



P.O. BOX 484

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# WING & WING

Volume XLIII, Number 1 - Summer 2007

The Official Newsletter of the American Schooner Association

## Captains Courageous - Words Coming to Life, Part 1



Schooner Hesperus anchored on the Pancake Ground, 1919

### 2006 OFFICERS

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**The** August gales passed Gloucester by as summer turned into the fall of 1935. The hot temperatures, however, did not. They continued to linger, the open windows at Gorton's did not provide the breeze many, especially Sarah, Mr. Carroll's secretary, were hoping would come. It was early afternoon and Sarah was wearily typing a memo. The ring of the telephone quickly brought her back to the present.

"Good afternoon, Gorton-Pew Fisheries, Mr. Carroll's office. This is Sarah speaking. May I help you?" She listened intently, put the phone down, got up from her chair and went into the office.

Behind his desk, a perspiring Mr. Carroll looked up from his paperwork and said, "Yes, Sarah, what is it?"

"Mr. Carroll, a gentleman, a Mr. Ewing Scott, says he is calling from Metro-Goldwyn-Mayer studios in California. He

### *A Race for Real Sailors, A Review—Sam Hoyt*

*A Race for Real Sailors* by Keith McLaren (Douglas & McIntyre, 2006) takes its rightful place in the handful of authentic, unglamorized books chronicling the history of the Grand Banks cod fishing industry in Massachusetts and Nova Scotia. For it is as much a history of that industry as of the epic fishermen's races that sprang from the inherent competitiveness of the men who fished out of Gloucester and Lunenburg.

While the inclination to race still exists today when two schooners meet, and while the first vessels to port with a load of cod got the best prices, McLaren seems to think that the impetus for the races actually came from another source. The fifth race of the America's Cup series in 1920 was called off when the J boats refused to race in a mere 20 knots of wind. Not surprisingly, this elicited a mild amount of contempt from the schooner people and led to the suggestion that true fishing schooners from Nova Scotia and Massachusetts get together and race. So the first race took place over a 40 mile course off Halifax later that year.

The history of the actual races is pretty well known but McLaren brings in some interesting aspects, particularly the pickiness and bad feelings surrounding the selection of the participants and the racing rules. These don't detract from the book's liveliness, however, mainly because the characters involved were so interesting. And the book is graced by some excellent photos, many from the Cape Ann Historical Association, such as one depicting Angus Walters teaching his young sons to steer **Bluenose**, all of them impeccably dressed in jackets and ties.

And some little-known facts do come out. For one, William Roue had never designed a big schooner when he was approached to design **Bluenose**. And who knew that the later-to-become movie actor Sterling Hayden was a masthead man on **Gertrude Thebaud** in the last races in 1938?

Certainly, the description of the races are exciting, particularly the tough, ugly 1922 series off Gloucester. But the most graphic and realistic narratives discuss the hard life and tragic losses incurred by the fleets of the two ports, such as during the hurricanes of 1926 and '27.

Anyone wanting to learn just about anything there is to know about the cod fishing industry and the international schooner races, which embodied that industry, need only acquire several books, of which *A Race for Real Sailors* is definitely one. It joins *Caught in Irons* by Michael Santos, *Down to the Sea* by Joseph Garland and *The American Fishing Schooners* by Howard Chapelle as the definitive lexicon of an amazing era.

### *Provincetown Follies, Bangkok Blues, A Review—Sam Hoyt*

For those of you who enjoyed Randy Peffer's last murder mystery, *Killing Neptune's Daughter*, you're in for a treat. For, in *Provincetown Follies, Bangkok Blues* (Bleak House Books, 2006) Randy has taken it a quirkier step farther.

