



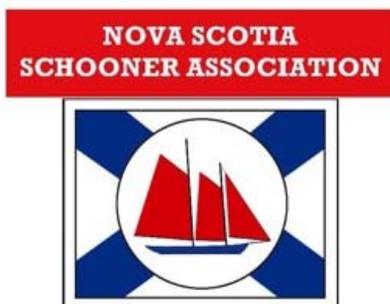
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WING & WING

The Official Newsletter of the American Schooner Association

Volume XLVI, Number 3 - Winter 2010



Invitation from the Nova Scotia Schooner Association by Bruce Halliday, Commodore

Dear ASA Members:

As Commodore of the Nova Scotia Schooner Association, I would like to extend an invitation to you, your schooner and your crew to attend our 50th Anniversary Race Week in Hubbards, NS, July 30 – August 6, 2011.

The first organized Nova Scotia Schooner Championship was held at Hubbard's Cove on July 25, 1961. On that day the attending skippers gathered aboard the 1905 Tancook Island schooner **Adare** and formed the Nova Scotia Schooner Association. The Association's goal is to preserve the tradition of Nova Scotia built schooners by organizing competitions and events, promoting continued design, construction and restoration and researching and maintaining past and current schooner information.

For the past 50 years, the Nova Scotia Schooner Champion has been determined in races held in various locations along our coast. The week-long event is filled with respectful competition, story telling, song, music and dance and American based schooners have attended in the past.

Information on the Association and our 50th Anniversary can be viewed by visiting our website www.nsschooner.ca or by becoming a friend on our Facebook page. You can also request additional information through our membership committee by emailing nssamembership@gmail.com

~ Fair Winds

2010 OFFICERS

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Send all articles, photographs and blogs to ASA W&W Editor, Susan A. Sodon, graphicsgirl0503@gmail.com

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Dogwatch

By Sam Hoyt

Having known Pete and Jeanette for some 40 years (*See “Peter Phillipps” on p. 5.*), and having sailed a number of times on **Voyager**, including the transatlantic passage several years ago, the high point of my schooner sailing life, his passing hit me really hard. It’s hard to imagine a schooner event without Pete, who was a past commodore of ASA. Our very best wishes go out to Jeanette. We will miss him greatly.



After the two recent storms, let’s hope for good weather the first weekend in February because the annual meeting should be lively and we’re having a great guest presentation. Tom Dunlop, author of *Schooner: Building a Wooden Vessel on Martha’s Vineyard*, will be talking about putting the book together. With him will be Alison Shaw who will show slides of the great photo-

graphs she contributed to the book. So get your dues to the treasurer in a timely manner. And we’ll have to have a drink in remembrance of the Ground Round, the bar in the Best Western/Ramada Inn, which closed its doors recently.

After his adventures off the coast of Labrador, Richard Hudson was passing through the New York area on **Issuma** in October. He tied up in the East River and hosted a party for his schooner friends in the area, many of whom had sailed with him in various parts of the Atlantic. First time we’d ever gone to a schooner party by subway. Richard was on his way to Toronto where he was going to winter by way of the Hudson River and the Erie Canal. We tried to talk him in to sailing to Iceland next summer for the Sail North Husavik festival. Doesn’t look like he wants to go back that way.

Summer events... They kicked off with the Gloucester Schooner Festival over Labor Day Weekend. The threat of a hurricane impacted the event and limited the number of schooners attending and only nine vessels raced on Sunday. And one of them, the eventual winner, **Spirit of Bermuda**, showed up just minutes before the start, having sailed all night from Penobscot Bay. Naturally, with the dire predictions of a major storm, the winds for the race were very light.

Surprisingly, the light winds favored the larger boats. That’s because **Spirit of Bermuda**, a modern three-masted marconi-rigged vessel, and

Summerwind, the 1928 Alden schooner rebuilt and given a modern double marconi rig (and donated last summer to the U.S. Merchant Marine Academy) are very good light air vessels and they were out in front from the starting gun. But Mark Faulstick’s double gaffer **Adventurer**, on which I was privileged to sail, gave them a run and finished with the third best elapsed time. Actually, I was supposed to sail with Al Bezanson on **Green Dragon**. But when our train came through Crocker’s Boatyard in Manchester, there was Al’s schooner hanging in the travel lift, hauled in anticipation of the hurricane. So I bummed my way on to **Adventurer** and Jeanette sailed on the **Thomas E. Lannon**, neither of which, by the by, flew the ASA burgee. Actually, the only schooner flying that noble ensign was **Estrella** so Bruce Davies and Sandy Atwood took home the ASA Rendezvous Award for the event.

Then it was on to the Wooden Boat Festival in Port Townsend, WA, where ASA once again had a booth and made some good contacts. More schooners than ever this year and all the big ones from the Pacific northwest, including **Adventuress**, **Zodiac**, **Alcyone**, **Martha** and **Maryke Violet** (formerly the **William Moir** from Nova Scotia and now from Powell River, BC). So, naturally, they didn’t have much wind for the big race. But **Martha** sails very well in light airs and took line honors for Robert d’Arcy and his fine crew yet again.

Again, with the help of the local schooner folks, we picked a winner of the ASA Rendezvous Award not based on race results. It went instead to the Smith family which, three or four years ago, had a vision. It was to restore the fine schooner **Grail** to its original condition. Working together, parents Jeff and Marla and

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offspring Ossian and Galin and a girlfriend, Sonya, brought her back and have been sailing her very well indeed. Immediately after presenting the award at the end of the pier to which **Grail** was tied up (photo below), they all boarded and headed home to Vashon, WA. And the beautiful temporary award that was presented was drawn by Robert d'Arcy and Holly's daughter who had also made the award for the Captain Raynaud International Schooner Race.



