



P.O. BOX 484

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# WING & WING

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The Official Newsletter of the American Schooner Association

## Adventure the Story of a Schooner

By  
David H. Rhineland

Adventure, the last of the storied line of dory fishing schooners out of Gloucester, Massachusetts, is on her way to returning to sea and becoming the flagship of the nation's oldest fishing port.

Getting this great Gloucesterman ship -shape and focused on an appropriate 21st-century role has not been easy. In fact, the mission is not complete. At this moment, she is back in the water, with a rebuilt hull and deck, and a new suit of sails on order.

The cost so far has been \$2.5 million, which is above the original, overly-optimistic estimates but still well below many similar restoration or replica projects.

The savings have been accomplished by the use of exceptionally talented shipwrights, many skilled volunteers, donations of free or below cost materials, space and equipment, and a flexible timeline that has allowed the work to proceed



only when funds are in hand. An additional \$750,000 or more is needed.

Although the project has not always gone as smoothly as hoped, Adventure already has given the old fishing port a substantial boost.

Designated a National Historic Landmark and an official project of Save America's Treasures, the ship was a critical element in Gloucester's award of a Preserve America grant and was cited last year by First Lady Laura Bush as an integral part of the city's efforts to sustain

its cultural heritage and historic structures.

In the summer of 2009, Adventure will begin her new life as an ambassador of Gloucester and Massachusetts and a living reminder of the treacherous yet rewarding decades of fishing under sail. She will serve as a marine research vessel, a floating classroom focusing on maritime, cultural and environmental issues and a meeting place where fishermen, scientists and regulators can work together to bring about the recovery of the commercial fishing industry. She will

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### 2008 OFFICERS

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## Young Mr. Schooner

By Jeff Thomas II

Fourteen year old Gordon sat on the big cat-log at the end of D B Smith's fish pier. Nothing escaped his youthful gaze. He looked and listened at the sights and heard the sounds of this beautiful spring harbor scene. The vessel lay still in the water. Yet from time to time she moved gently, like some huge living creature awakening from its sleep.

The patched canvas sails had been lowered and secured. No one moved about her smooth deck. Her skipper and crew, recently home from the Banks, had already departed; gone to their homes to be with their families and friends. Everything interested him.

Tall spar poles and rigging towered above him. He listened some more. The vessel seemed to be talking to him as she moved with the gentle breeze stirring at her mooring lines, squeaking, groaning, chaffing and rubbing and rubbing against the wharf. He looked almost transfixed, mesmerized by the wooden shape before him. The two great hawser eyes in the massive round bow took on the appearance of a face. Inviting him. The whole beauty of this nearly magical almost spiritual environment tempted him.

He moved from where he was sitting at the end of the wharf and walked ever closer to the vessel he loved. He jumped down from the pier onto her deck. He next stood up on her rail, grabbed hold of the rigging, and started to climb upwards, looking as he climbed ever higher. The white clouds above called him while the gulls around him sounded their approval.

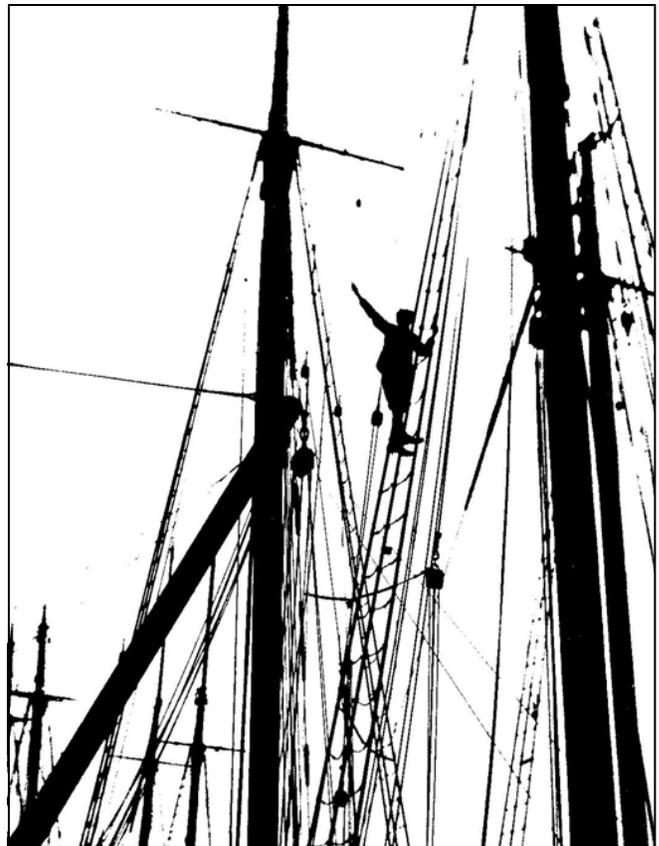
This was nothing new to him; he was not afraid, for he had climbed the rigging of numerous vessels in the harbor, all when no one was around to yell at him and tell him to stop.