Once again, we are confronted with the seamier side of Cape Cod that is never even glimpsed by the summer *touristas*, or, for that matter, by the visiting schooner sailor. Without giving away too much of the plot, let us just note that

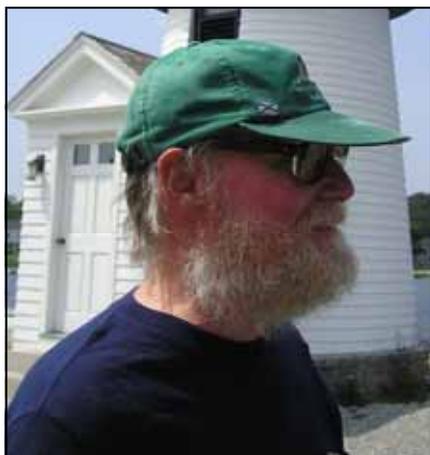
the story follows a neophyte lawyer and fledgling public defender named Michael Decastro as he attempts to exonerate a Provincetown woman accused of murder.

Well, maybe that's not quite accurate, only in the sense that the woman isn't really a woman although she/he/it is making a living as one in the escort business in Ptown. And we thought it was primarily a gay community! And Decastro's client is not by any means a native of Ptown, rather an immigrant from, you guessed it, Bangkok, the offspring of a Vietnamese woman and an American GI. How's that for a convoluted plot.

Despite those convolutions, Randy does his usual excellent job of concise and exciting narration, bringing in the various atmospherics of the area, at which he excels. But the only boats that figure in this story are a ferry on the Chao Phraya River in Bangkok and a Boston Whaler in Cape Cod Bay. Not even a hint of a mention of a schooner.

Randy is very good at composing off-beat, exciting mystery stories, and even injecting into them a bit of New England texture and humor. But one kind of longs for the great sailing descriptions and unrivaled portrayals of the life around the water of the Cape and the islands that Randy pictured so vividly in *Logs of the Dead Pirates Society*. Methinks you're maybe not getting enough time in on **Sarah Abbott**, Randy.

## Dogwatch by Sam Hoyt



### Dogwatch

What a lousy spring for way too many ASA people. Our most sincere condolences to the Rhinelanders and Sterner families for their losses and also to the Pulsch family for all their recent troubles. Roberta, get well fast!

Most of you have, by now, heard of the sinking of **Heron** after being rammed by a tug pushing a barge in the Chesapeake and Delaware Canal. How this happened is still under investigation. The good news is that Bob and his daughters Ann Marie and Susan are all safe and well and that's all the more remarkable since Susan was below when the schooner was hit. **Heron** was raised the next day and pictures taken at the time showed the hull pretty much intact. Bob has since visited the boat in Baltimore, where it was taken, and says that it's repairable but that he doubts he's up for the job himself. We've heard some rumors about offers to repair her, but that remains to be seen. In any event, we wish all the Pulsches well and trust that, despite these events, they will remain active in ASA.

**Heron** was to have been the ASA

booth at the upcoming WoodenBoat Show in Mystic. That, of course, is not possible now, but we have a most worthy stand-in. **Voyager**, having left Antigua for home shores for the first time in 15 years, substituted at Mystic after a most kind offer from Peter and Jeanette Phillipps. And Mystic for a homecoming is most appropriate as it was from that port after the Mystic Schooner Race in 1992, that **Voyager** departed, and I can remember Captain Vern wondering "... if we'd ever see her again."

*More Crowninshield news...* While it is highly likely that **Heron** will sail again, and one suspects that it will be sooner rather than later, another

Crowninshield schooner is now officially for sale. Mike Mulcahy has put **Fame** on the market and can be reached at (773) 881-4903. The schooner is located in Chicago and does need some work. Described by Crowninshield himself as the "... biggest boat I could comfortably handle alone..." she is pictured in the current edition of *WoodenBoat*. Dogwatch had the pleasure of sailing on **Fame** one beautiful evening off the Chicago waterfront and can attest that she is great fun to sail.

*Department of changing plans...* We recounted in the last *Dogwatch* how there was no room on **Voyager** for us to crew on the transatlantic run. The



Heron, Gloucester Schooner Festival 2006

## Captains Courageous-Part 1

(Continued from Page 1)

would like to speak to you about a film he is making. He desperately needs your help."

