



# WING & WING

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The Official Newsletter of the American Schooner Association

## HERON

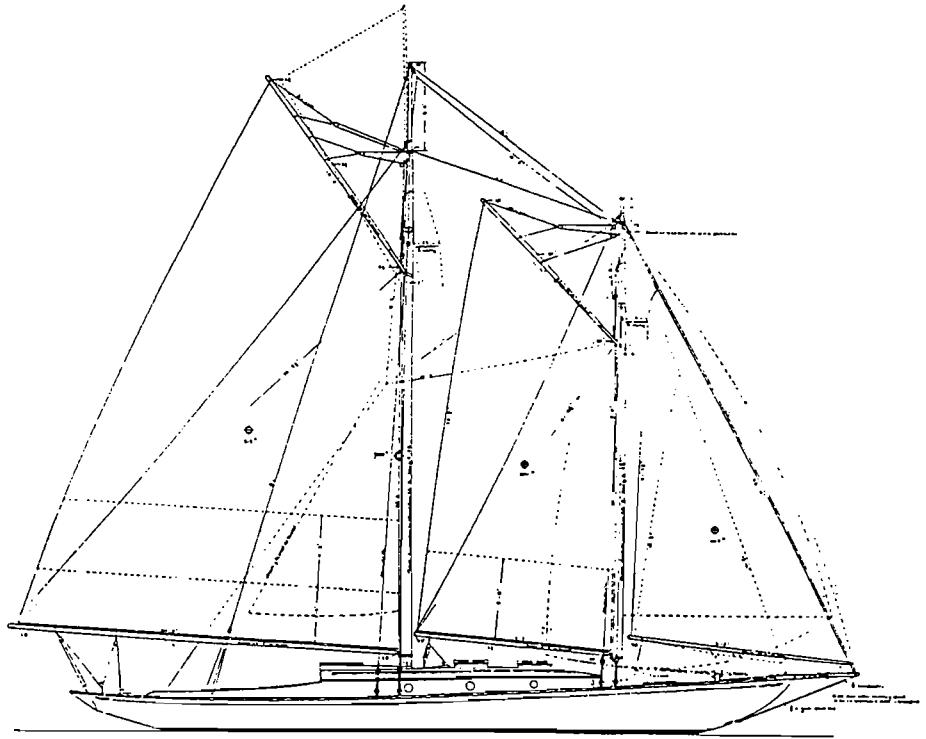
*Dr. Horace Pettit owned HERON for nearly fifty years. He compiled the following notes on the schooner's history.*

HERON is a gaff-rigged schooner 45'6" overall, 33'0" waterline, 9'2" beam, 6'3" depth, and 954 sq. ft. sail area. She was designed by B.B. Crowninshield and built in 1911 by K. T. Green & Co., Chelsea, MA, for Tucker Daland. (see *Rudder Magazine* for January, 1912).

Mr. Daland, of Brookline, MA, was one of the founders of the North Haven, CT, summer colony. He commissioned Crowninshield to design a schooner primarily for coastal daysailing. Thus, Heron was designed with a long cockpit that could accommodate groups of people comfortably. There were two bunks in the main cabin, an enclosed head to port and a galley to starboard between the main cabin and the forecastle, which also had two bunks. Each cabin could be curtained off from the other for privacy.

Fast and responsive under sail or power. HERON's working sails are her mainsail, foresail and jib. She has a main topsail on a spar and a fisherman's stay-sail. She had a spinnaker but it was seldom used and eventually discarded. In a strong NW wind she sailed 10 nautical miles in 1 hour in Eggemoggin Reach, under full working sails.

For going to windward in winds over 20 knots, a double-reefed main and a storm jib were the best combination. Off such winds she would stand up and go under foresail alone. We are talking about usual summer winds, here, not thunder-



In 1937, while serving as the flagship of the North Haven Yacht Club, HERON sailed to Newport to see the America's Cup Races.

In 1953, with Bill Ames at the helm, HERON came in third in the schooner class of the Off-Soundings Race. On board were Eileen Ames, Jane Pettit, and Robert Gilbert. BARLOVENTO, Pierre S. du Pont's schooner, was first and another large schooner was second.

I have no record of the number of schooners of our size in the race but there must have been six or more. HERON would point a bit higher than most schooners and keep moving in light breezes.

Her sails were canvas until 1977 when a new set of working sails were made of Dacron by E. S. Bohndell of Rockport, ME.

HERON could be sailed single-handed in fair weather. Her sheets and backstays were in reach of the helmsman, as were her throttle and gearshift lever. When Jane and I owned her we spent many vacations with just the two of us on board. HERON handled beautifully.

The original engine was a 2-cylinder Brennan with horizontal-opposed cylinders. The ignition was make-and-break and the engine was started by turning the large heavy flywheel. There were no gears. To go forward the flywheel was turned to your left, to go astern it was rolled to the right. Direction could be changed with the engine running by cutting the ignition until the flywheel reversed itself then making immediate contact.

(Continued page 7.)

## MINUTES OF BOARD OF GOVERNORS MEETING, MYSTIC SEAPORT, JUNE 30, 1996

The meeting was called to order by Vice Commodore Bob Pulsch at 1026, on board WHEN & IF, at Mystic Seaport Museum. Persons attending were: Bob Pulsch, Roberta Pulsch, Mary Anne McQuillan, Howard Hopps, Becky Hopps, Mark Faulstick, Nannette Woodcock, Dave Clarke, Nancy Clarke, Bill Barnum, Jim Mairs, and Jim Cassidy.

Treasurer Mary Anne McQuillan gave the treasurer's report and handed out updated membership lists. It was reported that the back issues of *Wing & Wing* have been copied and are selling well. The Board extended a thanks and well done to Vern Brady and Roberta Pulsch for their work on getting the back issues to press.

Progress on the Rendezvous preparations was discussed. Nannette Woodcock reported on the dinner arrangements being

made and other events planned. Dave Clarke reported that Doug Hazlitt has agreed to donate 6 cases of wine for the Rendezvous. Bill Barnum noted that he has movies of the 1932 BRILLIANT Atlantic crossing for showing at the Rendezvous if desired. Mary Anne McQuillan provided a trophy to be used for the dinghy races.

Jim Mairs stated that the form of the rally/cruise-in-company from Gloucester to Mystic between Labor Day and the Rendezvous would be determined at Gloucester depending on the weather and the participants' desires.

After more discussion about the upcoming Rendezvous the meeting was adjourned at 1110.

Respectfully submitted,  
Howard Hopps, Secretary

## MINUTES OF MEMBERSHIP PLANNING MEETING, MYSTIC SEAPORT, SEPTEMBER 8, 1996

The meeting was called to order by Commodore Fred Sterner at 0908, at the Meeting House on Mystic Seaport Museum grounds. The purpose of the meeting was to be a calendar-setting session for 1997, in particular for the 1997 Rendezvous/race.

Much discussion followed about the form next year's event should follow, whether it should be another rendezvous similar to 1996, whether or not the ASA should try to incorporate a race into the weekend, possibly a race to Essex for the following week's Governor's Cup races, etc.

After much discussion it was agreed that the ASA should encourage participation in the Gloucester schooner races and the celebration of the turning around of the CONSTITUTION in Boston harbor in July, and should investigate participating in a Canadian event. However it was the consensus that the Mystic Schooner Days was the "premier" event of the American Schooner Association and that we should put on a Rendezvous in 1997 on the first weekend after Labor Day, similar to the 1996 Rendezvous, with a goal of about 25 participating schooners. It was moved,

seconded, and approved to have a 1997 Rendezvous as stated above.

Capt. George Moffett stated that scholarships for BRILLIANT for 15-19 year olds is available and anyone interested in more information can contact him at the Mystic Seaport Museum.

The ASA extended thanks to Bess Eaton Co. for providing the coffee and donuts for the meeting.

There being no further business the meeting was adjourned at 1000.

Respectfully submitted,  
Howard Hopps, Secretary

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Additionally, Commodore Fred Sterner and Treasurer Mary Anne McQuillan can be e-mailed at [McSCHOON@aol.com](mailto:McSCHOON@aol.com).

Anyone wishing to purchase ASA merchandise (shirts, hats, burgees) can contact Becky Hopps at 148 Pine Hill Road, Sterling, CT 06377, ph: (860) 564-7204. Also available for sale are complete sets of all the back issues of *Wing & Wing*. Contact Becky Hopps.



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## 1996 WOODENBOAT SHOW A SUCCESS

Nearly 17,000 people attended the 1996 WoodenBoat Show, held June 28–30 at Mystic Seaport in Mystic, Connecticut. The attendance was more than double what it had been in 1992 and 1993 in Newport, Rhode Island, and far exceeded the show's 1994 record of 9700 in Southwest Harbor, Maine.

"Mystic Seaport is the ideal backdrop for the show," said Valerie LaFrance, WoodenBoat Show Manager. "It is possible, for example, to go into the Museum's small craft building and study the bronze hardware on a particular boat design, then go out to the boat show exhibits and find a replica, perhaps even an original, of the hardware one needs. The combination of history, tradition, and research with displays of today's products and services is invaluable."

Exhibitors at the show proclaimed it, "...one of the best boat shows I have ever attended" and "...one of the most enjoyable I've done." Many reported that this year's show resulted in more business than any of the five years the show had been running.

As usual, exhibitors commented on the knowledgeable crowd the show attracts. Manufacturers' reps from coatings and adhesives companies such as Interlux, Sika, Pettit, and 3M have learned to expect technical questions from the hands-on wooden boat crowd, and builders talk with many experienced boaters who hold strong views of the ideal boat.

