



MUG UP

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

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Restoration Progress Report: Hull Nearly Finished!



We have reached an exciting turning point in the *Schooner Adventure*'s restoration. Within the next few months, we will conclude the hull and deck restoration and then pause slightly before we move onto the next phase of the project. Planning is critical to any project and great progress has been made over the past eight months in all areas.

Tuesday, July 17th, provided the *Adventure* organization their last glimpse of her deck framing as it disappeared under the last two pieces of white pine decking to be installed. Both fore and main decks are now virtually complete, with bungs installed and caulking underway.

Adventure was very fortunate to find a good friend in Viking Lumber and Dave Flanagan of Belfast, ME. We needed 2000 feet of clear grade, 3" X 5" quarter sawn white pine in 16 to 25 or more foot sections. *Adventure* Director Joanne Souza worked with Dave and Viking to make our deck happen through spectacular teamwork. This partnership helped push the project forward to where we are now—fully decked out. This bit of good luck is often the way it goes for *Adventure*.

(Restoration Update cont. on page 8)



Adventure's hull restoration nearly completed

NEW SUIT OF SAILS FOR ADVENTURE!

THROUGH A GENEROUS \$65,000 grant from the Tower Family Fund, the *Schooner Adventure* will soon sport a new suit of sails.

The *Schooner Adventure* was one of five educational organizations on Cape Ann that received a \$65,000 grant. The other four were the Gloucester Education Foundation, the Rockport Education Foundation, Pathways for Children, and the Rockport Chamber Music Festival.

World-renowned sailmaker Nathaniel Wilson of East Boothbay, ME (Nathaniel S. Wilson Sailmaker, Inc.), will be making *Adventure*'s new sails. Nathaniel is internationally recognized for constructing historically accurate sails for all types of traditional sailing vessels, including the *U.S.S. Constitution*, the *Godspeed* and, more recently, the schooner *Stephen Taber*.

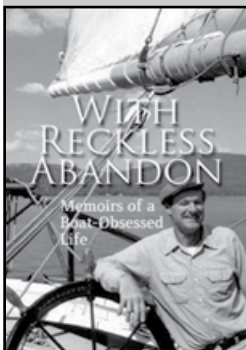


Sailmaker Nathaniel Wilson working in his East Boothbay loft.

A full suit of schooner sails will include a mainsail, foresail, staysail, jib, fisherman staysail and gaff topsail. They will be made from Oceanus Cloth, a strong polyester sailcloth made specifically for traditional sailing yachts and training vessels.



Adventure with her full compliment of sails in Gloucester Harbor, c.1989. (Hazel Stuart)



Capt. Sharp's
*With Reckless
Abandon*
see page 6

Message from the President



DEAR FRIENDS OF *ADVENTURE*:

THE RESTORATION of *Adventure*'s hull and deck has been effectively completed! The recently laid quarterdeck (the final major hull restoration project) is being caulked, and the port and starboard rails are being cut into the recently rebuilt transom. In the weeks ahead, we will be finishing up a few minor projects such as installing several ceiling planks in the fo'c'sle, installing a buffalo rail on the port bow, installing a breast plate at the stem, and so forth. A few odds and ends to finish things up! We did it!

I am really proud of what our small community-based non-profit has succeeded in doing—literally Saving the *Adventure*—the last of the Gloucester dory-fishing schooners! Hundreds of individuals, mostly volunteers, working together have accomplished what many thought impossible! Scores of volunteers from all walks of life have served as our Board of Directors, our crew, our members, our friends, and our donors. Even our staff frequently volunteer at our events! They all did their part to keep alive the dream that Gloucester's Schooner *Adventure* would sail again.

Saving the *Adventure* has proven to be an enormous challenge. It took several years to get sufficient traction to organize and fund the restoration. Even then, the scope of the project turned out to be many times greater than originally envisioned. In the end, the restoration of *Adventure* hull and deck cost over \$2.5 million—a figure nearly four times greater than the early and, in hindsight, overly optimistic estimates.

There are several reasons why the cost of *Adventure*'s restoration exceeded our original expectations. When *Adventure* returned to Gloucester in 1988, a generous gift to the community from the legendary Captain Jim Sharp, the intention was to repair the hull, re-establish U.S.C.G. Certification, and get "The Old Lady" sailing again. The estimated cost of this repair was going to be roughly \$750,000.

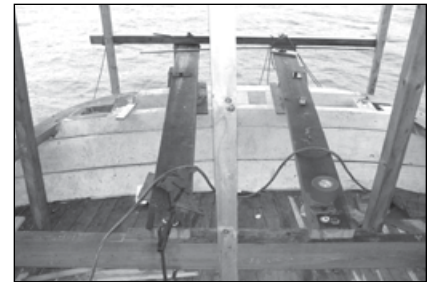
The reality of *Adventure*'s condition, however, required a great deal more than repairs. As we so painfully discovered when we began to remove sections of the aging schooner's 3" outer oak planking, the plain fact was that *Adventure* was not "repairable." Rather, *Adventure* needed a major rebuild. Fortunately, this revelation did not come all at once, for that would have been truly overwhelming. Rather, each project uncovered more problems than anticipated. But, in the context of each of those individual projects, we were able to deal with the unexpected. We were able to replace several more frames (or planks, or deck beams, or rails) than expected, and so on.

