian tour, I determined to find my German connection that I knew I had but had not found their origins. The HYLER family of Hylers' Cove, and Cushing, Maine. I exhausted everything I could find in Cushing, St. George, Warren, on the St. Georges River and as I broadened my search, I discovered J. J. Stahl and his history of the Broad Bay Germans.

Using Stahl's History of Old Broad Bay and Waldoboro as a starting point, I learned that the Hylers had come in 1742, so I made a map of all the Germans that came in 1742 that Stahl listed as coming from different parishes in Germany. I then took that to the Family History Library in Salt Lake, in the German section and asked if they thought I had enough information to find the Hylers in Germany. They thought that I had and directed me to a young man who was gaining a reputation for his German & Scandinavian research, Gary Horlacher. I then hired him to try to find our "German connection".

About three weeks later, he excitedly called me and said that he had done an area search and had discovered my ancestress's birth in Germany. As it turned out, he had discovered an older sister who died young, but subsequent research turned up Presca (Priscilla) Hyler, her siblings and parents in Germany. Priscilla Hyler was the wife of Major Haunce Robinson, son of Dr. Moses Robinson of Cushing & Warren. She was the daughter of Conrad Hyler, who, with his large family and his brother Bernhardt and his large family, immigrated to Broad Bay in 1742. Bernhardt stayed in Broad Bay only a short time and ended up in South Carolina. Conrad may have died in the Indian Wars but at least three of his children left issue in Broad Bay.

We discovered the Hylers (Heilers) were originally from Neftenbach, Switzerland, so after our successful Choir Tour, I remained another ten days in Germany and Switzerland and was able to visit the actual home in Neftenbach from which our Hyler family originated, retraced their steps, floated down the Rhine River, took pictures, etc. I had a delightful time as I tried to envision their immigration.

When I returned home, the young researcher Gary Horlacher asked, "Why don't we find the German origin of all 180 families that came to Broad Bay?" Being in an expansive mood, I answered "Sure, why not?" So, we have been about six years in trying to trace these elusive German forebears. An organization & newsletter was started to bring together descendants of these families and at present have over 230 members in Old Broad Bay Family History Association. We are dedicated to preserving Family History, artifacts, anecdotes, cemeteries, and other good works to preserve the old German traditions of Broad Bay. To join the OBBFHA \$5.00. Subscription to Bund und Blatt - \$15.00

I have reprinted the first three years (1992, 1993, 1994) of our quarterly newsletter Bund und Blatt, in one edition with Table of Contents and index. That is still available for \$40. The next two years' issues (1995, 1996) are available for \$15 per year. Most of my time has been spent in research, but now I will be making available pedigrees, family group sheets and historical stories for Broad Bay.

We have an annual Reunion, held the first weekend in August to coincide with the annual church service held in the old Lutheran Church in Waldoboro. We will have tours of special interest as well as cemeteries and churches, etc. We hope to have a tour by boat up and down the Medomac river (with the tides) and other activities. Please let us hear from you. We will be publishing a book this year with about three generations in Germany and three generations in America of most of the families that emigrated to Broad Bay. There were some not yet found. Please get in touch with us.

Wilford W. "Will" Whitaker, Editor, researcher of German Families in Broad Bay (Waldoboro), Maine.



**OLD BROAD BAY FAMILY HISTORY ASSOCIATION, Inc.**

NOW ENTERING ITS SIXTH YEAR

The Old Broad Bay Family History Association, Inc. was begun by a group of individuals who are descendants of the original German immigrants who settled in 1742, 1751, 1752, and 1753 in Broad Bay (Waldoboro), then Massachusetts, now Maine.

**OBJECTIVES:** To gather and preserve Histories and Genealogies

To find artifacts, Bibles, memorabilia, anecdotes  
Cemeteries Census

To introduce and Encourage Descendants  
To write their Family Histories

To introduce the youthful Descendants  
To a fascinating and worthwhile hobby.

Membership Dues: \$5.00

**REUNION:**

An annual Reunion is held in Waldoboro

**THE FIRST WEEKEND IN AUGUST**

Saturday, 2nd August, general meeting & social & swapping histories

Sunday, 3rd August, special services at Lutheran Church & meeting

Also on Friday, 1st August a boat trip up the Medomak river for  
picture taking & trying to imagine our ancestors' first glimpse  
of their new home!