The show also attracted many families, drawn both by the beautiful boats along the river and Mystic Seaport's educational and recreational programs. More than 1200 small boats were built by young children in the Interlux Children's Boatbuilding Area, and the Seaport's Children's Museum was very active.

Families steamed across the Mystic River aboard the SABINO, shopped in the Seaport stores and boat show tents, ate lobster at the Galley, and explored the boats of the show and the museum's tall ships.

After studying more than 100 boats, ranging from the many artistically crafted and highly portable canoes, kayaks, and skiffs,

to the meticulously maintained yachts along the North Parade dock, showgoers voted for their favorite boat. This year's People's Choice Award went to RADIANCE, the 72' ketch built in 1995 by Legendary Yachts of Washougal, Washington, just barely edging the incumbent Wood Song Canoes of Round O, North Carolina.

A number of local boats won prizes in the Concours d'Elegance, where boats were judged by teams of marine professionals. Jeff Hall Marine Carpentry of Mystic won a citation for "Sailboat in Outstanding Original Condition" for DOLPHIN; Boyd's Boatyard of Canton won "Excellence in a Unique and Difficult Restoration" for their Fairliner Torpedo; NEITH of Mystic won "Outstanding Restoration and Maintenance of a Sailboat"; SADIE won "Outstanding Museum Quality Restoration" for McClave, Philbrick & Giblin of Stonington; and the owner-built SKIPPERKEE from Fairfield won a citation for a "Wholesome Pocket Cruiser."

The judges were limited to 20 awards, a difficult task with 67 stellar entries.

WoodenBoat Publications and Mystic Seaport hope to announce plans for next year's show later this fall.

## RACE RESULTS: 19TH ANNUAL VICTORIA REAL ESTATE BOARD CLASSIC BOAT FESTIVAL

The 13th Annual Schooner Cup Race and the 11th Annual Classic Open Sail Race took place in sunny but calm conditions off the Victoria, BC, waterfront on Sunday September 1.

Owing to the light conditions on the last leg, when the wind receded from the finish back to the Wing Mark, most boats in Class C failed to finish within the time limit.

Five schooners and 16 yachts took part in the races, which are part of the Wooden Yacht Racing Association's Pacific Northwest Series.

The race results were as follows:

## LIBERTY STARS IN MOVIE

Boston's schooner LIBERTY, seasonally docked at Long Wharf, spent two months this past winter in St. Petersburg, FL, starring in the ABC made-for-TV movie *Barefoot in Paradise*. The 80-foot gaff-rigged schooner was selected for her role because of her traditional rigging (identical to that of classic schooners), clean, open deck space, and her experience working on similar productions, including NBC's *Paradise Island*.

The movie's story centers around two successful Wall Street stockbrokers who leave the New York City rat race behind to buy and restore a classic schooner and start a Caribbean charter sailboat business. It's the classic plot of "traditional vs. modern," where the schooner BAREFOOT (aka LIBERTY) races against a contemporary sailing yacht for the rights to the charter business.

"It's love—lost and found—on the high seas. It's about chasing a dream," says Stuart Sheslow, one of the three executive producers.

"Filming while under sail is very unpredictable," says LIBERTY Captain, Bill Robbins. "Orchestrating the race to have two boats come within inches of each other, narrowly avoiding a collision is not easy."

*Barefoot in Paradise* is scheduled to air sometime late this fall.

BARLOVENTO, owned by Craig Downey, was the winner of the Schooner Cup Race and was awarded the Maritime Museum of British Columbia Trophy.

BARLOVENTO also won Class A (Racing Division) of the Open Sail Race. STARWAGON and Carlyn were second and third, respectively.

In Class B (Cruising Division) boat placings were as follows: CIRCE, AURA, NAN OF CLYNDER, NAUTILUS, SARGASSO, and MYRICA.

SUMMERTIME OF WIGHT was the only Class C (Inshore Class) finisher

## MYSTIC RENDEZVOUS

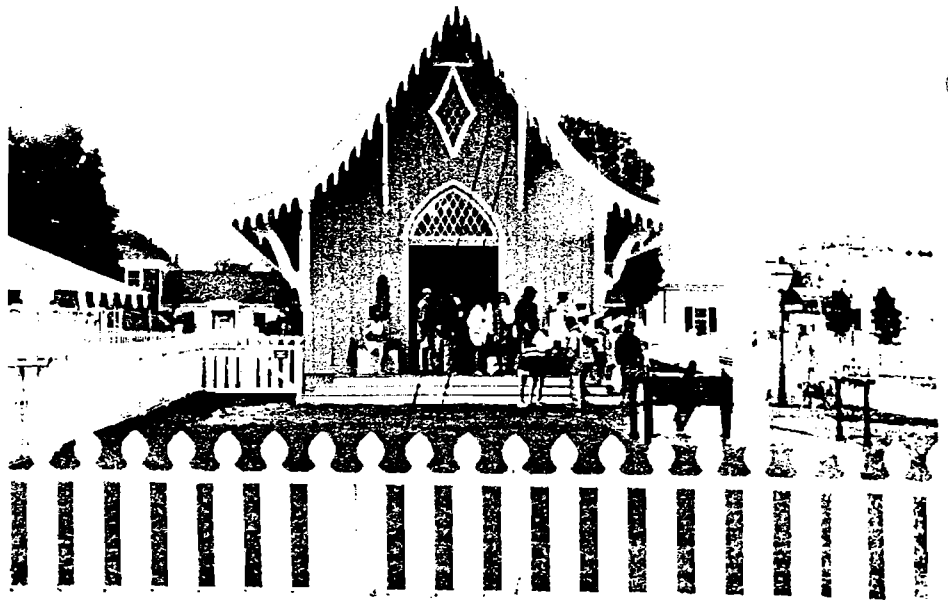
With hurricanes Fran and Hugo threatening the northeast coast and greatly disrupting planned schooner traffic between Gloucester and Mystic, the American Schooner Association hosted its Mystic Seaport Rendezvous to celebrate the 75th birthday of the fishing schooner L.A. DUNTON

A total of 12 schooners made it to Mystic and more of the membership traveled by land to attend. They witnessed a special birthday presentation to the Seaport to commemorate the birthday schooner, as well as the awarding of the ASA Award to Bill Ames, longtime force and chief handicapper of the Mystic schooner race.

In ceremonies at the New York Yacht Club Station, Vice Commodore Bobbie Pulsch presented an ASA burgee and compilation of back issues of *Wing & Wing* to the Seaport for the DUNTON. Accepting on behalf of Mystic were George Moffett, skipper of BRILLIANT, and Rod Richter, supervisor of special interpretive programs. George talked briefly about the birthday schooner and then she was serenaded by the American Schooner Association Youth Chorus in a somewhat shy rendition of "Happy Birthday."

Moving inside to escape the monsoon, Commodore Fred Sterner then presented the ASA Award to Bill Ames who, with his wife Eileen, have long been the driving forces behind the Seaport's schooner race. In the course of reminiscing about the race and his efforts at coming up with a workable handicapping system, Bill promised to do what he could to reestablish the race under the Seaport's auspices. Bill and Eileen also brought along some early scratch sheets from the first several races, leading to somewhat maudlin speculation about what had become of many of the schooners and their owners.

In other events, the highlight of Friday afternoon, and one of the major attractions of the weekend, was the arrival by trailer of the just-finished PEANUT, a 16-foot double-gaff, hardchined schooner built by Vice Commodore Bobbie Pulsch. With expert help from master rigger and rope wizard Ralph Clark, PEANUT's running rigging was quickly spliced and, to the



*The New York Yacht Club Station, site of the ceremonies. Photo by Jim Mairs.*

admiration of many Seaport visitors, the masts were stepped and the vessel put on exhibit.

At that point, only eight schooners were in port, so it was with great relief that the 5:15 bridge brought three more, including WHEN & IF, by way of Maine.

The weather held nicely for the Friday evening informal reception and river cruise on SABINO, the Seaport's paddle wheeler. After the boat ride, a compatible

group, accompanied by the musicians from the river cruise, gathered on ADVENTURER for a singalong

Saturday morning, however, brought the rains. Nevertheless, nine intrepid souls ventured forth in the Seaport's Dyer dinghies to contest for bragging rights to the title of "Western World's Greatest Sailor." Over the course of four very wet races, it became apparent that two different classes of ability were competing: fair-

*The ASA Youth Chorus. Photo by Jim Mairs.*



ly good and not very good at all. Competition for the top three places was very close between Ross Gannon, skipper of WHEN & IF, Scott DiBiaso, mate on the me vessel, and the eventual winner and Greatest Sailor in the Western World, John Turner of EASTERN PASSAGE. John had two seconds, one first and a tie for second for a total of 6.75 penalty points. Scott finished second with two firsts, a third and a fourth for 8.5, and Ross finished third with a first, a second, a tie for second and a fourth for 8.75 penalty points.

Competition was equally keen at the other end of the pack. Teri Chapman finished fourth, with 19 points, and Brandon Allison of AMERICA finished fifth with 23 points. Paul Bradley was sixth with 24 points, and Commodore Fred Sterner was seventh with 28. Rob Wetmore of AMERICA was eighth with 30, and Mark Faulstick of ADVENTURER brought up the rear, literally, with 33 points. Although several skippers were notable by their absence in these races, Mark's four efforts of last, last, next to last and did not finish, proved conclusively that he should stick to big boats.