Furthermore, our awareness of what the *Adventure* was, and what the historic fishing vessel represented, was heightened in 1994, when *Adventure* was designated as a National Historic Landmark. It was under the leadership of The Gloucester *Adventure* Founding President, Joseph Garland, that *Adventure* received this proper recognition. After 1994, we were no longer fixing an old fishing boat of local significance, *Adventure* now had national importance as well. This latter fact was reinforced in 1999, when *Adventure* was designated an Official Project of Save America's Treasures, and again in 2006, when *Adventure* played a key role in Gloucester's designation as a Preserve America community.

In 1997, we received our first major grant for restoration from the Massachusetts Historical Commission. We shall be forever grateful to Sen. Bruce E. Tarr and Rep. Anthony J. Verga, whose steadfast support of our application was the critical endorsement needed to convince the MHC that our effort to rebuild the *Adventure* had strong community support. As a condition of receiving the \$100,000 MHC Preservation Projects Fund Grant in 1997, we were required to commit to a



Adventure's restored hull



Transom nearing completion



Up from Mystic, CT, caulker Chris Nelson drives cotton into the seams of the new quarterdeck



Foredeck with newly restored hatches



Adventure cleaned up and ready for tours



"Preservation Restriction" on *Adventure*. In essence, we agreed to keep the *Adventure* in the public domain, serving as a community resource, and to follow *The Secretary of the Interior's Standards for Historic Vessel Preservation Projects*. In an instant, our objective changed from repairing *Adventure* to conducting a "museum-quality restoration"—as deserving a National Historic Landmark. We also recognized that we were committing to not just restoring the *Adventure*, but to preserving the schooner—in *perpetuity*.

In accordance with the new, higher restoration standards, we were expected to use historical materials and historical methods in the preservation effort. Instead of using cheaper red oak, or inferior new growth white oak that was readily available locally, we imported seven shipping containers filled with 300-year old growth, white oak trees from Denmark and Germany. Over the course of the restoration, the cost of this lumber doubled as the U.S. Dollar lost value relative to the Euro. We hired the finest shipwrights in the world to work on *Adventure's* restoration, and paid them a fair wage. Every restoration decision was made from the perspective "what's good for the boat." As a result, the short-term expense of the restoration increased substantially, however, the long-term survivability of the schooner was enhanced commensurately, and the future benefit of this extra effort for the preservation of the vessel will be incalculable. For example, when confronted with a frame that was beginning to show signs of deterioration, we chose to replace it, even though it still had a functionally useful life of 10-15 years.

When assessing the true value of *Adventure*, we must amortize the cost of the restoration over the future life of this amazing icon of Gloucester's fishing heritage. When visitors step on board the *U.S.S. Constitution*, the past cost of saving the U.S. Navy's most historic vessel is of no concern. Rather, the very fact of the *U.S.S. Constitution's* existence is the only thing that is important. Similarly, the cost of saving the *Adventure* will pale before the awe and amazement of hundreds of thousands of Gloucester and Massachusetts school children who will stand and sail on *Adventure's* decks and experience the life of a Gloucester fisherman in the years ahead!

The \$2.5 million cost of *Adventure's* rebuild, must also be compared to other similar projects: Freedom Schooner *Amistad*, Mystic, CT \$3.5 million (replica); *Friendship*, Salem, MA \$8.0 million (replica); *Jeannie Johnston*, Dublin, Ireland \$14 million (replica); Schooner *C.A. Thayer*, San Francisco, CA \$14 million (restoration). In the final analysis, the cost of *Adventure's* restoration will prove to be reasonable given the extensive nature of what has been accomplished.

Admittedly, over the last decade, there were times when I truly despaired over the lack of funds that we so desperately needed to restore the *Adventure*. For over a decade, our small, under-funded organization repeatedly teetered on the brink of economic ruin, only to arise yet again from the ashes. What kept us going was the faith and the conviction that *Adventure* was too important to lose. Not on our watch! We didn't really "own" the *Adventure*, we were the stewards of this historic maritime artifact—this icon of the Gloucester fisheries. It was (and is) our duty to preserve *in perpetuity* this Gloucesterman—this very essence of Gloucester's maritime heritage, and ensure that it will be passed along to future generations.

We have succeeded in saving the *Adventure*, and now, we are organizing the fitting out of *Adventure* for sailing, and the vessel's certification by the U.S. Coast Guard. There is still much to be done: installing watertight bulkheads, ballast, engine, generator, tankage, new sails, etc. But, I have never been more optimistic about *Adventure's* future.

Marty Krugman

ANNUAL APPEAL 2007



Help us get *Adventure* sailing again!

The restoration of the hull is nearly complete and we are ready to fit ***Adventure*** out for sailing. We have already received a \$65,000 donation to purchase a new suit of sails! Our dedicated staff has made tremendous progress in securing this grant, and in soliciting additional funding for the completion of the restoration and to continue our acclaimed educational programming.

However, raising funds for day-to-day operational expenses has been an ongoing challenge for us, as is true for most non-profits.

The **Annual Appeal** campaign is vital to the financial well-being of our organization, allowing us to continue to fulfill our mission to fully restore and sail the Schooner *Adventure* as an educational vessel. The grants we receive for restoration and programs do not generally include funding for the organization's overhead, nor do we receive any operating support from government entities.

