

# MUG UP

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Spring 2009

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

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## SCHOONER ADVENTURE CHOSEN TO COMPETE FOR \$1 MILLION IN PRESERVATION FUNDING FROM AMERICAN EXPRESS



**PARTNERS  
IN  
PRESERVATION**

THERE IS A CONTEST underway in Greater Boston and unlike traditional campaigns, this one is actually promoting the vote-more-than-once ethos. It's American-Idol, but for historic places in Greater Boston and we need your help! Sponsored by **American Express** and the **National Trust for Historic Preservation**, the voting is part of the **Partners in Preservation** initiative — a philanthropic program launched in 2006 aimed at restoring historic sites across the United States.

The Greater Boston area is the fourth region to receive funding from American Express under the initiative. On April 14, American Express and the National Trust for Historic Preservation announced that the *Schooner Adventure* had been chosen to participate in the project. As one of the twenty-five sites selected through a highly competitive process, the *Schooner Adventure* is now competing in a five-week online contest. The public will be casting votes for the landmarks they would most like to see receive funding. The winners will be announced on June 17th 2009.

The replacement of *Schooner Adventure*'s wooden spars, which are over forty years old and unusable, is the next step towards completing the vessel's restoration. The Partners in Preservation grant funds will be used to construct and install eight new historically-accurate spars (read more about this project in the Restoration Update on page 4).



**VOTE TO PRESERVE**  
*Schooner Adventure*  
**April 14th - May 17th**  
[www.partnersinpreservation.com](http://www.partnersinpreservation.com)

PLEASE JOIN US in this high-tech twist on historic preservation. To cast a vote in support of *Schooner Adventure* and to share your own stories and photos, visit the website: **www.partnersinpreservation.com** through May 17th. You may vote once a day until the voting concludes.

At the end of the voting period, American Express, the National Trust for Historic Preservation and an Advisory Committee of Greater Boston-area dignitaries will review the public's votes along with each site's monetary needs to determine how the \$1

million in preservation grants will be awarded. The site that receives the highest number of popular votes is guaranteed to receive funding.

More information about the Partners in Preservation program and status of the Greater Boston project can be found at: **www.partnersinpreservation.com**.

Spread the word—forward this message to family, friends, colleagues and everyone you know!



National Historic Landmark  
1994



Save America's Treasures  
Official Project, 1999

THE DORY-FISHING SCHOONER *ADVENTURE*, a National Historic Landmark since 1994, was designed by Thomas McManus and built in 1926 by the John F. James and Sons Shipyard in Essex. When built, the ship measured 121.6' in length, 24.5' in breadth, and 14' in depth, and was powered by a 120 horsepower engine turning a single screw in a cutout space in the rudder.

Schooner *Adventure* was a "highliner," the biggest moneymaker of all time, landing nearly \$4 million worth of cod and halibut during her fishing career. When retired in 1953, Schooner *Adventure* was the last American dory fishing trawler left in the Atlantic. Subsequently refitted as a windjammer, the *Adventure* carried passengers along the coast of Maine until 1987. During this time she earned the nickname "Queen of the Windjammers" for her grace, beauty, and prowess as a sailing vessel.

The Schooner *Adventure* is the last of the "Gloucestermen," or the great Gloucester Grand Banks fishing schooners—the tall ships made famous by Rudyard Kipling in his *Captains Courageous*. The ship is an icon of America's fishing industry as well as Gloucester's 386-year heritage as America's oldest fishing port. In 1999 the schooner was declared an Official Project of the National Park Service's Save America's Treasures program. "For twenty-seven years this classic Gloucester schooner reaped the bounty of the North Atlantic banks in the classic way, biblical in its simplicity, until the dying twilight after World War II, when she was the very last, the *Old Lady*, the living ghost of the once-great fleet of American dory trawlers that put new England on the fishing map of the world" (Garland, J. E. with Sharp, J., 2000).

