

SCOON

The Nova Scotia Schooner Association News Letter

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Schooner Yacht "Adare"

Adare was built in 1905 for Sandy Wilson, a fisherman on from Big Tancook Island. She had an open deck and was one of dozens used for ground fishing and transporting produce, including cabbage and fish to Halifax and Chester. Adare's tiny transom is believed to be one of the first if not the first of its design. The familiar Tancook Whaler, double ender and pinky, was the design that carried over from the late 1800's. It's possible that Adare or Tachoma as she was first known was pinky. She sure looked different from astern. Adare changed hands and eventually landed "on the hard" at Dartmouth's shipyard in 1938. Shipyard superintendent, John Paterson decided to bring this beauty back to life as a Schooner Yacht. When she was re_launched, she was given the name Adare after John Paterson's wife's birthplace in the south of Ireland.

With the threat of war, John Paterson and friends had to curtail their enjoyable excursions on Adare the yacht and delivered her to the eastern shore around Jeddore for the duration of hostilities. After the war, Brig. Gen. Victor de B Oland, a prominent brewer of Halifax, arranged to buy Adare and thus began his love for the traditional Nova Scotia schooner rig. It is believed Mr. Oland's decision to build the replica of the original Bluenose, Bluenose 11, was a Schooner Yacht. When she was re-launched, she was given the name Adare after John Paterson's wife's birthplace in the south of Ireland.

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Ralph subsequently took over the stewardship of Adare and has steered her through many seasons since then.

Thanks Ralph & Julie.

It's approaching twenty years since I first became aware of this association. In all of that time, one of the most prominent personalities has been Ralph Tingley. Within the Schooner Association, rather like John Pauley, Ralph has become something of a legend around which many anecdotes are centred. For example, one which relates to his selfless consideration for his fellow sailors when he gave a graphic warning which allowed us ample time to ease sheets and avoid being beset as he had just been. I was sailing with Amasonia during one race in Mahone Bay, we were trailing Adair by a dozen boat lengths or so when Adair was hit by a great gust which laid her over almost to her beam ends. The story I heard later was that Ralph was below doing something on the chart table while a young fellow of fourteen or fifteen was on the helm. When the knockdown came, a fire hose size column of very cold and salty water burst through the open porthole above the chart table, hitting Ralph fair in the kisser! His reaction to the experience is left to the imagination of the reader. Ralph has been one of the most active promoters of the association. In the time that I've known him, he has run the gamut of responsibilities serving at each level of Flag Officer and on several committees over the years. Julie too has put in her time. When Andy King decided to hand over the helm of Secretary & Treasurer in 1985, Julie took over and did the job until 93. Between them they took on the responsibility of liaison with the American Schooner Association and were largely instrumental in arranging two Schooner Rendezvous, one in Gloucester the other in Halifax. They were also quite heavily involved with the arrangements for our participation in the Y2K Festival of sail.

In addition to all of this, Ralph has also been responsible for publishing and mailing the "Scoon." They have recently decided to reduce their participation to a much less active level.

I would like to take this opportunity, on behalf of the executive and membership of the Association, to offer our heartfelt thanks to Ralph & Julie for a job well done! N

Commodore's Report

Dear Scoon: Well, things are beginning to nicely come together for our tenure in Shelburne. Our week ends at the peak of their Loyalist Days and some of our activities will dovetail with theirs. They are most willing to have us way up at the inside harbour. This is so that we are close to all the activity. Just a little bribery was used. They are going to allow us to use the Legion Hall for our activities; however, I have to agree to bring the Big Band to the Hall for a night of swing on Saturday night. Schooner owners and crew can attend "free-of-charge". Unfortunately "Elsie" will not be at Shelburne this year; sooooo the skipper will be looking for a berth that week. Hope you are all planning to be there in full colors.

Condolences.

I wish to extend my personal and also on behalf of all our members, our deepest sympathy to Doug Himmelman on the passing of his wife, Betty. She has spent many hours with us. I can remember well at the LaHave River Yacht club when the "Calanova" was cleaning up on the trophies. How joyfully Betty cheered and clapped each time Doug went up for a trophy.