There's a lot going on in the Pacific northwest and on the left coast in general. There is a big movement in Tacoma to get the public back to that city's impressive waterfront. And we're still trying to get the lowdown on the new schooner organization in Washington which we understand is primarily for commercial schooners. Also noticed some interesting exhibitors at the festival, including our next door neighbor "The Inquisitive Sailor." They provide on-line books on sailing among other things, so check out the website at InquisitiveSailor.com. Another was Sloop de Jour but I never got up the nerve to find out what they do. And the famous schooner **Barlovento** is (or was) for sale.

After our second annual visit to the Puyallup Fair with daughter Megan, it was back east. Then, three days after Richard Hudson's party on **Issuma**, it was off to the southward for the Great Chesapeake Bay Schooner Race. And, finally, we got some consistently varied weather. During

the parade of sail around Baltimore's Inner Harbor, complete with its usual cannonade, **Mystic Whaler** came very close to running over a small, schooner-rigged open boat which, at the time, was proceeding under oarpower. This vessel turned out to be the **Rip Hudner** from the Outward Bound program in Spruce Head, Maine, and sailed by a group of Outward Bound instructors. Since it didn't have any power other than the oars, **Mystic Whaler** towed the **Rip Hudner** the seven miles down to the start off Annapolis while its crew, except for the skipper, Julia Carleton, came aboard the Whaler and had a hot meal. When the crew reboarded the **Hudner** just north of the Bay Bridge, they took some hot food to Julia.

The start of the race was in very light air, but as usual **Pride of Baltimore** made her way to the front, closely followed by the King's Point schooner **Summerwind**. **Mystic Whaler** wasn't in bad shape at the start, but we were in for some frustrating moments a while later. **Rip Hudner** was still north of the Bay Bridge at the start and so was well behind the fleet. Imagine our surprise when we saw her moving steadily up on us, flying a loose-footed blue jib rigged on an oar. As they went past, Captain John asked them for a tow – fair is fair, right? – but it was not terribly politely declined.

Then the rains came, and the wind. While the rain left at night, the wind continued to build and went astern and pretty soon **Mystic Whaler** was doing near hull speed. And it got cold. Really cold. Naturally, I had ignored Jeanette's sound advice that I pack my long johns and watch cap and, already having very wet feet due to the earlier rain, I froze. It wasn't quite so bad when I came back on watch as Mary, one of the annual guests on the **Whaler**, had lent me a dry pair of boots that I could just barely get into.

Due to the strong winds, there were several dropouts and some minor damage

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although the **A. J. Meerwald** did break her main gaff. **Pride** was first across the finish line at Thimble Shoals followed less than an hour later by the Class A schooner **Woodwind** and then **Summerwind**, which was the eventual winner in the large boat division. **Summerwind**, you may remember if you read the last Dogwatch, was able skippered by Jonathan Kabak who earlier had skippered the South Street Seaport's **Lettie G. Howard**. Art Birney's **Adventurer** took Class A honors on corrected time, with **Sally B** winning Class B and **Quintessence** Class C with, you guessed it, **Rip Hudner** an easy second in that class.

Since the ASA Rendezvous Award can be given for any reason, a quick caucus of ASA members and officers present produced a relatively easy decision. For a mixed crew to sail a very small open boat, with only a small dodger for shelter, one small gas burner for cooking and no readily discernable head, in such tough weather conditions, the award was duly presented to Julia Carleton, skipper of **Rip Hudner**. If this crew is an example of the caliber of the instructors at Outward Bound, then the kids in that program must be getting some pretty good experiences.

The pig roast was its usual success as was the many-tapped Budweiser beer truck. Following the roast and presentations, the Kay family party on **Woodwind** was its usual convivial crowd. And we got a tour of some neighboring schooners thanks to Roger Worthington who guided us around his own **Prom Queen** and escorted us on to **Liberte** which was rafted next to **Woodwind**. Needless to say, the crew, guests and food on **Mystic Whaler** were first class. Not at all sadly, we had to return to New York for daughter Samantha's wedding and so missed out on the Cambridge Rendezvous. Maybe next year.

Other news... Courtesy of the *Gloucester Daily Times*, we learned that the Essex Shipbuilding Museum and Harold Burnham's yard are combining to build the pinky schooner **Ardelle** and demonstrating traditional shipbuilding techniques while doing so...If you ever get to Seattle, there is the most incredible map store downtown the name of which escapes me at the moment. But they have maps of every big city in the world, nautical maps and charts, a wild selection of books (one of which you will hear from in later columns) and good geographical games and books for kids. A not to miss store and I'll get you the name.

And we've come up with another not so irrelevant historical fact thanks to *The New York Times*. It seems that a two-masted schooner was discovered near Aland Island at the junction of the Baltic Sea and the Gulf of Bothnia. The cargo was a lot of bottles and the divers decided to taste one, expecting to find seawater since it had been under water for close to 200 years. Much to their surprise, it wasn't seawater. Instead it was French champagne that had stopped being produced in 1830. Trust a schooner to carry valuable cargo...

Keep those cards and letters coming folks.

ASA Meeting Minutes Fells Point, MD, aboard Mystic Whaler 7 October 2010

by **Al Roper, ASA Commodore**

Present: John Eginton, Sam Hoyt,
Al Roper

The Treasurer's report submitted by Joanne Sousa indicates a balance of \$3219.31. After discussion, we recommend that dues paid after October 1 should be credited to the next year, (i.e. the dues year is January 1 - December 31, but payment early for new members would get an extra 3 months). It costs us nothing.

Would like to put information on annual dues renewal in W&W, as well as the Annual meeting announcement. I will make a reminder letter (probably e-mail) to send to those folks who have not renewed by the annual meeting. Awards: May be given to a vessel primarily, or persons secondarily.