We rely on the dedication and generosity of members like you!

You can help get the *Adventure* sailing again by making a personal contribution to our **2007 Annual Appeal!**

Thank you for your support!

We are deeply indebted to
THE DUSKY FOUNDATION
for their extraordinarily generous support of *Adventure's* restoration. Without this support, the restoration of the hull and deck could not have been completed.

Remembering Louise Bramhall



Bill and Louise Bramhall at an *Adventure* volunteer party

"Louise Clough Bramhall, 58, of Gloucester, passed from this life on Thursday, April 5, 2007, surrounded by her family in her home. She was a beautiful spirit with the face of an angel." This is how the news none of us wanted to accept was presented in the *Gloucester Daily Times*.

Well known for her years of community service through several organizations, including the Essex County Community Foundation, Cape Ann Food Cooperative, Audubon Society, Farmers Market, and Salem Sound 2000, to name a few, Louise bestowed on *Adventure* the best of her talents and dedication.

Louise served on the Board of Directors and several committees, particularly the Human Resources Committee, where she was (to use Al Ireton's term) a true champion of volunteers. She actively participated in meetings through emails and phone calls even when she was physically unable to attend. It is difficult to overstate the amount that was accomplished by volunteer teams she put together in support of the Gloucester Seaport Festival, Mayor's Reception, *Adventure* Auction, Beverly Historical Festival, *Adventure's* 80th birthday celebration, volunteer orientations, and much, much more.

Surely no man is brave enough to refer to a woman as "ballast"! That is unless it is in Peter Souza's loving tribute to the stability Louise's coordination of volunteers—themselves the very keel of the organization—brought to *Adventure*. As a woman who loved the sea, she would have fully appreciated the meaning of the compliment and, no doubt, the potential for humor as well.

In addition to volunteers, Louise was attentive to the needs of our professional staff, ensuring that they were appreciated. For example, Louise helped plan the celebration of Angela's ten years of service as our bookkeeper and, powering her way up the long flight of stairs at the Franklin Restaurant, was determined to be there as well.

Louise's legacy will continue to sustain us into the future. Though never boisterous, she was nonetheless bold in expressing her beliefs in words as well as action. It was with well-earned credence, that she reminded us that it is important for us to respond when asked to volunteer. "No" was an answer accepted without question. "No response" was not an acceptable answer. She encouraged us to get *Adventure* events onto our calendars even if we had other commitments, not only in case our plans changed, but in order to talk it up with others as well. She felt strongly about what we should expect of volunteers and what they should get from us, and—to our benefit—has left good advice in writing. For example, she strongly supported (with Peter) *Adventure's* hosting

of a volunteer recognition event that "should not tax volunteers any more. It should be catered, set up, cleaned up for [the volunteers]." Just such an event is being planned for this fall.

Only because she was a member of the HRC that selects award winners, Louise was not a recipient of the Highliner, *Adventure's* highest award for service vital to saving the ship. She shunned public praise of her service, choosing to acknowledge others instead. So, it is fitting that a special award will be given in her name in a manner and time considered appropriate by her husband, Bill, and others serving on Pat Makin's committee for that purpose.

"Fate drops a stone, and to the utmost shores the circles spread." These words (of a poet whose name I don't recall) describe the impact of Louise's vital spirit as it carries beyond *Adventure* to touch us personally. I have thought of her often, including when I was fighting in the impossible terrain behind our house to put up a 32' extension ladder in a gale because the storm had torn a section of ridge vent from the roof, leaving a gaping hole. Having gotten a patch in place, I sat at the base of my ladder in the rain, too spent to move. I thought of how Louise often must have felt that tired as, battling her cancer, she continued to do and be so much for her family and for all of us. At some point my eyes focused on the warning label Lynn Ladder thoughtfully attaches to their aluminum products: "This ladder conducts electricity." Through melancholy and exhaustion I had to laugh out loud as I knew Louise's sense of humor would appreciate my next thought. We should have given her a button to wear: "Warning: This woman conducts electricity!" She used her power to leverage the energy of others. The result is immeasurable good.

Bob Cannon
Adventure board member



Top to bottom: Louise chatting with Brenda Treuhaft at the *Adventure* Auction; Ever cheerful Louise manning the education table; Louise and Bob Cannon at the Mayor's Reception; Louise and Wendy Morgan working the *Adventure* table at the Hale Farm Festival.

RESTEPPING OF ADVENTURE'S MASTS

ADVENTURE regained her masts just in time for the Memorial Day weekend Celebrate Gloucester festival marking the grand opening of the newly-built Cruiseport Gloucester Marine Terminal.

The masts were removed in autumn 2004, just before *Adventure* was hauled out of the water to undergo her final phase of hull restoration. For nearly three years, *Adventure* remained in dry dock without her masts while her horn timber, rudder post, stern and quarterdeck were being rebuilt. Now she is back in the water with her hull restored and masts in place awaiting U.S. Coast Guard required stability tests. The resulting data will be used in calculating *Adventure's* ballast requirements and sail plan parameters.

As one might imagine, resteping the masts is not an easy task for a vessel of *Adventure's* size. It requires a large crane, plenty of room and a lot of human effort. Hermann Hinrichsen, the master shipwright heading

up *Adventure's* restoration project, directed the process with the help of his crew of shipwrights. As always, Peter Souza and his crew of volunteers were a critical part of the operation, along with Marty Krugman, and shop students from Merrimack Vocational Alternative High School.

