



WING & WING

The Official Newsletter of the American Schooner Association

Volume XLVIII, Number 2 - Summer/Fall 2012

The Block Island Schooner Rendezvous

~ by Paul Gray



Mystic Whaler on her way home after the Rendezvous



In June of last year, John Eginton and I rendezvoused at Block Island for an informal gam. John brings **Mystic Whaler** to Block Island very frequently, a couple of times a week, and during one of his trips he would be hosting a concert aboard **Mystic Whaler** as part of Block Island's 300th anniversary celebrations. He mentioned it to me, and I made plans to meet him there. I sailed **Quintessence** up with some friends, spent a couple of days wandering around Block Island, and headed over to **Mystic Whaler** upon her arrival.

We joined John and his passengers for dinner and after dinner conversation. The following morning we both shoved off; **Mystic Whaler** heading back to New London, and **Quintessence** back to New Jersey.

It was a thoroughly enjoyable trip. It was also the genesis of the Block Island Schooner Rendezvous. In the months following the trip, John and I traded emails about the possibility of getting more boats involved. John talked to his contacts on Block Island and lined up Payne's Dock as a location. According to Payne's the week prior to Labor Day is always pretty empty. That worked great for us, as we knew several boats would be in transit heading for the Gloucester Schooner Festival.

From the beginning, John and I both embraced a KISS approach to the rendezvous. **Keep It Simple Stupid!** The whole idea was to get boats and crews together for a gam. Nothing elaborate or complicated. John offered up **Mystic Whaler** as the event "flagship"

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and would host a dinner and breakfast for participating crews aboard **Mystic Whaler**. I am a big sea music fan, so I suggested an after dinner concert followed by a chantey sing.



All that was left was to get the word out. I combed through five years' worth of boat listings for the Gloucester Schooner Festival, The Great Provincetown Schooner Regatta and the Great Chesapeake Bay Schooner Race. Then John and I started adding any

other boats we could think of or find to the list of potential attendees. John contacted the folks he knew and I got emails out to everyone. We decided that we would consider the rendezvous a success if we got half a dozen boats together.

By that measure, and any other I think, the Block Island Rendezvous held on August 27th and 28th was a resounding success. Boats from as near as Martha's Vineyard and as far as Annapolis gathered a Payne's dock for a couple of days of camaraderie, music, food and drink.

I arrived with **Quintessence** around 2300 on Sunday, to find George Wall already there with **Irena** and Jamie Weisman with **Perception**. My crew and I wandered over to Mahogany Shoals and had a wonderful time listening to Walter McDonough perform. Turns out Walter had spent many years performing in Baltimore's Fell's Point area and to the great satisfaction of Jay Irwin, one of my crew from Baltimore, wrapped up his singing for the night with a great rendition of "Eat Berthas Mussels".

During the course of the day on Monday, other boats began to arrive. **Unicorn** arrived and anchored out. They would come in by launch for the festivities. Fred Murphy arrived with his beautiful **Ishmael** (pictured above, on her way out). **Brilliant** (below) arrived from Mystic. Watching Nick Alley dock her was a rare treat! Mark Faulstick soon arrived with his Malabar VI, **Adventurer 65**. By a happy coincidence, **When and If** arrived at Block Island, completely unaware of the rendezvous!



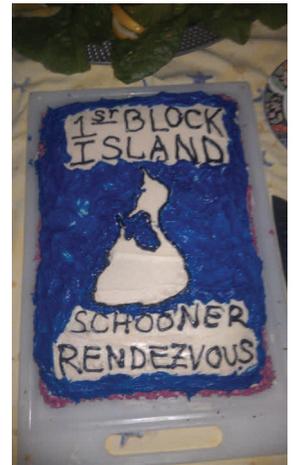
Crews wandered from boat to boat, sharing drinks, stories and discussions as varied as handling corrosion on steel hulls to racing right of way situations. Lines were handled as boats arrived and were coaxed into odd corners at Payne's.