Schooner *Adventure*'s Restoration and Educational programs are supported in part by:

#### THE DUSKY FOUNDATION



**VarianSEA**

**Cape Ann Insurance**

*Cruiseport Gloucester*



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

[www.schooner-adventure.org](http://www.schooner-adventure.org)

Joanne Souza, Director  
[jsouza@schooner-adventure.org](mailto:jsouza@schooner-adventure.org)

#### Contributors to Mug Up:

Marty Krugman  
Joanne Souza  
Eva Walker

#### Photos:

*Adventure Archives*



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## President's Message



DEAR FRIENDS OF ADVENTURE,

WITH THE RESTORATION of the Schooner *Adventure's* hull and deck effectively completed, we have been aggressively seeking the \$1 million needed to complete the restoration and get our National Historic Landmark fishing schooner sailing again. Although the current economic climate represents a far greater fundraising challenge than before, I am confident we will find the funds needed to re-launch the schooner as a sail-based environmental education program. I am confident because I know that our Board of Directors, staff, and crew of volunteers will relentlessly pursue this goal until we succeed.

In this issue of Mug Up, we are reporting on a great opportunity for us to win \$100,000 to help get the Schooner *Adventure* sailing again! But, we will not be able to win without your help!

The Schooner *Adventure* has been selected by the **National Trust for Historic Preservation** (NTHP) to be one of 25 non-profit, historic properties in the Greater Boston area, to compete for \$1,000,000 in preservation funding sponsored by **American Express**. This competition for historic preservation funds is called **Partners in Preservation**. Out of an initial group of 150 historic properties and after a series of eliminations, the Schooner *Adventure* was selected to be one of 25 finalists. The Schooner *Adventure* has the incredible opportunity to win \$100,000 to rebuild all of our spars: masts, top mast, booms, and gaffs! We will win *if we get enough votes* (see related story).



In a recent state-wide competition, Gloucester's **Man-at-the-Wheel** statue, the iconic image of the courageous Gloucester fisherman, was selected as the image to be struck on the reverse side of the new Massachusetts quarter. The world-famous statue, dedicated in 1925 as part of the city's 300th anniversary, designed and sculpted by English sculptor Leonard Craske, received more votes, by a factor of four, than scores of other historic places in Massachusetts. Like the Man-at-the-Wheel, the Schooner *Adventure*, "the last of the Gloucestermen," is also iconic of Gloucester's extraordinary 386-year fishing heritage. The Man-at-the-Wheel is at the helm of a "Gloucesterman."

I hope you will read the related articles in this issue to learn how to help the Schooner *Adventure* win this contest. I invite you to join us for our Open House on May 2nd and 3rd to see the restoration work we have accomplished.

Visit [www.schooner-adventure.org](http://www.schooner-adventure.org) for photos and updates on the restoration. For more information contact Joanne Souza at 978-281-8079.

Thanks for your support. I cannot tell you how critical it is.

For *Adventure*,

Marty Krugman



# RESTORATION UPDATE

## SPARS AND RIGGING

THE SCHOONER *ADVENTURE*'S wooden spars are currently over forty years old and are no longer serviceable. Their replacement is the next critical step in the ship's complete restoration. We are hoping to secure Partners in Preservation grant funds to go towards building and installing eight new, historically-accurate spars using high-strength, laminated Douglas fir cants (timbers).



One of *Adventure*'s current spars.

These eight spars include: the 92' main mast, 76' foremast, 41' top mast, 67' main boom, 42' main gaff, 27' fore boom, 26' fore gaff, and 20' staysail boom. Their installation will be a highly-visible project, as the spars define the rig and give the Schooner *Adventure* its distinctive appearance and character as a fishing schooner.

Spar and sail design and spar specification plans for the Schooner *Adventure* have already been designed by Tri-Coastal Marine Naval Architects. Currently, the Schooner *Adventure* organization is researching appropriate cant lamination firms, spar yards, and special freight trucking firms in order to develop requests for bid proposals.

Laminated cant construction is expected to begin at the end of August 2009, and the installation of all the spars and their accompanying rigging should be completed by the following June.



*Adventure* leaving the Boston Fish Pier, late 1940s.



Schooner *Adventure* in 1926 with her brand new spars.

## SAILS UPDATE

Sailmaker Nathaniel Wilson will soon be working on Schooner *Adventure*'s new sails as the final sail plan designs, rendered by California-based Tri-Coastal Marine Naval Architects, are approved.

The Schooner *Adventure* will have a new main-sail, foresail, staysail, jib, fisherman staysail and gaff topsail. The sails will be made with Oceanus Cloth, a strong polyester sailcloth typically used for traditional sailing vessels.



Nat Wilson working in his Maine loft.



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## TOUR THE SCHOONER *ADVENTURE*

While undergoing restoration, guided tours of the Schooner *Adventure* are available on Saturdays (weather permitting) between 10:00am-2:00pm or by arrangement.