Behind the Americold building on Gloucester Harbor, a heavy-duty 80-ton crane had to be driven in to hoist the 80-foot Douglas fir foremast and 95-foot main mast into place. A sling was wrapped around each mast and, one by one, they were slowly lifted by the crane and lowered toward the waiting crew on deck who helped guide them into the mast holes. After the bases of the masts were centered, wooden wedges were driven in to hold them firmly in place. Once the masts were braced, board member Bob Cannon climbed up to attach the triadic stay that runs between the tops of the masts, as the crew on deck provided the necessary tension. From there, other stand-

ing rigging, such as the forestay and the port and starboard shrouds, were attached. These form triangles that provide additional support for the masts.

It was a long, but rewarding day, and the task couldn't have been accomplished without the teamwork of all involved. *Adventure* once again looks like the magnificent tall ship she is, gracing Gloucester Harbor with her newly-restored hull and white-tipped masts.



Bob Cannon climbing the shrouds to attach the triadic stay.

CELEBRATE GLOUCESTER event benefits seARTs and the Schooner *Adventure*



The newly-built Cruiseport Gloucester Marine Terminal



Adventure's masts tower over the festival



Adventure readied for visitors



Volunteer Tim Perkins manning *Adventure's* dory exhibit

CELEBRATE GLOUCESTER, an extraordinary three-day waterfront music and arts festival, attracted hundreds of people to the newly built Cruiseport Gloucester Marine Terminal over the Memorial Day weekend. The event marked the grand opening of Cruiseport Gloucester, a state-of-the-art terminal with full port facilities and services for luxury cruise ships. Proceeds of the event were donated to benefit two Cape Ann non-profits, seARTS (Society for the Encouragement of the Arts) and the Schooner *Adventure*.

Opening ceremonies for the Cruiseport, with Mayor John Bell, State Senator Bruce Tarr and Cruiseport owner Frank Elliott among the guest speakers, kicked off the festival, which was followed by the "*Adventure* in the Arts" black-tie dinner and jazz dance fundraiser.

The festival included all-day live band performances, an art show and auction featuring thirty-nine Cape Ann artists, book signings by local authors, and a variety of educational talks and activities.

The Schooner *Adventure*, docked next to the Terminal, attracted a great deal of interest from festival-goers. *Adventure* volunteer Tim Perkins and VP Peter Souza, gave dockside interpretive tours of the "Old Lady," who was looking mighty fine with her masts resteped and her deck and stern nearly restored. Volunteers Tom Cockfield, Bill Homes, Jeff Welin and Ron Schrank were also on hand to answer questions. Board member Jude Holmes, director Joanne Souza, and volunteers Wendy Morgan, Jane Clark, Susanne and Peter Kozowyk, Virginia Marcaly, Sheila Jones

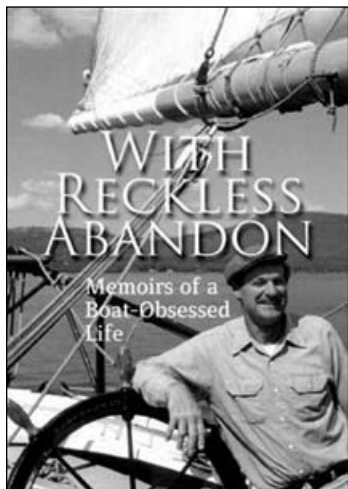
and Sandy Andrew, manned the *Adventure* information table, the Ship's Store and the maritime activity table.

Adventure's sea shanty group, Three Sheets to the Wind, tirelessly performed throughout the weekend.

For the festival finale, an exceptional benefit concert featuring the Pousette-Dart Band and performances by local performers, John Troy, David Brown, Dave Mattacks, Fly Amero and Allen Estes, drew in over 1000 people.

Celebrate Gloucester was an unprecedented event for the city and a tremendous success. We have high hopes that it will happen again next year!

WITH RECKLESS ABANDON: MEMOIRS OF A BOAT-OBSESSED LIFE—by Captain Jim Sharp



Published by Devereux Books
of Marblehead, MA.
www.devereuxbooks.com

In his new book, **WITH RECKLESS ABANDON**, natural-born storyteller Capt. Jim Sharp, recounts the extraordinary tales of his life aboard nearly every seagoing vessel imaginable and of the many colorful characters he met along the way.

Owning over thirty boats of all sizes and shapes, from yawls and tugboats to lobster boats, canal boats and large schooners, and having navigated nearly every waterway in North America and several in Europe, Capt. Sharp has experienced a lifetime of seafaring adventure. His book is full of exhilarating and often hilarious stories about the schooners *Roseway*, *Stephen Taber*, and the Arctic research vessel *Bowdoin*, as well as his classic Alden schooner, a 50-foot Herreshoff yawl, a converted sardine carrier, and many more.

Adventure, the largest schooner owned and operated by Capt. Sharp, is prominently featured in the book. Sharp entertains us with tales about *Adventure*'s Hollywood transformation into the *We're Here* for the 1977 filming of *Captains Courageous*, her career as a Windjammer, and his trials and tribulations with various maritime folk, particularly the USCG.

A rip-roaring page-turner, the book will have you both enthralled and delighted from the first page to the last. For more information, visit: www.DevereuxBooks.com or www.SharpAdventures.com.