The official Rendezvous sites this year are:

- Port Townsend
- Gloucester
- GCBSR Awarded to schooner **Rip Hudner**
- Cambridge Schooner Rally



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I am not sure if we had chosen Provincetown to be one of our sites. Do not know if any ASA folks were there in an official capacity.

W&W - We would like to see 4 issues yearly. Sam Hoyt is the major contact with Sue Sodon who is doing an excellent job. More input is always welcomed. Probably a good idea if her e-mail address and her title as Editor could be in W&W so folks could get directly to her with submissions.

Annual Meeting: February 4-5, 2011, Mystic, CT. Same location (*Editor's note: The Hampton Inn, Mystic, CT is the new location.*) Action: Al Roper in charge of motel reservations, John Eginton securing lunch and meeting hall at the Seamen's Inne (*Editor's note: The Seamen's Inne has been renamed, Latitude 41, same address.*)

Al Roper and Sam Hoyt working on the Speaker. Sam will talk to Tom Dunlop, Author of *Schooner*. If that doesn't work out, then Al Roper will contact the Talarski Brothers of the schooner **Halie** and **William**, who made two trips to Haiti for the Hurricane relief project.

Brochures: We are almost out. Action: Al Roper to contact Alex to find out who has the original, where we have been ordering them, etc. I would like to have a supply in order to include one with the letter I send out to new members. So far I have been contacting new members directly when I hear of them. ASA Award Plaque at Mystic Seaport. Action: John Eginton plans to hunt this down this Winter. If there are gaps, we will try to fill them in. Any suggestions for ASA Award this year? Sam Hoyt has suggested Gannon and Benjamin for all the schooner work they have done. Any other ideas?

Future actions: Sail Baltimore, Op Sail, etc., in conjunction with the bicentennial of the War of 1812.

There being no more business, the meeting was adjourned for a delicious luncheon on the Mystic Whaler, graciously provided by the Past Commodore, Captain John Eginton.

Peter Phillipps

A Note from Dogwatch: "We're indebted to Ginny Jones of Vineyard Haven for the following note on the sad passing of Peter Phillipps".

Peter Phillipps, husband of Jeanette, father of Loch, Ben, Bea (Beach Bennett) and Christy (all with his first wife Gay Nelson of West Tisbury), and since 1962, the owner and skipper of the 50 foot, 90 year old Alden schooner **Voyager**, passed away, 19 December 2010 from a pulmonary embolism in Maine.

He and **Voyager**, accompanied by family and friends -- always lots of kids, their friends and other family -- sailed many thousands of ocean miles -- along our coast, to the Canadian Maritimes, the Caribbean, the Mediterranean, and about twenty years ago, Pete embarked with Jeanette on a leisurely circumnavigation. Over the years, **Voyager** was rebuilt in Nova Scotia and then again in Thailand during the circumnavigation. There is a particularly lovely Benjamin Mendlowitz photo of **Voyager** anchored off Moorea, French Polynesia during the passage through the Pacific -- a group of friends chatting in the cockpit.

He and Jeanette cleared in to the United States at the WoodenBoat Show in Mystic several years ago and, having bought a piece of property near Rockland, built a house overlooking Penobscot Bay -- with **Voyager** on a mooring nearby. Pete was by training, an architect and college professor, but his family, **Voyager** and sailing, remained the central focuses of his life.

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THE GLOUCESTER
Adventure

*Schooner Adventure Arthur Baggs
Memorial Floating Fund*
by Joanne Souza, Executive Director

The schooner **Adventure** organization was saddened to lose a dedicated friend and supporter this year with the passing of Arthur Baggs at the age of 94. Arthur had been part of our restoration efforts for over 10 years. Arthur's generosity was extraordinary with his time, resources and expertise. His engineering help was invaluable. What an inspiring sight it was to see this small man of 80 plus years climbing around our vessel while serving as our "Ship's Keeper".

Recently, the Dusky Foundation generously donated \$25,000 to establish the Arthur Baggs Memorial Floating Fund, named in the memory of one of

schooner **Adventure's** most dedicated volunteers, to support our yearly berthing expenses.

We are appealing for pledges to match this generous donation to maintain the vessel for the next 5 years.

The \$40,000

annual cost of maintaining the vessel includes dockage fees, insurance, and the cost of the annual haul out at the Marine Railways which is crucial to ensuring that this vessel is in the best possible shape.

Acquiring a berth at the Gloucester Marine Railways has proved to be a positive step in the growth of our organization and in collaboration at a historic site. At our July Board of Directors

meeting, those present unanimously supported a donation plan to support this newly established fund. Each Board Member was requested to donate a minimum of \$500 per year for a 5-year period, above and beyond normal annual giving, towards this newly established fund allowing us to retain operating funds to support office administrative and education expenses. We are very proud to say we have 100% commitment from our board members. With this fund the Board is committing to raising sufficient money to maintain the schooner **Adventure** at Rocky Neck for the next five years – anchoring our other efforts to raise the funds necessary to complete the renovation.

Schooner **Adventure** is a unique world treasure, one of only three Gloucester schooners still in the water. She comes from an only one of its kind port, a port that once sent out over 500 schooners to the fishing grounds of the North Atlantic. The importance of this traditional fishery is unquestioned, and now there is only **Adventure** – she alone bears silent witness to the thousands of dorymen and skippers who once called Gloucester home.

Built in 1926 at the John F. James Shipyard in Essex, Massachusetts for the legendary Gloucester skipper Jeff Thomas, **Adventure** landed nearly \$4 million worth of cod and halibut during her fishing career. When retired in 1953, with Leo Hynes at the wheel, **Adventure** was the last American dory fishing trawler left in the Atlantic. The master Gloucester historian Joe Garland describes **Adventure** as "one of the most famous vessels in the North American fishing industry... (she) set the highline records for all vessels of



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any type until her retirement in 1953..." She is now enthroned at her permanent berth at the Rocky Neck Marine Railways in Gloucester – tying together the history of a famous vessel, a unique port, and an ancient marine railway.