He climbed aloft, hand over hand, sure of his footing, until he reached the point where he knew better than to go any higher.

He held on tightly as he gazed out over the harbor

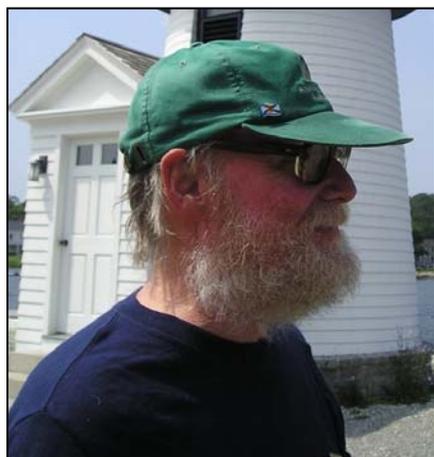
at the forest of masts and spars all around him. His pulse quickened from the climb and the sheer excitement of it all. God, what a marvelous sight before him! Years and years later, when he was quite old, he would recall this moment of moments and tell them to me, his son. He would recall that afternoon that happened so very long ago and describe it in minute detail as if it happened yesterday.

The ironic part of that whole adventure, he said with an impish smile, is that he was caught, but before the man called him down, he took a picture so I would never lose the moment. Then he yelled, "Thomas, you've had your fun. Come down from there."



Jeff Thomas is the son of Gordon Thomas affectionately known as Mr. Schooner. Gordon Thomas was the author of many books about Gloucester schooners, including *Fast and Able*, and *Wharf and Fleet*. His vast photo collection of schooners now resides in the Cape Ann Historical Society. Mr. Thomas died in 1983.

## Dogwatch by Sam Hoyt



### Dogwatch

*Notes from the WoodenBoat Show...*

Despite an awful weather report and high gas prices, Dana Hewson of Mystic Seaport told us that attendance was even higher than last year's great turnout. ASA's "booth" was supposed to be on **Brilliant's** dock, but since she wasn't there Friday, we set up on Chubb's Wharf at the invitation of Denise Meagher, skipper of the **Lettie G. Howard**. South Street Seaport Museum's schooner had been featured in the previous day's *New York Times* for its work with the Harbor School, teaching urban inner-city youth from Brooklyn some teamwork and a bit about their marine environment. We displayed the piece on our table and could point out the picture of the **Lettie** and Denise and then point to the real them.

When a young crewmember climbed off **Lettie** wearing a Boston Red Sox cap, Dogwatch immediately asked her how a crewmember of a New York-based schooner could wear such a headpiece. She didn't back down and, during the course of the day, we learned that she was Ali Glassie, daughter of longtime ASA member Don Glassie of **Fortune** fame. Ali will be getting off the **Lettie** after the Gloucester Schoo-

ner Festival and joining **Harvey Gamage** as a member of the educational crew. Numerous other ASA members, past and present, also put in an appearance including Becky and Howard Hopps, who now run Pine Hill Alpaca Farm (say what?), Ginny Jones, Susie Fleming (now married), daughter of Doug Fleming who owned **Chantey** many years ago, Walter and Susan Sodon and former commodore Dave Clark. And Ian Thomas arrived, fresh from the R/V Connecticut, to announce he is taking a quasi vacation from schooners and going back to college. But he's been active, helping deliver **Amistad** from Mystic to Charleston.

Vessels in attendance included Lu Yoder's **Valora**, a rejuvenated **Half Moon** which turns out to have been purchased and restored by the son of Arthur Collins who owned **Defiance** and kept her in Schooner Cove in Stamford when we were there. And **Defiance** had just been purchased by Wes Higgins of Redding, CT, who joined ASA at the show. Also making its first public appearance was Nat Benjamin's brand new schooner **Charlotte** which is some piece of work. Seems Nat has not gotten around to rigging a flag halyard and so had no place to fly the ASA burgee which Dogwatch presented to him. Much of the wood for **Charlotte** was furnished by Brad Sykes who is no longer on the Vineyard. Instead, Brad is running a cargo ketch out of Hawaii. Seems he shops WalMart to buy up large quantities of basic goods not available in the outer islands and delivers them by sail.

