

SCOON

The Newsletter For
The
Nova Scotia Schooner Association
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Behold, The Monster!



Excuses, Excuses!

Greetings! I hope that all of you emerged, comparatively unscathed from the ravages of the meteorological shit-kickin' that was dealt to our region recently. It's the aftermath of this event and the lack of adequate computer facilities, at where oiy was tew, that has delayed the publication of the fall edition of the "Scoon"

"Better late'n not atall, atall"

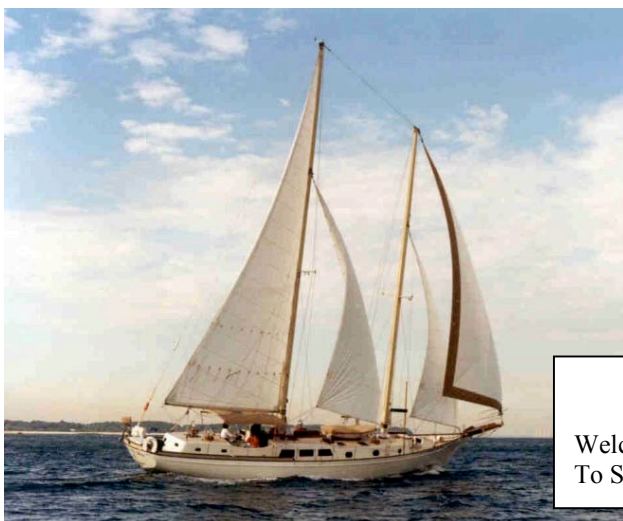
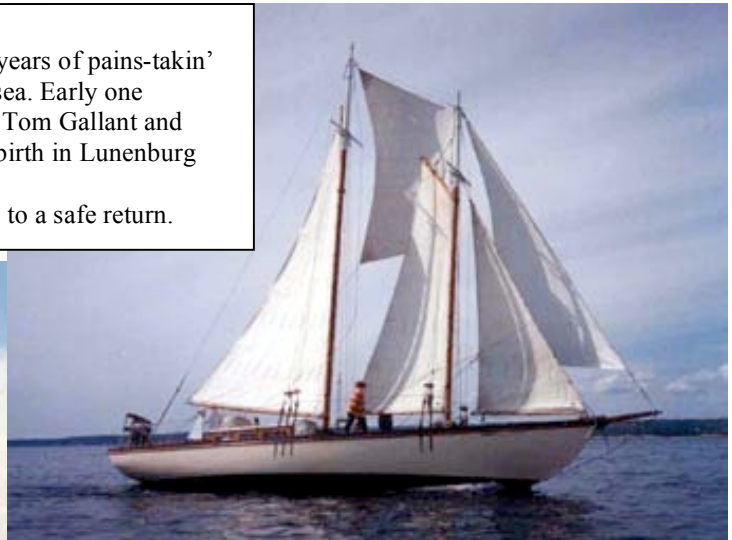
As they say in more sophisticated circles.

"ere she be, bye's."

FAIR WINDS TOM!

After years of dedicated rippin' n tearin' followed by years of pains-takin' puttin' back together, "Avenger" is finally rigged for sea. Early one morning during the last week of October Commodore Tom Gallant and crew slipped her lines and slid quietly away from her birth in Lunenburg bound for southern latitudes.

Fair winds boys, soft nights and kewl days. Here's to a safe return.



IT'S GOOD TO SEE YOUR FACE IN DE PLACE.

Welcome back to Nova Scotia and the Nova Scotia Schooner Association To Skipper Don Barr and the crew of the schooner "Road to the Isles"

The Annual General Meeting.

The annual general meeting was held at the fisheries Museum in Lunenburg on Saturday November 8th. While it was well attended by around forty of our members, it was also marked by the conspicuous absence of most of the Flag Officers *and* the nominating committee! Go figure. The meeting was chaired by Vice Commodore Ben Verburch with Wendy and Nev running defence. The proceedings opened on a sad note. Preceding our customary few moments of silent reflection upon the events of the past year, Lorne Leahey reported the loss of one of our newest members. Ron Rhodenizer, long time friend of Lorne and the company of the schooner "Amasonia", was taken suddenly by post-operative complications following a surgical procedure. Ron has attended race weeks in past years but only became a full member this past summer. He will be missed by his wife Elaine, daughter Kelly and son Derrick. Remember the two who helped Mora clear "Alexia's" fouled prop in front of the Rope Loft? Ron went to his rest *resplendent* in his Schooner Association golf shirt. The preliminaries out of the way. Nev delivered the Commodores Rant with enthusiasm, but lacking Tom's professional flair.