**NEWSLETTER:**

Old Broad Bay Bund und Blatt

Published Quarterly

Research findings, Stories about our Ancestors

Articles written by members about lobstering, sauerkraut,  
ancestors, pictures, etc.

Subscription: \$15.00

**BOOK:**

Broad Bay Roots Project

Detailing our Ancestors' Lives

Three or more Generations in Germany

Their home parishes in Germany

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## ENDNOTES

1. Stahl, Jasper J. *History of Old Broad Bay and Waldoboro*. Volume 1. The Colonial and Federal Periods. The Bond Wheelwright Company, Portland, Maine. 1956. p. 100 ff. A short description of the Province of Massachusetts Bay in New England, especially of the tract of land on Broad Bay belonging to the imperial British Colonel, Samuel Waldo, Hereditary Lord of Broad Bay, along with the principal conditions under which foreign protestants may settle there. Speyer, printed and available in the Göttselchen Printing House, 1741.

The Province of Massachusetts Bay lies on the Atlantic Ocean and extends in general east, northeast and south southwest from the forty-first to the forty-third degree, north latitude, and is situated five hours west of the London meridian. The land consists of great strips or divisions, parts of which belong to the government, parts to the first colonists, and also to such hereditary lords as dwell in England to whom an hereditary title has been granted by the Crown, as is the case of Pennsylvania; hence the economy and the form of government rests on the same basis as in this latter colony; with this exception, that each of these provinces or districts may adopt its own regulations or laws, without having to depend on the General Assembly for them, an advantage which cannot be had elsewhere.

Boston, the Capitol of the Province, has been built upwards of a hundred and fifty years and is owned and occupied by a great number of prosperous English residents. The city lies about half way between Philadelphia and Halifax in Nova Scotia. - From this latter province it is about five hundred English or approximately one hundred German miles distant and is separated from it by a large bay which is known as the *Bay of Fundy*. The climate here, as one can well imagine, is very healthful, is very healthful and the soil extremely fruitful and yields all kinds of produce as in Germany, especially, however, hemp and flax in great perfection. It is the same with the wood which grows here which is for the most part oak, beech, ash and maple. Game also is most plentiful in these forests and the streams abound with fish. Everyone is allowed to fish and to hunt. Since the previously mentioned Imperial British Colonel, Samuel Waldo, Hereditary Lord of Broad Bay, possesses there a large and fruitful grant of land yielding to none in its richness and quality, and is minded to set up there plantations and colonies, he invites all such Protestants of the Palatinate who are skillful and industrious artisans or farmers and who so wish, to emigrate to America and to settle there on his estates, under the following terms or conditions. All those so inclined may present themselves to the accredited Agent or Commissioner of the previously mentioned Colonel and Hereditary Lord, Samuel Waldo, Mr. Sebastian Zuberbühler, who is possessed of plenary power as well as the most gracious approval of his Serene Highness, the Elector. Mr. Zuberbühler may be found at the *Inn of the Golden Lion* in Speyer and will be ready to impart all desired data or information.

1. Such Protestants of the Palatinate as may be inclined to emigrate to these estates of the Colonel Samuel Waldo, Hereditary Lord, etc., will present themselves to the previously mentioned Commissioner, Mr. Sebastian Zuberbühler, where they will have to complete and sign the written articles and contracts. Then there is to be a deposit of five imperial crowns for each adult, and the half for each person under fourteen years of age. This will serve as a guarantee that they are minded to fulfill loyally the stipulations of these articles and contracts.

2. On a day to be determined and set by the said Commissioner, Mr. Sebastian Zuberbühler, those desirous of emigrating and the contracting parties, will report in Rotterdam, where the before mentioned Colonel Samuel Waldo, Hereditary Lord, etc., will have in readiness a ship or several ships for the transportation of such numbers of Palatinates as may present themselves. Should such a ship or ships be not there and in readiness for sailing within one week after arrival of the Palatinates in Rotterdam, then the said Colonel Samuel Waldo, Hereditary Lord, etc., is to pay them for each day after the expiration of the said seven days thirty pounds sterling as demurrage; and should the ship or ships be retarded or delayed by the Palatinates, then the Palatinates are to pay the said Waldo, Hereditary Lord, etc., fifteen pounds sterling as demurrage for each day of delay.

3. Samuel Waldo, Colonel and Hereditary Lord, etc., promises and obligates himself against the time of the Palatine emigrants at Broad Bay in New England, to build and complete at his own expense, two houses for their domiciling - each house to be thirty-five feet square and two stories high and likewise a church; in the construction of these houses he promises pay for each of the same one hundred pounds sterling, and for the church two hundred pounds sterling.