On May 1, 2009, the Schooner *Adventure* will be moved to a floating dock to improve public access, and the Schooner *Adventure* organization plans to resume its dockside programming (including regular guided tours, receptions, special events, and sea chantey concerts) on board the ship's deck during the 2009 summer season.

Once fully restored, the schooner will return to active sailing, serving as both an icon of Massachusetts' and America's fishing heritage, and as a floating classroom for maritime environmental education that focuses on sustainable fishing.

That the Schooner *Adventure* will fulfill both a symbolic and active role in preserving maritime and fishing tradition is of great importance to the people of Gloucester in particular, who have experienced a loss of livelihood and identity over the past thirty years with the decline of the family-based fishing industry. The restored Schooner *Adventure* promises to renew the value of their heritage and generate new economic opportunities for their city.

The ship is currently a destination site on the Essex National Heritage Area Maritime Trail, and was a key aspect of Gloucester's Federal designation as a Preserve America Community in 2006.



Volunteer Jeff Thomas, grandson of Schooner *Adventure* Captain Jeff Thomas, giving a tour of the main deck. Summer 2008.

**TOUR THE DECKS OF  
SCHOONER *ADVENTURE***  
Saturdays 10-2  
call: 978-281-8079



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Come to our Open House on May 2-3 and enjoy our art, music and craft festival. Take a tour of the Schooner *Adventure*! See page 10 for more details.



Dockside Festival



*Adventure's* dory exhibit



Making sailor valentines

# A Captain's Daughter Remembers



Lorraine talking with the Captain of the *Gazela*, September 2005.

Lorraine Hynes Louanis is the daughter of the late Captain Frank Hynes and niece of the late Captain Leo Hynes, the last of the world-renowned Gloucester dory fishing schooner captains. In 1953, with Captain Leo Hynes at the helm, the Schooner *Adventure* sailed back to Gloucester to retire. She had endured longer than any other Gloucester dory fisherman. Lorraine grew up on the decks of these revered Gloucester vessels listening to and watching the courageous men who earned their educations on the outer banks, the men who fished aboard the vessels in the once-great fleet of American dory trawlers that put New England on the fishing map of the world.

These are her stories.

---

## FRANK AND LEO HYNES AND THE *MARY E. O'HARA*

The *Mary E. O'Hara* was a schooner that both Frank and Leo Hynes captained. She was owned by the O'Hara brothers out of Boston. When Frank and Leo became citizens, they became captains (in order to captain a boat, you had to be a citizen and this was the 1930s).



Frank and Leo Hynes, c. 1920s.

### HARD TIMES

Newfoundland was a hopeless place, after WWI especially. It was a British Colony and because of the debt that incurred during the war, they lost home rule and were not allowed to govern themselves. The British referred to the people as scum. People would throw a loaf of bread at the door on the 13th of March each year (if they had one) to keep the wolf of hunger away. The House of Rothchild was given the mineral rights to Newfoundland and Labrador. There were many minerals and oil there, but the native people had no access to them. Many people were dying of Tuberculosis and poverty was great. The "Dole" (welfare) was \$2.00 a month and if you accepted food or clothes from someone, the Dole was taken away. They were not allowed to vote.

A boy went to sea at 10, 11, or 12. Frank Mitchell acted up in school and was made to leave at age 9. Leo and Bob O'Brien perhaps had a fourth or fifth grade education. Leo and Frank's grandfather, Thomas Hynes, was born in Galway, Ireland in 1830 and died over here in 1907. He acquired seventeen vessels and never modernized. Leo and Dad were the last of the sailing captains I think because of their family background. Dad gave up about 1950, Leo in 1952-53. In Joe Garland's book on Schooner *Adventure*, he said that Albert Hines from Nova Scotia and Leo were the last. Dad's *Shamrock* had been sold. Albert Hines retired and Dad acquired along the way the *Marjorie Parker*, afterwards the *Grand Marshall*. Albert was a fine man. It got down to the fact that the men were old and wearing out. Nobody new was dory fishing. Leo would bribe my dad's crew members with \$100 bills to join him — and that was the last of sails down East from the U.S.

When the men came here, they went fishing, were carpenters or worked in high steel building skyscrapers. The women usually became domestics, as they got board and room and sent money home from their wages. My mother was a domestic. Her sisters worked for Western Union as telegraphers. Morse Code had to be learned as a school subject in Newfoundland. There were some women who became prostitutes (having no education in some cases and not having any training or home).

