

# SCOON

The News Letter For The Nova Scotia Schooner Association

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CHECKOUT THE WEBSITE: [www.nsschooner.ca](http://www.nsschooner.ca)

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**Alfie Lohnes**

## **"Elsie" will sail again!**

The goal is "Schooner Race Week" at LaHave, we will be there. Maybe the heads may not be totally enclosed; however, we will be sailin'.

This was not an undertaking without the help of others. The boat is at Riverport under a roof; sooo the largest thankyou must go to Mary & Richard Rhodenizer for putting up with me and letting me use his excellent workshop and tools. Next on the list is Glen Young; he was, Oh So, helpful in teachin' me how to do it and was so kind in letting me get into his supply of American White Oak. Nev & Lorne helped me to get my shed back to rights after a windstorm blew the legs out from under it. There were others.

"Elsie" was in bad shape and two questions were forefront in my mind: 1- walk away from her or 2- fix her up. My financial situation was not allowing me to contract out the refit; therefore, I was faced with the fact that I must do the refit labour myself. The original plan was to remove the rotted deck, refasten the deck beams, replace the keel-bolts and (worst of all) refasten the planks. "Elsie" is galvy fastened with clinch nails.

Removing and replacing the keelbolts was laborious, to say the least; however, they eventually relented and the iron keel was put back in place. The next attack was the deck-beams. I could not believe how corroded the fasteners became and



**Glen Young**

they were one b\*\$#& to remove. The next plan of attack was the refastening of the planks. The original plan was to break the clinches, drift out the nails with a fine punch, redrill and insert a wood screw.

Well now, the clinches were no problem; but punching out the old nails was another matter. They were so badly corroded the shanks were like wire or non-existent and the punch would not easily push out the nails. After much bangin', cussin' and seein' that things are not working as planned, Richard drops a bombshell.

"Why not replank the whole damn boat?" says he. Now that brought forth a completely new scenario; however, it looked reasonable.

I got a load of pine boat lumber 22' long by 16" wide by 15/16" thick and started to strip "Elsie" bare. This now gave me an opportunity to replace every fastener in the boat. Speaking of fasteners; I am confident every boat Guru in the nation (except Jimmy Rhodenizer, Ed Murphy and a very few others) has and will condemn my choice of using 18-8 stainless steel screws (with flat heads, at that). Here is my reasoning: Everything in "Elsie" is iron and S.S. is iron. Over the years I put a lot of S.S. screws in "Elsie"; I removed every one of them and will re-use them, because they are still like new. On the other hand, I found some bronze screws in her bottom and they did not look very good. Soooo, the sum total is; I have threaded in approx. 2500 S.S. screws in the planks. Oh Yes; the reason for the slot heads is simply price; however, a brace & driver proved just great for proper setting of the screws.

Now we are working on the deck and house. The VW engine is "fluffed-up" and is sitting on a galvy steel bed, just waiting to be started. All the booms & gaffs have been refinished and all the irons have been re-galvanized. I expect I will be working on "Elsie" for some time; however. Does anyone want to race?

*Alf Lohnes*

## **Schedule of Events for 2005.**

**Spring Meeting** - Saturday, April 16th, 2005 - Fisheries Museum of the Atlantic - Lunenburg

### **July 1<sup>st</sup>. Race.**

Possible Event - July 1st, 2005 (Friday, July 1 - Sunday, July 3, 2005) July 1st is on a Friday this year so that makes it a holiday week-end. In the past, the NSSA Rear Commodore has arranged a race, but a lot of schooners find that this is a bit to early in the season for them and they are not ready. If skippers are interested it is usually mentioned at the Spring meeting to poll which schooners would be likely to participate.

### **Launching of the "Amos Stevens"**

A special event has been added to the NSSA 2005 calendar. Saturday, July 23 - Sunday, July 24, 2005 - Lunenburg Fisheries Museum - There is going to be the launching of the Amos H. Stevens, which is the Tancook whaler that the museum is building. The NSSA is going to take part in the festival type event with museum activities for adults and children, possible parade of sail, race etc. - More details to follow in the Spring.

## **Schooner Race Week**

Sunday, July 31 - Saturday, August 6, 2005.- LaHave River Yacht Club, The Executive is working with LRYC to arrange for docking space for the schooners. So far everything is looking good for race week.

### **Race Week Social Schedule.**

**Sunday.** The fleet gathers at LRYC.

**Monday.** Approximately 1800h.  
Wine & Cheese Reception.

**Tuesday.** Event free evening.

**Wednesday.** Approximately 2000h.  
Tom's Night (Tentative).

**Thursday.** Lay day.  
Afternoon LRYC Pig Roast Party.

**Friday.** Approximately 1800h.  
LRYC Happy hour.

**Saturday.** Approximately 1800h.  
Presentation & Dance.

**Sunday.** Fleet disperses.

**Annual General Meeting** - Saturday, November 15, 2005 – Maritime Museum of the Atlantic. (To be confirmed)

## **Non-NSSA Events**

**Mahone Bay Wooden Boat Festival** - Thursday, July 28 - Sunday, July 31, 2005

**Classic Boat Race** - on Saturday, July 30, 2005

**Chester Race Week** - Wednesday, August 10th- Saturday, August 13th, 2005 - If 5 schooners can get together there

will be a schooner class. This is something that the Chester boats are usually up for but it is getting the five together that is a challenge.

