

SCOON

The News Letter For The Nova Scotia Schooner Association

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Here's to the peace and tranquillity
of a gentle and relaxing summer sail.

“Starboard!!!”



Alex! Where's the tiller!???

Is this what's known as Sailin' by the arse o' yur pants?
Or are you simply responding to a crew request?



Cap'n Tom conducting a
job interview for the
position of “Ships Cat”.

“Yur a fine lookin' young
feller but maybe you
should come back when
yur just a bit older.”

Photo Credits; Marcus Rhineland and Nev Layton

Spring Meeting

The NSSA annual Spring meeting was held at the Maritime Museum of the Atlantic on Saturday April the eighth. Several members had gathered before hand at the Bluenose II restaurant on Hollis Street for brunch. I'm sad to report that the meeting was not well attended. Thanks go to the twenty-three people who made the effort to show up. A pretty dismal turnout.

Highlights from Spring Meeting:

Vice Commodore Lorne Leahey wants skippers to contact him when their boats are in the water to arrange for measuring them.

Sheila Lane is looking for schooner photos from 1962 to 1972.

Les Caslake reported that the schooner Mora will be ready for Race Week.

The Executive is still looking for the Rear Commodore's Book, if anybody knows where it is, please return it to a member of the Executive.

If anybody knows of any invitations for Race Week 2007, please bring them to Race Week 2006.

The location and date will be voted on at the Friday Skippers Meeting.

Commodore's Report

Greetings all. Spring has arrived in the boatyard and we will soon be getting our schooners ready for another summer season.

Other than a scramble to reschedule Race Week to August 13-19, everything is running smooth.

Unfortunately, Bluenose will not be attending, since they are committed elsewhere for that week.

On a happier note, we hope to see a couple of new schooners (Dave Westergard and John Steele), as well as the return of Elsie, following her refit.

Just a follow-up on Nev's comments from the fall meeting, I would hope that all members will pay their annual dues promptly. Skippers are also reminded that dues arrears must be paid up in order to participate during Race Week.

Fair winds and good health to all.

Bruce

Report from Vice Commodore.

Social committee met at Indian Pt. on April 23rd.

Tentative plans for race week are as follows,

Sunday---Meet & Greet Keg party at LYC

Monday---Wine & Cheese following days races

Tuesday---Carouse around schooners following days races

Wednesday---Tom Gallant & anyone else he can find with any talent to entertain following races

Thursday---BBQ at Sherrill Harrison's home at Indian Pt. following the single-handed race.

(There is a possibility that this event may be moved to Lorne and Ellie's cottage on Heckman's Island. This will be clarified well before race week.)

Friday---Same as Tuesday

Saturday---Trophy presentations & dance. Band to be "Twist of Fate"

Sunday---Sail hangovers home!!!

Richard

Rear Commodore's Update April 2006

Despite the weather's lack of co-operation spring has sprung (along with a few planks) in the schooner world. Plans are being made for Race Week (14 Aug at LYC). As some of you have heard Les Caslake has "regurgitated the anchor" (that's a mouth full) and can be found converting Mora, a one time sloop to our favorite rig. He hopes to be seen (hopefully from behind) tearing around the Mahone Bay courses this year. Welcome back Les. Billy Lutwick is doing the work and has the majority completed. Alf Lohnes is finishing his rebuild on Elsie and hopes to be part of the fleet. Amasonia is a starter and unfortunately, word from Alex and Catherine is that Comet is not.

A standard array of courses has been devised and will start-finish using the LYC line. The Single-Handed Race will finish off Hobson's Nose and is planned to coincide with a BBQ at Heckman's Isl. We are expecting arrivals at LYC Sunday 13 Aug and will be monitoring Ch 68. Anyone requiring different arrangements can get me at Heckman's Isl. at 634-3246 (after Aug 7) or 445-5377 before then. We're looking forward to seeing everyone at Race Week this year so have fun preparing boats and crews!

Lorne

REVISED 2006 SAILING EVENTS SCHEDULE

Possible Event - July 1st, 2006 (Saturday, July 1 - Monday, July 3, 2005) July 1st is on a Saturday this year so that makes it a holiday weekend. In the past, the NSSA Rear Commodore has arranged a race, but a lot of schooners find that this is a bit too 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.

Race Week - Sunday, August 13 - Saturday, August 19, 2006- Lunenburg Yacht Club. Please note that race week is being held at the same time as Chester Race Week.

Non-NSSA Events.

Mahone Bay Wooden Boat Festival - Thursday, August 3 - Sunday, August 6, 2006 Classic Boat Race - on Saturday, August 5, 2006

Re-Launch of S-Class Sloop Valkyrie - Saturday, August 5, 2006 Approximately 4:00 p.m. (launch on the tide) - Bachman's Beach (Sandy Cove) - Second Peninsula

The Maritime Museum of the Atlantic has invited the members of the NSSA to participate in the relaunching of the S-Class Sloop they have been restoring over the past few years.