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The Commodores Rant

To All Skippers, Crews and Lovers of the Loveliest Rig,

I may be the first Commodore in history to miss BOTH MEETINGS over which I should have presided. It's a towering disgrace I am! I bear the burden with a heavy heart.

That said, it's been an honour and a hoot to carry the honoured mantle of "Commodore of the Nova Scotia Schooner Association." Do her again in a New York minute boys. Wait...would I have to go to the meetings?

This was a good year despite the foul weather. All who organised, organised well and everything happened with the slapdash elan for which we are so justly renowned. The return of "Atlantica", the welcome additions of the powerful and beautiful "Road To The Isles" and the handsome and shippy "Christina Lynne" and the triumphal return of "Comet II", looking like a slender ghost with her elegant new paint job, brought new life to the fleet and more rum to the proceedings. Any time old friends gather to race schooners, fun will be had. Fun, you will agree, is good. Fun was damp this year. Damn the fog and don't squeeze the Garmin. A phrase I believe I heard through the fog out around the Tancooks. Thanks to Nev and Bart and Lorne and Mora and Wendy and Marshall and Jan and Sherrill and Willa and Gerardus and Alf and the Band and Lenny and Catherine and a special thanks to all who stayed aboard their schooners for the week. There's where the big fun is.

Though I missed the last meeting through abject stupidity and absent-mindedness, I miss this one for the best of reasons. I am sailing Avenger to the Caribbean. First time in eleven years. Forgive me if I jump up and down and shout YAHOO! And since I know I'm going to miss this one, I'll write down some thoughts distilled from many conversations over the year with almost all of the skippers and many experienced crew. These are things we seem to be thinking about.

Race Week

-Courses-- Sailboat racing is about matching boats in clear air and deep water over all points of sail. This is the ideal. Race navigators figure out the favoured tacks, the tactical advantages for every move, watching the other boats, the tides, the wind. Race

navigation should not entail picking your way through a rockpile, unless it was a tactical move. Sailing a well laid out race should make it possible for you to get everything that's in your boat out of her. We need to keep this in mind, and avoid the kind of orienteering courses weaving in and around Islands that we've been sailing lately. The serious fact is, those were nice courses to cruise. Racing, they became dangerous. Our boats are too precious to risk with tight courses in shoal water. No other race I've ever sailed has had courses like those, and I've sailed most of them. The bottom line is, it's more fun to race on a course made for racing. Remember Shelburn. Remember the Fisherman's Race. Cross Island to port. There's a racecourse. *Is it just me who thinks this is important?*

-Starts-- We've always done pretty well with starts because we're all careful. But there've been a few close calls and maybe there's a way to protect the boats even better without killing the sport. I like what they do at the Classic in Antigua. They describe a zone behind the line and once you enter it, you must be on the Port Tack. Problem solved. No driving up or barging. The boats are too old and too precious for that kind of foolishness. Believe it or not, the starts get very artful under these rules, with the whole fleet evenly spaced and going like hell. They've got lots and lots of wind down there. They have an interesting rule in Tortola. If there's a collision, both boats are in the wrong. Anyway, food for thought.

-Social Events during Race Week-- Seems to be a consensus around the docks that we should consider leaving a couple of nights "Unprogrammed". Dis-organised, if you will. That would mean you wouldn't have to pull yourself together and go somewhere just when the party in the cockpit is hitting its stride. The boat to boat visiting is the best thing about the week. The welcome party, the music night, the awards might be enough. Be easier on the committee. They've been working pretty hard for a long time. Again, consider staying on your boat if it's at all possible. I think we established earlier, fun is good.

-Handicapping and Race Results-- Lorne and Bart and others have worked too damn hard for too damn long at a thankless, hell, nearly impossible task to have to suffer the opinions of the disgruntled. If you don't like how the handicapping is working, find out how it's done, and offer to help. Otherwise, belay the bellyaching. Personally, I think the system works amazingly well considering the difficulties involved.