Toward late afternoon John arrived with **Mystic Whaler** (above) and all hands went to help handle lines and watch John bring her alongside. In addition to his passengers, John brought Sam and Jeanette Hoyt. As Commodore Sam would officially represent the American Schooner Association as the rendezvous was part of the ASA 40th Anniversary Celebration.

Shortly after the arrival of **Mystic Whaler**, **Lynx** sailed into the Great Salt Pond, rounded up and dropped anchor. No one was quite sure if **Lynx** was going to be able to make it and it was great to see her come sailing in.

With a wonderful lobster dinner aboard **Mystic Whaler** at 1800, the "official" activities of the rendezvous started. In addition to her passengers **Mystic Whaler** played host to all of the boat crews, plus a couple of other folks who



had come over by ferry, including Brian Beckwith, past ASA commodore. It was wonderful to see everyone mingling and talking and just enjoying themselves (above, celebratory cake, courtesy of **Lynx**).

Around 2000, Geoff Kaufman, a long time Mystic Seaport chanteyman and

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organizer of the annual Mystic Sea Music Festival, took stage on **Mystic Whaler's** main deck for a set of both modern and traditional sea music. After the formal set, Geoff led a chantey sing with other folks jumping in with songs, prose and stories. I had brought my concertina and played and sang a few tunes. I finished the chantey sing with "Leave her Johnny Leave Her" on my concertina and **Mystic Whaler** was left to her passengers.

Several crews wandered over to Mahogany Shoals and wrapped up the evening enjoying more of Walter McDonough's music.

Tuesday morning all crews were once again aboard **Mystic Whaler** for breakfast and conversation. John took a quick poll and everyone was on board for a 2013 Block Island Schooner Rendezvous! After breakfast **Mystic Whaler** shoved off and headed out, marking the official end of the rendezvous.

I had opted to stay over until Wednesday to wait for more favorable winds for the trip home and spent the day Tuesday enjoying Block Island, saying farewells, and watching boats depart until only **Lynx** and **Unicorn** were left, out at anchor.

We shoved off around 0630 Wednesday morning in 12-15 knots of north wind and spent the day on a broad reach in the lee of Long Island. At Fire Island Inlet, we headed off for Manasquan Inlet, NJ, arriving back home on Toms River, NJ, around noon on Thursday.

It was wonderful to see the rendezvous develop into what will surely be an annual event. Everyone had a great time and the folks at Payne's were thrilled to host us. I'm sure the word will spread ensuring an even better rendezvous next year..

Early Report from The Great Chesapeake Bay Schooner Race

~provided by
Capt. John Eginton,
Mystic Whaler



As the schooners started to arrive this week to participate in the Great Chesapeake Bay Schooner race, (www.schoonerrace.org), Capt. John Eginton, **Mystic Whaler**, reported on Monday, 8 October 2012, online, that the Monday night pot luck party on the **Mystic Whaler** was a great success despite the fact that most of the big boats were not in Baltimore yet. Still, they had about 60 schooner folks on board, and lots of good food.

About half the folks were partying on the quarterdeck and the other half enjoying the warmth of the woodstove in the Great Room. He had not kept track of who-all was on board, so was astonished when he walked into the Great Room and encountered none other than Harold Burnham! Harold had just docked in Baltimore and heard there was a party, so he came over.

Harold is returning home from the maiden voyage of his schooner **Ardelle**, a trip that took him from Gloucester to Washington, DC, where he received an NEA fellowship.

It was great to visit with Harold, and he was very complimentary about the **Mystic Whaler**. We all staged a serious campaign for Harold to stay and join the race; alas, he left this morning headed north.

Below a photo of **Ardelle** and **Summerwind**.

Mend well!



Dogwatch ~by Sam Hoyt

Block Island Rendezvous...The weather couldn't have been better (except for the headwinds each sailing day, but what's new for schooners?) and 10 vessels made it to Payne's Dock at the head of Great Salt Pond the Monday before Labor Day. In addition to the two large square topsail

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schooners **Lynx** and **Unicorn**, the others included **Irena**, **Quintessence**, **Ishmael**, **Perception**, **Adventurer** and the unanticipated guest of honor **Brilliant** representing Mystic Seaport Museum, which has been so good to ASA where we were founded 40 years ago. Also in the harbor was **When and If** which, however, did not take part in the festivities.