Many of the men drank and ended up sadly. Some would come ashore during their trip, meet a prostitute and get rolled. Many were family men and didn't drink and were good fathers and husbands like the Miles brothers who shipped with Leo, Ben Blagden, Titus Wambolt, Sal Hartigan, etc.

If their trip was a "broker," in which they caught fish but couldn't get the price for them, they came home with free fish and a dime for transit. That was it for a week at sea or sometimes two weeks or more. Two of the more popular places for them to drink was *The Bucket of Blood* in Boston and *The Brass Rail* in Gloucester.



## THE MARY E. O'HARA

January 21, 1941 — There was snow falling that night and there was wind as the *Mary E. O'Hara* entered the harbor in the vicinity of Boston Harbor. Stanley Connor was on watch. Gilbert Smith was at the wheel and Fred Wilson the captain was on deck.

The snow was blinding and two men should have been on watch, not just one. Suddenly they hit a barge, the *Winifred Sheridan*, loaded with coal. The *Winifred*, along with three other coal barges, had anchored because of heavy seas en route from Jersey City, New Jersey to Rockland, Maine.



*Mary E. O'Hara*, 1937

The *Winifred Sheridan* crew said they heard nothing and their lights were burning and an anchor watch was being kept, but someone on the *Mary E. O'Hara* said there were no lights and also no watch, as they would have heard the impact.

Clayton Hines occupied a bunk in the forepeak and with the grinding crash, rushed scantily clad up to the deck above. Hines had a deep split in his scalp and was bleeding. He would not survive. He was shouting, "she's sinking!".

Many more rushed onto the deck, some with little clothing. Fred steered the schooner away from the barge and drove her for nearly a mile trying to reach shoal water before the deck sank. The ten dories were frozen in two cakes of ice on deck.

The crew swarmed up the ice-coated rigging. Three vessels passed them by, but didn't hear them shouting. One was the *Pollyanna* captained by Frank Mitchell one time captain of *Adventure*. Later as early morning came, the trawler *North Star* captained by Jan Lunde came upon the *Mary E. O'Hara*, only the spars were above the 49 feet of water. He nosed the prow of the *North Star* into the rigging of the *Mary E. O'Hara* and took four crewmen off: Stanley Conrad, Frank Silva, Cecil Larkin and Gabriel Welsh, who all lived in Boston at the time.

Patrick Eutace was the mate on the *North Star* and he said he only heard a "thump thump." The crew on the *North Star* were urging him to come back on board the *North Star* as

they said only "spades" [ghosts] on her by now. It seemed to be coming from an upside down dory that had now broken free and was floating on top of the water. Patty turned the dory over and underneath was Cecil Larkin who had fallen out of the rigging and his head was being held above water by a wire under his chin. Wire held light bulbs that were strung through the rigging for night work.

Another time during a storm on January 29, 1941, Fred Wilson was parted in his dory from the schooner he sailed on. He rowed into Sable Island, the "graveyard of the Atlantic," his tongue swollen out of his mouth. But in a third incident, he died and his body was never found. Last seen of him, he was smoking his pipe in the rigging. His wife refused to believe he was dead and waited for him to come home for the rest of her life.

Notes: When the *Commonwealth* blew up and sunk in 1926, she had a gas engine. There were five saved, including Fonce Hynes (Leo's cousin, my uncle) and Fred Wilson. They shared a bottom of a dory. In that case one on each side hanging on. Fred tried to kick my uncle off but didn't get to do it — both survived. The *Mary E. O'Hara* blew up at the dock in Gloucester when her captain went down below decks to see why she was blowing smoke. He died. With these two boats sinking because of gas engines, safer diesel engines were installed.

Also crewmen did not "sign on" at this time, so there was no list of who was aboard.

\* \* \*

Do you have any memories or  
photographs related to the Schooner  
*Adventure* that you would like to share?



We'd love to hear about them!

You can contact us on our website:  
[www.schooner-adventure.org](http://www.schooner-adventure.org)  
or upload to our Facebook Fan page  
(click on the Facebook link  
on the homepage of our website)  
or mail us at: P.O. Box 1306  
Gloucester, MA 01931-1306



## A Letter on Behalf of the Schooner *Adventure* Lecture Series

Dear Fellow *Adventurer*,

Have you ever attended one of our Schooner-*Adventure*-sponsored lectures? If you have, you know that you have come away from each presentation with new knowledge or insights about our natural world and the satisfaction of an evening well spent. Your lecture series committee thanks you for supporting their efforts.

