

SCOON

The News Letter For The Nova Scotia Schooner Association

Volume 1. Edition 8. December 2004.



I saw three ships come sailing in

**A Merry Christmas
and a
Happy New Year to All**

Report of the 2004 annual General Meeting

NSSA 2004 Annual General Meeting was held at the Fisheries Museum of the Atlantic on Saturday, 6 November 2004. The meeting was well attended and with a lot on the agenda, it proved to be a busy afternoon.

Commodore's Report.

Sorry guys, I missed the deadline for the last "Scoon". However, my report was included in the website edition. For those who haven't read it, here it is:

Well another sailing season is drawing to a close [but not until after the Sept. classic] I think all will agree that the Tall Ship challenge was a great event. Nice to see so many schooners there. The weather gods sure looked after us. Our race on Sunday was very successful. We have a few people to thank for their hard work and making sure that every one was happy during our stay in Halifax, Dorothy Vousden, Mora Stevens, Glaude Ball, and TALL SHIPS project Manager Mike Patrick.

Schooner Race Week. Lunenburg Yacht Club. Again a wonderful week I don't think there was too much to complain about, other than the starting horn kept running out of air and one of the signal flagpole arms fell off and almost killed Trish Barr and Fred Rhinelander our starters. One day the gun got wet and would not fire, [What was that about keeping your powder dry?] Then, of course, there was the guy with that one masted schooner for a few days. No one ran aground [almost maybe] to me that makes it a good week. We have a few people to thank. First, the Lunenburg Yacht Club for being a wonderful host, Don Barr for laying out our race courses all week, Starters Trish Barr and Fred Rhinelander. Thanks to Tom Gallant and Catherine McKinnon for putting on a great show. Sherrill Harrison for hosting the PIGNIC and for Don, Peter and Graham who did the cooking, [must do that again] Bart Shea for the race results, Alf Lohnes and his band, a good time was had by all. Also a big thanks to Wendy and Nev for making it all come together,

Thanks to all skippers and crews for being there.

Ben Verburgh

Rant Recant

It seems that some of our members took exception to some of Tom's comments in his "Traditional Rant" published in the last "Scoon." When he was made aware of this, he was quite contrite and asked for the opportunity to speak at the meeting. He offered his sincere apologies to all. He went on to explain that his intention was to try to revive and promote that spirit of tradition within the Association which, some of us feel, is waning. He especially wanted Richard Johnson ("Endeavour") to know how much he admires what they've accomplished with "Endeavour." His feelings about the "old hookers" being special did not mean he thinks that new boats trying to improve the performance of the rig are unworthy. In fact, he believes new boats are an essential part of the association. Having read Richard's letter, he realised how upset Richard was about the "American" part of his description of "Endeavour." He pointed out that he was referring to the hull design, which he'd been told was from Concordia, an American design house. The point of the rant was to remind us all that the association was formed to preserve our local heritage and that there are some "core" boats that we need to document and preserve as best we can.

Election of Officers for the 2005 season.

The 2004 - 2005 NSSA Executive were elected and the results are as follows:

Commodore. Ben Verburgh. Who has volunteered to serve a second term.

Congratulations on their appointments to;

Vice Commodore. Bruce Halliday of "Christina Lynne."

Rear Commodore. Richard Rhodenizer of "Pegasus."

Treasurer & Membership Records. Nev Layton

Secretary. Wendy Levo

Historian. Gerry Hayman

"Scoon" Editor. Nev Layton

Life Members

Shortly after the opening of the meeting, a small ceremony was held in which the following announcement was made.

"For many years the Association has recognised charter members and certain other long-serving members who have performed above and beyond the call of duty by awarding them "Life Member" status. Sadly however, beyond the fact that membership dues are waived for these people, there has never been any material recognition. It is for this reason that we have decided that some small token of appreciation for their excellent service is appropriate.

In order to address this situation, the Flag Officers of the Association have decided to initiate a new tradition. A certificate of life membership along with a life membership card will be presented to all existing life members.

This certificate and card will also be presented to any individual who is considered deserving of the status of "Life Member" in the future."

Life Membership Certificates were presented, in person, to Willa Creighton, Ted Lane, Barry Rophie, and Ed Murphy Jr. Life members who were unable to attend the meeting are Dr. Doug Roy, Phil. Demeresq and Bob Merchant. Their certificates and cards have been mailed to them along with a letter of explanation.

Life Membership Award.

A proposal was made and a vote taken to approve the award of Life Membership to a gentleman who, over the years has been the steward and conservator of no less than three, count them, *three* schooners. Two Masons from Tancook Island. 34 ft "Shanti" and 38ft "Amasonia." More recently, after a couple of years ashore, he took on the challenge of David Stevens's "Comet II." Working her up from a shore bound hull; half buried in sand to the slender and slippery vessel that most of us now follow around the course during race week. I'm referring, of course, to Les Caslake. Les has been a member for,,,,, must be over thirty years. He's served two full terms in all levels of flag officer. During his first term he formalised and wrote the NSSA Constitution. In 1995 he updated and rewrote it during his second term. He also served on various committees. During all this time, Les has supported the association by faithfully maintaining his membership, including several shore bound years. Congratulations Les! Thanks for your dedication.

Treasurers Report

I'm happy to report that financially, this here outfit is in great shape.

