

SCOON

The Newsletter For
The
Nova Scotia Schooner Association

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Race Committee Computer



From left to right are Rear-Commodore Don Barr, Edward Peill, Vice-Commodore Graham Lutwick, Tom Gallant, David Westergard, Alex Rhineland, Bonny & Garry Braaksma and Chris Pelham. Seated are Commodore Ben Verburgh and Race committee Chairman Bart Shea.

Mark it on your Calendar!

The Annual General Meeting will be held on Saturday November 6th in the auditorium of the Lunenburg Fisheries Museum.

Please be there at 1330h. Call to order at 1400h

A breakfast special is offered from 0900h to 1300h at the Grand Banker.

A Traditional Rant.

's been a while since I've had a good old-fashioned rant. Now seems as good a time as any to remedy that. I was a little crankier than usual this year at race week. Figure I owe you, poor souls who have to endure my ongoing presence, a little explanation. So...here it is.

First, a true story, related to me by Les Caslake. Once, when racing Amasonia, Les got into a port starboard situation with David Stevens in Kathi Anne II. David was on starboard. It was going to be close but Les was going to have to tack. They were in different races that day, and both of them were doing well. David called across to Les..."Hold your course Les," and then dipped under Amasonia's stern with a smile and a wave. Y'see, Dave knew he wouldn't lose anything by doing this, and that if he had forced Amasonia to tack, it would cost Les dearly. Les couldn't remember if he or David had won their races that day. But he remembered David's gesture. A couple of years later, the situation was reversed. Les was on a starboard tack and David on port. You have to see Les's eyes when he tells this. "If Dave had to tack, he wouldn't have made the mark. I loved it. I called over to him, "Hold your course Dave." and I dipped under his stern. He made the mark, and won the race."

To me, this story exemplifies everything that I hold dear about this association. We sail as gentlemen. We don't run one another up at the start. We don't engage in fruitless shenanigans that cause both boats to lose time, just because we can. Yes, we do get into tacking battles sometimes, but they are graceful, as are the boats. Always, the welfare of the boats is paramount and that being the case, the kind of stuff that goes on at Chester race week and other similar events is not what we do.

David Stevens, who was my teacher, passed me more times than I'd care to remember. Not once did he do it to windward. He knew he had boat speed, and would haul down under me and blow by like a rocket. I knew better than to haul down on him and take his wind. What would be the point of that? His was the faster boat. Better we both sail as true and quick a course as possible, and let Bart work it out on his slide rule. In a lifetime of racing I've never seen a better sailor than David Stevens, or a better boat than Kathi Anne II. But what I remember best about them was the way they won all those races. There was no fuss and bother. There was wisdom and knowledge about the wind and the bay, an occult relationship between man and boat and a desire to give everyone a chance to get the best out of their own boat. Since those days, I've raced in Bequia and Antigua and New York City and Newport and Nantucket and Martha's Vineyard and so on, I've seen the way the other half lives. This is why I love the way *we* do it so much. No protest flags. No aggravation. Just good friends being good sports.

We're not the only ones who discourage America's Cup tactics. In the Antigua Classic, you **MUST** start on the port tack, so as to nullify the kind of shenanigans I had to endure during race week. At one start, the boat below me tried to run me up onto "Son of a Gun" who was being blanketed by the boat to windward and could not get out of my way because he was dead in the water. I had to fall down in order to miss him. Some genius on the boat that was driving me up made a crack about how he was on starboard and well within the rules! Well la de friggin' da. Did he really think I would run over another boat just because he'd read the rulebook? Rule one in the Nova Scotia Schooner Association that I joined and love is **DON'T DAMAGE THE BOATS!** Anyone who can't understand that should buy a J 40 and find true happiness as a glove wearing, Tilly hatted, flag belted yacht club wobbler.

There were other times during the races when I tacked away from the same boat because we were in different races only to be starboarded again on the next tack and again on the next. If I'd wanted to play, if we'd 've both been in the same race, I'd have dipped under his stern and tacked to cover him. I thought that my tacking away would be a signal to him that I wasn't racing with him and was looking for clear air. David Stevens would have understood my move immediately. David Stevens would have said "Hold your course Tom."