Our mission is to preserve the schooner **Adventure**, the last of the great Gloucester Grand Banks fishing schooners, for the enrichment of future generations and their love of the sea; to enable the **Adventure** to serve as a community resource for educational programming focusing on maritime, cultural, and environmental issues; and to operate **Adventure** at sea as a living symbol of America's maritime heritage. If Gloucester's history is to be understood, it should be viewed in large measure through the eyes of a fisherman. In donating the vessel to the citizens of Gloucester, Captain Jim Sharp stated "what better way to tell Gloucester's story than on board the last of the Gloucestermen."

eSchooner-RFIs

Schooner Thomas H. Lawrence

Dr. Joel I. Klein queries: John Milner Associates, Inc. is seeking any information concerning the 3-masted schooner, **Thomas H. Lawrence**. The **Thomas H. Lawrence** was 137 feet long, 33.3 feet wide and built in 1891 by Crosbie & Son of East Boston. She was eventually abandoned in New Bedford, Massachusetts sometime after 1939 and burned in New Bedford on July 4, 1941. We would be especially interested in locating the original vessel plans and photos.

We would also be interested in information on other 3-masters of similar age and size that may still exist.

Contact Dr. Klein at:
 Joel I. Klein, Ph.D., RPA
 Associate Director, Cultural Resources
 John Milner Associates, Inc.
 One Croton Point Avenue, Suite B
 Croton-on-Hudson, NY 10520
 t.: 914.271.0897 ~ f.: 914.271.0898
 jklein@johnmilnerassociates.com—<http://johnmilnerassociates.com>

Schooner Nymph Errant

Mr. John Bathurst queries: "Years ago I chartered a schooner out of Maine called the **Nymph Errant**. I am inquiring if your association or members are aware of her current status. Thank you for any info you can provide on this subject."

Contact Mr. Bathurst at: jbathurs@shaw.ca



For more information:

The Gloucester Adventure, Inc.
 P.O. Box 1306
 Gloucester, MA 01931
 t.: 978-281-8079
jsouza@schooner-adventure.org
www.schooner-adventure.org

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Betsy K at Rest from the Last Sail of the Year by Jim deReynier, CQE



Betsy K is a 33ft. Atkin schooner, #775, designed in 1957 for John Beckwith, Avondale, RI. Based on sketches done by John in 1950-56, the negotiations with Billy must have gone into long hours.

The picture was taken by John's nephew, Jim Beckwith, using a piling and extended time exposure at Avondale Boat Yard, RI. Despite the calm water in this marina picture, Jim B., and myself, Jim deReynier, the current owner, had a 40ft., double reef sail day this past November. The picture seems like a summer evening compared to the recent weekends of adjusting the bubbler system to fight off the ice attempting to choke Betsy K in the same marina.

Contact Jim deReynier at: jimd@classic-coil.com

Schooner Adventuress by Sound Experience

As the schooner **Adventuress** nears her 100th birthday in 2013, non-profit owner and operator Sound Experience is undertaking an ambitious, multi-phase restoration project over four winters. Collectively called the *Centennial Restoration Project*, the goal is to ensure that **Adventuress** will be sailing for future generations.

Phase I of the *Centennial Restoration Project* began last

January at Port Townsend's Haven Boatworks. Over three ambitious months, Phase I focused on reframing the port topsides - from midships to the stem - and installing a new purple heart stem. Original white oak futtocks were replaced with 67 double sawn purple heart futtocks over a span of 30 frames and 840 lineal feet of sapele planking replaced a mix of original longleaf yellow pine and replaced fir planks. A new fore chainplate, Samson post and anchoring system were installed as well as new whisker stay spreaders and chainplates after the removal of her catheads, which had been installed in the 1990's. Simultaneously, the Northwest School of Wooden Boatbuilding designed, fabricated and installed 12 new fo'c's'le berths.



Phases II and III began in November 2010, after the end of **Adventuress'** sailing season. Once again hauled out at Haven Boatworks, **Adventuress** is undergoing an ambitious winter of restoration. Phase II is a continuation of Phase I to complete the topside reframing of the bow area on the starboard side, from the stem aft to the new frames installed in 2005-2006. An estimated 55 new purple heart futtocks and 520 lineal feet of sapele planking will be installed. A new fore chainplate will also be installed. In addition, Phase II includes the building of a new 2000 square foot mainsail and staysail at Port Hadlock's Northwest Sails.

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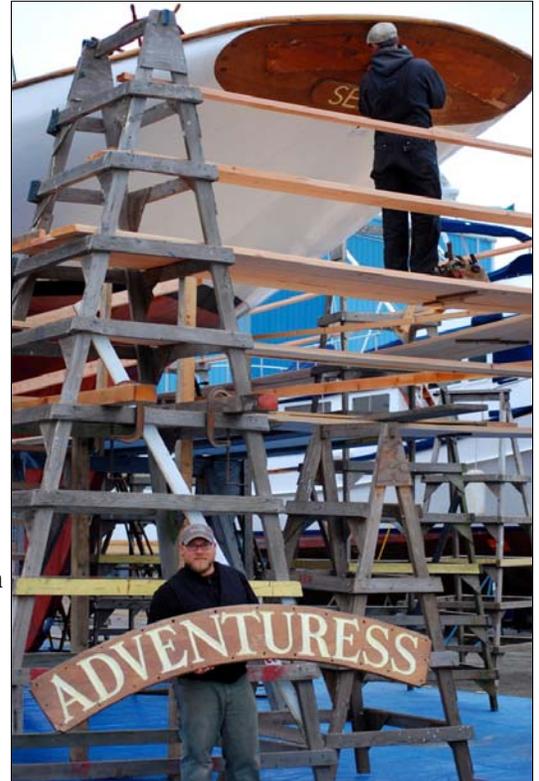


Phase III will focus on strengthening **Adventuress'** iconic B. B. Crowninshield Counter Stern by replacing her original horn timber and associated frames and planks. Her original rudder will also be removed for inspection and all rudder hardware and bearings will be replaced.