-International Races-- I'll be in Newport this fall on my way to Bermuda. I'm going to try to torture a couple of Yankees into coming to Race Week. We'd put up the Fisherman's Trophy. (It stays here whoever wins.) They could race with us for the first three days to get a rating and take the measure of the fleet. Then we'd pick the boat with the nearest rating to their "challenger" as our "defender" and race three match races, Thursday, Friday and Saturday. The idea would be to make it a good race. The international is raced for by traditional rigs, meaning made of wood, Gaff against Gaff, Marconi against Marconi.

-Museum Project-- This is something we need to get serious about. Edward has been pushing it along. It goes to the heart of the Association's mission statement. We need a few passionate advocates to work with the museum over the winter. I'll definitely volunteer when I get back.

That's about it. Oh. Why did I go sailing you ask? Remember the September Classic? Lawsuits. Rumours. Lawyers and Priests hot on my trail. Nuff said.

Thanks for putting up with me this year. I made it relatively easy for you by keeping a rather low profile (for me that is), especially at the meetings. I really treasure this outfit, and all who are a part of it.

Fair winds all, and mind the chafe. **Tom.**

Report from the Rear

Race Week Results

Congratulations to all trophy winners.

Monday July 21st. ----- Old Gaffers Trophy. -----Comet 11. -----Alex
Rhinelanders

Tuesday July 22nd. ----- Cunard Fuel Trophy. ----- Cheers -----Bart Shea
Colonial Fisheries Trophy -----Know Knot -----Glen Bond
Brantford Coach Trophy ----- Comet 11 -----Alex
Rhinelanders

Wednesday July 26th. ----- Pullen Trophy -----Know Knot -----Glen Bond
Premier's Cup -----Comet 11 -----Alex
Rhinelanders

Thursday July 27th. ----- Founders Trophy -----Rencontre -----Claude
Ball

Friday July 28th. ----- Tom Mason Trophy (single-handed) Know Knot ---Glen
Bond

Friday July 28th. ----- MacAskill Trophy-----Road to the Isle ---- Don Barr
David Stevens Memorial -----Endeavor..... Richard
Johnson

2002 Result -----Mystral -----Dieter
Kruegel

Saturday July 29th. ----- Oland Tray -----Rencontre -----Claude
Ball

Overall Best Standing --- Herald & Mail Championship – Comet 11 -----Alex
Rhinelanders

Appreciation Trophies (non raced)

Doug Oxner's Thunder Mug – Most spirited crew-----Cristina Lynn -----Bruce
Haliday

John Pauley Memorial Trophy-Most determined vessel –Cristina Lynn-----Bruce
Haliday

Don Stephenson Memorial Tr.---M.V. Crew Member----Cheers-----Cory
Chisholm

Mort & Gerry Pelham Trophy—Vessel Preservation-----Atlantica -----Tye
Burt

The Blackened Spatula Award—Most Memorable Breakfast -----
Rencontre / Tholepin

2004 SAILING SCHEDULE

Attention Skippers

In order to assure sufficient dockage space for the Association during the tall-Ships event next summer, Claude Ball needs to know how many of our schooners plan to attend. You should be contacted shortly.

Tallships 2004 - Halifax Harbour Wednesday, July 28 - Monday, August 2, 2004

NSSA Race Week - Lunenburg Yacht Club Sunday, August 8 - Saturday, August 14, 2004

ASA / NSSA Members.

Any Of our members, who also happen to be members of the American Schooner Association, Please pass this message along to any ASA schooner owner who might be interested. Please consider this an invitation. We can be contacted via the e-addresses at the head of this newsletter.

Mistaken Identity.

This 'ere's a story about two fellers from up in back o'the peninsula. Identical twins they was, couldn't tell 'um apart, like two peas in a pod. Jack, who was married, and Jim, who was single, but the owner of an old and very weary wooden boat. Misfortune struck 'em both on the same day; Jack's wife died and Jim's boat sank.

A few days later, while walking along the waterfront, Jim met an elderly lady who, mistaking him for Jack, offered her heartfelt condolences for his great loss saying, "You must feel terrible!" "Nah, not really" said Jim "She were an old wreck right from the start. 'er bottom was all shrivelled up and she always smelled like dead fish."

"Good Heavens!" said the lady. "Yup" said Jim "First time I got into 'er she made water faster than anything I've ever seen." "Oh my goodness!" said the lady, who was looking a little pale. "Arr" said Jim.