4. Samuel Waldo, Colonel and Hereditary Lord, etc., promises and obligates himself at his own expense



to settle in the colony and to pay an engineer or a surveyor a yearly salary of one hundred pounds sterling for three years; a physician or surgeon a yearly salary of one hundred pounds sterling for five years; a preacher a yearly salary of seventy pounds sterling and a schoolmaster a yearly salary of thirty pounds sterling, each for a period of ten years.

5. Samuel Waldo, Colonel and Hereditary Lord, etc., promises and obligates himself to delimit and to lay out for the said Palatine emigrants or colonists a suitable area of land for a city, and therein to prepare and reserve for each family one quarter *morgen* (a German word meaning "morning"; here as much land as one man may plough in a morning, i.e., an acre.) or acre of ground for a house and lot. At the same time he will set aside sixty thousand *morgen* or acres of land adjoining the said city, and each settler shall receive for himself and his heirs in perpetuity a tract of fifty *morgen* or acres against the payment of a price of two shillings and a half pence for each *morgen* or acre - The said price to be paid within three years of the date of the arrival of the colonists in Broad Bay.

6. Samuel Waldo, Colonel and Hereditary Lord, etc., promises and obligates himself, for the house maintenance of the said colonists, for a period of one year, to provide and deliver the following foodstuffs, namely: one hundred and twenty thousand pounds of beef, twenty thousand pounds of pork, sixty thousand pounds of wheat-flour, sixty thousand pounds of coarse or unbolted flour, four thousand bushels of Indian corn, four thousand bushels of salt, the one half of the above to be delivered on their arrival and the other half six months thereafter in the following manner: each person over ten years of age to receive on hundred and fifty pounds of beef, fifty pounds of pork, one hundred and fifty pounds of wheaten-flour, one hundred and fifty pounds of coarse or unbolted flour, ten bushels of Indian corn, and one bushel of salt; each person under ten years of age is to receive on half of the above.

7. Samuel Waldo, Colonel and Hereditary Lord, etc., promises and obligates himself further to furnish and to deliver to each family the following things, one cow and calf, a pregnant sow, three axes, four hoes, a spade and a handsaw. At the same time each colonist is to have the privilege and the right in the forests of the said Samuel Waldo, Colonel and Hereditary Lord, etc., to cut as much wood as he may find necessary for his own needs, or for sale on the banks of the rivers and sea, wher many vessels are ready to buy all such at four shillings a cord.

8. These and other advantageous circumstances and conditions may, it is to be assumed, influence here and there certain Palatine and German folk to emigrate to such a fruitful country, so conveniently located on the sea and its rivers, so highly privileged, and so well governed, where the occupants enjoy so many good rights, which belongs to such a powerful and gracious Lord and which is ruled with such paternal favour. He (the gracious Lord) makes and extends this offer to all those who are in a position to defray the costs of emigrating thither, without his ever hoping or expecting to receive the slightest pay or profit for himself, and where they according to their protestant faith may worship their God undisturbed in their own right and according to their own conscience and where they may be in a position to maintain and amply support them selves and others.

Signed at Speyer on this fourteenth day of July, A.D. 1741.

Samuel Waldo

Colonel and Hereditary Lord of Broad Bay in New England  
Sebastian Zuberbühler  
Commissioner with plenary powers

2. Gardiner, Robert, Editor, et al. *The Heyday of Sail, The Merchant Sailing Ship 1650-1830*. From *Conway's History of the Ship*. Naval Institute Press. Annapolis, MD. 1995. p. 102 ff. (The models of Rhine river ships and boats are from this excellent publication.) **SHIPS OF THE RHINE, 1650 - 1925**. The long distance transportation of goods by means of river vessels on the Rhine goes back to at least the Roman period. The discovery of the so-called '*Zwammerdam Ships*' in the Netherlands in 1971 proved that around 300 AD the shipbuilders of the Upper Rhine were able to construct barges of 65 - 115 ft in length using caulked planks. Very little is known about the ships of the Rhine between Roman times and the Middle Ages, but in 1930 the '*Utrecht ship*' was excavated. This was an oak-built sailing ship of 58 x 13 ft. The construction was a massive dug-out hull bottom with sides extended upwards by individual planks. Navigation on the river Rhine was always on a large scale: today's 12,000-ton pusher-convoys of six barges on the Rhine are the giants of modern Dutch and German inland navigation, and their seventeenth-century equivalents, the *bovenlander*, *Dordrecht*



*collier and samoreus* must have been conceived in the same way.