"Okay, Sarah, I'll take it. Please close my door on your way out. Thank you." He paused, picked up his phone and said, "Mr. Scott, Carroll here, what can I do for MGM studios this time?"

"Oh, you'd like to hire two of my schooners, and two captains to help you film Kipling's Captains Courageous? Yes, I know Kipling used Gloucester as the backdrop for his famous novel. And I agree that Gloucester would be the most fitting place to shoot your storm footage. We did a pretty good job of that last time.

"Oh, and one of them has to be Captain Dan MacCuish. I think I can talk the captain into it. Don't think I'm going to have to twist his arm any. He had a great time helping MGM film Mutiny on the Bounty back in April. He continues to talk about the three Bills and the grand time they all had. Captain Dan is in port all week so I shouldn't have trouble speaking to him about this. We'll get back to you as soon as we can, probably within a day or two.

"Same to you, Mr. Scott. Same to you. Good bye." He rose from behind his desk, opened his office door and said, "Sarah, would you please call Captain Dan. Ask him if he can come visit with me some afternoon this week. Tell him MGM would like to utilize his services again. Let me know what afternoon is convenient and clear my calendar that afternoon. Thank you."

A couple days later Captain Dan entered the offices, greeted Sarah, and asked if Mr. Carroll was in. She went to the door, told Mr. Carroll that the captain was here, and was told to escort him in, which she proceeded to do. There was only one skipper Mr. Carroll ever rose from his chair to greet, and Captain Dan was that skipper. The two men shook hands. Mr. Carroll invited the captain to have a seat, and then he went back behind his desk and sat down himself. He then proceeded to dis-

cuss his phone call with Mr. Scott at MGM. "What do you think Captain?"

"I'd certainly like to help them out again, Mr. Carroll. I'd also like to pick which two vessels to use as well as the man who is going to skipper the haddock."

"I have no problem with those simple requests, Captain. Do you need a little time to think things over?"

"No, I don't. These things are pretty easy. Let's begin by asking Captain Albert Williams to skipper the fisherman. I think the Hesperus will be a suitable vessel, but we'll have to knock down her pilothouse so Albert can be seen grimly behind the wheel with all that cold spray falling all over him. For the camera boat, I'd really like to use the Mary F. Curtis. She's got a good engine and she's pretty maneuverable in high seas. And high seas is what I intend to find. Probably have to go out to the banks for scenes like that; Thatchers simply will not do for a fall shooting. The

Virgin Rocks would be more appropriate?"

Thus, the Gloucestermen began preparations for the shooting of Captains Courageous. Captains Williams and MacCuish both handpicked the fishermen who would comprise the crew of each schooner. Thirty-eight of Gloucester's best were selected, thirty-one for the Emperor, and the other seven for the Mary F. Curtis. According to the two captains the most important and thus hardest position to fill was that of cook because a well-fed crewmember usually turns out to be a happy crewmember even when the job is filming a movie.

Meanwhile, the old salts along the waterfront were reminiscing about the time some forty years previous when Rudyard Kipling himself visited Gloucester. He arrived from Boston aboard the sloop Venus captained by Johnny Dench. They remember how city editor Arthur L. Millett of the Gloucester Times sniffed out the famous author's presence and even ob-



From left to right Captains Albert Williams, Dan MacCuish and Moore aboard the Mary F. Curtis before setting sail for the filming of Captains Courageous, 1935

## Captains Courageous-Part 1

(Continued from Page 4)



Schooner Imperator (We're Here) from the deck of the Mary F. Curtis during the filming of Captains Courageous, 1935

tained an interview with him in his room at the old Swift House. They had not taken a shine to Kipling's work, preferring instead Olympic champion James B. Connolly's works because they are more accurate with regard to the sea.

At 2 o'clock in the afternoon of 17 October, 1935, the two schooners set sail for Port aux Basques, on the southeastern tip of Newfoundland. Port aux Basques was chosen for a couple of reasons. First, it resembled the old Gloucester versus the Gloucester of 1935. Second, it was on the treaty coast, which meant that fishermen could land and cure their fish on the beach just like the natives. Such a scene might just be important, the producer thought.

