



MUG UP

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www.schooner-adventure.org

Fall/Winter 2008



Newsletter of the National Historic Landmark *Schooner Adventure*, last of the Gloucester Fishing Schooners

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**SCHOONER
ADVENTURE**



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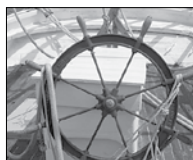
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ADVENTURE : The Story of a Schooner

By David H. Rhineland



ADVENTURE, the last of the storied line of dory fishing schooners out of Gloucester, Massachusetts, is on her way to returning to sea and becoming the flagship of the nation's oldest fishing port.

Getting this great Gloucesterman ship-shape and focused on an appropriate 21st-century role has not been easy. In fact, the mission is not complete. At this moment, she is back in the water, with a rebuilt hull and deck, and a new suit of sails on order.



Schooner Adventure leaving Boston Fish Pier, about 1950.

Photo: John Clayton

The cost so far has been \$2.5 million, which is above the original, overly-optimistic estimates but still well below many similar restoration or replica projects.

The savings have been accomplished by the use of exceptionally talented shipwrights, many skilled volunteers, donations of free or below cost materials, space and equipment, and a flexible timeline that has allowed the work to proceed only when funds are in hand. An additional \$750,000 or more is needed.

Although the project has not always gone as smoothly as hoped, Adventure already has given the old fishing port a substantial boost.

(Continued on page 4)

\$25,000 Preserve America grant to develop interpretive signage

In 2006, *Schooner Adventure* was pleased to partner with The City of Gloucester and The Gloucester Maritime Heritage Center in obtaining a \$140,000 grant from the FY2006 Preserve America program.

\$25,000 of the grant funding, with the required matching funds, is being used to develop interactive interpretive educational programs onboard Gloucester's historic flagship, the *Schooner Adventure*.

Specifically, we are developing a museum-quality interpretive signage program and interactive computer terminals that will transform the newly restored fishing schooner into a floating fisheries museum.

This new signage will tell the exciting story of the Gloucester fishermen who sailed their schooners to the fishing banks of the North Atlantic and set out in their sturdy dories to fish for cod and halibut.



The interactive terminals on board the schooner will provide a full range of educational programs in maritime history, environmental education and sustainable fisheries for grades K-12 and adult students. The funds received from this grant will help maximize the value of this

extraordinary Gloucester maritime heritage asset.

Visitors who step on board the dory-fishing schooner *Adventure* will be able to directly experience an extraordinary chapter in American history.

Message from the President



DEAR FRIENDS OF ADVENTURE,

AFTER COMPLETING virtually the entire hull and deck restoration of the Schooner *Adventure* in 2007, our organization has been focused on a number of major objectives over the past year, which include:

- Strengthening our organization by recruiting new Directors and upgrading our governance practices.
- Researching and writing a strategic Business Plan with generous support from the Lynch Foundation and expert advice from the Executive Service Corps.
- Applying for education and restoration grants.
- Organizing a campaign to raise \$1,020,000 to complete the restoration and fit the Schooner *Adventure* out for sailing.
- Developing the curriculum units that will constitute the core of our on board educational programs in environmental studies, math, and science.

Adventure's volunteer crew has been working every Saturday to keep the newly restored hull and deck well-maintained. Our volunteers also organized our Annual Auction last August, and have worked on our educational programs and on grants. At present, our Board of Directors is working as a committee of the whole to organize our 2008 Annual Appeal. Our goal is to raise \$100,000 to enable us to work more effectively in the next year to complete the restoration and get the Schooner *Adventure* sailing in the 2009. This campaign is critical to maintaining our momentum and I hope you will contribute as generously as you can. Your continued support is critical to our success.



Vessel crew volunteers Bill Holmes and Jeff Welin working on deck



I would like to extend an invitation to you to visit the Schooner *Adventure* this fall to see the work we have accomplished. Please call Joanne Souza at 978-281-8079 to make arrangements. For photos and updates on the restoration, visit our website at: www.schooner-adventure.org.

Saving the *Adventure* has been a major undertaking. Nonetheless, our small, community-based non-profit is more determined than ever to complete the restoration and see the Schooner *Adventure* sailing again. It will be a beautiful sight.

Thanks so much for your ongoing support.