Funding for the *Centennial Restoration Project* comes from the National Park Service's "Save America's Treasures" program and generous contributions from several foundations. Additional funding has been provided by the

National Trust for Historic Preservation/American Express' Partners in Preservation program, in which the public voted **Adventuress** the "most popular historic site" in the Puget Sound region, winning \$125,000 for the restoration of the ship's Counter Stern. Volunteer labor has also played a significant role in restoration work and over 4,000 hours were logged during Phase I alone.

Phases IV and V will include lower frame replacement and deck repair. Launched in 1913 in East Boothbay, Maine at the Rice Brother's shipyard, this B. B. Crowninshield design spent her first year as a private yacht in Alaska and another 30 years as a San Francisco bar pilot. She was brought to Puget Sound in the 1950's to begin her life as a sail training vessel. In 1989, non-profit Sound Experience took command and uses the historic ship to educate, inspire and empower all to care for Puget Sound (www.soundexp.org). Over 3,000 youth and adults come aboard for day and overnight environmental and leadership programs. In the past two decades, more than 60,000 have sailed aboard **Adventuress**.



Traditional Centerboard Trunk Construction

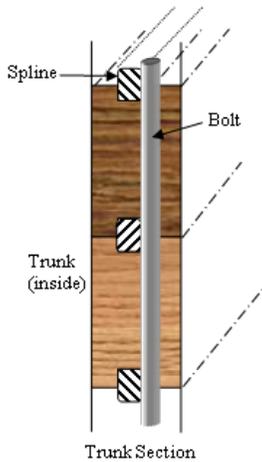
by Peter Thompson

Blackbird (309Q) is the last built of John Alden's 309 design; a 43 foot auxiliary centerboard schooner. To our understanding, she is the only complete and original example that remains of this design though perhaps up to six other sister boats still exist. A primary objective of her restoration was replacing the centerboard trunk. This article describes the original centerboard trunk construction and a summary of methods for others who may consider a similar repair. As a side note, if you do consider rebuilding a trunk, you may need to evaluate potential replacement of the keel timber, which of course would entail dropping the ballast (in this case iron) and could require reframing the boat and replacing all if not most of the floor timbers.

The original trunks in the 309s were constructed with bed logs that were bolted through the keel timber and trunk sideboards that were drifted down into the bed logs and into preceding side boards. Each side board was splined to provide a water stop and each bed log was splined into the keel timber. The original trunk was oak and the interior (at least in Blackbird's case) was protected by small copper tracks nailed on ¼ inch centers. Whether the copper tacks were for

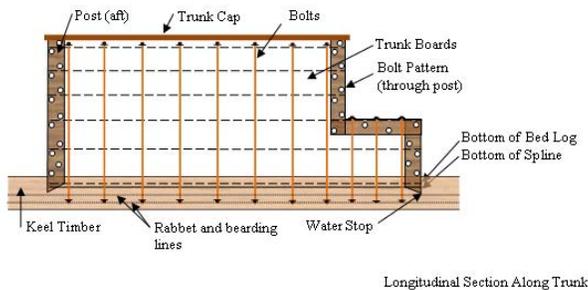
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abrasion protection or anti-fouling, we could not determine. When I inquired with Ralph Stanley he grinned and said they were probably done that way to keep young Bob Stevens busy at the time the boat was being built in the spring of 1930 at the Goudy and Stevens' yard in East Boothbay, Maine. On average, the yard launched three to four of these schooners per year from 1926 to 1930.



Consistent with other work on Blackbird, we rebuilt the trunk in accordance with the original design but with a few changes. First, we used Angelique rather than oak to improve abrasion and shipworm resistance. Second, out of concern for splitting the angelique behind the splines with drifts, we elected to drill long bolt holes and bolt the trunk through the keel timber on 12-inch centers. This would also allow bolt tension adjustment if needed years later. The trunk and spline dimensions, centerboard slot in the keel timber and vertical post details were copied from the original and verified by the construction plans.

The trunk is ten feet long with 2-inch thick sides and a 2-inch wide slot. A half inch thick spline joins each trunk side board for a water stop. The bolts pass through the back side of the splines, but no more than 1/8 inch into the spline. This is illustrated in two diagrams. The trunk section shows a cut-away through the trunk sideboards at a vertical bolt location illustrating the relationship between the splines, boards and bolt. The longitudinal section along the trunk that follows illustrates several features of the construction including; 1) bolt patterns for fastening the



trunk sideboards to the vertical posts that frame the box; 2) the general arrangement of vertical bolts through the sideboards into the keel timber; and 3) the water stops between the keel timber and the trunk beds (a spline) and the trunk posts (white lead and cotton in the mitered joint). (Note: this illustration does not include the slotted 5-ton iron ballast that bolts up through the keel timber.)

The construction is relatively simple but requires care to produce tight joints and carefully aligned bolt holes which must be predrilled. Once the sideboard dimensions are laid down and the edges trued up, the slots for the splines are readily cut with a carbide dado blade on a table saw. Only

run them through once unless measurements indicate the spline was not cut to depth. Angelique will spring back so the half inch wide and deep cut from the dado may measure a thousandths or so less. That's ok, that will be addressed when the splines are made up. Each set of adjacent sideboards are assembled with temporary (sacrificial) pine splines and checked for fit and, if needed, cleaned up with a long bed joiner hand plane (a Bailey-Stanley #7 for example). Each half of the trunk is then dry assembled with the sacrificial splines and the outside of the boards are scribed to mark the centerlines of the long bolts.