*Other news from the show...* John Swain of Swain Boat Builders is building himself a 36' sharpie schooner in Millington, MD. Allan Aylard sails the 1937 Bluenose schooner **Laura Ellen**

on Lake Huron and belongs to the Canadian Great Lakes Assn. He's considering joining ASA and maybe starting a Great Lakes Chapter. Doug Hazlitt has apparently sold **Malabar X** which is now in Boston outfitting for racing and will soon be taken to Europe.

We also had the pleasure of meeting Kaci Cronkhite of the Northwest Maritime Center and managing director of its Wooden Boat Festival in Port Townsend, WA, where we will be going in September to present the ASA Award to that organization. And we are grateful for the assistance of John and Susan Senning who provided ASA materials, Roberta and Bob Pulsch, Don MacCuish and Cassandra Webster, and especially, Peter Thompson, who showed up on Saturday with brochures and Bluenose Cate's ASA welcome mat. Also to commodore John Eginton who left us a table, two chairs and two burgees so we had something to start the show with.

*West Coast news...* Longtime west coast correspondent Byron Chamberlain notified us of the passing of Bob Ekoos in early June. Bob was the founder of the Classic Yacht Association. Byron also provided some basic infor-



Skookum III and Mischief  
Photos by Marcia Newton

mation on "Doghole schooners" which loaded cargo in the small harbors, or "dogholes," under the cliffs on the California coast. We're planning on doing

**Adventure** (continued from page 1)

become part of a wider effort to to preserve Gloucester's maritime and fishing heritage and promote the city's historic waterfront as a major cultural tourism destination.

Adventure, a knockabout schooner, was built from a design by Thomas J. McManus. She was launched from the John F. James & Son shipyard in Essex, Massachusetts, on Sept. 16, 1926. She measured 121.6 feet in length, 24.5 feet in breadth and had a 14-foot draft. Her gross tonnage was 130, her net tonnage 62. She had a 120 horsepower diesel engine. Her total cost was about \$65,000.

McManus, a Boston fish dealer and designer, decided in 1898 to build a ship with a round or "spoon" bow. That meant he could do away with the "widow-maker" bowsprit, from which so many crewmen were lost overboard handling headsails during the tempests and the ice storms that plagued the Grand



Adventure's distinctive knockabout profile

Banks and other rich fishing grounds. Adventure today is one of the last knockabout schooners afloat in the United States.

The term schooner is some 300 years old. It was first used not to describe the shape of a particular hull but the sail pattern. The earliest sailing fishermen were the double-ended shallops and two-masted ketches. A schooner, with a large mainsail and smaller foresail,

could outrun the older rigs. It could sail through the heaviest weather with a reefed main or set only the foresail while on a trawl.

Adventure, with 14 double-ended, two-man dories stacked on deck, set out on her maiden voyage from Gloucester a month after her launching under the command of Captain Jeff Thomas. She landed at the Boston Fish Pier six days later with 70,000 pounds of haddock. Quite a first haul.

Capt. Thomas, a native of Cape Breton Island, Nova Scotia, was part-owner of the ship as was the custom in those days. He was considered one of the best and hardest-driving of the skippers. Four years earlier, he had been captain of Puritan, which many still considered the fastest of all the North American fishing schooners. She was clocked at almost 15 knots.

In fact, it was her speed that did Puritan in when she was only 101 days old. On June 23, 1922, Capt. Thomas was going full tilt through the fog off Sable Island. Unbeknownst to him, her speed had put him 20 miles closer to Sable than he realized. Puritan ran across the northwest bar of the island, a total loss. All 22 men aboard survived.

Capt. Thomas drove Adventure as hard, fishing for halibut in the summer and haddock in the winter. On one October trip in 1927, he sailed into Boston with 100,000 pounds of halibut aboard, which sold for \$11,770.

On March 24, 1934, Capt. Thomas died at the wheel of a heart attack 80 miles off Halifax. He had just returned to the wheel house after being aloft chipping ice off the rigging when he dropped dead.

Adventure's second skipper was Capt. Leo Hynes, a Newfoundlander who took command at age 33. On his first trip, Adventure hauled in 140,000 pounds of fish. Capt. Leo updated his

vessel -- a larger wheel house, a 230 horsepower diesel -- but kept her a dory trawler.