Oh, yes! There was one other, **Mystic Whaler**, which acted as the host vessel and on which we were privileged to sail from New London. John Eginton and Pat Beck provided a lobster dinner for some 50 plus people on Monday evening as well as breakfast Tuesday morning. John and Pat, along with Paul Gray of **Quintessence**, who did most of the organizing for the event, are to be commended for a great job. And they even had ASA 40th Anniversary hats available for purchase.

Sailing on **Mystic Whaler** was Geoff Kaufman, who for more than 25 years has been chanteyman at Mystic Seaport. Geoff not only led the Monday night chantey singing after dinner but also provided almost continual entertainment during the sail from New London to Block, Block to Stonington and Stonington back to New London. His incredible repertoire includes a seemingly inexhaustible number of sea chanteys and other songs of historic and folk genres.

Upon arriving at Block, we had a great visit aboard **Ishmael** with owner Fred Murphy, Jim Lobdell, owner of **Malabar II** who sailed on Fred's schooner, and the rigging expert Myles Thurlow, who now has his own boat shop on Martha's Vineyard. We hadn't visited with this group, especially Fred, in many years and it was a delight as we caught up on many things.

The passengers and crew aboard the **Mystic Whaler** were a great bunch and Pat plied us with her homemade soups every day for lunch. Upon hearing yours truly provide an impromptu rigging lesson when one of the passengers inquired what makes a schooner a schooner, Geoff suggested that we give the entire group a lecture on rigs and sailing terminology accompanied by assorted chanteys upon our arrival at anchor in Stonington Harbor. We proceeded to do this and one of the ladies aboard had her husband videotape the whole thing. She said she'd put it on Facebook and predicted that it would go viral. So far nothing yet.

And one further example of the schooner world being a small world indeed. It seems that Geoff Kaufman's father taught English class to my good seawife at Andes Central School in Delaware County, New York. Geoff and Jeanette grew up in two towns only a few miles from each other. And Geoff also attended the same college I did, only a few years later.

New event next year... You'll no doubt remember that it was announced at the Annual Meeting that Mystic Seaport was interested in hosting an event for schooners in 2013. We had a good chat with

the Seaport's Dana Hewson at The WoodenBoat Show where the date was pretty much set as the Monday or

Tuesday following the Provincetown Schooner Regatta, so as to attract vessels on their way south to the Chesapeake. But Dana was reluctant to commit the Seaport to organizing a race, preferring that it be a rendezvous.

A couple of months after the show, we got a call from the New London OpSail group, which, it turns out, was thinking to replicate its OpSail event this year with another event next year and they were thinking of the same time frame.

We suggested that they get in touch with Dana, which they had already arranged and that they also talk with John Eginton who is also based in New London. The thinking at this time is that schooners proceed from P-Town to Mystic, rendezvous there with, perhaps some kind of onshore event, then race from Fishers Island Sound to New London, rendezvous there and, on leaving, provide the residents of New London with another spectacular parade of sail. We'll keep you posted on further developments, but it looks very promising, indeed, and will undoubtedly continue that great string of events starting with the Gloucester Schooner Festival and the Provincetown Schooner Regatta and culminating with the Great Chesapeake Bay Schooner Race and the Cambridge Rendezvous.

And another new event...for this year!!! The weekend before the start of the GCBSR, the Independence Seaport Museum in Philadelphia will host the Old City Maritime Festival and there will be at least four schooners there on their way to the Chesapeake. We were so informed by Paul Gray who will be there on **Quintessence** and joining him will be **Pride of Baltimore II, A.J. Meerwald, Summer Wind** (from Phila-

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delphia) and possibly **Summerwind** (King's Point). Paul has issued a challenge to race from Philly to Baltimore and Jesse Briggs of the **Meerwald** has already accepted that challenge. They will race down the Delaware River/Bay, motor through the C&D Canal and then sail for Fells Point. Paul is obviously continuing with the organizing activities that he demonstrated at the Block Island event and methinks he's also working on next year's centennial of the Cape Cod Canal. Stay tuned.