Capt. Sharp inscribes a book to a fellow tugboat enthusiast at the August 24th booksigning held next to the *Adventure*.



Adventure's Lecture Series gears up for the new season

This past summer marked the fifth year of our Lecture Series program, and plans are well underway for the fall/winter 2007-2008 season.

We are fortunate to have had another interesting year, thanks to our speakers' contributions of time and knowledge and the financial support from our business community and private citizens. We could not have done it without them!

Those of you who came to our previous lectures will remember R. Michael Wall's talk on ship models as an art form and Chris Leahy's wonderful lecture on butterflies. You will also remember that the **Natural History of Cape Ann series** began in September with Robert Buchsbaum's colorful slides on the beauty of Cape Ann tidepools, followed in October by Colleen Olfenbuttel's fascinating sight and sound presentation on the nightlife in our backyards, and in November by John O'Keefe's talk on the history of forests of the North Shore.

Spring brought us to a species on the edge: Right Whales. No one could have discussed this topic better than Mason Weinrich of Gloucester's Whale Center of New England. In April, changes to the natural history of Cape Ann were explored by Barbara Warren of Salem Sound Coastwatch, and in May, Mass. Division of Marine Fisheries' Chief Eel Biologist Brad Chase acquainted us with the threats and challenges facing the amazing American eel. (Who knew that the eels we find in our local waterways were spawned in the Sargasso Sea and had to swim a few thousand miles to get here?)

Some of you may have missed all these informative presentations last year, but we will make it easy for you to mark your calendars for the next. All of our lecture notices will be posted on the *Adventure* website:

www.schooner-adventure.org.

This past July, our first summer lecture featured local U.S. Coast Guard Chief Robert Breaker, who looked back at the history of Station Gloucester and gave us an overview of what today's Coast Guard is and does. We all know the importance of our Coast Guard and its truly awesome and often terrifying life saving service right here in our front yard, but many of us in the audience had no idea how multifaceted this service has become, from border patrol and law enforcement to monitoring air traffic and even working with children. It was a very impressive presentation.

On August 15th, we welcomed back former *Adventure* volunteer Elizabeth Waugh, now living in England. She presented a very interesting lecture on "Native Americans and Cape Ann: Green Footprints?" Many of you may know her book, published by Dogtown Books in 2005, entitled, *The First People of Cape Ann: Native Americans on the North Coast of Massachusetts Bay*.

This September 19th, we will kick off our 5th season of the **Natural History of Cape Ann** series. Gloucester's Christopher Leahy, an expert on many flying creatures, from birds to butterflies, will tell us all about the graceful, scintillating dragonflies and damselflies we see in our gardens and fields.

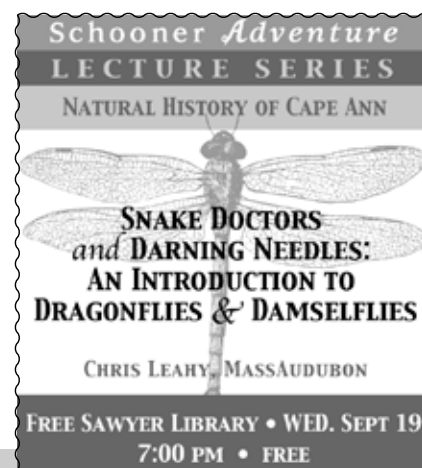
And there is more to come!

When we began working on the lecture series program in early 2003, we said that we wanted to make a contribution to the community. We wanted to educate and engender (or re-awaken) an appreciation for the beautiful area in which we live but also a sensitivity for the vulnerability of our environment. If we are achieving that goal, at least to a small degree, we consider ourselves to be rewarded.

Just the same, in closing let me make a small fundraising appeal: Despite our best efforts, the series is not yet self-sufficient. If you value our programs and wish to support our efforts, please send your contribution to *Schooner Adventure*, marked "Lecture Series." (We may not accept gifts at the library). Your lecture series committee will be forever grateful!

From all of us, Betty Stanton, Pat Makin, Maggie Rosa, Sally Curry, Joanne Souza, Marty Krugman, and new committee member David Rhinelander—Thank you!

Eva Ritter-Walker, Chair



SCHOONER ADVENTURE EDUCATION UPDATE

Education Committee hosts evening discussions about Education Program

The Schooner *Adventure* Education Committee has planned a series of five Thursday evening meetings, which began on July 26th, to engage educators, scientists, industry leaders, and policy-makers from the Gloucester community and beyond, in discussions about the educational mission of the vessel and the shape that the *Adventure's* educational programs should take once the restoration is complete. The Committee expects that these discussions will articulate a public vision of *Adventure's* educational potential that will help prepare us for the two-day charrette on our educational mission to be scheduled for late fall or early winter. They should also heighten public awareness of our educational mission among people who can help us disseminate that mission to the public.

These discussions reflect our commitment to using the restored schooner to deepen public awareness of Gloucester's rich maritime heritage and of the fishing industry that has sustained that heritage and to make clearer the environmental and economic challenges that the industry faces.

The first meeting included local school teachers and administrators, many of whom have already participated in *Adventure* programs, who discussed how they might use additional opportunities when the vessel is under sail to meet curricular needs and teach local maritime history. On August 2nd, regional college faculty and administrators were asked to contribute their ideas about how *Adventure* might enrich programs in marine biology and ecology.