Dory fishing was labor-intensive and dangerous. The two dorymates would pull away from their mother ship with three tubs of fishing line. Each of these carefully coiled trawls stretched 2,000 to 3,000 feet and carried 500 or more baited hooks. Each trawl was set out tied between two anchored buoys.



Dorymates setting trawl

Then the dorymen would wait, hoping that thousands of bottom-dwelling fish would bite into their 1,500 to 1,600 bait-covered hooks. It was the captain who decided, based on his past experience, where to drop off the dories -- leaving half a mile or so between each.

And it was he who decided when to sound the ship's horn, which signaled the men to begin their backbreaking task of hauling in the trawl and bringing the hoped-for hundreds of flopping fish safely into their dory. They would then row or sail back to the schooner and heave their catch on deck.

In 1943, her best year, Capt. Hynes and his crew landed \$364,000 of fish. By the time she retired in 1953, after almost three decades of work, \$4 million worth of fish had been hauled aboard, the all-time record for a Gloucesterman. During her 27 years as a dory trawler, five crewmen died at sea.

**Adventure** (Continued from Page 4)

Although Adventure herself was still sound in 1953, her crewmen were getting old and the fishing fleet had switched from sail to diesel.

Most important, no young men were interested in learning the art of dory trawling.

Fortunately, this great Gloucesterman found a second life -- Queen of the Windjammers out of Rockland, Maine. Her new owners -- Donald P. Hurd, Dayton O. Newton and Herbert Beizer -- had her refurbished. The fish hold pens were removed and that space was converted to passenger cabins. Most of the berths were removed from the fo'c'sle in favor of more tables and seats. The main cabin and galley were spruced up and she was fitted with a cut down suit of sails.

A decade later, Captain Jim Sharp bought Adventure. He had her hull and rigging overhauled, her engine removed and a full set of new sails cut for his queen, whose hull was painted white. She spent the next 25 years sailing out of Camden, Maine. But age finally caught up with her wooden hull. The U.S. Coast Guard withdrew her certification in 1987. Capt. Sharp was not prepared to spend the estimated \$300,000 or more on needed repairs.

Fortunately for all, Gloucester historian, author and sailor Joseph E. Garland had met Capt. Sharp while researching a book about windjammers. It was their mutual respect and friendship that led Capt. Sharp to ask Garland if he could assemble a group in Gloucester that would repair, maintain and guarantee a new life for his vessel. The non-profit Gloucester Adventure, Inc., with Garland as president, became the owner.

Adventure sailed triumphantly through a flotilla of craft large and small into her old home port on August 27, 1988 -- Capt. Sharp at the wheel, 88-year-old Capt. Leo Hynes and Joe Gar-

land beside him and old salts with tears in their eyes looking on. Ten days later, Adventure -- the "Old Lady" of the sea -- won the 1988 Mayor's Race, beating half a dozen other large gaff-rigged schooners by nearly half a mile.

Four years later, homeward bound from Newburyport, Massachusetts, Adventure was caught in a violent squall just off Gloucester. The old cotton mainsail and foresail were shredded and the ship almost swamped. Safety concerns about the aging vessel led to the decision to stop sailing until she could be worked over.

The initial plan was to do some repairs to the bow and port side. But reality soon set in. "Saving Adventure has proven to be an enormous challenge. The scope of the project has turned out to be many times greater than originally envisioned," recalls board president Marty Krugman, who took command at that point.

Krugman, a psychology professor at nearby Salem State College and long-time Adventure volunteer, began a systematic and daunting search for the money and skilled workmen needed. Meanwhile, the ship remained in the public eye as a classroom and site of very popular Sunday breakfasts and other low-key local activities.

Tri-Coastal Marine naval architects of Richmond, CA, drew up the rebuilding plans to comply with the standards for historic vessel restoration set by the U.S. Secretary of the Interior. Danish shipwright Hermann Hinrichsen was put in charge of the work.

In 1997, Adventure was hauled at Gloucester Marine Railways, one of the oldest such facility still in use in the United States. As the scope and length of the project grew, the hull was moved in October 2004 to nearby Rose's Marine. The \$2.5 million projected cost was almost four times the original, overly-optimistic, estimate. (The total

cost is now expected to pass \$3 million by 2009.)

As happens with most restoration projects on land or sea, the true scope of the task only become clear as work progressed. Very little of the original timbers -- heavy oak framing and planking of white oak and white pine -- had escaped the ravages of time. As ribs were exposed, the shipwrights found that fresh water from leaking deck seams and condensation had rotted the frame to the point that the exterior hull planking had loosened and twisted.