**Lunenburg Fisherman's Picnic and Reunion Race** - Tentative date of August 20 - 21, 2005 - Lunenburg Harbour. There will be a race on Saturday, August 20, 2005. This race has an incredibly early start usually around 10:00 a.m. The skippers meeting is either the evening before or early on race day.

**Martin's River Regatta** - Saturday, September 3, 2005- Labour Day Week-end - Martin's River.

**September Classic** - Possibly on Saturday, September 17th or September 24th, 2005. The date has not been confirmed as of yet. Location - Lunenburg Harbour.



### **NSSA Spring meeting report.**

The NSSA spring meeting was held in the theatre of the Fisheries Museum of the Atlantic in Lunenburg on Saturday the 16th. of April. The meeting was chaired by Commodore Ben Verburgh with the assistance of Vice-Commodore Bruce Halliday, Secretary Wendy Levo and Treasurer Nev Layton.

Rear –Commodore Richard Rhodenizer regrets that work commitments prevented him from attending.

The meeting was attended by some forty-five members.

Thanks to Museum Manager, Angela Saunders for making her excellent facility available to us.

**N**

### **Words from the Commodore.**

Hello all, Here we are getting ready for another sailing season. I'm sure the paintbrushes will be out any day and you'll be checking stuff that needs to be repaired or cleaned up. I hear that there is a lot of work going on, on various vessels, new planks, new mast, new interiors. All good stuff.

It was nice to see the great turn out at our spring meeting Nev even signed up three new members.

Heather Greenough, [ Vice Commodore] LRYC. Steven Williston, [race Committee] LRYC.

So we've got some heavy hitters batting for our side at the yacht club. Then there's Lloyd Hatt, [ Lloyd works on the pilot boats in Halifax. But we won't hold that against him.]

It looks like we're well on our way for race week, just a few things to work out. Bruce the vice and Richard the Rear are working with Heather and seem to have things well in hand.

Just to let you know I'll be away for most of July. I'm going to Holland for a family reunion; It will be my first time back since we emigrated to Canada in 1952. to Brier Island N.S. I'll be back in time for race week. See you all soon.

*Ben.*

### **Report from the Rear**

Here I sit fighting with the computer, I would much rather be sailing.

Discussed our July 23 rd. event at museum with Bruce & Ben and came up with berth schooners at museum wharves adjacent to their boat launch for the launching ceremonies, then any boats that wished to could power or sail around the harbour for awhile for public viewing. It would be nice to have all our schooners dressed out overall with as many flags and pennants as possible.

In preparation for race week at LRYC, I have 14 race courses prepared. I also have talked to Fred Rhineland and he has graciously offered his services to be official race starter/time keeper etc. at Lahave.

I do not have a schedule for other race events of the summer but I am sure that I, or someone else, in my absents, can come up with courses as required.

Regards, *Richard the Rear*

## **Memoirs from the Founders.**

It was great to see a contingent of our Charter members in attendance. For those who don't know, these are the original founding members who were in attendance when the Nova Scotia Schooner Association was formed in Hubbards on July 25<sup>th</sup>. 1961, aboard the schooner "Adare". These gentlemen were Bob Merchant and Phil Demaresq. They were accompanied by Life Member, Ed Murphy. Unfortunately, they were unable to stay for the entire meeting. After they left, a suggestion was made that the Association arrange to interview as many of the Charter members and perhaps the Life members as possible, in order to record their memories of their experiences in the early years of the Association. Sheila Lane, daughter of Charter Member Ted Lane, has volunteered to take on this project with the assistance of Nev Layton and Jim Carwardine. She says "I'd like to get some feedback from the membership before I make any real plans. The member's wishes may well dictate the style - but as a budding director I do have some pretty solid ideas already. Also I think it would be wise to remain flexible through the process - as one interview may turn up information that may take us in a new direction previously not thought of. By staying open to change the whole thing will take on a fluid feel - befitting of such an organisation as ours and related to the sea." Sheila has set a tentative goal to compile, edit and produce a DVD in time for Race Week 2006.

### **Membership Input**

At this point she is looking for input from any of you who may have suggestions, interview questions etc.

You are invited to contact her via e-mail at; [sheila@filmworks.ns.ca](mailto:sheila@filmworks.ns.ca)

This has the potential of becoming a great project, which could eventually tie into the website and Schooner Village projects.

**N**

## **Where can we go?**

This year, LaHave, but what about next year?

In previous years, for as long as I've been hangin' around this outfit, we have always had at least one venue lined up to host us for our next race week. Usually this has been by invitation and voted on by the skippers or their representatives at race week. This year is different. As far as I can remember, this is the first time for over twenty years that we have not had at least one invitation for the following year.