"There were a big crack in 'er back and she had a 'ole up front what seemed to get bigger every time I used 'er." "Oh! Oh dear" stammered the lady weakly. "That weren't s' bad," said Jim "But what done 'er in was them four fellas' from 'alifax. I told 'em she weren't much good but they said they'd take a chance with 'er anyway. So I rented 'er out. She were all right at first but then the crazy buggers all tried to get into 'er at the same time! It were just too much for 'er. Split 'er wide open, they did! And when she went down on 'em they damn near drowned!" At this point, to Jim's great surprise, the poor lady fainted!

A Story

Harmona is for sale.

Few weeks ago I got a letter from Marike. She tells me that, regretfully, she must offer Harmona for sale. Since purchasing her, Marike has invested in a major renovation. Some of the work includes a complete new rig by Richard Rhodenizer, completely rewired with new control panel, lights, auto-pilot, sounder, GPS, RADAR, chart plotter and much more. Cabin completely rebuilt and modernised, replumbed and upgraded with many new systems. For full details, check out the NSSA web-site at; www.nsschooner.ca You can also contact Marika Finlay at 902 654 2265 or e-mail; marikefinley@ns.sympatico.ca

Vice-Commodore.

I was disappointed in the small turnout at our November meeting, over which I found myself presiding.

We managed, however, to achieve our goal. Thanks to all who attend. I would like to take this opportunity to thank the Fisheries Museum for the use of their facilities, The Grand Banker for providing the coffee and Doug Himmelman for making the arrangements.

Another great year of schooner racing, Nice to see "Atlantica" back in the pack and the beautiful "Road to the Isles" has joined the fleet. I would like to welcome aboard all the new members.

Thanks to all who helped.

Like all great events, there are always people who's contribution helped make this years race week so successful. While Tom relayed our thanks to some, there are others who, in his self-proclaimed absent-mindedness, he forgot to mention. A big thanks to the Chester Yacht Club for welcoming us and providing the facility for the breakfasts, race starts, etc. Derik Delamere and the "Rope loft" for the invaluable dockage space, without which the entire week would have been much less of a hoot. Willa and Doug Ccighton for the wine and cheese party. Sheila and Dan Blain for hosting the Bar-B-Q. Alf Lhones and his swing band. (The oldest band in the world is looking much more youthful of late).

As both were away, we didn't have a chance to thank Tom for his service as Commodore and Gerardus as Rear-Commodore. Thanks for a job well done.

Respect for the history which we, as an Association, represent.

Many of our trophies carry with them a great deal of history and pride. These trophies were presented to the Nova Scotia Schooner Association, each with it's own deed of gift. If we fail to follow the guidelines within the deed of gift or, if we fail to treat the trophies with the care and respect that they deserve, then the donor has the perfect right to have the trophy removed from our care. It pains me to have to say that there are some, fortunately very few, in this Association who don't seem to understand this. When a trophy is awarded to a vessel, it is awarded in trust, with the explicit expectation that the skipper, crew and all persons associated with that vessel will treasure and care for the trophy in the appropriate manner. These trophies are quite valuable historical artefacts and are, for the most part, totally irreplaceable. *It is completely inappropriate that these trophies be treated as trinkets or toys for young children to play with.*

Congrats

On a brighter note, as most of you know, Lennie Gallant has been hangin' out with us during race week for the past few seasons. I'm pleased to welcome him as of this past race week as a card holding full Member of this esteemed Association. As if this weren't honour enough, he has also recently been enrolled as a member of the Order of Canada. Way t' go! Then, as if to add a dab of icing to the cake, he went and got himself married! Congratulations Lennie, hope to see yuh back with us next summer. For those who might be interested, Lennie has an "open to all" e-mail address; lennie@lenniegallant.com There is also a web-site address where, among other things, one can obtain CD's.

www.lenniegallant.com

A new slate of Officers.

Finally, with great pleasure, I'd like to announce that I have been elevated to the exulted position of "La Grand Fromage" (Commodore) of this wonderful outfit. Congratulations on their appointments, to the new Vice-Commodore Graham Lutwick and Rear-Commodore Don Barr. I look forward to working with them throughout the coming year.

I trust that you all will have a great Christmas and a Happy New Year!

Ben Verburgh

Treasurers Report.