Marty Krugman

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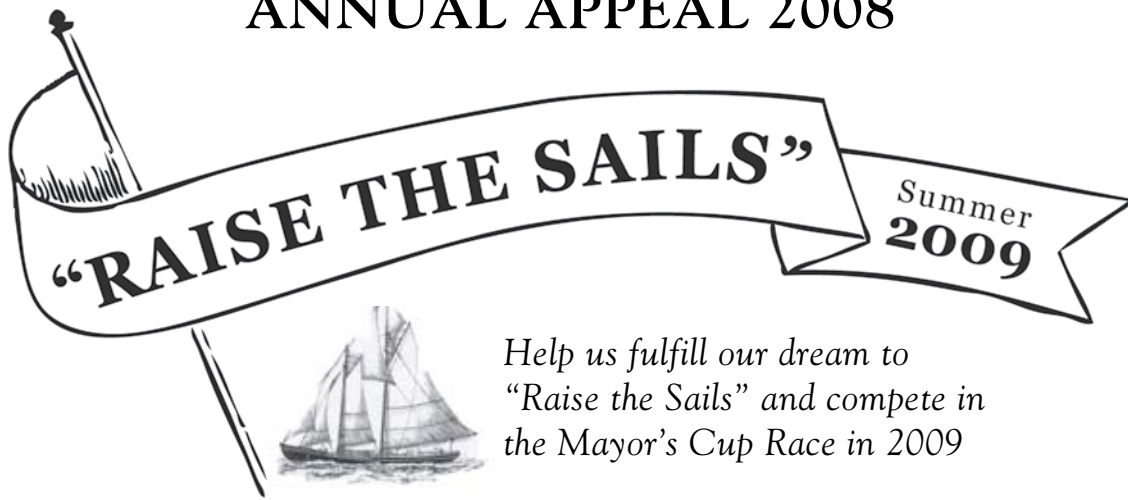
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THE SCHOONER ADVENTURE ANNUAL APPEAL 2008



Help us fulfill our dream to
"Raise the Sails" and compete in
the Mayor's Cup Race in 2009

Thanks to the wonderful support from our member community, corporate friends and foundation grants, the hull restoration of the *Schooner Adventure* has been completed. During 2008, with help from the Lynch Foundation, we developed a strategic plan which clarified our long term goals and created a financial strategy to achieve them. Our success will come from our ability to secure major grants and corporate donations, the retention and expansion of our membership base and your generous support of our 2008 Annual Appeal.

Our long range plans are ambitious, but achievable. They include two key components which will return the *Adventure* to active sailing as a floating classroom. The first is the development of a unique experiential curriculum of marine science, fishing history, and environmental education for school children and adults. The second is the completion of the final stage of restoration, which includes the installation of a new engine and the rebuilding of the Captain's cabin and fish hold areas of the vessel.

Our more immediate 2009 season goal is to "***Raise the Sails***" and participate in the Mayor's Cup Race during the Gloucester Schooner Festival. To achieve this, we will need to complete several important projects, including the installation of spars, rigging, watertight bulkheads, ballast and safety equipment. It is especially important for us to keep up our momentum and focus on the completion of these projects to meet our goal in time for the Festival.

We understand that, given the current economic conditions, fundraising will be a challenge this year. But we hope that you will share the dream with us and support our plans to "***Raise the Sails***" this coming summer. Your generous donation to the *Adventure's* 2008 Annual Appeal will allow you and the people of Gloucester to see this magnificent vessel, under her own new suit of sails, participate in the Parade of Sail in 2009.

Thank you for your continuing dedication and support for saving and preserving the *Schooner Adventure*, a vital part of Gloucester's maritime heritage.





Adventure in Gloucester Harbor

Designated a National Historic Landmark and an official project of Save America's Treasures, the ship was a critical element in Gloucester's award of a Preserve America grant and was cited last year by First Lady Laura Bush as an integral part of the city's efforts to sustain its cultural heritage and historic structures.