Carrying on a Mystic Seaport tradition, Rob Wetmore earned the Anderson Island Trophy, a suitably inscribed piece of the rudder he broke when he encountered the island of that name during the third race.

During the course of the day, yet another intrepid band of (more youthful) individuals engaged in a cleverly contrived scavenger hunt organized by Nannette Woodcock of ADVENTURER. All, or most, of the answers were discoverable in Seaport exhibits and using the Seaport map and guide proved very helpful. Questions included "the name of the sail on the fourth mast of a seven-masted schooner" and the toll charged for walking across the wooden Mystic River drawbridge in 1860. Winners included almost all of Bobbie Pulsch's grandchildren who, with Nannette's niece, had made up the ASA Youth Chorus much earlier in the day.

The evening festivities at Frohsinn Hall featured a lobster dinner, awards for the Dyer dinghy races and numerous door prizes, plus dancing to a live band. Much work went into the weekend and plaudits to the organizers, especially Howard and



*Rain. Rain. Rain. Photo by Jim Mairs.*

Becky Hopps, Jim Cassidy, Roger Walworth, Nannette Woodcock, all of the ASA, and Dave Rainier and his Seaport education staff who ran the dinghy races in the rain.

Vessels participating at the rendezvous included ADVENTURER, AMERICA, BLACK PEARL, BRILLIANT, COMPASS ROSE, EASTERN PASSAGE, IZURDA, PEANUT, SEBIM, SPIRIT, WHEN & IF AND WINTERWOOD.

*Bill Ames accepting the ASA award from Commodore Fred Sterner. Photo by Jim Mairs.*



## FROM THE LOG OF VOYAGER, NO. 7: AUSTRALIA

It's the twenty-sixth of June, 1996. I am sitting below on a particularly nice day wrestling with numerous instruction booklets and a blank screen at the top of which are a plethora of icons, few of which have any meaning for me.

VOYAGER is dockside at a small marina located at the end of a canal in Mooloolaba, Australia. Only fifty years ago this basin was a swamp behind sand dunes, a scant quarter of a mile inboard the Tasmanian Sea.

It was thirty-five years ago that I began my relationship with VOYAGER in Tiverton, Rhode Island. The schooner had no electronics aboard. For navigation we had a lead line and an empty beer bottle. The former was a cylinder of lead having ten fathoms of line spliced into its top. The line was calibrated in three-foot intervals with a leather, then two feet and a leather plus a feather. The designations changed: a strip of canvas, a used condom, which we all learned to quickly identify.

The lead was heaved well forward of the bow as VOYAGER sailed along and when the bow watch felt its weight of fall drop to nothing, she would shout aft to the helm: "three fathoms two!" which meant we were in twenty feet of water (one fathom equalling six feet). It was a simple procedure and involved no moving parts. We still ran aground on occasions, for by the time the bow watch called out one fathom three it was already too late to alter course.

The beer bottle was an instrument for determining boat speed. The same bow watch dropped an empty bottle off the bow and the time it took to reach the stern was recorded by a stop watch (or more likely a wrist watch). Since Voyager is exactly fifty feet long it was an easy matter to calculate our speed in knots per hour. A nautical mile is 6,000 feet.

This figure is based upon the time it takes the earth to rotate around the sun in a solar day, or 360 degrees in twenty-four hours, which is 15 degrees of arc each hour. Since one degree equals sixty minutes and one minute of a great circle equals one nautical mile, and the earth rotates at a speed of 15 degrees times 60 miles, which would make it 900 miles per hour or one time zone . . . oh the hell with

it. We knew how fast we were going at any rate. And again there were no moving parts to malfunction. It was a simple boat in simpler times.

My nickname in those days was "lead line Pete" Even then this was not a complimentary sobriquet, but I had neither the funds for more modern electronic equipment, nor the intellectual capacity to understand their working processes. My brain is linear—I lack the ability to transpose a written document into a complicated manipulation of buttons in sequence or in some mystical combination to yield the treasure of information for which a computer has such potential.

Over a period of years Jeanette and I learned the art of celestial navigation. We wanted to make long passages over oceans and have some sense of where we were when large boulders began to appear above the water. This was a most satisfying process and we found that with experience we could make landfalls after a crossing of 3,000 miles within a few miles of our charted position.

But the technological world was closing in all around us, challenging our pure but fragile climate. Our vessel was a dinosaur and we began to feel we were falling into a prehistoric mind set. We installed a depth sounder and a speed indicator, both of which required electricity. But since we used kerosene to light our interior and navigation lights, we had no house battery bank.

The next compromise was to wire the boat and hook up to an electrical panel. This was followed by acid batteries and a charging system and ultimately a long umbilical chord to land, and an electrician and numerous technical consultants to repair the radar, radio telephones, loran, radio direction finder, and satellite communication system which soon followed. We were wired.

We had also given away our instinctive sensibilities and our selfconfidence. We noticed that no one ventured out of the harbor without all these systems in operable condition. One did not look at the sky and assess the weather, one called the national weather bureau, who seldom made an accurate forecast: "Winds

10 to 15 knots from the southwest." We sailed out into a brisk 45-knot northeast.

We no longer dropped beer bottles at the bow—our ecological awareness no longer permitted this—but we did continue to throw the leadline near shore. We could trust an imaginary radio signal bouncing off the bottom and showing up in our cockpit?

While we retained our proclivity for neolithic thinking, our left foot was in the modern world. VOYAGER remained a dinosaur but could out-foot the modern boats in light or heavy airs, and at sea in a blow she was most comfortable and seaworthy. We distrusted the early electronics, but we harnessed their energy when they worked. We felt we had reached a comfortable compromise with modernity. That is, until personal computers became affordable to even the boating community. "Yep, I can put my position on an electronic chart on my PC interfaced to my GPS, loran, and radar. This is hooked up to my automatic pilot which steers my boat." So stated Butch Dilletante of the Aardvark 47'. There was no longer a need for him to be aboard.

When my younger son advised us that we had better get aboard the journey into cyberspace before Alzheimer's made it impossible, we invested again in the future. It is a crisp and warm day in Australia and I should put a fourth coat of varnish on the fore gaff, but instead I sit staring at a computer screen. What do all those little icons mean?

Peter Phillips

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## MALABAR X SOLD

MALABAR X has a new home! After twenty-four years of ownership—cruising and racing—Lee Pryor has sold his schooner to Doug Hazlitt of upstate New York.

MALABAR X was featured in the Spring 1992 issue of *Wing & Wing*, where it was reported that she was badly damaged in a storm in 1991. Doug is embarking on a major refit and will continue restoring the boat at his yard on the Finger Lakes.

(HERON: Continued from page 1.)

The Brennan was replaced in 1936 with a 4-cylinder, 25-hp Gray which had a gear box. New Grays were installed in 1951 and 1973.

The gasoline tank would hold 20 gallons of regular gas. At a cruising speed of 5 knots the engine burned about 1.5 gallons per hour. There are two water tanks: 20 gallons aft and 50 gallons forward. The latter was put in in the early 50's.

The cabin lamps, anchor light and running lights burn kerosene. There was an alcohol stove. The refrigerator could hold two 50-pound cakes of ice, which would last about 5 days in Maine waters. The basin and sink have pump handles.

We would navigate by chart, adjusted compass, taft-rail log and a watch. A lead line marked in fathoms measured depth. HERON also had a brass bell and a sound signal. She towed a wooden rowboat made by Lester Greenlaw of North Haven.

The following is the list of owners, years of ownership and homeports: Tucker Daland, 1911-34, North Haven, ME; Horace Pettit, 1934-40, North Haven, ME; record lost, 1940-42, Long Island Sound; H. K. Legare, 1942-46, Dundalk, MD; Kenneth Scott and Horace Pettit 1946-48, Georgetown, MD and Essex, CT; Horace Pettit, 1948-1989, North Haven and Camden, ME.

There were two intervals in this last span of years: She was hauled out at Kelly's yard in Fairhaven, MA, in the winters of 1951-52 and 1952-53, when she was in joint use with Bill and Eileen Ames of Mystic, CT, and 1980-84, when she was having 26 frames replaced by Nick Apollonio and refastened below the waterline by Lehtinen's Boat Shop at Tenants Harbor, ME.

She spent the winter of 1983-84 at Spruce Head Marine and sailed back to North Haven at the end of the summer of 1984.

During the next three summers she was sailed in July out of Pulpit Harbor by Norman Pettit, my son, and out of Rockport by me and Nick Apollonio in August and September. During this period she did not leak excessively.

During Hurricane Gloria on September 27, 1985, HERON was on her mooring and anchored in Rockport harbor. She did not leak much even then, although the small

fiberglass motor-cruiser FRANCIS DEE dragged alongside HERON's starboard side chaffing it badly.

HERON was behaving so well that I was unpleasantly surprised by the results of the survey made in April 1988, by Stephen Olsen of Samuel E. Slaymaker, Inc. He found her unseaworthy due to rot in her keel. She was then 77 and I was 85, and my son was about to buy a Stonehorse sloop, so HERON was towed to Wayfarer Marine to be handy to Cannell, Payne, & Page, yacht brokers.

On September 12, 1989, she was sold to Frank E. Folscher, of Red Bank, NJ.

### *Today*

*In June 1995 Bob Pulsch bought HERON. He writes the following:*

I first saw HERON about six years ago in our local boatyard and I immediately fell in love with her. I kept track of her until her then-owner, Frank Folscher was ready to sell—at the right price. HERON needed restoration work done—first and foremost being a new hull—and I wanted to do it. I had to sell my beloved KATHLEEN MARY in order to purchase HERON.