However, if you haven't, you have missed a wonderful opportunity to broaden your horizons, to listen to experts in their chosen fields you would otherwise perhaps not hear, and to have spent an absolutely priceless evening, for all the lectures are open to the public, and they are free!

Although you may have read or heard about the lecture series before, let me repeat (for the sake of our new members) what meanwhile has become history:

Six years ago, in March of 2003, a few of us convened to explore ideas as to how to attract new members to the Schooner *Adventure* membership and keep her in the public eye while she was sitting "high and dry" in restoration. We decided on a lecture series! Many questions had to be answered: How to find speakers; scheduling; venues; cost; publicity, and more. We particularly wanted the series to give something back to the community, and so it had to be free and open to the public. Lastly, we had to run our new effort with a minimum of expense.

Why focus on a lecture series, you might ask. The answer is simply that in support of Schooner *Adventure*'s ultimate mission — a floating classroom dedicated to education in marine science, natural history and Gloucester's fishing history and industry — the series would serve as a temporary vehicle of education. It would also serve an additional purpose: While highlighting the natural features of the beautiful geographic area in which we live, the series would at the same time heighten or awaken people's awareness of our increasingly fragile environment.

We believe that we are pursuing a worthwhile goal and are grateful that we seem to have developed a loyal audience. Together, we have enjoyed 34 natural history presentations on a great variety of topics. In September 2003, we started with a hugely successful lecture by professors Dennen and McCarl on

"The Geology of Cape Ann: 450 Million Years in the Rocks," and over the years we have had talks on an almost endless variety of topics, from whales to butterflies. On March 18, 2009, we had another geology lecture, this time given by Harvard's Mark Van Baalen to a standing-room-only audience.

In the pursuit of our mission, we have been very fortunate in having access to a wealth of professional expertise residing in the area's colleges and state and private environmental organizations. Our speakers have come from the US Fisheries, from Harvard, from the Coastal Zone Management, from MIT, from Audubon and many other places. Needless — but important — to say, we are enormously grateful to our speakers who give so generously of their time. We could not have run our series without their good will.



Lectures such as, "Hiking to Georges Bank," is just one of the many interesting educational talks the Schooner *Adventure* Lecture Series offers.

And there is more:

While setting up the natural history series, we also developed a series of "summer lectures" which allows us to explore different topics during the months of July and August. We have had memorable lectures in this series as well, starting out in 2003 with Don Johnson of D.M. Johnson Quarry. Other lectures, to cite just a few, were about maritime archaeology, ship models, Cape Ann's Native Americans and the US Coast Guard, presented by one of their own.



Schooner *Adventure*'s Joanne Souza has filmed all presentations for Channel 12, Gloucester's community channel. Showing each lecture later in the week has been a valuable, shared outreach by Cape Ann TV's and Schooner *Adventure*'s combined efforts, allowing viewers who cannot attend the lectures to enjoy them later.

Throughout these years, we have been gratified by the support of Varian SEA, the Cape Ann Insurance Agency and two private supporters. We could not have succeeded without their support. That said, this is 2009, and with fewer funds available this year, we are once again in need of "financial aid" if we want to keep the series going.

Lastly, nothing would please your lecture series committee members more than to see more of their fellow Schooner *Adventure* members at these lectures. Incredible as it may sound, some of you don't know about our series, but plans are in progress for another interesting and informative year

of lectures, and mailings and posters will keep you informed. Please come and join us, and enjoy with us what these lectures offer all of us — free of charge!

On behalf of all of us on the Lecture Series Committee: Joanne Souza, Betty Stanton, Pat Makin, David Rhineland, Steve Hall and Marty Krugman.