While we're at it, there's this business of having the windward crew dangling their legs over the side like "Rail Meat" on one of those gribble boats. This is the first year that this has been allowed. Dave and Les along with others like Fred, Murray, Don, Joe, Alf all raced by the rule, "Head down, ears back and no part of yourself outside the boat." This, "legs over the side" thing looks goofy on these boats, and I, for one, don't like it. This may seem like a small thing, but it's another tradition going down the tubes, and it seems to me we need to cling to our traditions or we'll lose our way. Does anyone remember that every boat in the races was to be fully provisioned for a week at sea? That each boat was to have full tanks and complete ground tackle? Does *anyone* remember this?

The Nova Scotia Schooner Association was created to preserve and promote traditional Nova Scotian schooners. Period. Out of a spirit of inclusiveness and good sportsmanship, we've allowed boats that don't have anything to do with our mandate to join the association and race with us, to join the fun. But that doesn't mean we should forget who we are and what we're all about. If someone takes an American built sloop and puts an aluminum schooner rig in it, sails it without a real interior and blows all our doors off, good for him. The performance part of the rating will take care of him eventually. But what does that boat have to do with preserving traditional Nova Scotian schooners? Nothing at all. It's a fast boat and Richard did a hell of a job getting it together. What's more, he sails her like a champ. But that's not what we're about and I think he knows that.

Everywhere I sail her, Avenger gets more honour than even I think she deserves. That's because there are fewer and fewer truly traditional schooners out there, and even the uneducated eye can see how special they are. But they are not merely charming anachronisms. They are deeply practical cruising machines, and the old rig, rigged the old way is the best damn piece of gear for the job. That's why we need to work at learning what the old masters knew. That's why we need to do things the way *they* did. Tye Burt expressed some fine sentiments at the trophy presentation when he spoke about passing the tradition on to the young. I was glad he said what he said, and echo his sentiments with a full heart. But I have grave concerns about what we will be passing on to the youngsters if we don't cling to our traditions, and learn the lessons that the old masters had to share with us. Every time we let a tradition die, no matter how insignificant it may seem, we chafe the line that connects us to likes of David Stevens and Tom Mason and Ben Heisler and Steve Slaunwhite and Vernon Langille and to all that they knew and believed in and stood for. Is that what we want?

Schooner Race Week is great fun. For years I have called it the "best regatta in the world". Now all regattas have beautiful boats, (at least the ones I go to), great racing and lots of rum. So what sets us apart? Simply this. There are in our fleet some boats of such significance, such honest beauty and profound historical importance that they impart to the proceedings a dignity and gravitas that sets the whole fleet apart. Adare, Amasonia, Hebridee II, Airlee, Kathi Anne II, Dorothy Louise, Comet II, Wawaloon and the missing great ones, Windhawk, Sebim, William Moir. These schooners are the reason we exist, and it's a sad thing that we had to watch as some of them sailed away. But we're not rich and such is life. There are other fine boats in the fleet, some that honour our traditions and some that don't. I deeply believe that when the true schooners are gone, or become so altered that they bear little resemblance to the designer/builder's vision, this association will die, for its *raison d'etre* will be dead as well.

They say grief mellows with time and so it does. But as each year passes, and I see more and more of the traditions of this association go by the way, I find myself missing David Stevens more. What I'd give to hear him say... "Hold your course Tom."

Tom Gallant

Treasurer's Report.

The 2004 season has been an event full period for me both from a sailing standpoint and also the as treasurer. Antigua-Bermuda-Lunenburg with Tom and "Avenger". Great trip! Cape Breton-Halifax with Lorne and "Amasonia". Great trip! Best part of a month to New England ports with Capt' Dan. and the "Picton Castle". Great trip! Then there was the Tall Ships event, Race Week, Fisheries Exhibition Race, all great experiences, an' it ain't over yet!