My intentions are to reconstruct a new hull, using all the original interior deck beams and cabin trunk, and keeping to the original design. Very little has been changed on the boat since its construction.

The spars are in excellent condition, with the hardware intact. I also have the original compass, kerosene running lights, and cabin lights.

Shortly after I purchased HERON I began researching her history. I got copies of her original plans from Mystic Seaport, CT, and the Peabody Museum in Salem, MA, was able to provide me with the table of offsets and original drawings. This was truly a lucky find and will enable me to reloft the hull to its original shape.

To date, I have removed the old wrought iron keelbolts, and have reconditioned the original iron ballast. I have acquired all the oak timbers and planking, and have begun cutting the timbers. I hope to complete HERON's restoration by 1998. I have heard from Bill Ames at Mystic Seaport, who captained her for many years, that she is a fast boat. My plans are to race her and to take her up to Nova Scotia, to show those Novies what an American-built schooner can do!

## MUSEUM NOTES

### *North Carolina Maritime Museum, Beaufort, NC*

Always lots going on at the NCMM:

On November 22, David Moore will present "Shipwreck Research: A View into Maritime History." This slide lecture offers personal experiences on wrecks of Spanish galleons, English slave ships, and blockade runners in North Carolina, Florida, and the Bahamas.

On November 23, musicians David Stronge and Suzanne Tarr of Richmond, VA, will perform a concert of traditional celtic music and seafaring songs.

"Opposite Coasts" is an exhibit of watercolor paintings by Bernard and Audrey Evans of Cornwall England. The watercolors contrast English seaport villages with the small fishing ports of Beaufort and Oriental, NC. The paintings depict a variety of coastal scenes, boats, and houses along these waterways. The exhibition runs until January 5, 1997.

The NCMM and the North Carolina State Museum of Natural Sciences are pairing up to organize a cruise to Costa Rica, the Darien Jungle, and through the Panama Canal aboard the YORKTOWN CLIPPER, a shallow-draft vessel specializing in waterway travel. Tour rain forests and nature reserves, and view the remote islands along Panama's Pacific Coast. Trip runs December 2-10.

For more information on any of the museum's programs call (919) 728-7317.

### *South Street Seaport, New York, NY*

South Street is gearing up for Christmas and New Year's. Their featured holiday events include a chorus tree (decorated with lights and ornaments, and a full-sized choir in attendance), Santa Claus (voted the "Most Sincere Santa of 1995" by *Travel and Leisure*), and fireworks to welcome in the new year.

Visitors can also visit the museum's six historic ships which will all be suitably decorated for the holidays with little Christmas trees fastened to their masts. For more information call (212) 748-8744.

# THE DISASTER OF THE VIZCAYA & CORNELIUS HARGRAVES: OCT. 30, 1890

...from the *New York Times Saturday, November 1, 1890.*

## **A FATAL CRASH NEAR PORT**

Many Lives Lost in A Collision  
Near Barnegat

### **A Schooner Cuts Down a Passenger Steamer**

The CORNELIUS HARGRAVES runs into the Spanish Liner VIZCAYA, sinks her, and goes to the bottom herself—some of the people rescued—awful sufferings of the survivors

On Thursday, a clear night, just off Barnegat, where there is room for the world's navies to pass abreast, but where captains always keep a sharp lookout for the many vessels that use that ocean thoroughfare, the iron steamer VIZCAYA of the Compania Transatlantica Española, but a few hours out of port, was sent to the bottom by the four-masted coal schooner, CORNELIUS HARGRAVES, and seventy-four of the ninety-three souls aboard her are believed to have been drowned. The schooner also sunk just after, but ten of her crew being saved.

Altogether, it was an unexplainable incident, and is the most awful marine disaster that has happened off the coast since the GEISER was run into two years ago and sunk with 105 of her passengers and crew.

These are the names of survivors so far as is known: First Officer Felipe Hazas; Second Officer Francisco Covas; surgeon, Andres Jorgi Valdes Rico; Chief Engineer, Francisco Serra; Seamen Carlos Zalara, F. Lopez, Juan L. Lianes, Angel Iglecia, Jose Menducia, B. Martinez, Pedro Pavallano, Ramon Perez, and seven others rescued by the schooner SARAH L. DAVIS, and ten of the crew of the sunken schooner.

The passengers on board the VIZCAYA, most of whom are supposed to have been lost are these: Juan Pedro, Manuel A. Calvo, Mrs. Manuel A. Calvo and one son and a maid, Mrs. Purr and three children, A. Ruiz, Jose Acaira, Ramon Alvarez, Juan F. Redman, Oscar Isluar, Luigi Pellion, Jose Menendez Garcia.

The remainder of the ship's company include: Captain Francisco Cunil, Third

Officer/Purser Deza, Second Engineer A. Guezala, and sixty-one stewards, sailors, firemen, etc.

### **The story of the wreck**

The disaster occurred at 8:30 Thursday night, and news of it reached the city yesterday morning by the steamer HUMBOLT, from Brazil, which came into the bay with the twelve survivors of the wreck. Not enough of the accident is yet known to fairly place the blame.

The VIZCAYA left her dock at Pier 21, North River, at 1 o'clock Thursday afternoon, bound for Havana, Santiago de Cuba, Colon, and a number of Central American ports, with sixteen passengers and a cargo of general merchandise. The schooner was on her way from Philadelphia to Fall River.

About 6 o'clock yesterday morning the HUMBOLT came to the scene of the disaster, and her lookout's attention was attracted by the sight of two sets of masts sticking straight out of the water about six miles east of Barnegat. He notified First Officer Andrews who gave the word to steer for them, and as the HUMBOLT drew closer, a dozen men were seen clinging to the foremast yard of one vessel.

Two boats in command of the first and second officers were immediately lowered away and sent to their rescue. The water was calm and transfer easily made, but the unfortunate men were so cramped and stiff by their twelve-hour ordeal that they had to be lifted into the boats.

When the rescued men were brought aboard and wrapped up and dosed with hot drinks until their chattering teeth were quieted sufficiently to allow them to articulate, they said they were four officers and eight men of the VIZCAYA. The HUMBOLT's boats went carefully through the mass of wreckage that floated about both vessels, but could find no sign of another human being, and she accordingly resumed her journey, reaching the bar at 10:30 o'clock.

When the revenue cutter CHANDLER brought the news of the accident, a rush was made for the HUMBOLT, which came to her berth at the docks of the Arbuckle Brothers Coffee Company at the foot of

Jay Street, Brooklyn, but the officers of the VIZCAYA set off at once with Captain Black of the HUMBOLT for the offices of their agents, J. M. Ceballos & Co. at 80 Wall Street, this city, after refusing to talk on the subject. The eight sailors who were left aboard the HUMBOLT were ignorant fellows, who were too frightened to talk even if they had not been expressly forbidden to open their mouths, and the officers of the Brazilian steamer either could not, or for some unknown reason would not, tell anything about the disaster except their share in it as to the rescue.

First Officer Andrews, however, was finally induced to say that the VIZCAYA's officers had told him that the collision occurred at 8:30 o'clock Thursday evening. The night was dark but clear, and the sea smooth, and the schooner, which was a big four-masted affair, much larger than the VIZCAYA, was seen some ways off, heading to the northward and running free before a moderate breeze.

None of the VIZCAYA's people, he said, could say just how the vessels came to meet, but meet they did, the huge schooner's bow crashing into the VIZCAYA's starboard bunkers and almost cutting her in two amidships. The schooner bounded back clear of the steamer from the tremendous shock and then hit her again, glancingly this time, her bowsprit tearing away rigging, boats, and deck fittings clear to the stern. The VIZCAYA began to settle at once, and five minutes later, even before one boat could be gotten free, was lying on the shoals, whither the schooner, in less than a minute, followed her.

Probably twenty men got into the foremast rigging and twoscore caught hold of floating spars and planks in the water, but the cold and wet soon numbed these unfortunates into insensibility and loosened their holds, and all but twelve of those in the rigging dropped off to their deaths before daybreak. The women and children went down with the boat.

### **Worn out by cold and exhaustion**

"It was a little after 8 o'clock this morning," he said, "when we caught sight of the wreck, and we had the survivors



aboard in less than half an hour. They were in a pitiable condition, half-crazed with cold and fear, and they were unable to give any coherent account of the disaster. We worked over two of them for an hour before we got them comfortably warm.

"They said that the Captain, Francisco Cunil, and the third officer, whose name they could not give, were on the bridge at the time and were both killed in the wreck made by the schooner's bowsprit. That is all I know of the accident. Both vessels are now lying in probably five or six fathoms of water, their masts exposed above the lower yards, and there is a great deal of wreckage floating about them."

At the offices of J. M. Ceballos & Co., but little could be learned of the exact nature and cause of the collision. The rescued officers, who were First Officer Felipe Hazas, Second Officer Francisco Covas, surgeon Valdes Rico, and Chief Engineer Francisco Serra, could not be seen, and it was not until 5 o'clock in the afternoon that the agents gave out this much of the story. They said that they had been able to get no better account from their men.

"The collision took place at about 7:30 (30 was the other report) o'clock," they said "and the schooner took our steamer entirely unawares. Captain Cunil was on the bridge at the time and was crushed by the schooner's bowsprit. The passengers were in the saloon and smoking room and rushed on deck as soon as the shock was felt, as did the sailors and firemen below. Many people, crew and passengers, jumped aboard the schooner as she slid along after the second impact, thinking themselves safer there, and in the awful confusion a number of them jumped overboard to catch the floating spars and planks.