The following is the statement of assets taken directly from the financial statement as it was presented at the fall meeting. Since that time, one of our members has generously donated an additional gift of twenty-five new NSSA burgees with more to follow. These are to be sold, and the proceeds will go into general revenue.

Statement of Assets Nov. 6th. 2004.

Chequing Account			\$1448.22	
Savings Account			\$3143.79	
USD Account				\$258.25
Inentory				
Cap Badges	17 x	\$30.00	\$510.00	
Blazer Crests	13 x	\$40.00	\$520.00	
Burgees New	31 x	\$25.00	\$775.00	
Burgees Old	2x	\$25.00	\$50.00	
NSSA Licence Plates	12x	\$15.00	\$180.00	
NSSA Golf Shirts	75x	\$25.00	\$1875.00	
Sub Total			\$8502.01	\$8502.01

Grand Total of Assets Nov. 6th. 2004.

US\$258.25	CA\$8502.01
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The 2004 statements of accounts was audited on Friday, November 5th 2004 by past commodores Ed Murphy and Gerry Hayman.

Address list.

From time to time I'm asked if there is a current address list of members available for general use. I, as treasurer, have the most up to date list and am reluctant to make the entire list generally available without the permission of individual members. I raised the question for discussion at the meeting. There was a mixed response. Some are not concerned at all. Others feel that while they are confident that none of the members are likely to abuse it, the more copies that are out there, the greater are the chances that such a list could fall into the hands of some organisation which will abuse it. In consideration of those concerns, the general consensus is to keep exposure to a minimum. So, if any of our members should wish to contact other members, contact me and I will willingly help.

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Messing About in Boats.

Heather Getson, program co-ordinator for the Fisheries Museum of the Atlantic in Lunenburg, gave a presentation at the meeting. She informed us of the museum's preparations for a project, which will be the focus for their activities next season. The theme is taken from the novel "Wind in the Willows" where one of the characters, Water Rat, makes the profound observation that "of all the things in all the world that a

fellow can do, there is nothing, simply nothing half as satisfying as messing about in boats.” One of the key events is scheduled for the weekend of July 23rd. and 24th. This is the launch of the new Tancook Whaler “Amos H Stevens” currently nearing completion at the museum. Heather formally invited the NSSA to participate in any way we wish. Several skippers suggested a race or a parade of sail. Mora Stevens agreed to act as our liaison and to work with Heather. So, skippers, expect to get a call from Mora sometime soon.

2005 Event Schedule

July 23rd. & 24th. At the Fisheries Museum of the Atlantic in Lunenburg. Possible NSSA event. The nature of which is yet to be decided. “Messing About in Boats.” Launch of “Amos H Stevens.”

August 1st through 6th. Race Week. Lahave River Yacht Club. First full week of August. Arrival, Sunday July 31st. Daily races commence on Monday August 1st. through to Saturday August 6th. followed by presentation night and the closing celebrations. Sunday August 7th. will see the departure of the fleet.

Lunenburg Fisheries Exhibition. The annual Schooner Race will be held on the Saturday. Dates and other arrangements will be announced at a later date after they have been finalised.

Owners of classic sailing vessels draw near.

The "Town Fathers" of Lunenburg are suspicious that there are, along the waterfront, certain unsavoury individuals who have been overheard utterin' guttural mutterin's about the repeat of a certain clandestine event which have been rumoured to occur during the ninth month of past years. Beware the wrath of the Town Fathers. All interested parties are urged to keep their ear to the ground and their lips tightly sealed. Lest news of further developments find its way to intolerant ears.

Bummed out.

Have you met Vern Brady? He's a long time member of both the ASA and NSSA. He's the owner of “Sebim.” the schooner that seduced me into the vice I've been hooked on for so many years. I got a call from him last night. It seems that he was bringing the boat home from the Chesapeake in late October. Half way across they suffered an electrical fire, which turned into a diesel fire. The Coast Guard was able to extinguish the fire and save the boat but sadly, the insurance company have assessed it as a commercial dead loss. It's in the hands of a salvage company now. www.yachtsalvage.com. Vern tells me that most of the fire damage is confined to the engine compartment and bridge-deck area. The hull is sound, still afloat in fact, the fire went up I guess. But of course there's a lot of smoke and water damage also. He says that, for someone who can put in the labour, it's a fixable proposition. He asked me to pass the word around in case anyone should be interested.

As a matter of fact, I got a call from Vern this morning. He'd just heard from the insurance company and the boat has been declared a total loss. Seems it

needs upwards of \$80,000 in repairs: deck beams over the cockpit, the engine is a total loss, all wiring and electronics, and that's not even getting to the cosmetics. The consensus is that the fire started in the refrigeration wiring. But the real problem was that the initial fire in the engine room burned the hoses into the fuel tanks, thus dumping diesel fuel on the fire.

Vern says that the boat will go to a Yacht salvager, Yacht Salvage, and will go up on its website (yachtsalvage.com) for auction sometime in the near future. A couple of people, including Bob Pulsch, have said that "if they were 10 years younger they'd take it on as a reconstruction project."

Vern, being the cheery fellow he is by nature, is totally bummed out and I can't say I blame him. The accident happened just four miles north of the Chesapeake Bay bridge as Vern was on his way to Annapolis.

Checkout the website: www.nsschooner.ca

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