3. Gardiner, et al. IBID. p. 108. **RIGGING.** With the wind in any one direction, a very good sailing ship can make progress over only about 300° of a circle, and for the average cargo-carrier at most 260-280°. An angle of about 40-50° off the wind is the best that can reasonably be expected, and even for this a large investment had to be made in a complete rig. Of course, that expense would only be incurred when the water and wind were favorable, such as on the Rhine. Other rivers used much smaller boats, and simple rigs, a single mast for one square sail or to fasten the towing line. The bargemen of the *samoreus* lived on board with his family. The family occupied the cabin, which according to Le Comte, had various rooms and offered a well-appointed home. The bargeman's crew lived in the forecabin, and in the stern was stowage for victuals. In the hold, two sail lockers were contrived before and abaft the mast. The rig comprised two masts, the main mast with topmast, and a mizzen mast, setting the following sails; jib, large jib, fore staysail, square mainsail, spritsail (which was called the 'Ferrysail') with topsail, a mizzen and a mizzen staysail. With a fair wind on the long reaches of the Rhine, this large sail area could propel the ship against the strong current. The square mainsail and the big jib were only used with the wind aft: close-hauled the jib, fore staysail, 'ferrysail' and mizzen were set.

The *samoreus* was a good example of traditional Dutch naval architecture, which succeeded in producing sailing ships of small draught but large carrying capacity, coupled with good sailing qualities. The *samoreus* had a fine reputation under sail, because the lee-boards made the ship weatherly. The section of traditional Dutch leeboards was rather like the wing of a modern aeroplane: the external surface was flat while the internal form was convex. The resulting aerofoil produced a lifting force.

The usual inventory of a *samoreus* included between eight and fourteen anchors of different weights and several anchor cables, and 300 fathoms of towing line, which had to withstand the strain of twenty towing horses. If necessary the barge's deckhands could run out small anchors, to kedge the ship over a short distance.

From Amsterdam to Cologne, the *samoreus* first had to cross the Zuyderzee to the mouth of the river Vecht and the prevailing favourable wind (westerly) meant that the bargemen could usually sail on the Vecht and the Rhine, but if the wind failed the ship could be hauled by horses. From Rotterdam to Cologne, provided a straight shot from the river Lek and the neder Rijn (lower Rhine), which may be why many of the colonial passenger ships left from Rotterdam. On the return trip, the current could be used, even when the wind was contrary. Contemporaries wrote that a journey from Amsterdam to Dusseldorf took at most fourteen days, but only eight days in the other direction (down stream). The *samoreus* carried colonial goods, butter, cheese and other manufactures up-stream to Germany, returning with wine and bulk cargoes such as timber, coal, cereals and bricks.

There is a description of a *samoreus* which had a loading capacity of 100 to 300 lasts (tons of 2000kg) in a hold which occupied most of the ship. And this was for inland shipping!

4. Gardiner, et al. IBID. **GLOSSARY.** *aak* - A family of Dutch ship types, a flat, turned up 'swim' bow and stern; usually single-masted, with a square sail.

*bovenlander* - A large lighter used on the Upper Rhine in the seventeenth century.

*bowline* - Rope attached via three or four bridles to the leech (side) of the sail, led forward to hold the leech up into the wind when the ship was close-hauled.

*bowsprit* - Heavy spar (in effect, a lower mast) angled forward over the bow, provided the support for the fore mast stays and allowed sail to be set far enough forward to have a significant effect on the balance of the rig.

*brig* - A two-masted square rigged vessel but with a fore and aft gaff-and-boom main sail; very similar to a *sbip*.

*brigantine* - Originally more a hull form than a rig, but came to denote a two-masted rig, square on the fore mast and fore and aft on the main.