The next step is to pre-drill the bolt holes along the exact alignment of the scribed lines at exactly uniform distances from the outside edge of the spline. The drilling can be done with a drill press if the plank can be properly supported, or a hand drill with jigs if carefully done. I called Bob Pulsch, Port Monmouth, NJ, to get his opinion and he brought by a horizontal drill he built which served the purpose perfectly. The drill, which I kiddingly called Big Bobby, is a very simple machine composed of an open end wooden box with the drill mounted very carefully on a tightly fitted wood board, that simply slides in the box (a little talcum powder makes a good lubricant). Bobby used this on numerous, long boring operations when he built Heron, including cabin house bolts, which on Heron were aligned through the deck beams in lieu of having a carlin.



Bob Pulsch's Horizontal Drill

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A digital caliper is essential for accurate measurements for bolt hole locations and to check how true the bolt holes come out. If the bolt misses the spline all the better. I chose to nick the back of the spline to get the bolt hole closer to the center of the sideboards (*Note: the spline is offset toward the inside face of the centerboard trunk slot while allowing enough thickness for long term wear on the inside of the trunk.*)



Horizontal Drilling Station on Work Bench

So as not to borrow his drill for an extended time, I replicated Big Bobby using a Milwaukee Hole Hawg. For convenience I mounted it on a 6-inch joiner bed which was easy to adjust vertically using shims. The trunk sideboards were placed on a work bench which had been leveled with a series of pine beams that supported the work. The drill was stationary, and the boards were moved sideways down the workbench which provided a consistent reference to drill the holes for the bolts. The boards were pulled tight into the drill box face with long clamps. Angelique has very hard grain and on occasion, the wood would deflect the drill hole up to 9 thousandths of an inch out of alignment. The variability in the holes as measured from the hole entry and exit distances relative to the spline slot were otherwise generally within 1 to 3 thousandths of an inch. When all the boards are drilled they are reassembled with the sacrificial splines, several boards at a time using the scribe lines for reference and the holes are reamed out to straighten any

misalignments due to drill hole drift. The final splines are cut to fit firmly, but not overly tight to allow room for swelling once the boat is in the water. Prior to cutting the splines a test spline was placed in water and the rate and amount of swelling measured over 24 hours. The final spline dimension took the swell factor into consideration.



Step One - Keel Timber Spline in White Lead

Assembly of the trunk in the boat is a relatively straightforward process. A dry run test assembly should be performed to make sure it all fits as designed. Once the bed logs have been set in place with splines, the pilot holes through the keel timber are bored and then the holes for the bungs are counter-bored. This should probably be done as part of the dry assembly to facilitate accurate measurements of the bolts which are constructed from bronze rod (round bar) with threaded ends.

During final assembly, the sideboard mating surfaces and splines as well as the mating surface of the posts are painted with a thin coat of white lead. As each sideboard is joined to the preceding board, the backs of the splines are drilled through (e.g., if the drill hole grazes the spline). Using long clamps, the boards are kept tight during buildup of the trunk. These are then fastened with carriage bolts through the posts prior to installing the long vertical bolts through the keel. This allows a little extra compression at the tip of the post in the keep timber to assure it functions as a water stop. The following photos illustrate these steps starting with the spline in the keel timber, to the final assembled trunk. The cut out in the keel timber for the trunk was made using a plunge router.



Finished Trunk With New Floor Timbers



Step Two— Buildup of Trunk Sides



Step Three— Installing

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Schooner Renegade *Faro, Portugal (Algarve Coast)* by Capt. Lee Werth

I have a blog under the name of *By-the-Lee*, but I have been quite remiss in submitting accounts of my trans-Atlantic passage in **Renegade**, my 32ft. Bruce Roberts gaff-rigged schooner. Friends have urged me to write a book, etc., etc. Oddly, after a 40-year career as a philosophy professor, I find myself having little, even nothing, to say...that is, until now. What's changed? Well...I have been back in the States for a few months recovering from a highly successful total hip replacement, during which time I have crewed aboard two Westsail 32's, a Herreshoff H-28, a 42ft. Endeavor ketch, and assorted other cruising sailboats, that is, boats allegedly fit for coastal cruising and in some cases, blue water voyaging.

Most of us know what we don't like about our boats; what we often don't realize is what we like about our boats until we sail aboard someone else's pride and joy.

The books all condemn a schooner as being unfit for single-handing. Having single-handed many thousands of miles with both a gaff main and fore I mostly agreed with this sentiment, until I sailed on modern racer-cruisers with self-tailing winches and in-mast furling. I thought that my schooner days were numbered, what with having an aortic valve from a cow, unreliable knees, and until a few months ago, a very painful hip.

Sailing on modern boats was a revelation...an unpleasant one. **Renegade** with her Marconi mainsail (which I use when single handing after having made a taller mainmast) is probably one of the easiest vessels to handle in all conditions that a geriatric mariner can manage. Drop the gaff fore, and she's reefed. Roll in the genny and pull the forestaysail on its traveler to the end of the sprit and she's balanced and ready for most anything. The main is by the companionway and easy to reef. In light air a main staysail augments the genny... well, I need not preach the advantages of a schooner to the ASA.

What is wrong with modern boats? Basically, the sailcloth is unnecessarily heavy, impossibly slippery, and way up where lowering and furling is both awkward and dangerous. Oh, but what of the joys of in-mast furling and the windward advantages of a huge roller furling genny? Assuming the gear doesn't jam...it is simply too slow. Even with self-tailing winches the line moves a few inches with each turn. This is not practical in a line squall, nor is it possible or prudent to round up into the wind with a breaking following sea.