Through late August and September, we hope to engage a range of researchers and regional museum directors in considering how we might coordinate efforts to meet common goals. Future meetings will involve leaders of the local fishing industry and local and regional policy-makers. For more information on these meetings and how to participate, please contact Joanne Souza at the *Adventure* office (978-281-8079).



Adventure in Learning

MERRIMACK VOCATIONAL STUDENTS CONTINUE TO LEND A HELPING HAND

Shop students from the Merrimack Vocational Alternative High School continue to volunteer their class time helping to restore the

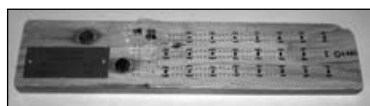


Clock made from an old knee of *Adventure*



Newly restored dory

Adventure. The Lowell-area students have been volunteering since last fall, working on a variety of projects that range from constructing mast covers to erecting signs and installing *Adventure's* winter cover. Recently, the students restored one of *Adventure's* dories, which now sits pristine and proud on the foredeck. Another class project involved recycling some of *Adventure's* old decking and knees, turning them into beautifully made clocks and cribbage boards. These talented students are not only helpful in aiding the restoration, but they are a joy to have onboard. Thanks again for generously donating your time and skills!



Cribbage board made from *Adventure's* old deck planking

ADVENTURE Welcomes New Board Members

We are pleased to introduce five new members to *Adventure's* Board of Directors:

Susan Evans is a CPA, Adjunct Professor in the Department of Accountancy at Bentley College, and Tax Manager for UHY Advisors N.E., LLC in Boston. Susan will step up to become our new treasurer, replacing longtime treasurer, Len Langer.

David O'Hara, an Equity Manager, will act as chair of *Adventure's* Finance Committee.

George Herbster, an Intellectual Property Attorney from Manchester-by-the-Sea, will also serve on the Finance Committee.

Kristine Kelly, PH.D., MBA, and Assistant Professor at the Van Loan School of Graduate and Professional Studies at Endicott College, will chair the Planning Committee.

Rich Kohn, is a CPA and Senior Tax Manager at UHY Advisors LLC. Rich will chair of *Adventure's* Enterprise Committee.

In addition to their leadership skills and tremendous experience in their chosen fields, they will also bring their extensive maritime knowledge and enthusiasm to the organization.

Welcome aboard!



New hatch lids, forward fish hold hatch, and main trunk



Much has been accomplished over the past eight months. All deck structures: main trunk, fish holds and deck hatches are now fully complete. Replicas of the original lift-off fish hold covers were fashioned and installed and look just great. The craftsmanship and effort that went into these deck structures was of the highest level that could possibly be achieved. Countless hours of research and investigation went into this part of the restoration to ensure that we “did the right thing” to maintain *Adventure*’s historical preservation standards. If you have not seen her decks lately, you certainly should drop by.



Rail stanchions



All stanchions on her starboard side have been lengthened to match her port side height. Her top rails are fully installed awaiting the cut-in of her new stern and transom rails. Her transom will be fashioned back to her true hourglass shape and will represent a major milestone for her hull. Staging is now in place to do the transom and rail work that overhangs the water and allows full access to her large framed wooden stern. A meeting was held on July 16th to review and approve this step of the project. Shipwrights, Vessel Committee members and several board members were present to ensure we had closure on any open concerns or configurations. It was a go and we are now moving forward to close up her stern and transom.

Adventure’s masts were resteped in May. Some of her cross-trees and headgear were redone prior to the installation of her two very large masts. This was a great event for *Adventure*. More work is needed on her shrouds and other rigging areas, but we now have the masts off the ground, out of harms way and secured in place.

It sure is an eye opener for our organization. Recently, while attending a Concord house concert, the owners commented; “We found your boat in Gloucester due to the tall masts.” This is not an uncommon comment lately. We are now visible and can be found through these white-tipped beauties that will one day hold a full set of sails. People wander by and drive down to the site

due to the efforts of our organization to put her “sticks” back in place. And best of all, she now looks like a real schooner.

We removed the winter cover from her foredeck area several months ago. We are now fully exposed forward and the work that has been completed is visible to the admiring public’s eye. By the end of August, the aft winter cover will be removed. She will look marvelous...fully decked out and all.

Each and every step of our project is painstakingly accomplished and filled with critical attention to details and accuracy. Many do not understand the meticulous research and behind the scenes work that is performed before any physical work on a project is started. Sometimes there are setbacks due to a wooden boat being a wooden boat and wood rots through the years. Labor and resources are scarce....you don’t do this type of project every day and there are few around who can do it and understand the requirements. A lot of people think and see, but there are few who do or can do when immersed into a project like ours. We have made great strides in planning and monitoring the restoration and progress of her “rebirth” as an original Gloucester dory fishing schooner from 1926. Our organization should stand tall and be proud of what it has accomplished. We have done and will continue to do our best to achieve our goals that will lead *Adventure* along into the next century, sailing out of Gloucester for many years to come.

Thanks to our members, staff, volunteers, shipwrights, board members, contributors, business owners, donors, political officials, the general public and the City of Gloucester for your continued support and dedication to the Schooner *Adventure*’s restoration. As Jim Sharp, prior owner and skipper always comments to me. “She is a grand old lady.” Yes—she certainly is—thanks to all!