"We are not yet positive as to whether or not the schooner showed her lights, but know that ours were lit and showing plainly. It was a very dark night. Captain Cunil had been with the company for nearly twenty years and had a very high reputation for seamanship and carefulness. We cannot believe the accident was due to his negligence. He and his officers were all members of the Spanish Naval Reserve.

"Dr. Rico, who seems to be able to tell more of the scene after the shock than his

fellows, was below in the smoking room at the time, talking to Señor Pedro. They rushed on deck together to see the bowsprit of the schooner towering above them and ripping away the rigging and deckhouses like chaff. Señor Pedro said 'We are lost!' and the doctor answered, 'If we are injured below the water line, we are!' Just then Engineer Serra came up from the engine room and announced that everything was gone below and the hull flooding rapidly. Even as they talked the vessel began to settle, and Mrs. Calvo, with her boy in her arms, came stumbling toward them screaming, 'For god's sake, save my little one!'

"The engineer tried to get hold of the child, but the final tremble of the steamer came then, and he just had time to catch the fore rigging as she sank. At least twenty-five men must have reached this position also, but one by one they were forced by cold and exhaustion to loose their holds and dropped into the sea.

"One of the sailors, we do not know which one, managed to cut away a portion of the foresail with his knife and wrap it about himself and his fellows, and this helped to keep the sea and intense cold off and enable them to hang on until they were rescued.

"This is the first accident we have had and we are prostrated by the news.

"Señor Pedro's young nephew is in the agent's office here. He said yesterday afternoon, between his sobs, that he had not yet been able to get a clear idea of this disaster. 'From what I hear,' said he, 'the scene must have been a frightful one and the Captain's death took away all order aboard the steamer. My poor uncle was too old to fight for a place of safety, and, indeed, as I know him, he would never have left the women and children anyhow.'

"The shock was so sudden, as I have it, that possibly no one could have preserved discipline and the VIZCAYA sank so soon after the frightful hole was cut in her that the uninjured boats on the starboard rail could not be gotten over."

#### *The chief officer's story*

The chief officer of the sunken steamer, Felipe Hazas, who was among those who were able to keep their hold on the swaying rigging from the time of the collision

until the appearance of the HUMBOLT's rescuing crew, gave a graphic account of the disaster and of the subsequent terrible suffering.

"The Captain and the third officer," he said, "were on the bridge at about 8:30, and the steamer was making her way southward at a good pace. The weather was good and there was a light wind, but no fog. Suddenly through the darkness the ghostlike shadow of a big schooner's sails appeared on the starboard hand. She carried no lights, though ours were burning brightly, and before a thing could be done she struck us a terrible blow just abaft the coal bunkers.

"The crushing force of the schooner's blow carried her bow clean into the engine room, and the water poured into our vessel in a perfect torrent. It was evident that nothing could be done to save the ship, and two of the boats had been smashed to pieces. We succeeded in lowering a third, and one man got into it, when just as he was casting off the falls, the steamer sank.

"The confusion was frightful and every one could think only of himself. I have not yet recovered from the shock of the accident, and cannot arrange the details in any intelligible order. I know that there was a terrible scramble for the rigging by some of the people on board, while others leaped up the sides of the schooner, which still lay along side us, tangled with our rigging. The bridge where the Captain had been standing was swept away completely by the schooner's bowsprit, and I think, without doubt, that both the Captain and the third officer were killed by the first crunching blow of the spar.

"Then I found myself clinging to the rigging, a little too low, for the water—there was quite a swell on—came up to my shoulders. Then I climbed higher. The moon rose and shone brightly on the calm, yet rolling, surface of the ocean, and near by us, with all sail set, we saw the upper portions of the four masts of the schooner, which had sunk but a few moments later than we did.

"The cold and wet were almost unbearable, and never was night so long. We hailed the approach of the HUMBOLT's boats as only men who had looked on death for twelve miserable hours could hail their savior.

"The blame for the accident was most

decidedly with the schooner, as she positively had no lights up when the collision occurred."

Dr. Rico, whose account of the collision has already been mentioned, was completely overcome by the experience of the night. He said that the cry of the poor Mrs. Calvo, beseeching some one to save her boy, was still in his ears. All after that that he was conscious of was the sickening reel of the vessel as she plunged downward, and the frightful struggle for existence that then began.

It was a strange coincidence mentioned by the freight agent of J. M. Ceballos & Co. that just nineteen years ago, when in the River Plate, he had been on board a burning ship, when the HUMBOLT, which yesterday morning brought hope to the poor wretches on the VIZCAYA's mast, lay by and offered her assistance.

He said he had always retained a warm corner in his heart for the HUMBOLT from that day to this, never expecting that the good old ship would ever again act an important part for him. He was more than surprised to learn that it was the HUMBOLT that had rescued the VIZCAYA's crew.

One man who was very anxious to get back to his home in Cuba was a very badly disappointed person on Thursday afternoon. He turned up at the Spanish Consul's office a few days before and told how he had been reduced by sickness and misfortune to a state of poverty and wished to be assisted to return to Cuba. His passage was accordingly paid and he was notified to be at the dock at 1 o'clock. For some reason he was late when the day arrived and visited the office of the company in a great state of mind at learning that the steamer had gone without him. Yesterday he came again to demand payment for his trunk or an order for it on its arrival in Cuba. This was denied him, and he was told the story of the accident. He said no more about the trunk and left the office with a very peculiar expression about his eyes. His luck had not been so bad as he had been inclined to think.

On the arrival of the shipwrecked sailors in this city they were taken charge of by the agents of Ceballos & Co. and taken in carriages to the CIUDAD CONDAL of the same line, which is now lying at Pier 21, North River. They made a sorry appearance as they came out of the car-

riages at the pier, many being coatless, hatless, and all barefooted. Hardly had they set foot on the decks of the CONDAL when some of their friends among the crew of that vessel recognized them, and, in the effusive manner of the southern nations, rushed forward and hugged and kissed their brethren they had given up for lost.

The unfortunate were taken in charge by the officers of the CONDAL, good warm clothing provided, and then they were allowed to get the sleep which they needed so much. No one on the pier was allowed to speak with the survivors after the first interviews on their arrival, and only a few of their best friends could learn of the experiences of the night.

From what little could be learned, however there was little more to be told by these men than by the officers.

According to a few words which they addressed in Spanish to those who met them at the pier, there had been many more who had tried to find a place to cling on the VIZCAYA's foreyard. But the poor fellows, used to southern suns, could not stand the penetrating cold of the long dark night, and dropped exhausted, one by one, into the sea.

One boat, they said, had been launched by the schooner's crew, and in this at least one of the steamer's company, a little colored steward, had succeeded in getting. Others might have been saved in this way, they thought.

#### *Rescued by tugs*

Late last evening news was received from Lewes, Delaware, that some of the passengers who leaped aboard the schooner or who succeeded in getting into the boat which was launched by the schooner's crew were saved.

The tugboat HERCULES had come into Lewes, it was reported, bringing ten of the sunken schooner's crew and seven of those belonging to the VIZCAYA. They had been picked up by the schooner SARAH L. DAVIS and were transferred to the HERCULES.

The body of a woman, probably that of Mrs. Calvo, was also picked up. These survivors were landed at Lewes Life-Saving Station, together with the woman's dead body.

The life-saving stations all along the

Jersey coast had been notified to look out for the wrecks early in the afternoon, but nothing came ashore in that neighborhood. Captain Ridgeway of the Barnegat station shortly before 4 o'clock discovered the wrecks by the aid of a powerful glass. They were lying about eight miles off shore, directly opposite the life-saving station, but too far for any details to be learned. No wreckage or bodies had been seen up to a late hour.

#### *Who some of the passengers were*

Manuel A. Calvo was a wealthy Cuban and a leading member of the Havana firm of Piramek & Sons & Co., a sugar commission merchant. He had been travelling with his family in Europe since last June. In Paris he met Juan Pedro and his family, and Mr. Pedro decided to return with Mr. Calvo to Havana by way of this city. They landed here last Sunday on LA BOURGOGUE from Havre. Mr. Calvo married Miss Anguilo, the daughter of a prominent citizen of Havana about nine years ago.

Juan Pedro was several times a millionaire and one of the wealthiest sugar growers of Cuba. His plantation, La Conchita, near Matanzas and La Assunción, near Moriel, in the Vuelta Abajo Region, were among the most celebrated on the island. He was a special partner of the house of J. M. Ceballos & Co. of 80 Wall Street. He was also a large stockholder in the line to which the vessel belonged. Mr. Pedro married in 1861 a daughter of Jose Baro, one of the wealthiest men in Cuba, who was made Marquis of Santa Rita a few months before his death eight years ago. It was said by some of Mr. Pedro's former associates yesterday that he that he had never before been separated from his family. They remained in Paris because of the weather and urged him to do likewise. He, however, laughed at their fears and said that "he was not afraid of the water."

Jose Menendez Garcia was a young Spaniard, seventeen years of age, and a nephew of the senior member of Jose Menendez & Co., exporters, at 171 Pearl Street. He came here in 1887 to acquire the English language. He studied under Prof. John Mason Young of Elizabeth, NJ, and in a private school in Tompkinsville, Staten Island. About a year ago he entered the employ of an importing house at 3

Coentics Slip, where he was a clerk until last Wednesday, when he began preparations for sailing by the VIZCAYA for Havana, where he expected to go into business with relatives.