The WoodenBoat Show... We were a tad puzzled when a pretty white schooner we didn't recognize sailed into the lagoon at Mystic Seaport and proceeded to anchor instead of coming in to the docks. The reason, it turned out, was the vessel, **Perception**, is steel hulled and so was ineligible at this event. But they soon became members at the ASA booth. Other schooners at the show included **Summerwind** from the U.S. Merchant Marine Academy, and **Rebecca** of Vineyard Haven. We had plenty of good help at the ASA booth this year as Susan and Kathleen Mary Pulsch were there for two days and Dave Clarke also helped out as did Susan and Walter Sodon and Al Bezanson's grandson Nate Villaire.

One of many highlights of the show was the tribute dinner to Ross Gannon and Nat Benjamin of Gannon and Benjamin Marine Railway in Vineyard Haven. It was held in the big tent at the **Brilliant** dock at the Seaport and included some amusing (and relatively short) comments about the two. But the big highlight of the show, in our opinion, was the second straight win of the Owner Built First Place in the *Concours d'Elegance* for Bob Pulsch's **Roberta P**. As he was returning from the podium with his award, the cry of

"Three-peat" was heard from certain members of the audience.

The current issue of *WoodenBoat Magazine* includes a piece entitled "Where are They Now?" by Maynard Bray, Robin Jettinghoff and Patricia Lown that recounts the current status of many old classic vessels. Among them are some very familiar names: **Fame**, once owned by Mike Mulcahy of Chicago and sold to Dennis Connor and trucked to San Diego; relaunched after much work in July for her centennial anniversary, she is now rigged as a Marconi staysail schooner; **Bounding Home**, once owned by Tom Schiller and the flagship of Schooner Cove Marina in Stamford, is nearly restored and is now owned by Boothbay Harbor Shipyard; **Hindu**, once the premiere schooner on Cape Cod, still sails out of P-Town but headed south to Florida for the winter; and **Sara L**, a 43' Alden once known as **Katie D**, now sails out of Philadelphia. Kudos to *WoodenBoat* for keeping track of these great vessels.

Keep those cards and letters coming, folks!

Victory Chimes for Sale

Jonathan Chapman is the broker for Victory Chimes. Asking price is \$1.2 Million.

Mr. Chapman, CPYB Yacht Broker can be reached at:

CPYB Yacht Broker: jonathan.chapman@northropandjohnson.com

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Mobile: +1 401.474.4793 - www.northropandjohnson.com

Youngsters Learn the Ropes aboard the Mystic Whaler

~by Sean Flynn, Daily News staff
Flynn@NewportRI.com

From the very beginning of their cruise aboard the **Mystic Whaler** on Friday morning, the child sailors, all from the Dr. Martin Luther King Jr. Community Center summer camp, learned that sailing a 110-foot coastal cargo schooner means strenuous labor. They set sail from Waite's Wharf in Newport, one of the docking sites for the Ocean State Tall Ships Festival that continues today and Sunday.

First Mate Andrew Elmaleh lined up the children — ages five to 11 — and had them pulling on the lines that lifted the mainsail, foresail, staysail and jib. The experience got mixed reviews from the kids. "I think it was fun and exciting," said Ariana Medeiros, 7, of Johnston.

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“It was my first time pulling up a sail actually. I was on a boat when I was little, but this is my first time on a big sailboat.” “I liked it when we pulled the ropes and lifted the sails,” said Charles Calabrese, 6, when asked what he liked most about the trip.

For Larry Kieffer, 7, of Newport, the experience was also a first, but not so great. “I didn’t really like it,” he said. “It was hard.”

Based on the first mate’s assessment of the job the kids did, Ariana and Charles apparently spoke for the majority. “They were smooth as silk,” Elmaleh said. “We had every kid on every sail. It was nice.”

The learning did not stop there for the 34 children participating in the eight-week summer camp. A generous donor who wishes to remain anonymous made the sailing adventure possible, said Marilyn Warren, executive director of the MLK Center.