Sails must be able to be set and lowered easily many times a day and in all conditions. Anything less can lead to disaster. Four-part tackles have a lot of line, but can be hoisted faster than some of the in-mast furling systems I've seen, or



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sails set to a halyard winch which requires Hercules for the last few necessary turns. It is necessary to have large friction free blocks for the schooner tackles, and to coil line carefully so it will run when the sail needs dropping. Also, the halyards need to be frequently used, or they get stiff and take a set.

Back to sailcloth. I began sailing with cotton sails which were quite nice when dry. Early Dacron sails were lighter and not like sheet metal. It's easier to roll a sail than to flake it on top of the boom. Rolling can be done without lazyjacks. However, at sea when dropping on the run, lazy jacks are necessary. Then the trick is to pull the sail toward the mast and tie a roll (or flaked stack) right behind the mast so the boom is largely free of sail. Save the harbor furl for the harbor when you need to get the sail covers on. Working canvas should be light enough not to flog in light air. I suggest 6 1/2oz. max. It will set in light wind and furl well. Of course, your storm jib should be bullet proof...even so, 8 1/2oz. should do it on a small schooner.

Schooners have a lot of cordage. Something is always chafing. The solution to too much line is, ironically, more line. Lines that press upon lines should be offset by rigging snatch blocks. You can never have too many snatch blocks aboard. They allow lead corrections, and by setting them on halyards you can rig a tackle at right angles to a halyard fall to get the tension that you think you need on your luff (but probably don't). Snatch blocks are expensive...self-tailing halyard winches cost even more and can't be moved around as needed.

A schooner is like a society. Are the larger lines more important to success? Each line, however tiny, is integral to a system, which works rather like a biological organism. The system when all is working in harmony, is beautiful indeed.

Renegade is in Faro, Portugal. She is well. I am well and about to celebrate my 70th birthday. It may be prejudice or perhaps just my familiarity with **Renegade** who is both my companion and home, but she is light-years ahead of the above-mentioned boats as a coastal cruiser and passage maker. I plan to cross back via the Canaries either this year or the next.

~ More in forthcoming issues from *By-the-Lee*

MAC-ASA Commodores Comments by Captain Roger Worthington, Commodore, MAC - ASA

Why do I need the first dusting of snow outside my window to convince me that the sailing season is over, except for the foolhardy, for this year and that it now seems ages ago that **Prom Queen** crossed Thimble Shoals finish line for The 20th Great Chesapeake Bay Schooner Race? I can only attribute it to procrastination or maybe that I now qualify for Medicare! Captains and crews of all race participants are again indebted to those wonderful folk who have come together for the last twenty years to make this event the largest schooner race in the world. We all know and recognize its mission is to "Save the Bay," but it is far more than that. The "Race" has become an economic engine for all the communities involved. This year, thanks to the energies of Paul Brabazon and Baltimore Marine, some 6000 + non-participants were able to follow the entire fleet as it dashed down the bay from the comfort of their living rooms. I especially appreciated this new feature when my wife Paula, who has always had the wisdom to stay ashore during this race, was able to call me on my cell to ask me why, if we were supposed to be so fast, it was that we were only fifth as we passed Cove Point Light. Thank You Dear!

Sam Hoyt and I, while raising a glass with Capt. Peter Carroll and his son, aboard their beautiful and very special schooner **Libertate** in Portsmouth, were recognizing how unique we schooner folk really are. Sam was asking me if I planned to take **Prom Queen** to Iceland for their gathering next year. You'd have thought that it was just a quick jaunt across the Bay the way Sam casually mentioned it. One of our schooner brethren had enough trouble just trying to get to Block Island this past summer, it gets rough out there! But we are schooner drivers right? No distance is too far for us, no burden too great.

This past October, the fifth annual Cambridge Schooner Rendezvous went off quite well in spite of the closing of the harbor's draw bridge for the entire summer tourist season and the rendezvous. Never did find out the logic for this occurrence. I want to personally thank everyone involved for making this popular event a complete success. The Saturday

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evening meal at the Cambridge Yacht Club was also excellent. Over the previous four years we have had this dinner in a circus tent, and I sort of missed the excitement of being almost blown into the Choptank River by storms that seem to come right at dinner time. We had a record number of tall ships attending this year including the **Lynx**, from California. It was quite a site to see two privateers, **Pride** and **Lynx** sailing down the mighty Choptank side by side. The Downrigging of the Sultana, the weekend after the CSR rounded off the three major schooner events for this year and, according to several schooner Captains, was well attended.

We always seem to have a few moments of excitement each year at the CSR and this year was no exception. Capt. Linda Gunn single-handing (not sure if her cat contributes as working crew) aboard her lovely schooner **Farewell**, had left Crisfield early on Friday intending to make Cambridge before dark, quite a feat under normal circumstances, and certainly not for the faint of heart. All went well until she called me to give a progress report, informing me that her charging system had quit and she was unsure about the fuel consumption of the new, recently installed engine. The “Bay”, as we all know, can be an unfriendly place, given half the chance. I have to hand it to Linda for having the pluck to be out there alone in the “freshening” conditions to say the least. The **Pride** and **Mystic Whaler** had cancelled their day sails due to windy conditions.

I decided the prudent thing to do was to send a launch out to meet **Farewell** with two able seamen with local knowledge, to accompany her to port before nightfall, with no navigation lights or radio due to a dead battery; she would have been difficult to spot in the dark. The only boat available at the time was my 1956 Chris Craft woodie. Luckily for me it has a 200+hp V6 installed by the previous owner. So we put her to the test, with a nice 3 ft chop and 15 knots of wind on the bow! Needing at least two volunteers, I exercised my powers as Commodore and volunteered Vice Commodore Jim Davis and the very able and fit seaman James from **Martha White** along with our legal advisor and the newest member of my crew, Dave Singlestadt, and set off at a leisurely 20 knots.