Ramon Alvarez, a wealthy cigar manufacturer of Havana, was another of the passengers who, it is feared, has perished. He was returning from one of his customary business trips to this city. He was about forty-eight years old and had a wife and three children. He was born in Asturias, Spain, and went to Cuba when a boy, where he had been in his present business for twenty-three years. He was connected at one time with the Rio Sella Cigar Company.

The commander of the VIZCAYA, Captain Francisco Cunil, was an old and trusted employee of the line. He had been in charge of the VIZCAYA only about three months, although for sixteen years he commanded their ships running between Liverpool and Havana. He was forty-eight years old and a native of Minorca of the Balearic Isles. He leaves a wife and children in Barcelona, which was his home.

Like all the officers of the Spanish line, Captain Cunil was an officer of the Spanish Royal Naval Reserve and an expert in naval construction. He had been recently employed in the latter capacity in the yards of his company, and had been one of those selected to pass judgment upon the qualities of the new steel 5,000-ton ship REINE MARIA CRISTINA, which was launched in 1888.

#### *The lost vessel*

The VIZCAYA was a staunch and seaworthy vessel, worth about \$400,000, and insured by the company to which she belonged. She had been in the service of the Compania Transatlantica Española for several years.

She was built in London in 1872 by J. W. Dudgeon, and was formerly named SANTANDER. She was 2,458 gross tonnage, 1,388 net, 287 feet long, 38 feet beam, and 27 feet in depth of hold. She was provided two cylinders and an engine of 500 horsepower, and her machinery was of the best in every way equal to the demands made upon it.

In July, 1888, the VIZCAYA was surveyed and rebuilt and here fitting were made adequate for the trade in which she

had since been engaged. She carried many passengers and large quantities of freight from this port to Havana, Santiago de Cuba, Colon, and Central American ports.

The cargo of the VIZCAYA was a valuable one, consisting mostly of breadstuffs, provisions, machinery, and general merchandise. It was worth about \$350,000. Following is a list of the consignors in this port, with the character of the merchandise of which they were senders: R. R. Capote, miscellaneous; Hugh Kelly, machinery; New York Biscuit Company, biscuit and crackers; Leon Leoni, wine, flour, and machinery; Thomas & Co., lard; Fairbanks & Co., scales; L. Pascual, electrical apparatus; Hobson & Co., miscellaneous; J. Ferrer, miscellaneous; A. S. Lascelles & Co., flour and hams; J. M. Zorzano, miscellaneous; New York and Flushing Building Company, portable houses; H. W. Peabody, lumber, flour, and hams; Schultz, Sanchez & Co., flour, lard, and raisins; Cardenas & Co., lard; J. S. Mallins, miscellaneous; Coombs, Crosby & Eddy, stationary; Cunhart & Co., flour, raisins, and paint; G. Ausink & Co., flour; W. Losziza & Co., miscellaneous; D. A. DeLima & Co., lumber; M. C. Rodhall & Nephew, flour, oil, and pork; Consolidated Ultra Marine Company, paint; Graham, Hinkley & Co. and L. A. Sussdorf, hardware; M. P. Delgado, lard and hay; Krajewski & Pesant, machinery; H. Mallard, candles; S. G. Ruiz, bacon; F. M. Arming & Co., corn; M. Janes, chair stock; P. Harmony & Nephews and J. Menendez & Co., general merchandise.

The schooner CORNELIUS HARGRAVES was a four-masted American vessel of 1,332 tons, built at Camden, Maine and launched in September, 1889. J. F. Allen was her owner and master. She was 211.4 feet in length and 21.5 in depth, with 45 feet of beam, and was double decked. She hailed from Fall River, MA, and was in the coal-carrying trade. She left Philadelphia for that port last Tuesday. Her cargo consisted entirely of coal.

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*We are looking for any information on the CHRISTIAN VENTURER, once registered in Bermuda, which participated in the Tall Ships in Boston in 1976. E-mail Dave Glow at: gtc@ultranet.com. Or contact Fred Sterner who will get in touch with Dave.*

## GLOUCESTER

The sight of 50 boats racing off Eastern Point during the 1996 Gloucester Schooner Festival was truly one to be remembered! However, once again, after that great beginning, the weather played tricks. After a feint directly at Gloucester on Saturday night, Hurricane Edouard made a hard right turn and fortunately only brushed Cape Ann shortly after the the festival's Awards Ceremony on Sunday night.

The turnout was record breaking: 73 boats entered, 54 started, and 46 finished. The racing on Saturday was very competitive and exciting, in excellent weather and good breezes; winning margins were by less than one minute in three of the classes, and five of the classes had three or more boats finishing within six minutes of the winner.

In the Traditional Gaff-Rigged Class, PHRA LUANG was first, followed by COMPASS ROSE and LOIS C. DRABO. In the Traditional Marconi-Rigged Class, SAFARI was first, followed by JEZEBEL and RUBICON.

Saturday night saw a very colorful lighted boat parade, following the sell-out Yankee Fish Fry, and the widely proclaimed "best-we've-ever seen" fireworks display over Gloucester harbor completed the evening.

Sunday, despite the nearness of the "oncoming" storm, dawned hazy and warm with very light winds, only allowing the storm threat-depleted schooner fleet to complete a short-course race.

Results of the schooner races were: SPIRIT OF MASSACHUSETTS, LETTIE G. HOWARD, and BILL OF RIGHTS in the Large Schooner Class (with SPIRIT winning the Esperanto Cup), and PHRA LUANG and GREEN DRAGON in the Small Schooner Class.

In addition to the races, the spirit of the historic days of large fishing schooners was felt throughout the weekend. Highlights were the visit of BLUENOSE II, the replica of the original BLUENOSE, and the very warm ceremony honoring the surviving members of the racing crews of BLUENOSE and GERTRUDE L. THEBAUD from the last International Fishermen's Races, which were in 1938.

## REPORT ON THE CONSTRUCTION AND EQUIPMENT OF THE SCHOONER GRAMPUS

...from the Report Of Commissioner Of Fish And Fisheries, 1886.

The fact may properly be mentioned here that the model and lines of the GRAMPUS were placed on exhibition at the rooms of the American Fish Bureau, at Gloucester, Massachusetts, in the autumn of 1885. They attracted much attention, so much indeed that they served as the basis for designing many new fishing vessels. The GRAMPUS is said to have been the model for Rudyard Kipling's fishing schooner in *Captains Courageous*.

The U. S. Fish Commission schooner GRAMPUS is a wooden, two-masted, schooner-rigged, keel vessel. In general she resembles the typical fishing schooner of New England, from which she differs, however, in the following particulars: First. She is about 2 feet deeper than the average schooner of the same length is usually built.

Second. Instead of having a raking stem and a long projecting head, her stem is nearly straight and almost perpendicular above water and below load-line curves away at an easy slope to join the keel.

Third. The stern is not so wide, and has much more rake.

Fourth. Instead of the run being excessively hollowed out, leaving the quarters and counters very flat, with abruptly curved horizontal lines, the after-section of the GRAMPUS approximates more closely to a V-shape in cross-section, and has much easier lines than the typical clipper schooner previously in use.

Fifth. In having wire standing rigging fore and aft.

Sixth. In having the mainmast considerably longer than the foremast.

Seventh. In having a forestaysail and small jib instead of a large jib like that ordinarily carried by fishing vessels.

Eighth. In having the chain plates outside and let into the wales so to be nearly flush with the plank.

There are other minor points of difference, and some special arrangements, the latter having been adopted for the purpose of making the vessel adapted to the work she had to do, and which it is not necessary to specify in speaking of the points of

difference between her and the fishing schooner. The most noticeable of these peculiarities is the well, which is of the type ordinarily termed "box-well."

### *Parties who equipped and built the vessel*

The hull (including the spars) was built at Noank, CT, by Robert Palmer & Sons; the sails, rigging, blocks, and ground tackle were furnished by E. L. Rowe & Son, of Gloucester, MA; the boats were built by Higgins & Gifford, of the same port; the steam windlass was constructed by the American Ship Windlass Company, of Providence, RI; the boiler was obtained from M. V. B. Darling, of Providence, RI, and the remainder of the equipment was purchased chiefly from Bliss Brothers and H. M. Greenough, of Boston, MA.

### *Date of launching*

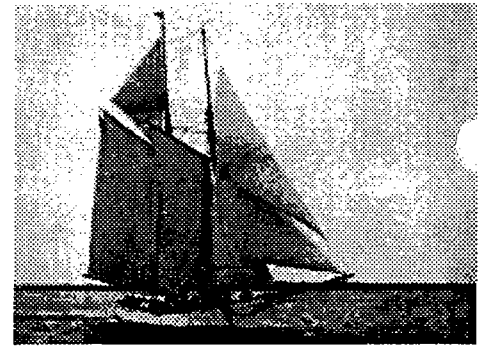
She was launched on Tuesday March 23, 1886, and went into commission on June 5, 1886.

### *Dimensions*

Her general dimensions are as follows: length over all, 90 feet; length on loaded waterline, 81 feet 6 inches; beam, extreme at deck, 22 feet 3 inches; beam at waterline, 22 feet 9 inches; depth from top of keel to top of main deck beam, 11 feet 1 inch; height of quarter deck, 9 inches; height of bullwarks, deck to top of rail, 26 inches; height of cabin-house, 27.5 inches; length of cabin house, 15 feet; width of cabin house, forward end, 14 feet 7 inches; after end, 12 feet 6 inches, registered tonnage (net) 83.30 tons.