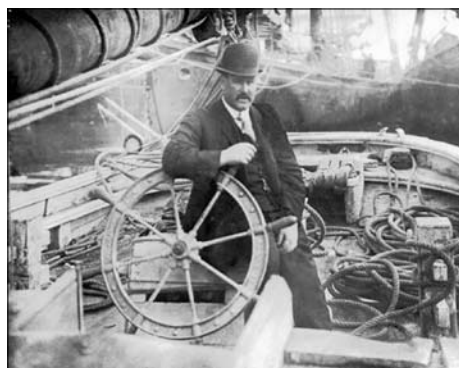
In the summer of 2009, *Adventure* will begin her new life as an ambassador of Gloucester and Massachusetts and a living reminder of the treacherous yet rewarding decades of fishing under sail. She will serve as a marine research vessel, a floating classroom focusing on maritime, cultural and environmental issues and a meeting place where fishermen, scientists and regulators can work together to bring about the recovery of the commercial fishing industry. She will become part of a wider effort to preserve Gloucester's maritime and fishing heritage and promote the city's historic waterfront as a major cultural tourism destination.

Adventure, a knockabout schooner, was built from a design by Thomas J. McManus. She was launched from the John F. James & Son shipyard in Essex, Massachusetts, on September 16, 1926. She measured 121.6 feet in length, 24.5 feet in breadth and had a 14-foot draft. Her gross tonnage was 130, her net tonnage 62. She had a 120 horsepower diesel engine. Her total cost was about \$65,000.

McManus, a Boston fish dealer and designer, decided in 1898 to build a ship with a round or "spoon" bow. That meant he could do away with the "widow-maker" bowsprit, from which so many crewmen were lost overboard handling headsails during the tempests and the ice storms that plagued the Grand Banks and other rich fishing grounds. *Adventure* today is one of the last knockabout schooners afloat in the United States.

The term schooner is some 300 years old. It was first used not to describe the shape of a particular hull but the sail pattern. The earliest sailing fishermen were the double-ended shallops and two-masted ketches. A schooner, with a large mainsail and smaller foresail, could outrun the older rigs. It could sail through the heaviest weather with a reefed main or set only the foresail while on a trawl.

Adventure, with fourteen double-ended, two-man dories stacked on deck, set out on her maiden voyage from Gloucester a month after her launching under the command of Captain Jeff Thomas. She landed at the Boston Fish Pier six days later with 70,000 pounds of haddock. Quite a first haul.



Captain Jeff Thomas, about 1921

Capt. Thomas, a native of Cape Breton Island, Nova Scotia, was part-owner of the ship as was the custom in those days. He was considered one of the

best and hardest-driving of the skippers. Four years earlier, he had been captain of *Puritan*, which many still considered the fastest of all the North American fishing schooners. She was clocked at almost 15 knots.

In fact, it was her speed that did *Puritan* in when she was only 101 days old. On June 23, 1922, Capt. Thomas was going full tilt through the fog off Sable Island. Unbeknownst to him, her speed had put him 20 miles closer to Sable than he realized. *Puritan* ran across the northwest bar of the island, a total loss. All 22 men aboard survived.

Capt. Thomas drove *Adventure* as hard, fishing for halibut in the summer and haddock in the winter. On one October trip in 1927, he sailed into Boston with 100,000 pounds of halibut aboard, which sold for \$11,770.

On March 24, 1934, Capt. Thomas died at the wheel of a heart attack 80 miles off Halifax. He had just returned to the wheel house after being aloft chipping ice off the rigging when he dropped dead.

Adventure's second skipper was Capt. Leo Hynes, a Newfoundlander who took command at age 33. On his first trip, *Adventure* hauled in 140,000 pounds of fish. Capt. Leo updated his vessel—a larger wheel house, a 230 horsepower diesel—but kept her a dory trawler.

Dory fishing was labor-intensive and dangerous. The two dorymates would pull away from their mother ship with three tubs of fishing line. Each of these carefully coiled trawls stretched 2,000 to 3,000 feet and carried 500 or more baited hooks. Each trawl was set out tied between two anchored buoys.

Then the dorymen would wait, hoping that thousands of bottom-dwelling fish



would bite into their 1,500 to 1,600 bait-covered hooks. It was the captain who decided, based on his past experience, where to drop off the dories—leaving half a mile or so between each.

And it was he who decided when to sound the ship's horn, which signaled the men to begin their backbreaking task of hauling in the trawl and bringing the hoped-for hundreds of flopping fish safely into their dory. They would then row or sail back to the schooner and heave their catch on deck.

In 1943, her best year, Capt. Hynes and his crew landed \$364,000 of fish. By the time she retired in 1953, after almost three decades of work, \$4 million worth of fish had been hauled aboard, the all-time record for a Gloucesterman. During her 27 years as a dory trawler, five crewmen died at sea.