Many of the centerline structures needed reworking or replacing as well. Although the keel and keelson were sound, the horn timbers, rudder post and box, the bit posts and the tail feathers had to be replaced. The stern rebuild, in keeping with so many other segments, was more complex and costly than anticipated.

Finding proper timber and skilled craftsmen has been a continual problem. Project shipwright Hinrichsen, using his Danish connections and the fact that Adventure is a National Historic Landmark, contacted his brothers who were still working in their father's shipyard on the Baltic Sea. They arranged for the shipment of critically-needed old growth white oak from the of the Dan-



ish Royal Shipbuilding Forest, trees now set aside for historic vessels. Viking Lumber in Belfast, ME, was able to provide long lengths of clear grade 3 by 5 inch quarter sawn white pine deck

## Dogwatch (Continued from Page 3)

some more research on this subject.

We are grateful to Jerry and Marcia Newton of San Diego for sending us the results and some great pictures of the Yesteryear Regatta. There were seven schooners in the schooner class ranging in size from the 30' **Maid of Kent** to the 105' **America**. The Schooner Cup went to **Mischief** which narrowly defeated the larger **Skookum III**, the margin of victory being less than two minutes. The order of finish after the first two: **America**, **Maid of Kent**, **Shine On**, **Allure** and **Shearwater**. Jerry reports that the Schooner Cup will be moved up next year to be a stand alone event hosted by the Silvergate Yacht Club which is presently getting a rebuilt clubhouse. The new owner of **Shearwater** is Ned McMahan and he was serenaded in San Diego by previous owners Daisy Nell and Captain Stan. They also met Paul Plotts who owns the 65' Alden **Dauntless**. Daisy and Stan were busy recruiting these west coasters for the ASA.

*Other news...* Mary Anne McQuillan let us know that **Ernestina** has arrived safely in Boothbay, ME, to start repairs. There is hope now that she can be back in commission by next summer...The Ocean Alliance organization has purchased the famous Gloucester paint factory and will convert it for use as its



America and Allure  
Photo by Marcia Newton

headquarters...

Richard Hudson is currently en route from Madeira in his newly-purchased French steel schooner. Among his crew is Peter, who has skippered **Adirondack** out of Chelsea Piers near our abode which we learned when we recently took a sail on that vessel under her present skipper, Andrew. Richard's other steel pinky schooner **Rosemary Ruth** is still up for sale...Randy Peffer has a



Maid of Kent and Shearwater  
Photo by Marcia Newton

new book out available at Amazon.com titled *Old School Bones*. It better be good at the outrageous price of \$45...ASTA's Tall Ship Challenge is taking place on the west coast having departed Victoria, BC, recently.

At a recent fund-raising cocktail part for the Oyster Bay Waterfront Center, we were hailed from across the yard with the shout of "Dogwatch." The hailer turned out to be former member Charles Hatton who also showed up at the WoodenBoat Show with the same greeting.

The highlight of the evening was a close-in sail-by by the oyster sloop **Christeen**, under the command of Gary Cassidy, brother of former commodore, Jim. They let fly with several cannon salvos. Brother Jack and I were the winners in a silent auction of a four-hour sail on an historic Herreshoff fish class

sloop, which will take place very soon.

Finally, a bit of opinion on literary history, not by yours truly. Rather, a recent *Wall Street Journal* column offered one man's opinion of the five best books to "...capture the challenge and glory of sailing." One must confess to being a tad dubious, considering the periodical, but we were somewhat mollified by reading on and discovering that the choices were made by one Robin Knox-Johnson who has some fairly impressive seagoing credentials himself, although not schooner related. His choices:

1. *The Last Grain Race* by Eric Newby, Houghton Mifflin, 1956
2. *Two Years Before the Mast* by Richard Henry Dana, 1840
3. *The Acts of the Apostles*, circa A.D. 60
4. *Sailing Alone Around the World* by Joshua Slocum, 1899
5. *Last Man Across the Atlantic* by Paul Heiney, Mainstream 2006.

We've read three but had never heard of number five and have carefully avoided number 3. Keep those cards and letters coming.



South Street Museum's Pioneer  
Jeannette Hoyt

**Adventure** (Continued from Page 5)

planking. Shipwrights from nearby yards, caulkers from Connecticut's Mystic Seaport and volunteers put everything in place.