Chester Race Week - Wednesday, August 16th- Saturday, August 19th, 2006 - 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.

This year Chester Race week and NSSA Race week conflict.

Lunenburg Fisherman's Picnic and Reunion Race - Tentative date of August 19 - 20, 2006 - Lunenburg Harbour. There will be a race on Saturday, August 19, 2006.

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. This is a very tentative event and race since last year the race did not occur. Follow-up with

Doug Himmelman on the possibility of this race should be done.

Martin's River Regatta - Saturday, September 2, 2006-

Labour Day Weekend - Martin's River.

September Classic - Possibly on Saturday, September 23rd, 2006. The date has not been confirmed as of yet. Location - Lunenburg Harbour.

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NSSA Website & Museum Report April 2006.

Not a great deal to report since my last update but here's the latest on the Schooner Village website and museum exhibit project. As you all know, Terry Shaw was working closely with me on the project on behalf of the Maritime Museum and since he passed away last summer, this role has not been taken over by anyone at the Museum. I've discussed the project with Maritime Museum Director John Hennigar Shue on several occasions and his suggestion is that we wait until the Fall of 2006 to revisit how to proceed. It's worth noting that the Museum is in the midst of finalising a \$10 Million proposal to expand the Museum, which would include not only bricks and mortar, but also new interactive exhibits such as Schooner Village. In summary, the project looks like it could be even bigger and better than we had first imagined, but it will require patience as the Museum finalises its plans over the coming year.

Edward Peill

Founders DVD Project

About the only new news is I was able to get Charter Member, Ted Lane to look at the old 8MM footage we got from Ralph Tingly and discovered that we have footage of Wawallon on the hard at Armdale the first year of the association. Along side her, being launched is Folley Me. Both schooners participated the first year. I am compiling a list of schooners, their lengths, and sail numbers as best I can and creating a database to catalogue them as I go. I worry about putting too much work into that as I work on Macintosh computers and I know the program is not going to be compatible with other systems. Of course it is taking some time as the information is found on many different documents and letters - but it is coming together as a very impressive list of schooners -all of which at one time or another were member boats. I am amazed at the number actually, and saddened to realise how many of them are probably lost to neglect or torched on a beach somewhere. Once I have the list put together Gerry and I will begin going through the large number of photographs in the archives and identifying the boats. Then we will be able to scan the photos and include them on the DVD. We're still very interested in getting copies of any photos of NS schooners from the period between 62 and 72. Also once the list is as ready as can be - I hope to pass a copy over to Jim Carwardine and hope he will be able to research the boat builders/designers. It's been very interesting thus far - addicting actually!

Sheila Lane

Rest In Peace Richard

Schooner Association member Richard Brignoli died on Feb.15th.2006

Many of you may have read of his ill-fated passage to Bermuda, as reported by one of his crew, on the front page of the Halifax Chronicle Herald a few weeks ago.

Richard, a long time friend of Anton Self, joined the NSSA while we were participating in the Tall Ships event in Halifax in 2004. Owner of the forty three foot, cat rigged ketch "Carina" he would often, with tongue firmly implanted in cheek, try to convince me that since both masts were exactly the same height, she was in fact a schooner.

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Anton's words.

In the end, Richard Brignoli was a schooner man.

Richard and I had a few weeks earlier been debating the technicalities of whether his yacht, "Carina", was a ketch or a schooner, since both her masts were exactly 57 feet to the mast head.

Being a member of the Nova Scotia Schooner Association. It was something that troubled him.

Several days out of Greenwich on a rough passage on route to Bermuda, In the pre-dawn hours his cat ketch "Carina's" main mast broke a few feet above the collar on deck.

I went below to the aft cabin where Richard was sleeping to inform him.

"Richard, Richard! I have very bad news."

He rolled to face me from his bunk. "What is it?"

"We were dismasted just now -- our main mast broke completely off above the deck. The upper section is now overboard."

He looked up at me and. Not missing a beat he smiled and said,

"Now she *is* a schooner!"

He rolled over again and went back to sleep.

He will be missed.

Anton Self

Life Membership Award.

It has been long considered that the executive should have a way of recognising those people who have worked long and hard to keep the Nova Scotia Schooner Association the successful organisation it has become. In order to address this matter it is proposed that the following procedure be adopted as one of the duties of the executive officers of the Association.

Once a year the executive officers of the association must consider the possibility of awarding life membership to one or two deserving members. If they agree that such an award is

warranted, a committee must be struck to consider the merits of the various candidates to see if they meet all of the necessary criteria.

The committee should be chaired by an existing flag officer or a past Commodore appointed by the current flag officers. In order to simplify the procedure, it is recommended that, as far as possible, the current executive officers be encouraged to man the committee.

Naturally, neither the chair nor the committee members can be eligible for the award.

The Records Officer must be available as an advisor to the committee.

If the committee agrees that certain individuals are indeed deserving and eligible for the award they will present their recommendation to the executive who will make the motion for the approval of the membership at the first convenient meeting.