The purposes for which the GRAMPUS was constructed are various, and have an important bearing upon the work of the commission. For some time previous to her construction it was felt that it was necessary to have a suitable sailing vessel provided with a well, in which marine fishes could be kept alive and transported from the fishing grounds to the hatching stations on the coast, where the eggs might be obtained for the purpose of artificial propagation.

It could also serve a useful purpose by bringing in alive various marine species



not, perhaps, in a gravid condition, which can be put into large aquaria, and thus afford to biologists the opportunity to study the habits of our ocean fauna under conditions that can not possibly be otherwise afforded.

It is also believed that a welled vessel, which is seaworthy and swift, will be able to visit European waters and bring from there, alive to the United States, certain marine species which do not occur in American waters, and which are held in high repute for food. The introduction and propagation of such fish as the sole, turbot, plaice, brill, etc., in our waters will doubtless be of great advantage to the United States, not only in giving to our people additional species of delicate food fishes but also in introducing for their capture the method of fishing with a beam-trawl which is not at present in vogue here, and may, perhaps, profitably employ many vessels and men.

With the object of testing the practicability of using a beam-trawl in American waters in a commercial way, the GRAMPUS was provided with a trawl such as is used in the fisheries of the North Sea, and certain modifications were made in her construction to fit her for operating it. While we have not the species of flat fishes which constitute the principal objects of the beam-trawl fishery in Europe, there are, nevertheless several varieties in our waters that are nearly as good, and it is probable that in many localities on the sandy and muddy bottoms frequented by these off our coast the beam trawl may be very effectively employed.

One of the most important works contemplated by the commission is a comprehensive study of the movements of migratory fishes in the spring and autumn when they are approaching and leaving their feeding grounds frequented by them in

summer. Hitherto less has been done in that special line of research than is desirable, owing chiefly to the fact that the commission has not had at its disposal the requisite means for conducting so complete an investigation as seems to be necessary.

In order to continuously follow the movements of the migratory species it is necessary to have a sailing vessel which is able to keep the sea in all weathers. Besides, having sails alone as a motive power, it is not dependent upon a supply of coal, and may, if necessary, remain at sea for weeks or months in succession.

An additional requisite for this work is to have a vessel which is adapted to and fit for carrying on fishing operations, and upon which various appliances and methods for the capture of fish can be used, in order that the presence of fish in any locality may be determined even when they do not come to the surface.

The GRAMPUS is also fitted with appliances with which the various forms of minute life that constitute the food of most species of the migratory fishes can be obtained.

She is specially adapted to making researches at sea for the discovery and critical investigation of fishing grounds, as well as for collecting the fauna of the localities visited, and thus determining the value of certain regions for commercial fishing.

Perhaps the most important thing, however, in connection with the building of the GRAMPUS was the opportunity afforded to attempt introduction of new ideas in the construction of fishing vessels, both relating to form and rig.

For many years previous to 1885 the tendency had been to build vessels employed in the ocean fisheries from New England wide, shallow and sharp, the object being to obtain speed and also considerable sail-carrying power, since it was believed the latter was necessary to produce a swift sailing schooner. This form not only failed to produce the best results in the matter of speed, but it was highly dangerous when exposed to a gale. A vessel constructed on such principles is liable to be capsized by heavy seas, and since her center of gravity is not sufficiently low enable her to right again, the consequence has been that in such cases

schooners have generally filled and sank with all on board.

On many occasions the loss of life and property from this cause has been enormous, and the average for a period of years has been great. In the ten years from 1874 to 1883, inclusive, Gloucester alone had eighty-two schooners that foundered at sea, of which seven were abandoned in a sinking condition. But on those never heard from, eight hundred and ninety-five men were lost.

While an increase in the depth of these vessels was the most important object to be attained, there were, nevertheless, many other objectionable features besides shallowness in the typical clipper fishing schooner. Almost without exception, a vessel of that type was built very wide aft, with a heavy, clumsy stern and fat counters, the run being hollowed out excessively so as to produce in the after section a series of very abrupt horizontal curves, which are anything but desirable when speed is an object.

It was also a universal custom to make the masts of a length that would insure their heads being nearly of the same height above the waterline, and to carry a large jib extending from the bowsprit end to the foremast. It is evident that both of these features are objectionable,

When the masts are nearly of an equal length, it follows, as a matter of course, that it is impracticable to give as much peak to the foresail as is desirable, providing the sail has all the hoist that the mast will permit. Thus, one of two things is the result; either the sails are unsymmetrical, from being too square on the head, or else the foremast is several feet longer than is actually necessary, and that much additional weight of spar is superfluous. Besides increasing the cost, it adds materially to the weight aloft and is a serious handicap upon the speed and stability of a vessel in strong winds and rough seas.

A still greater objection can be urged against the practice of carrying a large jib. In the first place, when it becomes necessary to shorten sail, and the mainsail has to be reefed, it is almost invariably the case that the bonnet is taken out of the jib. In that event the center of effort of both the mainsail and jib is carried forward several feet, perhaps an average of seven to ten

feet. The center of effort of the sail being carried so much in front of the normal position, the effect on the vessel is to prevent her from holding well to the wind, when sailing close-hauled, and to make it difficult for her to come in stays when under reefed sails.

A more serious matter, however, is the fact that when the jib with the bonnet out can be no longer carried, and it is necessary to furl it, the sail can be handled only by men going on the bowsprit, and if the vessel is by the wind this duty must be performed at a great risk.

Instances have not been uncommon when men were washed from the bowsprits of fishing schooners and drowned. It is, therefore, evident that both for safety of life and to improve the working qualities of a schooner it is better to have a "double-head rig," since, having a forestaysail getting on a stay that comes to the knight heads or near it, the jib can be furled on the approach of rough weather, and there is no necessity for men to go upon the bowsprit in a gale, while it is thus possible to keep the center of effort of the sails in its proper position.

As early as the spring of 1882, this writer urged the desirability of improving both the model and rig of our fishing vessels, in a series of letters that were published in the Gloucester, Massachusetts, newspapers. These communications attracted considerable notice, and received the support of a number of intelligent men who were, or had been, interested in the matter of building or running fishing vessels. Among these was James Davis, esq., judge of the police court at Gloucester, and formerly a builder of fishing vessels at that port.

However, although a slight change was made in some vessels to the extent of building them a few inches deeper, no decided innovation was made in the construction of fishing schooners until 1884. During the summer of that year, Mr. D. J. Lawler, at the suggestion of this writer, built the schooner ROULETTE, which was nearly 2 feet deeper than the ordinary fishing vessels of her length. She proved to be remarkably swift, as well as seaworthy, though she still had the objectionable features of a heavy stern and rather flat counters.

In the spring of 1885, after my return

from the cruise to the Gulf of Mexico in the steamer ALBATROSS, Professor Baird instructed me to prepare the plans and specifications for a sailing schooner for the U. S. Fish Commission for which congress had made an appropriation of \$14,000.

It had previously been determined that a schooner-rigged sailing vessel of about 80 tons net register would be best adapted to the requirements of the commission.

The whole matter of designing her in all the details of model, rig, interior arrangement, and equipment, with the exception of the steam machinery and iron watertanks, was placed in my hands. The matter of determining what form of steam apparatus would be best adapted to the work of the new schooner was referred to Lieut. Commander Z. L. Tanner, U. S. Navy, commanding the steamer ALBATROSS. He decided that a steam windlass, with engines of 35 horsepower, would be the most suitable.

Past Assistant Engineer I. S. K. Beeves, U. S. Navy, consulting engineer of the Commission had charge of obtaining and putting on board the steam boiler, steam pump, iron water-tanks, and such piping as was necessary for the operation of the steam apparatus, and to connect the water tanks.

Owing to the fact that I had to make a trip on the ALBATROSS during the summer of 1885, and also that other important work demanded my attention, the preparation of the plans and specifications for the GRAMPUS was considerably delayed, and they were not finished until fall. Acknowledgments are due to Mr. D. J. Lawler, of Chelsea, Massachusetts, for mechanical assistance he rendered in the preparation of the model and plans, and for the specially creditable manner in which he "laid down" the vessel and prepared her molds.

The steam windlass, engines, and boiler were found on trial to be entirely too heavy and disproportionate to the size of the vessel, and consequently they had to be removed. A wooden windlass was substituted. This relieved the schooner of a very considerable accumulation of weight forward and made her easier in a sea-way.

## WORLD SCHOONER CUP TO REVIVE OLD RIVALRY

Nova Scotia's BLUENOSE PRIDE Seafaring Co-operative hopes to begin work soon on a new 143-foot BLUENOSE replica, to be completed in time for the first World Schooner Cup (WSC) in September 1998. WSC organizers, the BLUENOSE PRIDE Co-op, and Maine-based *WoodenBoat* magazine, predict that their event will rival the America's Cup and will become the greatest match-racing series since Angus Walters' legendary QUEEN OF THE NORTH ATLANTIC went bowsprit to bowsprit with Ben Pine's GERTRUDE L. THEBAUD off Gloucester in 1938.

For some, including BLUENOSE PRIDE Co-op member John Steele, the prospect of two, 140-foot gaff-rigged schooners, spreading 10,000 square feet of sail, sounds more exciting than the shenanigans and sinkings of the 1995 America's Cup. The sleek schooners on the start line of the WSC must be real working vessels, handled by human muscle and sinew, aided only by block and tackle. So don't expect laser range-finders, high-tech winches or computer electronics on these yachts, which will beat upwind at 16-knots.

WSC competitors will race in the autumn off New England and Nova Scotia when North Atlantic winds blow free, reviving a great tradition of racing vessels that can earn a living off the sea year-round and survive storms. The significance of this provision was underscored last March when America's Cup challenger *Australia* broke in two and sank while racing in 20-knot breezes off San Diego, California.

