

## Schooners at Haven Boatworks

By Elizabeth T. Becker

Even though Port Townsend, Washington, is known for its obsession with wooden boats, it isn't often that you see four classic wooden schooners being worked on in one boatyard. But that was the case this fall at Haven Boatworks, a cooperative of six shipwright/owners in Port Townsend, Washington. On the left is the 75' schooner *W.N. Raglan*, built in 1913 in Denmark, and currently owned by musician Neil Young. She was in the yard for planking, painting, varnishing, and hydraulics work. Next is the schooner *Mary Hillyer*, built in 1914 in Olympia, Washington, by Vic Franck. Brought in for new guards and exhaust work, the vessel is ready for her annual voyage from Vashon Island (in the southern part of Puget Sound) to Alaska. Alongside *Mary Hillyer* is the 41' gaff-rigged pinky schooner *Pleiades*. Built in 1989, the vessel's owners brought her to Haven Boatworks for a new deck, repowering, mechanical work, and some interior joinery.

Last but certainly not least in the lineup is the graceful 101' gaff topsail schooner *Adventuress*. Designed by B.B. Crowninshield and built by Rice Brothers in East Boothbay, Maine, in 1913, she is cared for by the nonprofit organization Sound Experience, offering youth sail-training and environmental education programs throughout Puget Sound. The organization's dedicated volunteers are working with Haven shipwrights on a major effort to reframe and replank about one-third of the starboard side. *Adventuress* was named a National Historic Landmark in 1989 after being extensively restored under the leadership of the late Ernestine Bennett, who owned the schooner from 1974 to 1991. "Mrs. B" introduced countless young people to sailing with her Youth Adventure program. More on *Adventuress* and Sound Experience can be found at [www.soundexp.org](http://www.soundexp.org).

## Adventuress Starboard Side Project

By Elizabeth T. Becker

In October 2005, the crew and volunteers of *Adventuress* began removing sections of the schooner's interior in anticipation of the major repair work that would consume their energy during the coming winter. The vessel, which was built in 1913, has undergone several large-scale restoration projects over the past 12 years. In 1993, a number of frames on the port side were replaced, followed in 1998 by 15 new hull planks, bulwarks, and caprail (also port side).

The removal of several planks on the starboard side in 2000 uncovered a number of frames that needed to be replaced. This winter, those frames are the focus of the last big piece of a major effort to bring *Adventuress* into top condition to enter her second century.

In November, the appropriately dubbed Starboard Side Project began in earnest at Haven Boatworks in the schooner's home port of Port Townsend, Washington. The original, 93-year-old covering board, bulwarks, and pitch pine planks were removed to expose a 30-foot section of oak frames on the 101-foot long vessel. Fifteen new purpleheart frames and new top futtocks have been installed. Twenty new planks will be cut from old growth fir from the Olympic Mountains. Bronze screws will replace the original bronze spikes (which were used below the waterline) and iron nails (which were used above the waterline).

"This work is like an archaeological dig," said Captain Wayne Chimenti, who has skippered the *Adventuress* for the past 13 years. Of particular interest is the single internal chainplate, which measures 4 by 6 feet. The iron original is being replaced with a new steel plate being made by the Haven shipwrights.

*Adventuress* is owned and operated by the nonprofit organization Sound Experience. The classic schooner, built by B.B. Crowninshield in East Boothbay, Maine, is sailed for 8 months out of the year throughout Puget Sound, carrying over 3,500 passengers annually. The voyages, which are mostly youth oriented, offer environmental education programs and sail training. Dozens of volunteers help out as crew members and lend a hand at ship maintenance.

© 2006 Elizabeth T. Becker

These articles appeared in *WoodenBoat* Magazine, March 2006