Freddie Bartholomew, the seven year-old child actor, accompanied the crew to the operational base. Initially they thought they would film his falling overboard from the steamer off Newfoundland, but

decided the warmer waters of the Pacific would be much better. The North Atlantic that time of year tends to be a bit too chilly for the average movie actor and Gloucester fishermen, too. That particular scene took place in the spring of '36.

Local newspapers wrote that the movie crew would be feeding off the hog – "fine cut sirloin roasts, milk and cream, carcasses of lamb, and all kinds of fruits, eggs, and hams." To this also the old salts took offence stating that when on fishing trips they ate pretty good, usually better than at home. Not only did they get three squares a day, but they also had recourse to the snack locker kept bountifully replenished with snacks for between meals. Interestingly, cameraman Al Scheving, the former three-year first string tackle from USC, found the 'snack locker' to be a most welcome and innovative idea. He took full advantage of its existence.

While the two schooners made the 800 mile journey to the operational base, the MGM crew thought a trip by automobile and ferry would be much more comfortable. And that is exactly what they did. Seasickness, I am sure, never crossed their minds.

But that is not how the old salts saw it. For they laughed and joked amongst themselves about how those movie people would not be able to wait to get back to their California sunshine after taking the 'Newfoundland cure'. Oh how they laughed at those landlubbers!

All arrived safe and sound at Port aux Basques, which is on the southwest tip of nowhere. After getting their things in order they prepared to shoot film. Fog and haze created delays throughout their Newfoundland experience.

On many occasions they joined the fishing fleet out o' Newfoundland. Thus, all

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### Dogwatch (Continued from Page 3)

next thing you know, there we are with Fred Sterner on a plane bound for the Canaries where we joined the Phillipps in Puerto de Mogan. Those of you who followed our dispatches en route by sailmail on the ASA website must forgive this retrospective but it would be impossible not to elaborate on what has to be the crowning moment of this reporter's somewhat haphazard schooner career despite the far from illustrious ending.

What can be said about crossing an ocean in a schooner except that you've done it? You basically see the same thing every day -- lots of water -- and get in to a routine that, at times, can become somewhat, well, routine. Despite that, every day is different, the ocean is different, the conditions ever changing and the very act of doing routine things a real challenge. Far and away the best part is sailing with people like Peter and Jeanette who've sailed **Voyager** over 200,000 nautical

miles through all kinds of conditions and who can tell wonderful stories of the places they've been and the people they've met.

We got a small taste of that in the Canaries and, more so, in Cape Verde, whence we had to divert because of a broken bushing on a main shroud chainplate. This, big surprise, was not a disappointment to Fred Sterner, as it gave him the opportunity to wear his **Ernestina** hat and get into interesting conversations in bars while searching for people who sailed on the schooner while she was in Cape Verde. That is, while he and Pete were not removing and putting back no fewer than five chainplates with new bushings. Fred also managed to collect quite a few 200 Escudo notes which just happen to picture **Ernestina**.

While the Canaries are an extension of Spain, Cape Verde is very much part of Africa and, as such, was a new experience for yours truly. The anchor-

age at the Gran Oporto in Mindelo on the island of Sao Vicente was one of the most uncomfortable we've ever experienced. Gusty williwaws of up to 40 knots would come over the craggy hills and blow in narrow lanes across the harbor. You'd be pitching and rolling like crazy while a vessel anchored 50 feet away would be in calm waters. But one was considerably impressed by how boating people help each other out, no matter where in the world you happen to be, and **Voyager** got a lot of good help from local and transient boat people alike in Mindelo.

Extensive ocean sailing isn't just rough on the crew, though, it's equally rough on the vessel. Pete says he's read that the kind of sailing they've been doing is 10 times harder on the boat than day sailing and the trip proved that correct. They'd had a very rough trip from Gibraltar to the Canaries and it took its toll. Besides the bushings on the chainplates, the main traveler became dislodged, a couple of blocks broke, the steering wheel shaft was pushed up an inch, for no apparent reason that Pete could determine, and the foresail split across the middle of the sail. Yes, 200,000 nautical miles takes a toll despite a rebuilding several years ago in Thailand.