I'm Happy to report that financially, the Nova Scotia Schooner Association is in great shape. This is, in large part, thanks to the compensation we received from the Halifax Waterfront Development Corporation for our participation in the Tall Ships event. So, we have a great time *and* improve our financial health. Kew!

Art. Cormier of "Amasonia" was very pro-active in addressing the Race Committee computer question. He approached, on our behalf, the Nova Scotia Power Corporation's "Good Neighbour" committee to see if they would be willing to assist us in this matter. The result was a very generous award of \$1500.00. With this and a small cash injection from us, I was able to purchase a second laptop computer. So now we have one computer dedicated to Race Committee business and another dedicated to membership records, financial records, communications and publication of the "Scoon".

Address list.

From time to time I'm asked if there is a current address list of members available for general use. I guess as treasurer, I have the most up to date list. If any of our members should wish to contact other members, I will willingly help. However, I am reluctant to make the entire list generally available without the permission of individual members. I'd like to get some feedback from the membership regarding this matter. I plan to bring up the subject at the next general meeting this coming fall

Currently, I'm working on preparation of the financial report to be presented to the membership at the annual general meeting, which, **(take note,)** will be held at the Fisheries Museum of the Atlantic in Lunenburg on Saturday November 6th at 1330h.

See you all there. Be there or be square!

N

NSSA Museum & Website.

I'm pleased to report that since our spring meeting I've had numerous meetings with the Maritime Museum to discuss the Schooner Exhibit and Website and we have made good progress. The project now has the working title "Schooner Village" and will be a 3D virtual village filled with all of the trades required to build a Schooner including a block shop, sail loft, boat shop, foundry, blacksmith shop as well as a detailed 3D virtual model of the Bluenose II. Visitors will be able to explore this 3D virtual world and learn everything they might want to know about how traditional schooners were built and watch video clips of those people who are keeping these traditions alive today.

In addition to the support and archival materials being made available by the NSSA, we have also confirmed the participation of the Fisheries Museum of the Atlantic and the Bluenose II Preservation Trust. We will apply for funding early in the New Year and if all goes as well I should have lots to report at the spring meeting. Look forward to seeing you all at the fall meeting.

Edward Peill

Rear Commodores Report.

Best wishes to all the good folks of the Nova Scotia Schooner Association. Congratulations are certainly in order to all those who worked so hard to make Schooner Race Week such a success. The combination of the great facilities and the cooperation of Kathy Cluet and the staff of the Lunenburg Yacht Club, coupled with good weather, made for good sailing and good times.

The social event with which I was most deeply involved was the lay day “Pig Roast.” I can attest to the fact that it was a whole lot of work! However, I also believe that the result was a successful gathering, which made the effort very much worthwhile. The idea for the pig roast came from Vice-Commodore Don Barr and a great idea it was. Many good people helped to make it happen. Most notably, Sherrill Harrison, who allowed us to use her lovely farm at Indian Point as the platform for the event. Thanks so much Sherrill!

With the best connoisseur at hand, a friend of our association, Peter (Pete) Tanner performed nobly as chief chef and was supported and assisted by Don Barr and Walter Lane. Thanks to Patty Rhineland, Catherine McKinnon, Sherrill Harrison and Paulette Charron for their culinary efforts as sous-chefs. Many thanks to Joann Ramsey for her generous donation of delicious, sweet, corn on the cob. Also to Cheryl Barr, who made certain that it got there. (And kept the kegs cold.)

As usual, Wendy did an excellent job in providing us with the liquid libation, the Monday evening welcoming keg and cheese on Cap’n Claude’s “Rencontre” and other expert assistance throughout the week. And of course, what would Race Week be without a few tunes from Tom? There are so many people who silently provided and donated in so many ways. Sincere thanks to all.

Graham L

Surprise!

Hi, I have an announcement to make. I, the schooner formally known as “Surprise” have assumed a new name. Henceforth I will be known as “Pegasus.” In addition to this I have decided to move to a new home at moorings with Richard & Mary Rhodenizer of Riverport. For those of you who don’t know me, I am 36ft. from stem to stern and 11ft. in the beam. I was brought into being by Jimmy Smith in 1971, and have been well cared for over the years. Recently I’ve been slumbering comfortably in the boat shed at Lahave River Yacht Club. I’m confident that Richard and Mary will give me as much love and care as I will try to bring them. I’m pleased to be roused from my slumber and look forward to my re-entry into the Nova Scotia Schooner Association.