I'm not going to go into the details of the treasurer's report, as presented to the Annual General Meeting. Any member wishing to peruse the complete statement of accounts for the year ending Nov 8th. 2003 or for any of the years from 1993 on can obtain a copy by requesting one from me at; nev_389@hotmail.com

If you look at the abbreviated financial report below, you will see beside the heading "Receipts Minus Disbursements" that we came through the season in pretty good shape. This was thanks in part to my impassioned plea to all of you skippers to promote the notion of membership among your crews. Your efforts seem to have born fruit. I'm pleased to report that we have gained around twenty new members this year. Keep it up boys 'n girls, I'm not gunna stop naggin yuh! Now, if only I can persuade some of the older members (too many) to pay their dues we'd be golden. C'mon people, it's only twenty-five bucks! One less bottle o' rum throughout the year. Prob'ly do yuh good. According to the constitution, I'm supposed to have the accounts audited by at least two past commodores before the annual general meeting. Sorry, it didn't get done. I'll arrange to have the 2003 report audited before the spring meeting on Saturday April 17th. 2004

Grand Total Receipts						\$3,633.63
Grand Total Disbursements				\$2,615.07		\$2,615.07
Receipts minus Disbursements						\$1,018.56
	Statement of Assets as of Nov. 8th 2003					
Chequing Account				\$1,628.60		\$1,628.60
Savings Account				\$1,824.05		\$1,824.05
USD Account				\$ 240.25		
Inventory						
Cap Badges	17 x	\$ 30.00	\$ 510.00			
Blazer Crests	15 x	\$ 40.00	\$ 600.00			
Burgees New	34 x	\$ 25.00	\$ 850.00			
Burgees Old	3x	\$ 25.00	\$ 75.00			
NSSA Licence Plates	13x	\$ 15.00	\$ 195.00			
Sub Total			\$2,230.00			\$2,230.00
Grand total of assets as of Nov. 8th. 2003				\$ 240.25		\$5,682.65

An interesting detail, which I'm sure, had a major impact upon "the bottom line", was pointed out by someone at the meeting. It's become our habit to pick up Tom's bar tab on "Tom's night." On this years report beside the item "Toms tab" is an entry of "0"!!? Now that's really worth pondering.

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Cruisin' Rules. (The notion of cruisin' rules is stolen from a book of the same name by Roland Sawyer Barth)

Cruisin' rules are rules of etiquette and seamanship, which have evolved, and, in fact, are still in the process of evolution. They determine whether we return to port cordially, angrily, separately, together – or indeed, at all! The following tale is true, kinda, and I'm sure, that many of you could recall similar experiences from the past few weeks.

That which secures us.....

In preparation for the approaching storm, we spent most of the afternoon going around our little fleet, double gasketing sails, putting out extra anchors, checking and double and doubling up on mooring pendants, installing extra chafing gear and lashing down everything that could break adrift. By early evening, being reasonably confident that everything was secure, we settled down to wait for the storm to hit. And hit it did! Around midnight it became apparent that something had to be done about the dock, which was beginning to break up. The surge was causing the tide to be way above normal and after a while we came to realise that of the boats was dragging and was about to collide with another. Even in this relatively sheltered anchorage there was still a pretty impressive sea running and if those two came together, it would be disastrous for both. After much struggling we were able to run a three hundred-foot line from the drifting boat ashore and attach it to a tree. This enabled us to haul the boats apart and stop the dragging. Having taken care of that problem, we went over to check on boats, which were too far away to see in these conditions. Sure enough, another one was dragging and was dangerously close to going ashore. Fortunately, I was able to get aboard and, having searched out a good long mooring line, made it fast to the foremast with this; we were able to pick up a vacant mooring nearby. That got things under control. While I was on board I noticed that there was a lot of water around down below, which had apparently come in through the fore-hatch. The fore-hatch was partially open and covered by a securely lashed dinghy. I found that the on-board flood tasted salty and was accompanied by a quantity of eelgrass. Astute bugger that I am, I was immediately convinced that it weren't rain! The conclusion was that while she was dragging that fifteen hundred pound block and all of it's chain, she must have been dipping her entire bowsprit and much of her fore-deck under water! From this event, two more cruisin' rules emerged.

Cruisin' rule #8:- That which secures may ultimately sink us!

Cruisin' Rule #8.5:- There ain't no substitute for SCOPE.

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MARK YOUR CALANDER! SPRING MEETING.

Be ye hereby informed that the spring meeting of

The Nova Scotia Schooner Association

will be held on Saturday the 17th of April 2004

Please be in attendance by 1330h. Call to order at 1400h.

The location will be announced at a later date.