Although *Adventure* herself was still sound in 1953, her crewmen were getting old and the fishing fleet had switched from sail to diesel. Most important, no young men were interested in learning the art of dory trawling.

Fortunately, this great Gloucesterman found a second life—Queen of the Windjammers out of Rockland, Maine. Her new owners—Donald P. Hurd, Dayton O. Newton and Herbert Beizer—had her refurbished. The fish hold pens were removed and that space was converted to passenger cabins. Most of the berths were removed from the fo'c'sle in favor of more tables and seats. The main cabin and galley were spruced up and she was fitted with a cut down suit of sails.

A decade later, Captain Jim Sharp bought *Adventure*. He had her hull and rigging overhauled, her engine removed and a full set of new sails cut for his queen, whose hull was painted white. She spent the next 25 years sailing out of Camden, Maine. But age

finally caught up with her wooden hull. The U.S. Coast Guard withdrew her certification in 1987. Capt. Sharp was not prepared to spend the estimated \$300,000 or more on needed repairs.

Fortunately for all, Gloucester historian, author and sailor, Joseph E. Garland, had met Capt. Sharp while researching a book about windjammers. It was their mutual respect and friendship that led Capt. Sharp to ask Garland if he could assemble a group in Gloucester that would repair, maintain and guarantee a new life for his vessel. The nonprofit Gloucester *Adventure*, Inc., with Garland as president, became the owner.

Adventure sailed triumphantly through a flotilla of craft large and small into her old home port on August 27, 1988—Capt. Sharp at the wheel, 88-year-old Capt. Leo Hynes and Joe Garland beside him and old salts with tears in their eyes looking on. Ten days later, *Adventure*—the “Old Lady” of the sea—won the 1988 Mayor's Race, beating half a dozen other large gaff-rigged schooners by nearly half a mile.

Four years later, homeward bound from Newburyport, Massachusetts, *Adventure* was caught in a violent squall just off Gloucester. The old cotton mainsail and foresail were shredded and the ship almost swamped. Safety concerns about the aging vessel led to the decision to stop sailing until she could be worked over.

The initial plan was to do some repairs to the bow and port side. But reality soon set in. “Saving *Adventure* has proven to be an enormous challenge. The scope of the project has turned out to be many times greater than originally envisioned,” recalls board president Marty Krugman, who took command at that point.



Krugman, a psychology professor at nearby Salem State College and long-time *Adventure* volunteer, began a systematic and daunting search for the money and skilled workmen needed. Meanwhile, the ship remained in the public eye as a classroom and site of very popular Sunday breakfasts and other low-key local activities.

Tri-Coastal Marine naval architects of Richmond, CA, drew up the rebuilding plans to comply with the standards for historic vessel restoration set by the U.S. Secretary of the Interior. Danish shipwright Hermann Hinrichsen was put in charge of the work.

In 1997, *Adventure* was hauled at Gloucester Marine Railways, one of the oldest such facilities still in use in the United States. As the scope and length of the project grew, the hull



Adventure dorymen, early 1950s.

was moved in October 2004 to nearby Rose's Marine. The \$2.5 million projected cost was almost four times the original, overly-optimistic, estimate. (The total cost is now expected to pass \$3 million by 2009.)

As happens with most restoration projects on land or sea, the true scope of the task only became clear as work progressed. Very little of the original timbers—heavy oak framing and plank-ing of white oak and white pine—had escaped the ravages of time. As ribs were exposed, the shipwrights found that fresh water from leaking deck seams and condensation had rotted the

(continued on next page)

frame to the point that the exterior hull planking had loosened and twisted.

Many of the centerline structures needed reworking or replacing as well. Although the keel and keelson were sound, the horn timbers, rudder post and box, the bit posts and the tail feathers had to be replaced. The stern rebuild, in keeping with so many other segments, was more complex and costly than anticipated.

Finding proper timber and skilled craftsmen has been a continual problem. Project shipwright Hinrichsen, using his Danish connections and the fact that *Adventure* is a National Historic Landmark, contacted his brothers who were still working in their father's shipyard on the Baltic Sea. They arranged for the shipment of critically-needed old growth white oak from the Danish Royal Shipbuilding Forest, trees now set aside for historic vessels. Viking Lumber in Belfast, ME, was able to provide long lengths of clear grade 3 by 5 inch quarter sawn white pine deck planking. Shipwrights from nearby yards, caulkers from Connecticut's Mystic Seaport and volunteers put everything in place.