Pegasus.

How Was Tall Ships?

The NSSA, The Maritime Museum, and the Halifax Waterfront Development Corporation are interested in receiving some feedback from any of our members who attended the Tall Ships event in Halifax this summer. There will be an item on the agenda of the annual general meeting in November. So think it over. If you have any complaints, criticisms, praise or suggestions of how such an event could be improved in future, let’s hear it.

Mora

A Schooner Race

Five minutes before the start of the race the fleet, a cloud of white sails, twirls and turns with their only noise the crack of canvas and the hiss of salt water down their hulls. To the average observer their moves would appear to have little purpose, random even. This is the Nova Scotia schooner fleet; more than thirty schooners with the grace of swans and the seaworthiness that comes from over a century of building for local conditions.

With two minutes left to go before the start, things change. First one boat and then another turn and pick up speed until the entire fleet is heading for the start line. Every boat's intent is to hit the start line at full speed as the gun's crack announces the start of the race. Courses are set, sails trimmed, and crews relay positions of other boats to the helm so collisions can be avoided. Exactly on time the gun sounds and the schooners cross the line, jostling for position and making quick changes to sail trim. Within minutes the fleet has started to separate as the larger boats leap ahead of the smaller boats. This describes a typical start, but there is no typical race.

On any given day a person in a schooner race might see any or all of the following: A dead calm with the fleet of thirty majestic schooners tightly packed without steerage way on a cobalt sea. The skipper cools his feet in a bucket of seawater while an impromptu concert breaks out and the sound of flute, mandolin, and drum drift across the water. The fleet sails during bad weather in high winds; spume is blown from the top of white-capped waves while rain drums on the deck and flows in streams from the scuppers. Two schooners, racing rivals for years, duel tensely for seven hours only to have one boat cross the finish line four seconds ahead of the other.

The crews of the schooner fleet are tight knit and friendly and it is not uncommon for them to wave and exchange greetings during the race. Crewmembers volunteer for years and it is not uncommon for some to travel thousands of miles to join the Nova Scotia schooner fleet's Race Week. The skippers are friendly among themselves as well. Boat racing is generally known for being loud and prone to racing disputes. However, the schooner captains rarely raise their voices, and the number of racing appeals since 1961 can be counted on one hand. Professionalism and grace under pressure are the usual hallmarks of these skippers during a race. As the race ends the first boats to approach the finish line are the larger schooners, some of which reach eighty feet or more in length. The first one crosses the line and receives the coveted 'gun' signalling they are first to finish. The following boats receive a horn as their bowsprits cross the line and one by one the fleet comes home.

Occasionally two boats come flying down to the finish line at the same time. When they are on the same tack it is a straight story of pursuit; usually the fastest boat crosses first. However, if they are on different courses then there is the potential for high drama and excitement. As the boats, each weighing at least seven tons, barrel down to the line they will have to cross the path of the other boat. The skippers eye the narrowing gap, judge who has the right of way, make minute changes to course and sail trim and pass each other so closely that a cracker could be tossed from one boat to the other. They then race neck and neck for the finish line with the boats barely ten feet apart and the crew intensely focused on wringing the last bit of speed out of the boat. As soon as one boat hits the line the crew shouts with joy of the win.

After crossing the line the boats make for the dock, lowering their sails with the sunset as a backdrop. There the crews will tidy their boats and break out drinks and food. The skippers will also prepare their boats for the evening and the race tomorrow, but in the back of their minds they will be wondering where they placed after the racing handicap was applied to their race time. Soon enough the times will be posted and skippers and crews will either celebrate or talk about what could have been long into the night.

Niels A. Nielsen

Vice Commodores Report.

Race Results 2004. Race Week, Tall Ships, Fisheries Race.