In order that the value of the Life Membership not be diluted, the number of Awarded Life Members should be limited to perhaps five in total at any time.

Definition of a Life Member.

Currently, there are seven Life Members, five of whom earned their status by virtue of the fact that they are Charter Members and should be considered distinct from the Awarded Life Members.

Only two Life Memberships have been awarded according to the following criteria.

A Life Member is a member who has been awarded this status by majority vote at a Nova Scotia Schooner Association Meeting. He/she is given a presentation certificate and membership card announcing life membership status.

These members have the same rights and privileges that they would enjoy as full or senior members but for them, all membership dues are waived for life.

Life Membership Criteria.

Any person being considered for life membership in the Nova Scotia Schooner Association must satisfy the following criteria.

1. Member in Good Standing. (All dues, purchases, registration fees etc are fully paid up.)

Must currently be a Member in Good Standing.

2. Loyalty to the Association.

Must have supported the Association by maintaining their Membership in Good Standing for a minimum of ten consecutive years.

3. Minimum age to be eligible.

Must be at least 55years of age. The committee must be allowed the discretion to modify this requirement where extenuating circumstances prevail.

4. Service to the Association. (Flag Officer, Secretary, Treasurer, Historian, Race Committee Chairman, Steering Committee Chairman, Membership Records, Publisher (Scoon), Committee Member.)

Must have served in one or more of the above official positions for a minimum of seven years.

5. Service to the fleet.

Must have been notably active, in accordance with the mandate of the Association, either as an owner or as a crewmember in the construction, restoration and/or maintenance of any of the vessels in our fleet for a minimum of ten years.

6. Service in other areas. (At the discretion of the committee.)

Special consideration may be given to any other service performed, which is considered beneficial to the Association, e.g.; liaison with other organisations may also be taken into account.

I welcome any comments or suggestions regarding this matter.

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Rewarding

The following letter, submitted by one of our members, was taken from “**The working waterfront**” Dec.05 Rockland Maine.

To the editor.

The leading story ”For Sale: A Way of Life” in the November edition of your excellent newspaper describes what’s sadly happening in Maine. The same thing is true, so far to a lesser

degree, in Nova Scotia. I'm pleased to report that I have recently sold my old Bluenose Boatyard to a young boat-builder who is presently stabilising the decrepit main building, so he can carry on the business.

I was advised by a real estate agent that he could sell the waterfront lot for ten times what I considered my fair selling price. If I had gone for the "top dollar" the razed yard would have been replaced by another "monster" house which is the last thing I wanted to see there.

Along with the Island Institute, I'm not only concerned with preserving working waterfronts, but also in preserving wild land. In 1954 I founded Friends of Nature to keep McLathery Island from being "pulped", and it became the first of our several wilderness sanctuaries. In 1967 our family moved to Nova Scotia so that our teenaged sons could avoid the Vietnam War, and our land in Brooksville is protected with a "forever wild" easement with the Maine Coast Heritage Trust. It was rewarding to be able to buy a wooden boat-building yard here in Nova Scotia and to carry on this craft industry for several decades.

Martin Rudy Haase, Chester Nova Scotia.

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 Inevitable Imperceptible Splash.

It matters little whether ones preference is a twenty-foot day sailor or a sixty-foot ocean ranging cruiser. Regardless of the vessel, they all seem to have one thing in common. Boats need STUFF. As a general rule it may be said that the longer the vessel stays away from the dock the more stuff she will need. (I wonder if this is why we refer to boats as feminine.) This is understandable. After all when you're fifty miles off shore, you can't go running to the corner store.

On the other hand, during my twenty or so years of messin' about in boats. I have, through careful observation, come to the conclusion that the STUFF definitely does not need the boat.

Indeed, I firmly believe that the STUFF that is most critical to the wellbeing of the boat and crew is devoutly dedicated to liberating itself at the very first opportunity. While performing an operation requiring the relocation of a turning block, The shackle pin, if not guarded with absolute diligence, will leap from the cabin roof gaining enough momentum that it is able to roll up an inclined deck and with perfect aim, disappear through the only scupper within fifteen feet. The same remarkable talent is often displayed by Rigging knives, binoculars and sunglasses (Especially those with proscription lenses.). The merry glow of the waterproof flashlight, which slipped from your grasp last night, is still smiling back up at you from the bottom as you raise the anchor for an early start in the predawn darkness.

The ratchet handle of your socket set is particularly vindictive. It knows that if it can escape, it will render all of its companions useless to you. And you, in your frustration, utterin' certain epithets, might just liberate them also! It is almost a religious experience to witness the uncanny grace displayed by a winch handle. At the slightest brush from the foresheet, it levitates clear of the security of its pouch. Rising eight feet in the air following a perfect parabolic arc and performing a flawless half gainer with a double back flip and completing this feat by entering the water with a virtually imperceptible splash.

All of this leads to the discovery of;

Cruisin' rule # 14.

Resistance is futile.

The rightful resting-place of every piece of equipment on board is at the bottom of the sea.

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