So this year we must be pro-active. I have canvassed some of the venues that we have visited on earlier occasions to see if they would be willing to host us in 2006. Here are the results.

Hubbards. No response.

Chester. I've not been able to contact the Yacht Club. But Derek Delamere of "The Rope Loft" believes that it can be arranged if we chose a time period which will not conflict with Chester Race Week.

Mahone Bay. No contact.

Lunenburg, LYC. Yes. As long as we chose the week which coincides with Chester Race Week.

Lunenburg. Fisheries Museum. This would be cool, but it's a work in progress wharf space and other facilities will have to be arranged.

LaHave, LRYC. We're there this year but we could go back.

Shelburn. Harbour Yacht Club. We have an invitation for 2006. Failing that, an open invitation for any future year.

Halifax.

Maritime Museum. Yes, provided enough prior notice is given.

RNSYC No contact.

AYC No contact

**N**

**Statement of Assets as of April 16<sup>th</sup>. 2005**

During the past several months the Association has received a couple of very generous donations from members. These donations have significantly increased our inventory of saleable items.

Ed Murphy has donated the remaining inventory of 48 NSSA golf shirts, value \$1200.00

Dieter Kruegel sent us fifty NSSA burgees from Flensburg, Germany, value \$1250.00

<b>Statement of Assets as of April 16<sup>th</sup>. 2005</b>						
<b>Chequing Account</b>				\$1262.88		\$1262.88
<b>Savings Account</b>				\$3145.80		\$3145.80
<b>USD Account</b>				US\$300.25	US\$300.25	
<b>Inventory</b>						
NSSA Shirts		48 x	\$25.00 =	\$1200.00		
Cap Badges		17 x	\$30.00 =	\$ 510.00		
Blazer Crests		14 x	\$40.00 =	\$ 560.00		
Burgees Old		3 x	\$25.00 =	\$ 75.00		
Burgees New		34 x	\$25.00 =	\$ 850.00		
Burgees Even Newer		50 x	\$25.00 =	\$1250.00		
NSSA Plates		13x	\$15.00 =	\$ 195.00		
<b>Sub Total</b>				<b>\$4640.00</b>		
<b>Grand total of assets as of April 16<sup>th</sup>. 05</b>					<b>US\$300.00</b>	<b>CA\$4408.68</b>

**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!

Most of us have been exploring the bays and inlets of our local waters for many years and in the process, gaining experience and confidence. The occasional cruise up the coast to Cape Breton, or across the Gulf to Gloucester or Buzzards Bay are fun but not vary frequent. Most weekends we take day-sails around the bay. It was on one such weekend that a certain vessel was out enjoying the warm summer breeze. From the depths of, I know not where, came the notion to spice up the adventure by sailing into a certain deep-water basin which they had not done before. This basin has a single entrance.

An extremely narrow and shallow channel which consequently experiences very strong tidal currents. "That's ok" quoth the captain "We can go through near the top of the rising tide, take a look around the basin for half an hour and head back out as the tide starts to ebb." Was it Robby Burns who said something about the best laid plans? It's a pretty short channel but they were perhaps two thirds of the way through when it became evident that the tide conditions were not ideal for this exercise. They were steaming at six knots but only making good one knot and it seemed to be getting worse. The tide had turned at least forty minutes early! What to do? They were almost through. "Try to ease her to starboard to get out of the current." Suggests someone.

The bow lookout, anxiously peering into the water, yells "I can see" boombitty boom "bottom, Skipper!" The bow fetches up and stops, the stern swings with the current and she gently heels over to about ten degrees. Twenty minutes ago there wasn't a soul to be seen anywhere but now, with the shoreline a short heave away, there are ten, maybe fifteen people observing the proceedings. "Are yuh stuck buddy?" Asks one concerned observer. "Not much water there." Says another. "Water runs outa here pretty quick." says a third. "Mumble f'n mumble." says the skipper. After a while, the excitement dies down, the rubberneckerers get bored and wander off. The bilge is dry, the rudder is free, the boat doesn't seem to have suffered much beyond the indignity. Not much else to do but hunker down and wait for the tide. Six hours later finds them out into open water slipping away under cover of darkness. "Not much point in talkin' about this." Murmurs someone, "Nope, not much point at all." they all agree. This is when a suitable cruisin' rule comes into being. After any such ignominious event, it is advisable to remember:

**Cruisin' Rule # 10. "Loose Lips Sink Egos."**

*A Nonimous*

**Bon Voyage Commodore Ben.**

Ben immigrated to Canada as a kid some fifty-three years ago. In July he is returning to Holland his Homeland for the first time since arriving here. Ben is well known as someone who is not afraid to get his finger into just about anything. When one thinks of the effects of global warming and rising sea levels as compared to the average elevation of the Dutch landmass, he might just be needed to stick his finger in a dyke!

I'm sure that you all will all join me in wishing him Bon Voyage. Have a great time Ben. Send us a post card. See you when you get back.

**N**