*clipper* - Much abused term of no real technical precision, but generally denoting a fine-lined, fast-sailing vessel. First applied to American small craft (attributed to Andrew Robinson, Gloucester)

*close-hauled* - The point of sailing as near to the direction of the wind as possible (about 70 degrees for a



- square-rigger, although fore and aft vessels can get somewhat nearer.
- crank* - Of ships, lacking in stability.
- cutter* - Sharp lined fast-sailing coastal craft, . . . carried a single-masted rig of large area, with a bowsprit of little steeve.
- deadeye* - Used in tensioning the shrouds, these discs of wood were set up in pairs, one attached to the shroud itself and the other, via chains to the hull. Tensioning was achieved by a lanyard rove through three holes in each deadeye and bowsed tight.
- displacement* - The mass of the volume of water occupied by the ship when afloat.
- Dorstense-aak* - A large Rhine sailing barge, a member of the *aak* family and the nineteenth-century successor of the *samoreus*.
- fore and aft sails* - Those carried on gaffs, sprits or stays that at rest hung in the fore and aft axis of the ship; opposite of square sails which were set from transverse yards. A vessel whose principal mode of propulsion came from such sails was said to be fore-and-aft rigged, as opposed to square rigged.
- gaff* - A short spar to extend the head of a fore and aft sail; usually hoisted with the sail, which purpose it was equipped with jaws that fitted around the mast. A larger permanent (standing) gaff was sometimes called a half-sprit.
- balyard* - Rope or tackle used to hoist sail or yard; sometimes spelled *baliard* or *hailiard*.
- jibboom* - An extension of the bowsprit (in effect its topmast), from the end of the eighteenth century, a further extension, called the flying jibboom, was added.
- keel* - Lowermost structural member of a ship's hull, in a frame-built vessel effectively the backbone, the frames forming the ribs.
- ketch* - A two-masted rig characterised by a main and mizzen (often said to be a ship rig without a fore mast), originally square rigged, but fore and aft versions became common later.
- knot* - Nautical measure of speed, 1 knot being one sea, or nautical, mile per hour. This equals 1 minute of latitude per hour or 1852 metres.
- lanyard* - Short piece of rope or line used to secure an item or set as a handle, such as the lanyard to a gunlock which allowed it to be triggered from a safe distance, lanyards between the deadeyes were used to tauten the shrouds.
- lasts* - An old Scandinavian measure of weight and bulk; of differing value in specific trades. Ships were also measured in lasts of about 2 tons.
- lateen* - Sail or rig characterised by triangular canvas set from a long yard attached to the mast at an angle of about 45 degrees from the horizontal, the forward end being the lower. It was a fore-and-rig rig dating from at least late Antiquity.
- lee* - The side or direction away from the wind or downwind (leeward); hence 'lee shore' is one onto which the wind is blowing.
- leeboard* - A plate of timber attached to the side of shallow draught vessels to reduce their leeway (drift downwind) when sailing close-hauled, on the same principle as the centre-board of a modern yacht. They were pivoted from the top so that the lee-side board could be let down below the level of the ship's bottom, the windward board was then hauled up out of the water.
- Letter of Marque* - The formal commission that licensed privateers to act against their country's enemies.
- mizzen* - The aftermost mast of a ship - or in a two-masted vessel the after mast if the forward one is larger - and the yards, sails and rigging pertaining to it.
- mortice* - In carpentry a recess cut to receive a tenon.
- pole-masted* - In conventional sailing ships the masts were usually set up in sections - lower mast, topmast, topgallant, etc. - but pole-masted vessels (usually small craft) had single-piece masts without the extra weight of doublings, crosstrees, and so forth associated with fidded masts.
- poop* - Deck above the quarterdeck, often no more the roof of the cabins below. On merchant ships with a flush weather deck, the after superstructure which might have been called the quarterdeck on a warship was usually known as the poop.
- privateer* - A privately owned and manned warship, fitted out primarily to profit from capturing the merchant shipping of the enemy.
- quarterdeck* - After deck, above the main or weatherdeck and beneath any poop, the usual position of the