The latest bit of good news is a \$65,000 gift from a local family foundation, which will be used for new rigging and to buy a full suit of sails from Nathan S. Wilson of Boothbay, Maine. He is renowned for cutting accurate period sails for historic vessels, including the *USS Constitution*.

Peter N. Souza, vice chair of the Board of Directors and head of its vessel committee, is not quite ready to relax. "Each and every step of our project has been painstakingly accomplished and filled with critical attention to details and accuracy. Labor and resources are scarce. We continue to make great strides, but we're not there yet," said

this descendant of Newfoundland and Gloucester fishing families.

Still ahead is lots of work below decks—restoration of the cabins and fo'c'sle, converting the old fish pens into a classroom space, installing a new diesel engine and waterproof bulkheads. Once all the work is done, *Adventure* will have to pass a rigid U.S. Coast Guard inspection and meet all the requirements of a subchapter T (under 100 tons) passenger vessel.

Krugman admits that he has felt truly discouraged at points during the past decade. "We are a small, under-funded organization repeatedly teetering on the brink of economic ruin," he said. Looking over his shoulder at other restoration projects wasn't always encouraging. Many were being done by large museums or government agencies. Among the projects at the high end of the scale is the restoration of the schooner *C. A. Thayer*, under way in San Francisco for \$14 million.

The money for *Adventure* has come in spurts, Krugman explains. "We get a major grant and do some work, then hit a lull, and then get another major grant." A member of the *Adventure's* board of directors has contributed more than \$500,000 through a family trust.

Among other significant contributions

- \$250,000 — Massachusetts Office of Travel and Tourism
- \$250,000 — Massachusetts Historical Commission.
- \$247,000 — National Park Service, Save America's Treasures
- \$100,000 — Lowe's Charitable and Educational Preservation Fund of the National Trust for Historic Preservation

"We've come so far now we just can't stop," said her old master, Capt. Sharp, as he looked over the work last summer. "I'm the only skipper still alive who has ever sailed a Gloucester vessel without an engine. I hope I can stagger aboard and sail her again."

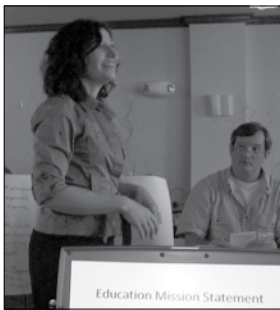
Here's hoping Capt. Jim will be at the wheel when *Adventure* sets sail again. There won't be a dry eye or a clear throat when she passes Eastern Point light at the head of Gloucester harbor and pushes out into the Atlantic. ⚓

(NOTE: This article has been reprinted from *Sea History* magazine, Winter 2007-2008 issue, with permission from the National Maritime Historical Society).



Adventure berthed at Cruiseport Gloucester

Schooner Adventure Education Program Advances



Teachers, administrators and Adventure board members at the Schooner Adventure Educational Charette held in June 2008 at Cruisport Gloucester.

ONE OF THE PRIMARY MISSIONS of Gloucester *Adventure*, Inc. is to create a venue for educational programs that focus on maritime, historical, environmental and science subjects. This past June, we made a giant step forward by convening an *Adventure* Educational Charette.

There were over twenty participants with various educational interests and lots of enthusiasm! This was essentially a “brainstorming” event to generate ideas and priorities for kick starting and advancing the *Adventure*’s Educational Program.

Young and old alike will be able to participate in *Adventure*’s education programs. Plans are coming along to acquire portable computer carousels (both shore-side and in *Adventure*’s fish hold), touch screen computers, digital microscopes, underwater video equipment, Internet II based interactive learning and advanced audio/visual and video editing technology.

Grant applications have been sent to large computer corporations and foundations. Copies of the *Adventure* Education Charette report are available by contacting the Schooner Adventure office.

We will initially target 5th graders and later focus on middle and high school students in the Cape Ann and greater North Shore region. Ultimately, we hope to engage middle and high school students as well as college students in the greater Gulf of Maine region and aim to provide internet access to students in all parts of the United States, and indeed worldwide! We envisage developing an adult education program in the future.

We made contacts with both public and private schools and hope to expand our partnerships with State and Federal marine management agencies. Our Education Committee is working hard to write grants for funding and equipment (thank you Beth Welin—great job!), revising the core curricula, and convening teacher and school administrators onboard *Adventure* to introduce them to the vessel and the many possibilities that exist. We are excited about the many great ideas for experiential learning and possibilities for collaborations among *Adventure*, local school districts, colleges and universities, research institutes, and coastal resource stewards.