Peter N. Souza
VP and Vessel Committee Chair
Gloucester Schooner *Adventure*



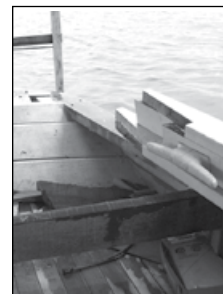
Masts resteped



Adventure’s winter cover partially removed



Main deck being caulked



Rails ready to be cut into the transom

VOLUNTEER SPOTLIGHT Meet some of the people who are dedicated to getting Adventure sailing again!



Jane Clark, Beverly, MA. Always ready to lend a hand at every event and festival.



Bill Holmes, Tewksbury, MA. Jack of all trades, here he is in his home workshop building one of four legs for Adventure's fife rails.



Francine Grain, our newest member of the vessel crew, comes all the way from Westborough, MA, every Saturday.



Jeff Welin, Magnolia, MA. Helps out on the boat every weekend.



Bob Tanguay, Magnolia, MA. A skilled woodworker and all around handyman.



Bob Cannon, Rockport, MA. Chair, HR Committee and fearless mast climber. Peter Souza of Essex, MA, VP and chair of the Vessel Committee. Peter has the difficult task of keeping the restoration project on track.



Tim Perkins, Gloucester, MA. Adventure historian, tour guide and event volunteer.



Tom Cockfield, Gloucester, MA. Tom can be found working on Adventure nearly every day of the week.



Peter Van Demark, Rockport, MA. Photographer extraordinaire and event volunteer.



Jude Holmes, Tewksbury, MA and Joanne Souza, Essex, MA—there for every event, every committee meeting and can be found every Saturday morning working on deck.



Peter and Suzanne Kozowyk, Billerica, MA. Cheerfully provide support for festivals and events.



David Rhinelander, Gloucester, MA. Writer and board member who is always ready to pitch in.



Frank McCue, Ithaca, NY. Comes every summer to work on the boat.



Adventure Mascot, Jay, Manchester, MA (not spoiled).



Mary Kay Taylor, Nahant, MA. Maritime educator and event volunteer.



Jeff Thomas, Gloucester, MA. Gives lectures about his grandfather, the first Captain of the Adventure.

SHIP'S STORE NEWS

We've had a great summer thanks to all the volunteers who helped out. Setting up the store for the Celebrate Gloucester festival, the Wooden Boat Show and other events was successful and fun—lots of laughter, cheerful camaraderie and good sales.

This fall, we are looking forward to opening up *Adventure's* Ship's Store dockside at Cruiseport Gloucester. We are in the process of purchasing a new trailer, a gift from the Ireton Family, to make transporting items easier for outdoor events and festivals.

Please let us know if you are interested in joining our team of *Adventure* Ambassadors at *Adventure's* Ship's Store.

Contact Jude at jholmes@schooner-adventure.org



We have a great new look and feel to our t-shirts this fall! Drop by the Adventure office to check out our new line. We will have more new merchandise as we gear up for the holiday season!

Fitz H. Lane House
Harbor Loop, Gloucester, MA
Call first!
978-281-8079



MARIPOSA

Schooner *Adventure* Platter

Beautiful sand-casted and hand-polished aluminum serveware. The perfect wedding gift.

Size: 13"L x 15.5"W

\$124.00

Shipping & tax for MA residents not included

Call 978-281-8079 or email:
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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"/> \$35 Individual | <input type="checkbox"/> \$250 Finest Kind | <input type="checkbox"/> \$50 Family | <input type="checkbox"/> \$1000 Leo Hynes Club |
| <input type="checkbox"/> \$15 Students/Seniors | <input type="checkbox"/> \$500 Highliner | <input type="checkbox"/> \$100 Contributing | <input type="checkbox"/> \$5000 Jeff Thomas Society |

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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*. Mail to: Gloucester Adventure, P.O.Box 1306, Gloucester, MA 01931-1306

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Adventure Factoid

Back in her fishing days, *Adventure's* crewmen would individually bait long fishing lines, also known as **trawl**, that had hundreds or sometimes thousands of barbed hooks. After baiting, the lines were coiled and stacked in trawl buckets, which were later rowed out to the fishing grounds to be set.