Owen Sibya, 8, of Newport, was among the children who learned to properly coil the halyards, the lines used to lift the sails. Crew member Ginger Steiner taught him to always twist the line to the right and to not put the line around himself, which he did at the beginning. With a little practice, the line was staying in front of Owen and the coil grew higher.

“You got it, dude!” Steiner said.

“The crew was doing this on the **Flying Dutchman**,” Owen said, referring to a plot development in one of the Pirates of the Caribbean movies. “They were plucked out of the water. That isn’t going to happen to me.” Not much bad seemed like it could happen Friday, with blue skies, puffy, white clouds and a southwest sea breeze blowing at 10 to

12 knots. “These are ideal conditions,” said Capt. John Eginton, who has skippered the **Mystic Whaler** since 1984. Based in New London, CT, the ship is available for chartered cruises and day trips.

Every spring, the schooner sails up and down the Hudson River working with the Clearwater Environmental Organization for two months. “We like educational trips like this,” Eginton said about the trip with the MLK Center students. “This spring we hosted about 3,000 students with Clearwater.” During the summer, cruises with paying guests can take three to five days and include visits to the Massachusetts islands of Cuttyhunk and Martha’s Vineyard.

Crew member Pat Beck handles a lot of the educational work and Friday showed the kids the cabins and quarters below deck. “Does anyone remember what we call the kitchen on a boat?” she asked the students.

“The head?” one asked.

“No, the galley,” said another.

Jhaiden McDowell, 8, and Saudy Corleto, 8, both of Newport, especially wanted to know how much money it would cost to buy a boat like the **Mystic Whaler**. Beck said boats are much like houses — it depends on how much people are willing to pay for them at any given time and values change. She agreed with the students though, that the boat would cost well over \$1 million. “A million dollars would make you rich,” Saudy said. “I’d rather have the money.” Among the staff accompanying the kids was Robert Toribio of Newport, now a kindergarten teacher at Underwood School in Newport. “I started going to the MLK Teen Center when I was in the sixth grade,” he said. “At 14, I was a counselor-in-training. I was a counselor for eight years before I did my student teaching. Now I’m back for the summer. I know everyone and it’s fun.”

Warren, the executive director, said many of the children who participated in MLK programs in the past have similar success stories. Most schoolchildren drop a half-grade level during the summer, she said, so the MLK Center’s summer camp tries to ensure that doesn’t happen. The children, many of whom participate in the center’s after-school program, are tested at the beginning of the summer camp and again at the end. Tests earlier in the week showed 40 percent of kids are already above grade level in literacy, Warren said. “Last year, 77 per cent of the kids increased by at least a grade level,” she said. Four different agencies in the city are part of Reading Reaps Rewards program: the Dr. Martin Luther King Center; the Boys and Girls Club of Newport County; Newport Community School, which serves middle school students; and the Child Opportunity Zone, which serves elementary school students. The MLK Center last year started a math program as well,

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through funding provided by the Van Beuren Charitable Trust. "Last summer during the camp 100 percent of the kids increased their math-level," Warren said. "If kids are not at grade level by the fourth grade, they are at risk for dropping out of high school," Warren said. "Our focus is to keep kids at grade level or above throughout the school year. The reading and math exercises are tied to science-based knowledge, the staff said.

"One of our science topics is energy," said Jeanine Richardson, program coordinator at the MLK Center. "Today they are seeing one form of wind energy — they see the wind fill the sails and move the boat." The schooner tacked and jibed through the East Passage as far south as Hammersmith Farm before heading back to Newport Harbor.

"This is our first week of camp, so it's a great field trip for the first week," Richardson said. Most of the kids were excited about the trip as they got off the schooner, based on the degree of chatter. "I liked seeing the bridge from the water," said Eilio Ardito, 6, of Newport, about the Pell Bridge. Others were excited about seeing the variety of boats sailing and cruising in the bay.

A couple of the kids, though, didn't share the enthusiasm. "I like speed-boats better than sailboats," said Nathan DeSouza, 6, of Newport. "Sailboats are slow and I like fast stuff." Bishop McKinney, 6, of Newport liked the boat ride so much he had a great idea for the next field trip and shared it with Sally Swistak, the MLK Center childcare coordinator.