- ship's wheel and the station of the officer(s) conning the ship.
- samoreus* - Large sailing barge (100 - 300 tons) operating on the Lower Rhine between the seventeenth century and about 1850 when it was replaced by more modern types; ketch rig with sprit sails plus a square main for running before the wind. Often Cologne was the destination so the type was also known as the *Keulenaar* or *Keulsche aak* to Dutch crews.
- schooner* - Gaff rigged vessel with two or more masts, originating around 1700; later examples had square topsails.
- shallop* - In the early seventeenth century, a large seaworthy boat, possibly the ancestor of the sloop, the term continued to denote a boat type, although a rather lighter and more decorative craft.
- sheer* - In the profile of a ship the upward curve towards the ends of the hull.
- ship rig* - In the age of sail the ship, or full, rig was defined as the principal driving sails on all three masts being square . . . the vast majority carried three masts; (two square rigged masts made the vessel a brig) The lower sail on the mizzen usually comprised fore and aft canvas but as long as square sail was carried above it the rig was still rated as a ship.
- shroud* - Heavy rope supporting a mast from behind and transversely.
- sloop* - Originally a boat designation, in the merchant marine the term came to denote a rig; a single-masted gaff vessel with fixed bowsprit and jib headsails, and usually no square topsails.
- smack* - Small inshore fishing craft, usually *cutter* rigged.
- snow* - Two-masted square rigged vessel, with gaff-headed main course; in later eighteenth century definitions, this gaff sail had to be hoisted on a rope horse or separate trysail mast (to distinguish the snow from the brig, which hoisted its gaff course directly on the main mast), the sail itself being loose-footed - not being extended by a boom.
- spanker* - Large gaff-and boom sail; the main course of a brig and mizzen course of ships and barques.
- sprit topmast* - The small mast carried by large seventeenth-century ships at the end of the bowsprit from which a small square sail called the sprit topsail was set, it tended to die out in the early 1700's, being replaced by triangular jib headsails.
- square rig* - Any sail plan in which the principal power was derived from canvas set from yards which crossed the centreline of the ship (the yards were 'square' - at right angles - to the centreline when the wind was directly aft.)
- square sails* - Canvas set from yards that at rest were carried at right angles to the centreline of the ship; as opposed to fore-and-aft canvas set from stays or yards in the centreline, or nearly so.
- square tuck ster* - Hull design in which the stern at the waterline is formed of a flat transom, as opposed to the round tuck.
- stability* - The strength of a ship's tendency to return to the upright, *ie* to right herself. The righting movement in tonne-metres = displacement in tonnes x metacentric height in metres x sine of the angle of heel.
- standing rigging* - The permanently set up support for the masts and tops-stays, shrouds, etc.
- steeve* - The angle of the bowsprit relative to the waterline; the larger the angle, the more steeply steeved the bowsprit was said to be.
- stiff* - Having a good reserve of stability and hence able to carry sufficient sail in all weathers; the opposite of crank.
- studding sails* - Additional fair weather square sails set on each side of the principal sails with removeable yards and booms, pronounced stuns'ls and often written as stunsails.
- tack* - When sailing with the wind anywhere but aft, a rope used to extend to windward the lower corners of courses and staysails as sheets confined them to leeward; by extension it also applied to the parts of the sail to which it was attached. When so sailing, either the port or starboard tacks were said to be on board, from whence came the phrase port tack or starboard tack and the term tacking for the manoeuvre of changing course from one oblique angle to the wind to the other.
- tenon* - Rectangular block of hard wood, each half-length being fitted into opposing mortises to join two timbers side by side. Tenons may be locked into place by being drilled through and pegged.
- topgallant* - The mast, yard, sail and rigging above the topmast.



- top hamper* - General term for masts, spars and rigging.
- topmast* - The portion of a mast (and its rigging) above the top, usually separate from the lower section; its sail was called the topsail, which gave its name to the yard and running rigging.
- topsail schooner* - A schooner with square canvas on at least one topmast.
- trim* - The fore and aft attitude of the ship; if the ship draws more water aft than forward, for example, she is said to 'trim by the stern'.
- trysail* - A gaff-and-boom sail set from an auxiliary (trysail) mast or rope horse; the trysails that replaced staysails were called spencers in nineteenth century navies. Trysail was also used of the reduced storm canvas employed by small craft in place of the regular main.
- tumblehome* - The curving-in of the ship's side above the waterline; this feature was abandoned in the nineteenth century, the resulting ships being described as wall-sided.
- weather helm* - A well balanced sailing vessel will usually have a tendency to gripe or come up into the wind, which is considered far safer in emergencies because if control is lost the ship will end up head to wind and more less stationary. However, under sail it is necessary to offset this tendency by use of the steering, holding the helm or tiller up to windward, for this reason a vessel with this most desirable characteristic is said to carry weather helm.
- whipstaff* - A vertical lever attached to the end of the tiller to allow the helmsman to stand at least one deck higher and possibly in sight of the sails.
- windward* - Towards or on the side from which the wind blows, the weather side. The opposite of leeward or lee side.
- yard* - Spar from sail was set, irrespective of whether the vessel be square or fore-and-aft rigged.
- yawl* - A two-masted fore and aft rig in which the mizzen was very much smaller than that of a ketch and usually stepped abaft the sternpost.

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