The latest bit of good news is a \$65,000 gift from a local family foundation, which will be used for new rigging and to buy a full suit of sails from Nathan S. Wilson of Boothbay, Maine. He is renowned for cutting accurate period sails for historic vessels, including the USS Constitution.

Peter N. Souza, vice chair of the Board of Directors and head of its vessel committee, is not quite ready to relax. "Each and every step of our project has been painstakingly accomplished and filled with critical attention to details and accuracy. Labor and resources are scarce. We continue to make great strides, but we're not there yet," said this descendant of Newfoundland and Gloucester fishing families.

Still ahead is lots of work below decks -- restoration of the cabins and fo'c'sle, converting the old fish pens into a classroom space, installing a new diesel engine and waterproof bulkheads. Once all the work is done, Adventure will have to pass a rigid U.S. Coast Guard inspection and meet all the requirements of a subchapter T (under 100 tons) passenger vessel.

Krugman admits that he has felt truly discouraged at points during the past decade. "We are a small, under-funded organization repeatedly teetering on the brink of economic ruin," he said. Looking over his shoulder at other restoration projects wasn't always encouraging. Many were being done by large museums or government agencies. Among the projects at the high end of the scale is the restoration of the schooner C. A. Thayer, under way in San Francisco for \$14 million.

The money for Adventure has come in spurts, Krugman explains. "We get a ma-

yor grant and do some work, then hit a lull, and then get another major grant." A member of the Adventure's board of directors has contributed more than \$500,000 through a family trust.

Among other significant contributions

- \$250,000 -- Massachusetts Office of Travel and Tourism
- \$250,000 -- Massachusetts Historical Commission.
- \$247,000 -- National Park Service, Save America's Treasures
- \$100,000 -- Lowe's Charitable and Educational Preservation Fund of the National Trust for Historic Preservation

"We've come so far now we just can't stop," said her old master, Capt. Sharp, as he looked over the work last summer. "I'm the only skipper still alive who has ever sailed a Gloucester vessel without an engine. I hope I can stagger aboard and sail her again."

Here's hoping Capt. Jim will be at the wheel when Adventure sets sail again. There won't be a dry eye or a clear throat when she passes Eastern Point light at the head of Gloucester harbor and pushes out into the Atlantic.

(EDITOR'S NOTE: This article, minus the original photographs, by Dave Rhinelander is reprinted with the permission of the National Maritime Historical Society. The photographs used in this version of the article are courtesy of the Schooner Adventure A National Historic Landmark. More photographs of the Adventure and current status report of the progress of her restoration are located at <http://www.schooner-adventure.org>.)

Editor's Corner: I apologize for the delay in getting this issue of Wing & Wing out to the membership. Although I

am trying to establish a permanent schedule so you, the reader, know when to expect it, I cannot maintain any regular schedule without content. This was the problem with getting this issue out on time. Thus, I implore you to send me material for Wing & Wing.

Trivia Question:

Who was the first person to build a Schooner? Where was she built? And what year was she built?

You may submit your answer without documentation, but documentation is preferred.

Send your answer to :

[editor@amschooner.org](mailto:editor@amschooner.org)

Coronet  
In Restoration at  
IYRS  
Newport, RI



Yacht Schooner Coronet Wing on Wing  
(Source unknown)

## A Keel Timber Replacement

By Peter Thompson

Over the last several years the new ASA website (many thanks to Alex Rhineland) has created the opportunity for numerous electronic conversations between members. Most have been related to buying and selling schooners, sailing schooners, maintaining and rebuilding schooners, races, events, and most everything else schooner. It's a healthy sign that both new and old members alike are actively engaged in or are contemplating tackling some pretty involved restoration and maintenance projects either by themselves or with professional assistance. Over these years I have become convinced that restoration only happens to other peoples boats and generally soon after purchase. For your own boat, it's usually just maintenance. In any event, these endeavors often get very serious and generally require more of either one or two resources, time or money. I am presenting this article in the event there is another owner out there contemplating replacement of a keel timber and related structures, or has recently discovered that such an unanticipated structural rebuild is needed. This article is written along the lines of the owner-doer model. Since this project involves replacement of a keel for a centerboard boat, a short history on Blackbird's centerboard and trunk follows.