"Can we go on an airplane next time?"

Reprinted with permission of the "Newport Daily News", Sheila Mulowney, Executive Editor, October, 2012.

Prevaricators Pavilion

~ by Bill Carton

It's great when two or more ASA members get together to tell stories! Can you guess who is sitting next to Bobby Pulsch in this picture? In May we were down in Rock Hall, MD for a Wooden Boat Regatta and we had the opportunity to deliver a few gallons of bottom paint for this gentlemen's schooner. Back from crossing the Atlantic after a dozen or so years in Europe aboard a John Alden schooner, named **Talisman**, Bob Fitzgerald and his son joined us for cocktails overlooking the Chesapeake Bay.



Bob Fitzgerald described his adventures in Greenland and indicated that it was the coldest place he has ever been too. When traveling you become a history buff on the different cultures encountered. Bob Pulsch had an opportunity to visit **Talisman** in England a few years back and the two Bobs have stayed in touch.



Talisman's home is now in Maryland so we hope to see him race in the Great Chesapeake Bay Schooner Race. The evening was beautiful, the stories were grand, and the company was charming with no one wanting the evening to end.

Calendar of Events

- Oct. 7-14 *Great Chesapeake Bay Schooner Race Week, Baltimore / Norfolk
- Oct. 15-16 Oyster Festival, Oyster Bay, NY
- Oct. 21-23 *Cambridge Schooner Rendezvous, Cambridge, MD
- Oct. 25-28 Sultana Downrigging, Chestertown, MD
- Feb. 2, 2013 American Schooner Association, Annual Meeting, Mystic, CT

*American Schooner Association Rendezvous Event

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Black Pearl

~by Michael Metcalfe
mikmet@gmail.com

I have only one digital photograph of the **Black Pearl** under sail, my 36' Atkin **Little Maid** of Kent. The photo was from the mid 80's in Woods Hole, MA, and was scanned and emailed to me by a previous



owner who owned her for some 30 years before donating her to a charity. I have a copy hanging in my kitchen and one in my barn, and I occasionally glance at these pictures for inspiration. It has been about 2-1/2 years now that she's been out of the water, and there is a bit of daylight starting to show through the joints between planks. The abundant moisture and rain recently has closed up a lot of these, which is encouraging.

I first found her on Craigslist in November of 2009. The previous owner worked at a local restaurant and lived aboard, but her insurance would no longer cover the boat, and the estimate for repairs to the garboard, noted as requiring replacement in her 2007 survey, were too high. I went to see the boat with my neighbor, who is a timberframer and had some experience with wooden boats, and he gave me some good advice that had been passed on to him years earlier: "You'll do a lot more sailing if you don't buy that boat". Well, it was

sound advice, as last year I sold my Sailmaster 22D, and my sailing has been limited to my Sunfish with the kids, a couple of trips on friend boats, and a whale watch on **Sylvina W. Beal** out of Eastport, ME on vacation. At first I thought



Delivery pics in Portland with the ill-fated Blind Faith in the background

I was looking at a cabinet work job, but it's turned into an all-out restoration to the keel.

The interior was in good shape, but the deckhouse was a rotten mess fore and aft. The corner posts, house ends, companionway, and roof plywood were replaced with mahogany, and I replaced the rectangular windows with rectangular "plugs," with (6) 5" round ports from EBAY, bringing her much closer to the original Atkin design. That was the beginning, and since then it's been a repeating theme; find rot, dig in, get it all out, and replace, and keep the rain out. About 25% of the deck, a portion of the tail feather, several sheer strakes. I'm currently replacing the deadwood with a locust timber 6" thick by 18" wide, by 14 ft. long. My own mother recently told me that I've bit off more than I can chew (come on, Ma!).