Thank you,

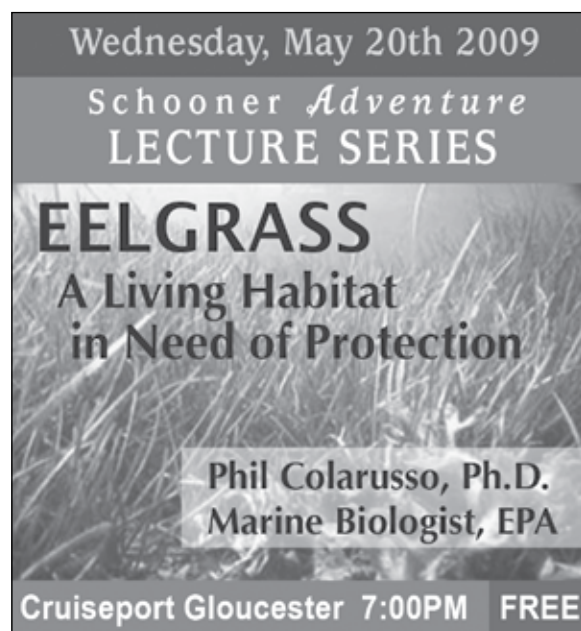
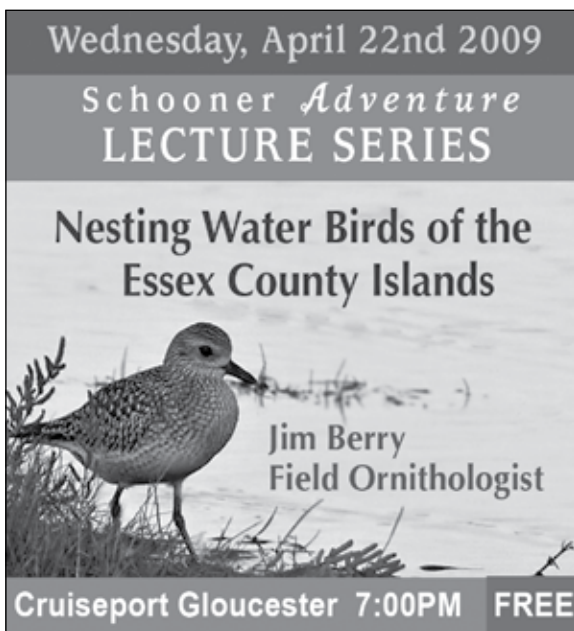
Eva Walker  
Chair

P.S. Natural History lectures take place downstairs at the Cruiseport Gloucester on a certain Wednesday evening during the months of September, October, November, March, April, and May. The summer lectures also meet on a Wednesday evening in July and August. Watch for your mailings!



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### ***Come join us for our upcoming spring and summer lectures***



Our **Summer Lecture Series** begins on **Wednesday, June 15th 2009** and will feature speaker Madeleine Hall-Arber, Ph.D., from the Anthropologist Center for Marine Social Sciences at MIT. Watch your email and snail mail for more details! To get on our email/e-newsletter list, send an email to [jsouza@schooner-adventure.org](mailto:jsouza@schooner-adventure.org).