If you are interested in becoming involved with *Adventure*’s Education Program or would like to donate resources, please contact Joanne Souza at 978-281-8079 or jsouza@schooner-adventure.org. We would welcome you aboard.

Schooner Adventure Receives Multiple Grants to Develop Education Programs

ADVENTURE received a \$23,000 Community Cost-Share Challenge Grant from the National Park Service to support the development of a *History of the North American Fisheries* curriculum, combined with a multimedia presentation facility and “classroom” to be installed in the fishhold of the Schooner *Adventure*.

We will provide educational programs in maritime, cultural and environmental studies and will serve as a site and resource for experiential learning.

We will also develop programs and materials that teach local children, educators, and the general public about maritime history and culture, the fishing industry past and present, local geography, environmental issues, and maritime studies.

Currently, we are developing a *History of the North American Fisheries* curriculum that will span over six centuries of North American history, from the pre-Columbian era to the present.

This curriculum will focus on fishing as one of the key industries that led to the rapid economic development of America, and will examine four areas: **The Fisheries; The Work; The Community; and The Life.**

This curriculum will be scaled to meet the educational level of students from primary school through college. This curriculum, presented with modern electronic teaching technology and scientific instrumentation to be installed onboard the Schooner *Adventure*, will enable the recently restored historic schooner to serve as a floating museum and environmental program dedicated to the preservation of the North American fisheries.

This adaptive re-use of the National Historic Landmark Schooner *Adventure* will serve Massachusetts schools at all levels and the general public.

We have also received a \$5,000 grant from the Massachusetts Foundation for the Humanities and a \$2,500 grant from New England BioLabs to support the development of our *History of the North American Fisheries* curriculum.



GETTING READY FOR WINTER

OCTOBER — NOVEMBER 2008

We moved the *Adventure* into Clark Sandler's *Sea Farmer* slip on multiple occasions to continue to work on the hull and set up a winter work site in the peak.

A lot of prep work was completed over these past several weeks to get us to this point. Vessel crew volunteers Bill Holmes, Jeff Welin, Steve Willard, Hal Williams, Paul O'Brien, Bob Tanguay, Joanne and Peter Souza worked steadily on various tasks that needed to be done. Anchors were moved and relocated to a safe area at Rose's Marine. The shed was cleaned out and the fork lift was prepped for winter use. The wood pile was reduced and reorganized.

Steve Willard, a retired fisherman from Marblehead who sings with us (Three Sheets to the Wind chantey singers) at Cameron's Restaurant, took on the arduous task of finishing off the hull on the port side before winter sets in. Steve is a master at boat work and a well-seasoned veteran of vessel care and maintenance.

Tinted gray primer will be applied to the hull base and then a coat of black will be applied after the final finish sanding has been completed. We contained most sanding dust via plastic sheeting and vacuumed up all residuals so there would be no environmental risks. Dust masks were worn at all times during the sanding process and a wet vac was used to pick up material captured in the plastic sheet film.

Bill Holmes supplied multiple sections of short and narrow work staging borrowed from Lynn Ladder to use during the hull painting process.

Bill and others have done a good deal of reorganization below decks in order to lay out a new winter work space for the crew. The forward section of the vessel was framed over the keel to accept a plywood floor. Floor stringers were put in place and seven sheets of new CDX plywood were installed. A paint station was created and tools were reorganized. The main power panel is slated to be moved into the work area as soon as possible.

Paul O'Brien had the port holes refinished and refitted with new rubber and glass readied for installation. The high water alarm was serviced and is all set for the winter ahead.

Rose's Marine is in the process of giving us a quote to clean up our steering gear so it can be installed.

Bulkhead plans were approved by the U.S. Coast Guard and plans are now under review by the Vessel Committee. Spar plans have been received from Tricoastal Marine and are also being reviewed.

Hal Williams has taken the responsibility of opening and closing the boat daily, as well as washing her down several times a week.

Thanks to all of our hardworking volunteers for their time, energy and expertise..

On another note, a good number of visitors from the cruise ship *Fram* from Norway and Ireland heading south stopped in at Cruiseport for a night. Great visibility for *Adventure*!

Until next time....