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I have learned a lot on this project, an enormous amount really, for a guy who sits in front of a computer all day doing CAD design, and here are some thoughts:

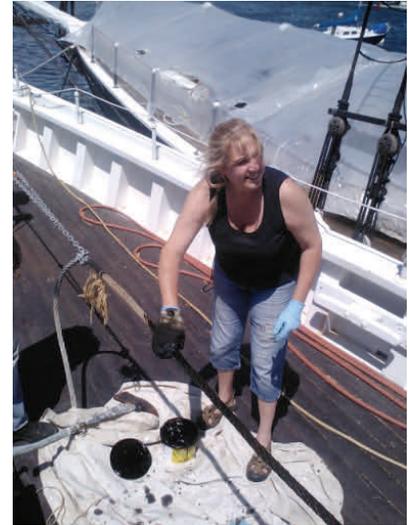
Dig into the most serious parts first - the floor timbers, deadwood, keel, etc. Pull the garboards. Don't be afraid to pull up the sole on day one. If you have doubts about what is under there, you will pull it up eventually, because if you don't, you will be up nights thinking about your wife and kids floating in the Atlantic on your doubts.

Spend less time thinking and try to do at least one thing every day. I've lost a lot of time by reading and researching, and then the final job takes an hour. Just buy the stuff and get to it.

And finally: Never, ever, put a boat under a tree.

Activities in the photos below are in this order:

- Worming
- Tarring
- Parcel & Serve



Schooner Adventure Restoration Update our Summer Vacation 2012

~by Joanne Souza

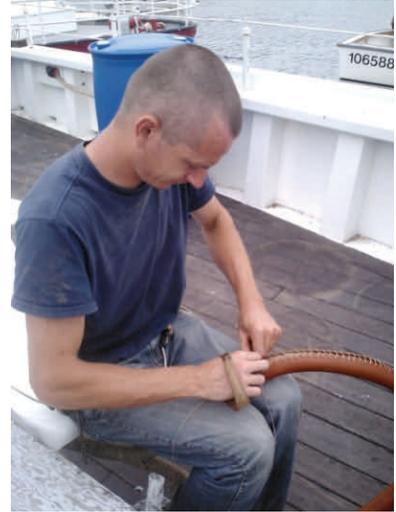
“Worm & parcel with the lay, turn & serve the other way.”

Schooner **Adventure's** shrouds have been wormed, parceled and served after having the wire inspected by the USCG. This process protects the wire shrouds from corrosion. Worming is the practice of filling in the lay (seams) of the wire with tarred hemp marline; this is then coated with a mixture of Stockholm tar, bees' wax and paraffin. A layer of muslin is then wound tightly around the coated wire and again coated with the tar mixture. Another layer of muslin, more tar if needed, then on to serving. Serving is the process of winding tarred hemp marline tightly around the shrouds, adding another layer of protection. After taking photos and careful measurements of the National Park Service's equipment, Greg Bover of Fisk Organ, Inc. had his woodshop manufacture the serving mallets needed for this process.

Jeremy Bumagin and John Newman from the National Park Service, Salem, came for a day to tutor the **Adventure** crew in the fine details. They lent their tools as well as their expertise.



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Next, now for the concrete below—ALL BY HAND!

Let the ballasting begin! 14 tons (28,000 lbs) of ballast has been installed below the fish hold and secured with 19000 lbs of concrete; all by hand! The ballast helps stabilize the vessel holding her further down in the water. The **Adventure** crew came up with some unique ideas to load these 65lb. lead bricks onto the vessel and then lower them below decks. Above, only nine more to go, seizing the mast loops, and leatherwork around the mast loops.



Engine

The engine bed, along with the bases for the watertight bulkheads, is in place. The engine will be installed the week of August 20th. The Detroit Diesel 6-71N was donated by Jim Knott and refurbished by Guy Crudele who determined it had zero hours run time. The engine, with a new Twin

Disc transmission, was lowered into place by Boston Towing Tuesday, August 14th. Adventure will be hauled at Gloucester Marine Railways Monday, August 20th for the engine installation.

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Engine Bed



Come see what's happening next with Adventure!

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58 Fore Street - Portland, Maine, 04101
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AMERICAN SCHOONER ASSOCIATION CLASSIFIEDS



American Schooner Association
P.O. Box 484
Mystic, Connecticut 06355
www.amschooner.org
e-mail: asa@amschooner.org

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