Adventure crew preparing trawl, c.1940s



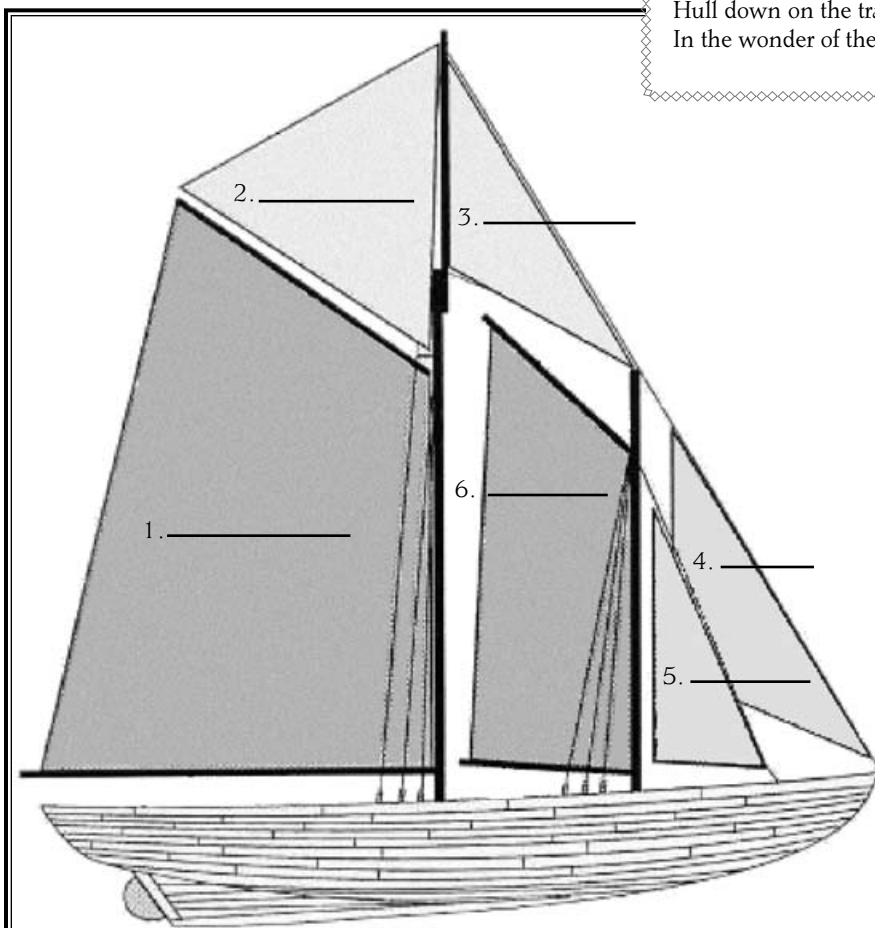
The Sea Gypsy

Richard Hovey (1869-1900)

I am fevered with the sunset,
I am fretful with the bay,
For the wander-thirst is on me
And my soul is in Cathay.

There 's a schooner in the offing,
With her topsails shot with fire,
And my heart has gone aboard her
For the Islands of Desire.

I must forth again to-morrow!
With the sunset I must be
Hull down on the trail of rapture
In the wonder of the sea.



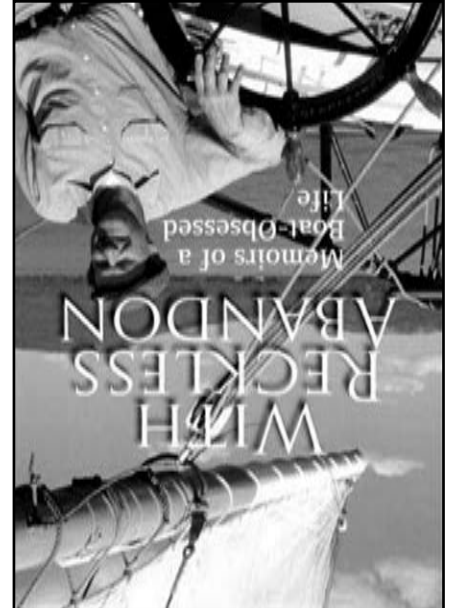
Can you name *Adventure's* sails?

Schooner *Adventure* has a sailing rig that is made up of six sails. Each one is different in size and shape and each sail has a different job to do. There are two upper sails, the **gaff topsail** and the **fisherman staysail**, which are used to catch extra wind when the weather is moderate. The **mainsail** is the largest and gives the most drive. Next, is the **foresail** made of heavy canvas, it is the last sail kept up when the weather gets stormy. The two other sails, the **staysail** (jumbo) and **jib**, work to push more wind back to the rest of the rig. The staysail is heavy and strong, the jib larger and of lighter canvas.



Answers:
1. Mainsail, 2. Top sail,
3. Fisherman staysail, 4. Jib,
5. Staysail, 6. Foresail

Captain Jim Sharp, skipper of a whole fleet of vessels on the Maine coast, including the schooners *Adventure*, *Roseway* and the *Stephen Taber*, has written a new book entitled, **WITH RECKLESS ABANDON**—an irresistible page-turner! Pick up your copy today! 978-281-8079 or Devereuxbooks.com



Join our Crew!

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Call Joanne at:
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Boat Crew • Office Help
Ship's Store • Events
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VOLUNTEERS!



SCHOONER
ADVENTURE

Three Sheets to the Wind is a group of local musicians who perform at festivals, events, and every Tuesday evening at Cameron's Restaurant in Gloucester. They sing traditional sea chanteys, forfeitures, sea music, and focus the songs.

Come hear some of the finest performers on the North Shore, including:

David de la Barre, Colin de la Barre, Martha Bowen, Brian Dunn, Barry Finn, Tony Hillard, Roger Hussey, Carol Karlson, Barry O'Brien, Tim Perkins, Gerry Ryan, Rose Sheehan, Joanne Souza, Peter Souza, George Thompson, Alex Thompson, Gardi Winchester and Leslie Wind

Join us in a Pub Sing every Tuesday at 9pm at Cameron's Restaurant 206 Main Street in Gloucester

Open to all! It's Free! Bring a friend!



THREE SHEETS
to the wind

Schooner Adventure

MUG UP *Adventure's* Newsletter Schooner *Adventure*

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Save America's Treasures
Official Project, 1999



National Historic Landmark, 1994



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