Appointed this past September, the design team of BLUENOSE PRIDE includes Canada's Bruce Kirby, Nigel Irens of Devon, England, Alfred Lohnes, Iain Tulloch, and Tony Thompson of Dartmouth, N.S., and Richard Brooke of Halifax.

Ottawa native Kirby is perhaps Canada's best-known yacht designer, and his legendary Laser made its Olympic debut in the Atlanta Games in 1996. Nigel Irens is the designer of celebrated ocean racing multi-hulls like FLEURY MICHON and Sir Peter Blake's ENZA, and is also a long-time gaff-rig enthusiast.

John Steele affirms that the PRIDE Co-op chose their designers from "the best talent." The plans for BLUENOSE PRIDE call for a

schooner that will be 10 per cent lighter than William Roue's original BLUENOSE with a higher ballast ratio and a taller rig. This said, these changes are intended to modernize the BLUENOSE PRIDE while at the same time preserving the spirit and appearance of the original.

Steele says an American syndicate is raising funds to build a replica of the GERTRUDE L. THEBAUD, a boat he affectionately calls Gertrude's Ghost. Three other U.S. syndicates and one from Ontario, hope to build big schooners to challenge for the cup in 1998. To date, WSC organizers have received 14 requests for the cup rules from prospective competitors. To oversee this event, the WSC will create a 10-person rules committee made up of Canadian and American members. Plans are in the works for a challenger-elimination series for U.S. schooners to be sailed in Gloucester, Massachusetts in the fall of 1997.

Running on a parallel course to the WSC is the recent refit of the BLUENOSE II by Snyder's Shipyard Ltd. of Dayspring, N.S. Before this schooner's \$500,000 repair in Lunenburg, between January and April of last year, the Nova Scotia government had considered scrapping the BLUENOSE II and replacing it with a government-sponsored BLUENOSE III. The confusion over the government's various initiatives meant that the BLUENOSE PRIDE Co-op kept plans for WSC under wraps.

Eric Hustvedt of the Co-op comments, "Now the fog is lifting. BLUENOSE II celebrates the past, and BLUENOSE PRIDE is about promoting Nova Scotia and Canadian shipbuilding skills to a global market. There are no longer any plans for a BLUENOSE III."

To raise money to build their schooner, the co-op is selling shares in BLUENOSE PRIDE for \$125 each. This mirrors the approach of the builders of the original Bluenose, who raised \$35,000 through \$100 shares back in 1921. With a 10-share purchase, individuals become voting members in the Co-op.

For more information contact Eric Hustvedt or Susan Venables at the BLUENOSE PRIDE Seafaring Co-op, P.O. Box 280, Lunenburg, N.S. BOJ 2C0. Phone (800) 325-8366 or fax (902) 634-4005.

## DOGWATCH

It's better to be at Mystic than not to be at Mystic, that is the answer. Little matter that there wasn't a race, but that there was something. Something to do with schooners and all the better that it was under the auspices of ASA. Yes, the turnout was lousy, but so was the weather, if that's any consolation.

But the problem is more basic. Just riding up the Mystic River on SEBIM we spotted three schooners, two on moorings and one hauled, whose owners, to the best of our knowledge, are not members of ASA. The schooners are out there, as John Turner will attest, and we've got to get them.

The other aspect is that none of us are getting any younger. Would anyone like to take a guess at the average age of ASA members at Mystic, discounting Bobbie Pulsch's grandchildren, of course, who are only members *emeriti*. I don't think any of us can deal in numbers of that magnitude.

We've not only got to go get them, we've got to get them younger, while they're still idealistic and romantic and able to cope with the myriad problems that comes with owning a wooden vessel. Or at least get members of breeding age so we have a shot at the offspring. Having the little kids on hand was truly a breath of fresh air, and they do a mean *Macarena*.

On the subject of children, welcome to William Webster Mairs, who arrived July 15, and is this month's excuse for a late newsletter.

As to the event at Mystic itself, it was vastly different and, as such, a welcome change. We really socialized. Seaport visitors actually got to go aboard vessels, thanks in large part to the presence of AMERICA which was open for a good while on Saturday and Sunday. And PEANUT was a wonderful addition, drawing much favorable comment by experts and tyros alike.

The scavenger hunt was a super idea and the dinghy races proved that some skippers at least are willing to test their ability against their mouths. (Dogwatch does wish that our flag officers had made a better showing, but some folks are much more comfortable on big boats. It would have been very interesting to see how

PEANUT would have done against the Dyers.)

Mystic short takes: While the door prizes were fun, Hazlitt Vineyards' rendition of Schooner Red has a way to go before it rates up there with Thunderbird and Old Leglifter. Nice label and all that, with CHANTEY on it, but the current vintage is only fit for cooking.

Once again, Dave Rainier is to be commended, this time for sitting out in a skiff in the pouring rain while a bunch of crazy schooner people tried to sail the Seaport's Dyer dinghies. And the Anderson Island trophy was a good touch.

It was great to see Chuck Gregory on Saturday, if only for a few minutes. Sad to hear that Mary died last year. Chuck related that she had been buried with TALISMAN's original ASA burgee. A very nice touch for a very gracious lady.

Some bright light at Mystic denied docking privileges to BILL OF RIGHTS for the weekend. The reason? The Seaport was holding an event for schooners only.

And finally, where was the LETTIE G. HOWARD? Some folks had her in Block Island, others on the way back to New York. Seems she could have at least stuck her nose in at Mystic and still gotten back on time. I mean, WHEN & IF made it from Gloucester by way of Maine. Gimme a break.

Getting there was not half the fun: Three days behind the hurricane gate on the east branch of Stamford Harbor served only to forcefully remind one that absolutely nothing remains of Tom Schiller's former Schooner Cove boatyard. Except Tom's private dock, that is, which has served nobly this year as home base for Arthur Collins' DEFIANCE and proved a port in a non-existent storm for SEBIM.

Seems like the only schooner presence in that harbor—which once boasted an impressive number of schooners (BOUNDING HOME, NIÑA (for a brief time), WILD SWAN, DANIEL WHITE, FRIAR TUCK, BUCCANEER PRINCE, GREY GULL (also for a brief time) as well as DEFIANCE—is the three-masted SOUND. WATERS. Time marches on.

As did SEBIM. While driving eastward down the coast there occurred some musing about electronics, mostly because Captain Vern was pondering the subtleties of where to mount his new GPS. Years ago, we mused, before the invention of such devices as GPSs/SatNav/EPIRBs and even Loran, most boats only had a compass and a depth sounder or lead line. And yet they managed to get up and down the coast, through thick and thin, with pretty astonishing regularity.

All of which leads to the question of why, with all the electronic gadgetry, very few of the boats nowadays seem to stray

*View of Mystic Seaport from inside the doghouse on WHEN & IF. Photo by Jim Mairs.*



very far from home waters, even if they say they're going to. Were we better sailors then? And Captain Vern actually saw a whale breach in Long Island Sound. Or says he did, and this correspondent can at least verify that some people on a nearby chlorox bottle were pretty excited about something, and it was relatively early in the day. So maybe he really did. But off Saybrook?

Meanwhile, back in the Big Apple: Disappointing turnouts are not confined to Mystic alone, as South Street's Mayor's Trophy Race only attracted 21 vessels, including five schooners.

SSSM president Peter Neill lamented the small number but at least made the point that the race would continue to be held and that he and the Museum would encourage those who do come to enlist other boats. Hopefully, improvements will be made to Pier 15 and the race committee will do a better job of monitoring vessels that sail the entire course. But the party was a good one on PEKING and Peter is an engaging host. Perhaps one more area that ASA can try to

exert a bit of pressure on the membership.

Jim Cassidy made it all the way from Mystic to South Street on his motorboat to catch the end of the race and the party and to take some hardworking SSSM staffers for a boat ride. One remarked that that was the first time she'd ever been out on a boat in New York Harbor. Jim's is the kind of enthusiasm the sport needs a lot more of.

Peter Warburton, son of Barclay, of BLACK PEARL is the current skipper of AMERICA, having joined the vessel in Mystic. Somehow, a large contingent of crew members from the former vessel, or maybe now of the latter, appeared at the party at South Street and managed to Shanghai your intrepid correspondent off to some notorious dive on Water Street, frequented, it seems, by anybody who has ever sailed on PIONEER, to hear sea songs of dubious authenticity, mostly about the Warburton's barkentine. But it was fun.

Joisy Jottings: It appears the only ASA representation at the Great Schooner Race on Chesapeake Bay this year will be SEBIM. Tom Schiller and crew will join

Captain Vern and together they will attempt to match last year's outstanding performance by ADVENTURER.

Bobbie Pulsch has started cutting the long timbers for HERON. Work was momentarily held up while he completed PEANUT, but now he is hard at it again, only taking time out to sail the Mayor's Trophy race with Mark and Nanette, who were gracious enough to let this reporter bum a ride, then nearly working him to death with 16 fisherman tacks out to the weather mark. It's a good thing they won.

Bobbie didn't stay for the party. Seems he had to go back to attend a birthday party for about three-fifths of the ASA Youth Chorus.

Finally, **Dogwatch** sort of thanks *Soundings* for running a short article on the Mystic rendezvous, unfortunately after the event had taken place which didn't do much to increase attendance. And sincere thanks are due to all those folks who worked so hard on that event, particularly the Hopps. Let's do it again next year.

Sam Hoyt



**American Schooner  
Association**

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