<u>Trophy</u>	<u>Vessel</u>	<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Position</u>
Canard Fuel	<u>Atlantica</u>	00 04:27:00	00 04:13:39	1 st .
Cunard Fuel	<u>Night Wind</u>	00 04:24:53	00 04:14:17	2 nd .
Cunard Fuel	<u>Osprey</u>		00 04:14:24	3 rd .
Old Gaffers	<u>Calanova</u>	00 04:39:26	00 03:54:43	1 st .
Old Gaffers	<u>Rencontre</u>	00 04:46:05	00 04:00:19	2 nd .
Old Gaffers	<u>Comet II</u>	00 03:59:06	00 04:03:53	3 rd .
Founders	<u>Kathi Anne II</u>	00 03:33:56	00 03:42:29	1 st .
Founders	<u>Son of a Gun</u>	00 04:05:43	00 04:09:24	2 nd .
Founders	<u>Cheers</u>	00 04:39:44	00 04:11:46	3 rd .
Morse Tea	<u>Cheers</u>	00 02:57:09	00 02:39:26	1 st .
Morse Tea	<u>Atlantica</u>	00 02:52:08	00 02:43:32	2 nd .
Morse Tea	<u>Osprey</u>	00 03:42:06	00 03:04:21	3 rd .
Oland Tray	<u>Kathi Anne II</u>	00 02:35:01	00 02:41:13	1 st .
Oland Tray	<u>Comet II</u>	00 02:44:03	00 02:47:20	2 nd .
Oland Tray	<u>Calanova</u>	00 03:19:37	00 02:47:41	3 rd .
Brantford Coach	<u>Mary David</u>	00 02:26:16	00 02:14:34	1 st .
Brantford Coach	<u>Calanova</u>	00 02:53:46	00 02:25:58	2 nd .
Brantford Coach	<u>Osprey</u>	00 02:56:07	00 02:26:11	3 rd .
Premieres Cup	<u>Atlantica</u>	00 04:45:41	00 04:31:24	1 st .
Premieres Cup	<u>Kathi Anne II</u>	00 04:24:10	00 04:34:44	2 nd .
Premieres Cup	<u>Comet II</u>	00 04:34:17	00 04:39:46	3 rd .
MacAskill	<u>Kathi Anne II</u>	00 02:01:30	00 02:06:22	1 st .
MacAskill	<u>Christina Lynn</u>	00 02:43:30	00 02:10:48	2 nd .
MacAskill	<u>Dorothy Louise</u>	00 02:11:32	00 02:10:53	3 rd .
Single Handed Race				
Mason	<u>Calanova</u>	00 01:12:24	00 01:00:49	1 st .
Mason	<u>Cheers</u>	00 01:09:05	00 01:02:10	2 nd .
Mason	<u>Comet II</u>	00 01:04:59	00 01:06:17	3 rd .
Dave Stevens Memorial	<u>Calanova</u>	00 02 :40 :42	00 02: 08 :03	1 st .
Dave Stevens Memorial	<u>Kathi Anne II</u>	00 02 :01 :30	00 02 :09 :29	2 nd .
Dave Stevens Memorial	<u>Dorothy Louise</u>	00 02 :11 :32	00 02 :11 :32	3 rd .

Tall Ship Weekend Race.

<u>Race</u>	<u>Vessel</u>	<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Position</u>
Tall Ships Race	<u>Comet II</u>	00 01:50:25	00 01:52:38	1 st .
Tall Ships Race	<u>Cheers</u>	00 02:06:00	00 01:53:24	2 nd .
Tall Ships Race	<u>Mary David</u>	00 02:06:58	00 01:56:49	3 rd .
Fisheries Race	<u>Dorothy Louise</u>	00 01:00:00	00 00:59:42	1 st .
Fisheries Race	<u>Calanova</u>	00 01:17:07	00 01:04:47	2 nd .
Fisheries Race	<u>Avenger</u>	00 01:05:50	00 01:05:50	3 rd .

2004 Season Champion: Congratulations go to David Peill and “Kathi Ann II”

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Don't tell me you haven't been told!