It wasn't long before I backed off the throttle to 18 knots or so just to keep most of the Choptank River from coming over the windshield. We picked out **Farewell's** rig about four miles west of Hambrook's light, just as the sun went down. We came alongside her to windward, mainly because it was the only way I could hold on to her chain plates as James made a leap to her deck on the first pass. **Farewell** was making more than 6 knots at the time. Breaking away, we came back for a second pass to get Jim aboard. These chaps were absolutely fearless and in about an hour **Farewell** was safely tied alongside **Heron** and all hands safe and sound, including Linda's cat. Don't you just love messing around with boats?

On December 10, a good number of volunteers from the Fell's Point Yacht Club and several Captains met in Annapolis for dinner at the

Boatyard Grill. This is the second time we have done this and hopefully it will become a tradition, thanks to Aram Nersessian, to celebrate the past sailing season and to discuss the events for next year. Many of those meeting tonight also participated in the second annual MAC raft up in St. Michael's Harbor this past August. What an unforgettable experience it was. Jay Irwin and I sat on **Prom Queen's** rail, under a full moon until the wee hours of the night, listening to the Bluegrass from the **Martha White**, accompanied by Paula's fiddle. Vessels attending were **Prom Queen, Martha White, Isa Lei, Celebration, Watershed** and **Tipsy**.

I do not have at this time a firm date for the annual gathering of the Mid-Atlantic Chapter of The American Schooner Association in March, 2011 at the Maritime Museum in St. Michael's. Don't forget to attend the annual ASA gathering in Mystic, the first weekend in February, 2011. 2011's GCBSR will be held on October 11th and the CSR the weekend after.

~ See you in the New Year.

Schooner Adventure Gaining Momentum by Joanne Souza, Executive Director

Since 2002, the schooner **Adventure** has been inaccessible to the public due to ongoing restoration work and the lack of safe access to the vessel. In April, the schooner **Adventure** was moved across the harbor to our new home at the Gloucester Marine Railways at Rocky Neck. The vessel will be berthed on the North Pier permitting schooner **Adventure** to have continued public access allowing us to offer dockside

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programming and be viewed from all over the city. A \$100,000 grant from the Lynch Foundation has allowed the restoration to continue with the next project of reinstalling the original steering gear and Stoddard wheel.

As the vessel restoration moves forward so does the organization. Joanne Souza has been named as Executive Director of the Gloucester Adventure, Inc. Joanne has been the operations director for 4 years and has been increasingly taking on more of the daily oversight of the organization. This new role will now provide for an executive director that is in the office daily allowing for more efficient decision making and increased public interactions for our organization. Joanne is replacing Marty Krugman who has been serving as Executive Director/President for 16 years. The organization is very grateful for Marty's contributions these past 20 years. In many ways, schooner **Adventure** would not be as far along if it hadn't been for Marty's tireless work. Marty will still be "on board" with schooner **Adventure**, continuing to serve as president of the Board of Directors. We are very appreciative of his past work and expertise as we move ahead to finish the restoration and begin our operations as a historic and educational facility.

The Gloucester Adventure Board has voted to create three Vice Presidential positions: VP for Restoration and Vessel Operations, Peter Souza; VP for Development, John Morris; and VP for Programs and Events, Jude Holmes. In all, the leadership of The Gloucester Adventure is now more diversified and stronger than at any time in our organization's history. Thanks to a dedicated Board, great staff, and extraordinary volunteers, we are pressing on to fulfill our mission to complete **Adventure's** restoration and sail as a platform for cultural education. In the end, the fact that we saved the **Adventure** allowing her to sail again will be all that truly matters.

REMINDER 2011 ASA Annual Meeting, Mystic, CT 5 February 2011

Please join us on Friday night, 4 February 2011 for fellowship, music and sea stories in the Hampton Inn Conference Room. Contributions of finger food and beverages are most welcome.

The ASA has a special \$79. (+ tax) rate at the Hampton Inn, 6 Hendel Drive, Mystic CT, for Friday and Saturday nights; tel: 860-536-2536. This venue is holding a block of rooms until early January 2011. Identify yourself as ASA making your reservations.

The 2011 Annual Meeting of the American Schooner Association will be held in the River Room, on the first floor of Latitude 41, 105 Greenmanville Avenue, Mystic, CT (860-572-5303).

Refreshments will be available from 0900 and the meeting will be called to order at 1000. After the formal business of the meeting is complete (at approximately 1130), we will hear from Tom Dunlop, author of *Schooner, Building a Wooden Boat on Martha's Vineyard*. We'll leave time for questions, so come prepared!

A buffet lunch will be served in the River Room following the talk.

Reminder to all members: Your 2011 annual dues are due by the start of the Annual Meeting on Feb. 5, 2010.

Please pay up by then even if you are not going to attend the meeting. This will save us on the Board of Governors many hours of time and save the Association the cash it takes to track you down, send out notices, fiddle with website settings, etc.

There are three easy ways to pay your dues:

1. In person at the Annual Meeting.
2. Online, using our secure PayPal credit card processing system (<http://www.amschooner.org/join#online> to pay online).
3. By mail (<http://www.amschooner.org/files/Membership%20Form.pdf> to print a paper renewal form).

Note: New members who joined during October, November and December of 2010 are automatically enrolled as 2011 members -- your dues are not due until February 2012!

Thanks in advance for continuing to support the ASA!

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P.O. Box 484

Mystic, Connecticut 06355

<http://www.amschooner.org>

e-mail: asa@amschooner.org

ARE YOUR ASA DUES CURRENT?

Send all articles, photographs and blogs to: Susan A. Sodon, ASA W&W Editor, graphicsgirl0503@gmail.com