And there were many wonderful moments: the late afternoon dogwatch during which the watches for the next 24 hours changed and Jeanette served appetizers in what was our most social hour on the trip; some watches late at night with a full moon when you're the only person on deck and the schooner is schooning as only she can; and Dogwatch surprised himself with some culinary feats that turned out pretty well, if we do say so ourselves; Fred caught four fish, three mahi mahi and one wahoo, one with a lure given him by a local sports fisherman in Mindelo.



*Dogwatch*

Peter and Jeanette Phillipps with Fred Sterner on **Voyager** en route to Antigua

## Captains Courageous-Part 1

(Continued from Page 6)



The Imperator (We're Here) under power with storm sails during the filming of Captains Courageous, 1935. Notice the widowmaker (bowsprit).

those scenes showing the fishing fleet at work are quite real. It was there off the coast of Newfoundland that all the scenes depicting the lowering and retrieving of dories, setting and hauling trawls, and sorting fish on deck were filmed. On the good days, however, they shot film and plenty of it! And how much film did they shoot here? Well it was close to 35,000 feet.

To be honest, there were several visits to the leeward side of the Mary F. Curtis, but such visits did not last that long. Perhaps Captain Dan said it best in a letter home. "Even though there were many a rough day, the camera crew became so excited with the fishing they forgot to get sick. And, sometimes they even forgot to click their cameras."

They eventually finished shooting at this location. The only down side was the weather did not cooperate with them as much as hoped – they were not able to film the storm scenes they wanted to get. The storms simply were not ferocious enough.

On 13 November, 1935 the two schooners left the operations base at Port aux Basques, Newfoundland with 35,000 feet, more or less, of exposed movie film, and began the 800 odd mile trek back to Gloucester. The fish they caught during the filming was all salted down and secure in the hold of the Imperator, or should I say the We're Here. On 14 November the schooners pulled into Canso, Nova Scotia, and tied off at the Gorton's factory. While the camera crew tried to catch some 'authentic' scenes of a 19th

century Grand Banks fishing port, others were busy at the factory. There they partitioned off one section, erected a dark room, and began developing the movie film shot off Newfoundland. After developing the film, it was sent by train to Boston where it was promptly put on a passenger liner and sent off to California.

Then the two schooners prepared to begin their journey back home, minus the 'ferocious' storm scenes that Mr. Ewing Scott was so intent on having.

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*Written by Donald Alexander MacCuish, grandson of Captain Donald "Angry Dan" MacCuish*

### Dogwatch (Continued from Page 6)

Yes, there was the unfortunate flight across the galley which came totally unexpectedly as the boat took a sudden lurch. It wasn't the flight, but the sudden stop against the galley stove that caused the damage and took us out of the watch rotation for the last five days into Antigua. Turns out the worst damage was from dehydration and, while I thought I was drinking plenty (of water), the rest of the crew didn't agree and, in retrospect, they were right. So I didn't make the triumphal entrance into Falmouth I'd anticipated but I can now say that I've helped sail a schooner across the Atlantic. The obvious, tried and true, moral of the story, though: "One hand for yourself and one for the ship."

*Notes from the Maine Boatbuilders' Show...* Harold Burnham has acquired the pinky schooner **Maine** built at the Maine Maritime Museum. While there's some work to be done, which shouldn't be a problem for Harold, he will now be able to take part in the Gloucester Schooner Festival for real instead of sailing through in his sloop **Chrissy**...Roger Woodman, Jr., of Portland is the new owner of **Tall Cotton**, designed and built by Paul Rollins in 1992. The vessel has been out of the water for six years but hopefully will be sailing soon...Al Bezancon, ever working on behalf of ASA despite his reluctance to become an officer, signed up the Maine Maritime Museum as a new member...Our good seawife found a signed copy of *Schooner*, written and illustrated with original paintings by Pat Lowery Collins, about the building of the **Thomas E. Lannon** by Harold Burnham and Tom Ellis in Essex and bought it for our grandniece...And several prominent members helping to man the booth at the show committed one of the biggest pr goofs in recent times. When approached by a tv

news crew from a local channel at the bus stop in Portland and asked if they were going to the show, they failed to mention that they were manning the booth of the American Schooner Association. They shall remain nameless.