Great memories, Doug, we will miss her. **Alf Lohnes** 901-461-1260
(a.lohnes@3web.net)

NSSA Website Progress Report.

During the past year a committee of our members has been working to produce an Internet website on behalf of the Association. I'm pleased to report that it is registered and is now up and running. A number of different titles were considered and for various reasons, rejected. The title which was finally decided upon is "NS Schooner." So, for those of us who are sufficiently switched on, the web address is; www.nsschooner.ca all lowercase.

The site is very well prepared and contains a very attractive home page, a brief history of the association, and a list of schooners complete with an individual writeup by each owner.

In addition, there are several links to websites containing related material. Finally, there is information about how to contact the secretary. Many thanks to Lorne Leahey, Wendy Levo and special thanks to Norm Green who is responsible for doing all the heavy duty stuff. N

Treasurers Report. Spring Meeting, April 13th, 2002

Current Financial Status

| | | | |
|------------------------------------|-----------------------------|---|------------------|
| Current Account (chequeing) | Balance at April 13th, 2002 | = | \$1215.42 |
| Savings Account | Balance at April 13th, 2002 | = | <u>\$1820.24</u> |
| | Balance April 13th, 2002. | = | \$3035.60 |
| USD Account | Balance April 13th, 2002 | = | \$107.75 USD |

Inventory

| | | | |
|------------------|-----------|---|-------------------------|
| 48 Burgees (new) | @ \$25.00 | = | \$1200 |
| 8 Burgees (old) | @ \$25.00 | = | \$200 |
| Blazer Crests | @ \$40.00 | = | \$800.00 |
| 19 Cap Badges | @ \$30.00 | = | <u>\$570.00</u> |
| Sub total | | | <u>\$2770.00</u> |

Activity since the fall meeting.

Expenditures:

| | |
|--------------------------------------|----------|
| Purchase of "Win Regatta" Programme. | \$250.00 |
| Rigging Seminar | \$117.84 |
| Printing Supplies | \$80.00 |
| Postage | \$116.75 |
| Registration (Joint Stocks) | \$25.00 |

NSSA Promotion

During the spring meeting it was agreed that we acquire a quantity of Schooner Association promotional plates. (Licence plate size for the front of your car.) For those who were not at the meeting, they show a representation of the burgee with a NSSA logo on a navy mesh with a white background. I'm pleased to announce that I have some in stock and offer them to our members. The selling price is \$15.00 per. This covers the purchase, preparation and postage with a percentage of profit to the association. Some members have already committed to purchase one or more. Anyone wishing to purchase may do so by contacting Nev. at;

902 922 3775 or Wendy at 902 490 5137.

We can also be contacted via the website. www.nsschooner.ca _____N

Social Activities 2002

This social year was off to a great start with a Rigging Seminar at Richard Rhodeniser's shop in Riverport which was enjoyed by many. This was followed by the second annual Weekend of Sail at the Maritime Museum of the Atlantic in Halifax. The NSSA proudly took part with a display during the weekend. Video tapes, a scale model of William Moir, half models by Richard Rhodeniser's father, photo albums and the "Schooners at Play" CD were all greeted with enthusiasm. There were over 1200 visitors to the museum during the weekend. Our thanks to Alf, Lorne, Gerry, Nev, Wendy and Mora for organizing, standing watch, and providing display items. Thanks to Janice Stephenson providing the model of the William Moir. Also, as always, thanks to Lorne and Ellie for providing their cottage for so many social gatherings.

The Executive is busy making plans for the social events for Race Week in Shelburne. NSSA members have been invited to the Shelburne Historical Society Annual Garden Party on the Sunday afternoon from 2:00 - 4:00 p.m, at the Ross-Thomson House Museum. If crews wish to dress in period costume (pirates, rum runners etc) they are encouraged to do so, however, sailing garb is acceptable. Monday will be the traditional Wine and Cheese party. Tuesday we are hoping to hold our annual "Tom evening" depending on the racing schedule, of course. Shelburne is trying to organize a "Planked Salmon" dinner on Thursday in lieu of the traditional picnic. There might be a cost associated with this but we will keep members updated with details as they become available. Your social committee is still working on the details of both Friday and Saturday nights events (see the Commodore's report).