Built in 1930 as a centerboard schooner (Alden design No. 309Q), Blackbird's original trunk was intact and functioning until the late 1960s or early 1970s. Around that time,

Blackbird's owner Charles Hamblett was observing his father's last wishes by offering his father's ashes to the sea off Isle of Shoals, NH. When he turned home and tried to pull the board up, it was gone. In apparent empathy for Charlie's father, the board had let go and joined him. That winter a new board was fashioned and installed. The trunk bed was reinforced by cutting out the lower corner of the floor timbers, sliding in rebar along the length of the trunk next to the keel timber, and casting concrete around the base of the trunk, keel timber and intervening floor timbers. This repair extended the life of the original structure into the late 1980's, when the board was finally removed from service and the slot plugged and capped. We sailed the boat from 1993 through 2000 without the board; a configuration which only draws 4 feet 3 inches on a thirty three foot waterline. In 2001, having recently recovered the second board from a



An unlucky friend volunteered for the timber transport

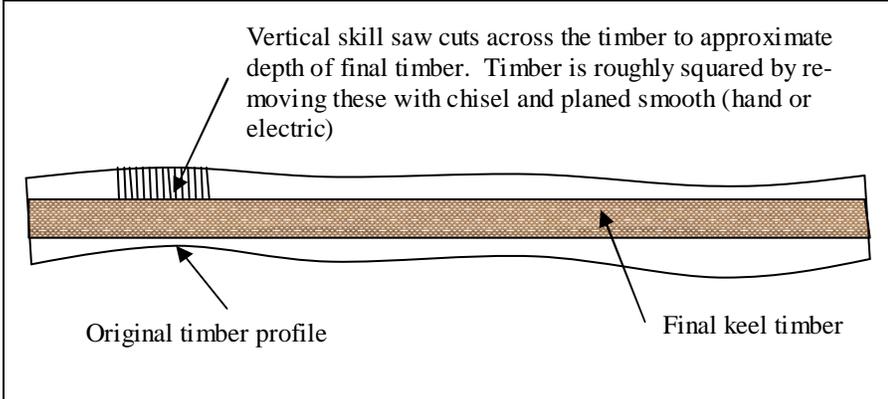
barn in Cumberland, Maine, we decided to jackhammer out the approximate 2,000 lbs of concrete to look at replacing the centerboard trunk. Unfortunately, the keel timber was not in satisfactory condition to install a new trunk. We soon found that the ripple effect of seemingly small decisions can be astounding.

The decision to replace the board ultimately required the careful removal of the original interior, installation of 50 new frames, putting the



Sandy's fork truck *Nellie* in action (Men don't name their fork trucks)

**Keel timber** (Continued from page 8 )



Section View of Rough Timber



Final centerboard slot

boat in a large cradle, dropping the iron ballast, removing the garboards, replacing the floor timbers; all so we could get at and replace the keel timber.

Given our direction was now clear, I got on the phone and called Brad Ives. He had an appropriately sized piece of Angelique on the way from Surinam and had it sent to Maine. That particular Maine winter was brutally cold which just didn't appeal to that wet tropical hardwood and it checked beyond use. Brad was very gracious and gener-



Cutting the centerboard trunk slot

ously accepted the timber back. We picked out a larger timber with him at the Cataumet Sawmill in East Falmouth MA. We transported the timbers on a boat trailer with an old Ford Explorer. My only lesson learned here is just make sure the hitch ball on vehicle matches the trailer hitch size. When the ball is too small, the trailer might try to jump off which can be disconcerting if it happens while driving underground in places like Boston's Big Dig.

Once home, the first task was getting the new timber moved around which is pretty easy if your wife is willing to let you borrow her fork truck. With the old timber and the new laid side by side, and the iron ballast off, and with the aid of original plans, the next step was to mark out and cut a rough blank for the timber. Lacking a large enough skill saw, an old chain saw, sharpened frequently, worked fine. This replacement timber was about ten inches thick, by about thirty feet long and twenty eight inches wide with beautifully straight grain but some deep checks. The final keel timber taken out of the middle, was six inches thick and almost check free. The next step was to get that timber flat on one side, then the other, so it could be transported to Boothbay Shipyard and planed to thickness. The timber had a wavy cut from the Surinam mill and needed to be faired to provide a flat and true surface without any twist. Fairing the timber was done by shooting a horizontal survey line on



Roughing out the blank

Keel Timber (continued from Page 9)



Checks between frame pockets in old oak keel timber

opposing sides, marking the line around on both sides so that the blank was slightly thicker than the final timber. Vertical cuts were made at about ½ to 1-inch spacing with a skill saw across the timber to the depth of that line and the small blocks cleaned out with a chisel to form a rough but flat surface. A little work with an electric hand plane, and the timber was flat enough to run through a planer. Of course if your wife also happens to have a very large jointer, or a really big band saw and some husky friends; those options might be quicker.