*Odds and ends (mostly odds)...*The sovereign state of New Joisy has mandated boating licenses for everyone, regardless of what kind of boat you sail (or drive) and regardless of whether you've ever even been out on the water. All you have to do is pass a written test...Fred Sterner recounted the tale of the maker of Leatherman sailing on **Ernestina** who presented every crewmember with one of the wonderful implements. Whereupon one diminutive female crewmember demanded to know why the name was limited to only one gender. Sure enough, a couple of weeks later, a Leatherwoman arrive for her...And when a movie crew chartered the tall ship **Bounty** as a set, the crew was surprised when it was excused and the vessel never sailed. Seemed it was a porn movie and all they wanted was the atmosphere.

Due to no particular popular demand - actually no demand at all -- Dogwatch is introducing a new feature: let's call it "Dogwatch's Schooner Food" in which from time to time we will present recipes that seem to us to be just perfect schooner fare. Our first selection:

#### **Bourbon baked beans**

- 2 16oz. cans of baked beans
- ½ cup of Heinz chili sauce
- 2 tablespoons brown sugar
- 1 tablespoon molasses

¼ cup bacon bits (if desired...not too practical on a schooner)

¼ cup Old Grand-dad bourbon

Combine all ingredients and boil for 10 minutes. Recipe can be halved, if desired, but if so, amount of bourbon should be doubled.

Finally, our totally irrelevant historical fact comes from *and a Bottle of Rum* by Wayne Curtis, Crown Publishers, New York, 2006. Concerned that too many of his men were not performing capably after their daily ration of rum, Admiral Edward Vernon of the British Royal Navy ordered that the daily ration served on British men of war be diluted with water, which, in 1756, was codified by the Admiralty. The new drink needed a name and, since Vernon wore a coat made of a material called program, the libation became known as grog. But you all knew that. Yar-be-dar.

### Dogwatch

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Editors note:

We again thank Don for his wonderful contributions to Wing & Wing and look forward to the continuation of *Captains Courageous*.

Please send any submissions for Wing & Wing to Editor@AMSchooner.org. Being a member publication, we welcome your input and stories of your schooner exploits. Schooner related News and Rumors may be submitted to Dogwatch@AMSchooner.org.

As an additional note, the Board of Governors is seeking applicants for the position of Editor. Please contact me for details by phone (207)-865-9459 or the ASA e-mail provided above.