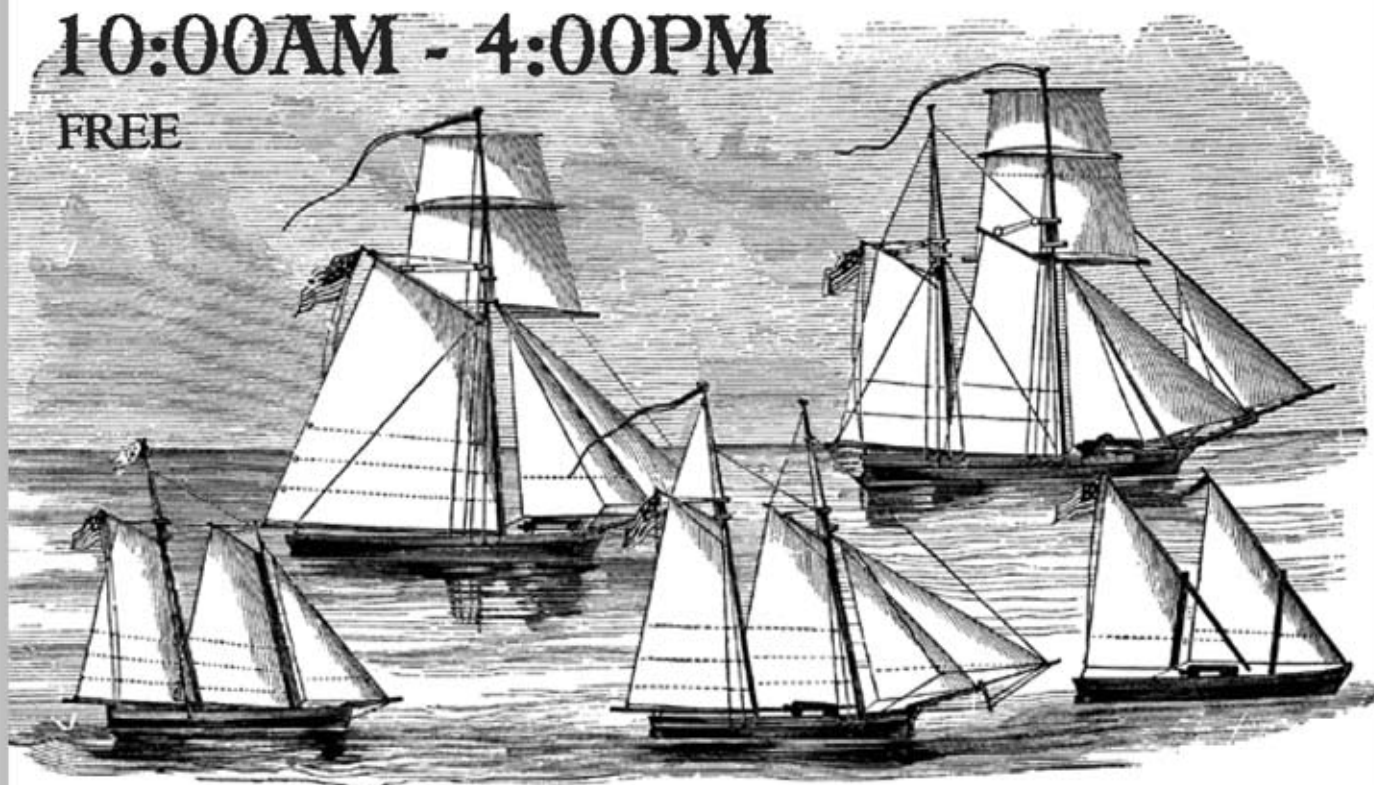
OUR NEW LOCATION for the Lecture Series is downstairs at the Cruiseport Gloucester Marine Terminal, 6 Rowe Square, next door to the Schooner *Adventure*.

There's plenty of free parking available and restaurants are nearby.

# Join the **SCHOONER ADVENTURE** **SATURDAY, MAY 2nd** **SUN. MAY 3rd 2009** FOR AN **OPEN HOUSE**

**10:00AM - 4:00PM**

**FREE**



## SEA HISTORY

"Stories of Gloucester Fisherman"  
Presented by Jeff Thomas  
Dory Exhibit  
Vessel Tours

## ARTS & CRAFTS

Fish Printing  
Sailor Valentines  
Maritime Photography Exhibit  
featuring award-winning photographer,  
Alexander Thompson

## MUSIC

Featuring Schooner *Adventure's* own  
**THREE SHEETS TO THE WIND**  
Chantey Singers

**TOUR the SCHOONER ADVENTURE**



Schooner Adventure, 8 Rowe Square, Gloucester (next to Cruiseport Gloucester)  
For more information call: 978-281-8079 or email: [jsouza@schooner-adventure.org](mailto:jsouza@schooner-adventure.org)

## 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

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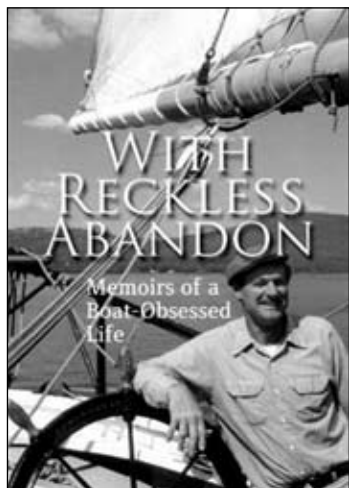
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The Gloucester *Adventure*, Inc., steward of the National Historic Landmark Fishing Schooner *Adventure* is a 501(c)(3) nonprofit organization. Donations and in kind gifts are tax-deductible and will be used to Save the *Adventure*.



Read about *Adventure* in Captain Sharp's memoir, **With Reckless Abandon**. Available at: [www.devereuxbooks.com](http://www.devereuxbooks.com)



Take a tour of the Schooner *Adventure* on Saturdays between 10-2, or by appointment. Call 978-281-8079 or email: [jsouza@schooner-adventure.org](mailto:jsouza@schooner-adventure.org)



# MUG UP

## Schooner *Adventure*

P.O. BOX 1306  
Gloucester, MA  
01931-1306  
978-281-8079



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