The next step is to measure the trunk location, and then cut out the trunk beds, including spline locations.



Chisel cuts at stations

With some guides, numerous passes at shallow depth increments with a plunge router using spiral up-twist bit, the trunk cut-out progressed and finished without mishap. If you use Angelique, it likes to hold its moisture and does not like to dry out so depending on the humidity of your working environment keep a careful eye out for initiation of checks and consider priming the timber with red lead soon after cutting.

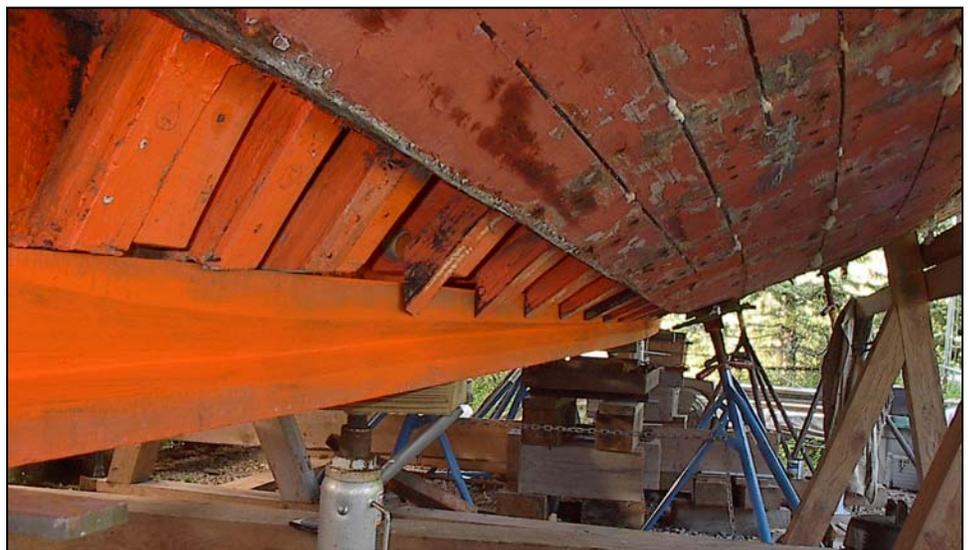
As shown in the photo upper left,

the majority of the deterioration in the old oak keel timber occurred between the frame pockets, just the place where the garboard screws are supposed to hold. Based on these observations, we did not re-pocket the frames in the new keel. We'll report back in another 70 years and let you know if that was a good decision.

Aside from minor fitting issues to



Initial rabbit plane cut



Final rabbit in timber

**Keel Timber** (Continued from Page 10)

the forefoot and deadwood, the next major task is marking the bearding and rabbet lines and cutting the rabbet to accept the new garboard. For a neophyte, this was a task that required some thought and repeated wanderings around the boat and a glass or two of rum. After the position of the bottom, keel and frames were properly aligned, it was a relatively simple matter to measure the angle of each frame to the keel timber with a bevel

gauge. These measurements were scribed and numbered on a board, and transferred to the keel timber to guide the initial cutting of the rabbet with a chisel. At each frame station the cut was made to a depth sufficient to guide a rabbit plane. This was ultimately an easy way for a beginner to cut the rabbet. A more experienced fellow might make faster and better use of a chisel, but this worked out fine. Sharpen your plane frequently,

take lots of measurements, and before you know it, the job is done. Angeli- que is tough on sharpened tool edges and the time spent sharpening them is rewarded by more efficient progress. Based on this experience I've gone to a diamond honing stone for quickly honing plane blades. If you need to install a new keel timber and you have some time but can't afford to have a yard do it, you can do it your- self.

**Her 2008 Maiden Voyage**

by

Don MacCuish

The 2008 sailing season's maiden voyage of Al Bezanson's beautiful schooner Green Dragon took place on Sunday, June 29th. In addition to Al were Joe Garland, Cass Webster and myself, at the helm thank you (see photo at the bottom of the page). The winds propelled us rather nicely outside Manchester, MA harbor. The sea was comfortable. After my turn at the helm, I turned it over to Joe. Joe seemed to enjoy it very much because he hasn't taken the helm of a boat for a number of years. In the next edition I'll write a more thorough description of our voyage.



**Name This Lighthouse!**

If you have trivia questions or a photograph of a lighthouse or a famous schooner you'd like to challenge member to properly name then send you submission to:



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