*Peter Thompson, Editor*

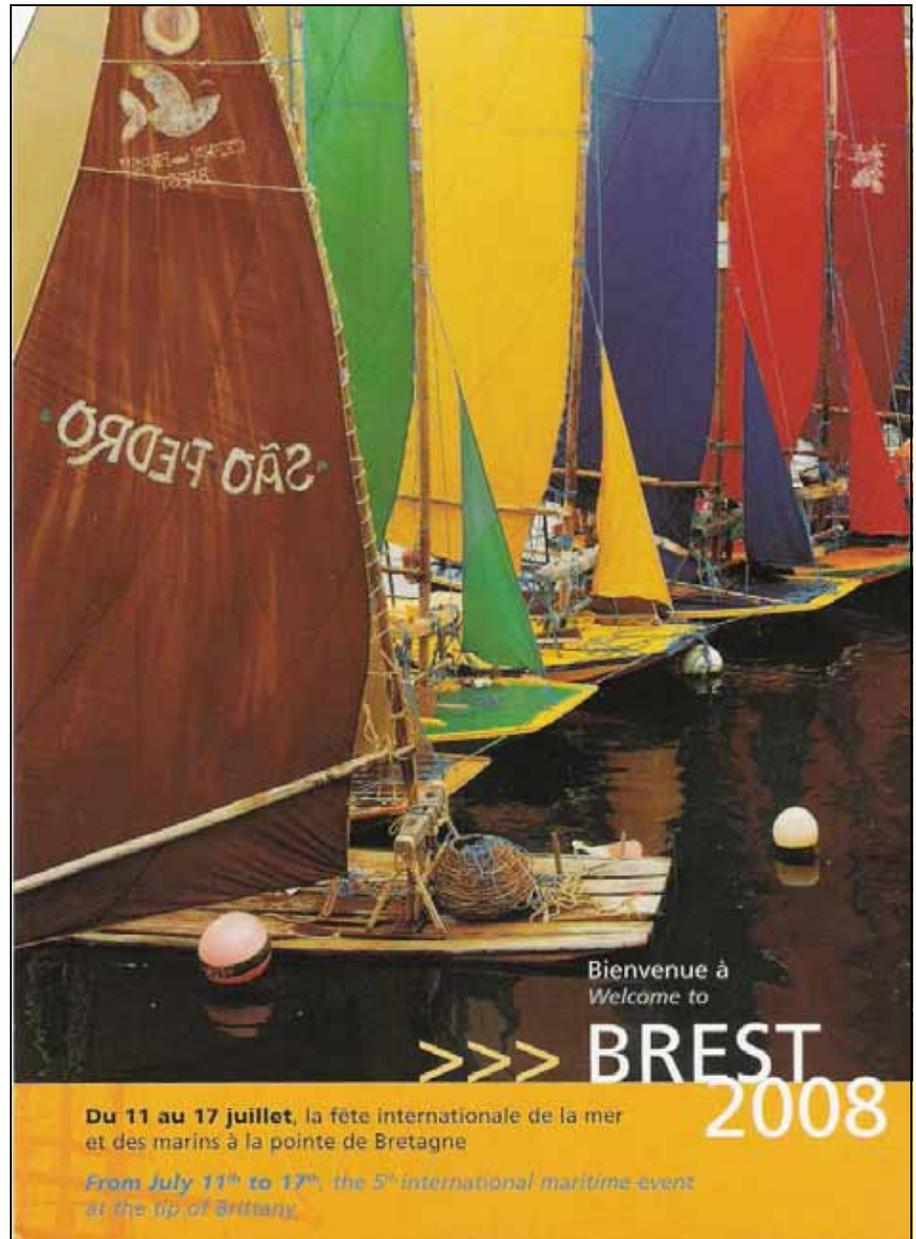
## ASA Members Invited to Visit Brest in '08

ASA member Dirk de Rover of Enter, the Netherlands, is proposing that a group of ASA members visit Europe in July of next year to visit historic sailing sights in several countries. The trip would be centered around the Brest '08 International Maritime Festival, one of the world's premiere events for traditional vessels, to be held July 11 through 17.

Obviously, there is much to work out, but a prospective itinerary would begin with arrival in Brussels, Belgium, around July 3, thence to the Netherlands with a day in Rotterdam and a visit to the Havenmuseum there, Amsterdam and Enkhuizen and a possible sail on a "klipper," to Friesland for sailing in small boats and then to Dunkirk.

Next on the schedule would be three days in Brest at the Maritime Festival where, hopefully, all schooner enthusiasts would be able to board the symbol or "Tall Ship" of Brest, the magnificent gafftopsail schooner (goelette) La Recouvrance. After the Brest festival, the group, if so inclined, could move on to the United Kingdom where they could visit the historic maritime center at Hastings and possibly the fascinating Greenwich Observatory and Maritime Museum.

We will be communicating with Mr. de Rover to try and fill in some of the details, but any ASA members interested in taking part in this venture are asked to send an email to Dogwatch at [gaff-cow@earthlink.net](mailto:gaff-cow@earthlink.net). There was some definite interest from six or seven people at the annual meeting, so it looks promising.