Peter Souza, VP and Chair, Vessel Committee



Bow of Adventure being repainted



Volunteer Steve Willard sanding and repainting the hull



Vessel crew volunteers Jeff Welin, Joanne Souza and Bill Holmes working below decks



Adventure being moved to a new slip for winter maintenance

SCHOONER ADVENTURE Hosts Mayor's Reception 2008



Jeff Thomas giving tours on board *Adventure*

ONCE AGAIN, the Mayor's Reception was a wonderful success thanks to the teamwork of *Adventure* staff, volunteers and the Cape Ann businesses who contributed flowers and fabulous food.

Every Labor Day weekend since 1995, the Schooner *Adventure* has hosted the Mayor's Reception to celebrate the opening of the annual Gloucester Schooner Festival.

The two-day festival brings schooners and other traditional sailing vessels to Gloucester to participate in the Parade of

Sail and to compete in the Mayor's Race for the Esperanto Cup.

This year, the schooners *American Eagle*, *Lettie G. Howard*, *Roseway*, *Virginia* and *Liberty Clipper*, were some of the more notable tall ships to grace Gloucester Harbor.

The reception included several distinguished speakers such as, Mayor Carolyn Kirk, State Senator Bruce Tarr, State Representative Tony Verga, Jeff Thomas (grandson of *Adventure*'s Captain Jeff Thomas) and our own Marty Krugman.

It is with high hopes that the Schooner *Adventure* will be ready to race in the 2009 Schooner Festival, providing we raise the required funds to finish the last leg of the restoration. We aren't too far away from our goal—and we hope our readers will help by generously donating to our 2008 Annual Appeal!



ADVENTURE would like to thank **Russell's Florists**, **Blue Gate Garden Nursery**, **Audrey's Florist**, and **Wolf Hill Garden Center** for the beautiful plants — and to **Cakes by Barbara**, **Virgilio's**, **Jim's Bagel & Bake Shop**, **The Rudder**, **the Causeway Restaurant**, **Captain Carlos**, **Amelia's**, and **Cameron's** for the wonderful appetizers. Thank you to **Three Sheets to the Wind** for the chantey music. Special thanks to all of the volunteers who helped set up, clean up, pick up, serve, and greet: **Jane Clark**, **Sandy and Eben Andrew**, **Frank McQue**, **Paul O'Brien**, **Tim Perkins**, **Gretchen Webster**, **MJ Boylan**, **Annie Gale**, **Pat Makin**, **Jeff Welin**, **Jude** and **Bill Holmes**, **Peter** and **Joanne Souza**, **Ron** and **Sheila Schrank**, **Betty Stanton** and **Eva Walker**.



Jude Holmes, Arthur Baggs and Joanne Souza

ADVENTURE MEMBERSHIP APPLICATION

Become an *Adventure* member today! Members provide crucial support for *Adventure*'s programs and operations. Quite simply, without our members, *Adventure* would not survive. Become an important part of one of the North Shore's fastest growing cultural and community organizations!

Membership Benefits

- A subscription to the *Mug Up* newsletter
- Discounts on items in the Ship's Store
- Reduced or free admission to events
- Opportunities to sail when *Adventure* sails again!

Membership Categories

- | | | | |
|--|---|---|---|
| <input type="checkbox"/> \$50 Individual | <input type="checkbox"/> \$75 Family | <input type="checkbox"/> \$250 Bosun's Mate | <input type="checkbox"/> \$1000 Leo Hynes Club |
| <input type="checkbox"/> \$25 Students/Seniors | <input type="checkbox"/> \$100 Contributing | <input type="checkbox"/> \$500 First Mate | <input type="checkbox"/> \$5000 Jeff Thomas Society |

New Member ☐

Renew Membership ☐

Gift From: ☐

Name

Name

Address

Address

City

City

State Zip Phone

State Zip Phone

Email

Email

☐ My check (made payable to Gloucester Adventure, Inc.) or money order is enclosed.

☐ Please charge my ☐ VISA ☐ MasterCard

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The Gloucester *Adventure*, Inc., steward of the National Historic Landmark Fishing Schooner *Adventure* is a 501(c)(3) nonprofit organization. Donations and in kind gifts are tax-deductible and will be used to Save the *Adventure*.

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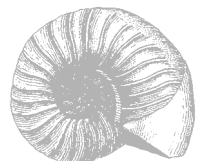
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