Race week 2002 is certainly shaping up to be quite an event filled week. The Town of Shelburne has expressed great enthusiasm in seeing the return of the Schooner fleet.

Wendy

It's an old old story.

Rumour has it that one of our more noticeably senior members, who shall remain unnamed, was recently invited to a social gathering where he was introduced to a young and very pretty collage graduate. He was pleased and highly flattered to see that she seemed to be quite taken with him. They spent a lot of time together during the evening in warm, friendly and interesting conversation. A few days later he was surprised and even more flattered to learn from a mutual friend, that the young lady was very interested in dating him.

However, he later discovered that she was a research palaeontologist working with carbon 14.



The solitary sailor Gerry Hayman and Wawaloon enjoying a fine day out in the bay.

“Gerry! Will you look where you’re going?!”

Cruising Rules. (Blatantly plagiarised from a book of the same name by Roland Sawyer Barth).

During the past few years I have experienced the pleasure of occasionally sailing, sometimes over water, and at other times through evenings of shorebound repartee, in the company of Ed Porter. Among the many things I’ve learned during these encounters is the concept of “Cruisin’ rules.” I’ve discovered that certain rules of etiquette must be observed in order to establish the norms of personal behaviour required for two or more individuals to stay on speaking, even friendly, terms while confined for an indefinite period in close quarters at sea. These, I have come to refer to as the “Cruisin’ rules.”

They determine whether we return to port cordially, angrily, separately, together – or indeed, at all! The nice thing about the “Cruisin’ Rules” is that one must allow them to evolve as circumstances demand. I, therefore, invite the reader to submit any sailing related experience which may have had a more pleasurable outcome if a cruisin’ rule had been devised to cover the circumstances in play at the time. For example,,,

Have I told you the one about . . . ?

We are all loaded to the gunwales with stories waiting to be told. So, nothing deflates a relationship so quickly as, having started to relate a promising story, ones shipmate mutters “Oh come on, you told that one in 92. Yet it is demeaning to have to preface every tale with”Have I told the one about . . . ?” It is, after all, stressful to the overtaxed human mind to remember to whom one has told what and when. The solution to this dilemma becomes:

Cruisin’ rule #2. Any story worth tellin’ is worth tellin’ often.

It reassures and warms the soul to tell any story from ones lifelong repertoire and have it received with enraptured enthusiasm, as if heard for the very first time. Perhaps a better example might be in relating the following.

Shootin’ the breeze

Some stories aspire to the lofty status of humour. The medical profession has much to say about the benevolent qualities of humour. Endorphins, pain-relieving chemicals triggered by the brain, are released into the bloodstream whenever a person laughs. Clearly then, laughter has an anaesthetic quality conducive to the development harmonious interactions between individuals in close quarters. A problem arises in the fact that what is funny to one person may be politically incorrect or not funny at all to someone else. Consequently, the telling of a story or joke for the purpose of humour places the narrator in a most vulnerable, even anxious position. Nothing so debilitates a relationship at sea as recounting an incontrovertibly funny story, only to be greeted by no response, by a critical response or by a mere shake of the head.

When shootin’ the breeze, those involved should allow the conversation, like the wind, to take them, uninhibited, wherever it goes. Therefore:

Cruisin’ Rule # 3:- A statement, story or joke offered with the intent of humour shall receive a response of audible, visible, persistent and above all, authentic laughter.

So, when Frank clears his throat and begins to speak, it’s time for rapt attention. When the first glimmer of a smile emerges from beneath his scruffy four day old beard, it’s your cue to be ready. As his word’s turn into laughter you must respond with an appropriately loud and sustained guffaw as you enjoy a fleeting moment of camaraderie.

Who cares whether you hear it, get it or like it?!

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