### **BREST 2008 International Maritime Festival**

**July 11th to 17th**

Further Information is available at <http://www.brest2008.fr>

## SPLENDID RESTORATION UPDATE By Jim Bregman

### HISTORY:

**SPLENDID** is a 43' Alden schooner, design number 309-K, built in 1929 by Goudy & Stevens in East Boothbay, ME. Over her life, she has been well used (i.e., not pampered) and has had many owners (and several names: ex BEATRICE B, ex ARAGLIN, ex LANAKAI, ex ESPERANCE, ex MARILYN). The highlight of **SPLENDID**'s racing career was in 1934 when she won the St. Petersburg-to-Havana race. During the 1930's she traveled extensively, including a 28,000-mile cruise.

### PRIOR WORK:

When we bought **SPLENDID** in the summer of 2006 she was in the Seattle area where she had been for the last thirty-odd years. Her prior owners had found her in very poor condition in 1974 and had tended to her various issues over the years. Cos-



**SPLENDID**

metically, she looked great but, as far as we know, she had never been com-



Hull stripped for inspection at Dutch Wharf

pletely overhauled since she was built and much of her repair work had been piecemeal. At the very least we expected to refasten her since she had last been refastened with galvanized screws in the 1970's. (Originally, the 309's build by Goudy & Stevens were fastened with galvanized iron boat nails.)

### CURRENT RESTORATION:

We decided to truck **SPLENDID** to the East Coast and begin work on her immediately, rather than wait and see what issues arose. Besides, we thought the ride across the country might be a bit traumatic on her and a little TLC after the trip was in order. After speaking to many wooden boat enthusiasts and interviewing yards, we selected Dutch Wharf Boatyard in Branford, CT to do the work on her. Sam Smith is the very able foreman

who is overseeing the work.

Upon arrival at the yard, we stripped off her paint from keel to sheer in order to determine the true condition of her hull. **SPLENDID** had held her shape very well over the years and her lines looked great. The long leaf yellow pine planking was in pretty good condition, but she had been patched here and there over the years. The bigger problem was that many of her frames were iron sick from the various galvanized fasteners over the years and most would not support new screws. There were a few cracked frames and some had been sistered. Her decks were solid since the original planking had been covered in plywood and Dynel not too long ago. Also, at some point in history her centerboard had been removed (it was replaced with a steel plate attached to her external iron bal-

**SPLendid** Continued from Page 10



Workbench off SLENDID's stern

last keel) and in the process she had been given new floors.

We wanted to strengthen her without undoing too much of the prior work which was still sound. We decided to reframe her to give her strength and create a solid base for refastening with silicon-bronze screws and bolts. Because this would be a big project, the guys at Dutch Wharf very smartly began by building a workbench just below deck level off SLENDID's stern to make working easier and faster. The interior was taken out first and some planks were removed just

bands were attached on the outside of the planking to help maintain her shape. Then, working from the starboard aft and working forward, every other frame was removed and replaced one at a time. With every other frame renewed, the crew came back and replaced the remaining old frames, again one at a time. New frames were laminated in place from white oak strips epoxied together and bolted in place. The new frames were then bolted to the existing floors, bilge stringer and sheer strake, creating a very strong structure. The planks that were not bolted to the frames when the frames were inserted were then screwed to the new frames.

As of March 1, 2007, the starboard side is finished and about half of the port side is reframed. A few frames in the bow have yet to be done since we need to replace a section of the stem and it was thought better to repair the stem first and then replace the remaining frames, again in an effort to maintain her shape. Once the frames are completed, the damaged planks and



Frame heels and floor timbers

those removed for access will be replaced. It is hoped that the current restoration work will keep SLENDID in good stead for at least the next 15 to 20 years.

Jim



New frames — starboard

below the sheer, by the bilge stringer, and near the garboard for access. Rib-



Forward section being reframed, with forefoot and stem in foreground



**AMERICAN SCHOONER  
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