



# AGE of SAIL MARITIME ALLIANCE

Volume 4

*a 501(c)3 historical maritime educational organization*

Summer 2010



## FROM THE PRESIDENT:

Dear Shipmates,

I recently had a conversation with a naval interpreter, who asked me “Why should I join the Age of Sail Maritime Alliance?” He followed up this question by asking if the ASMA provided insurance to our membership and if the ASMA sponsored any members’ only events. This conversation set me to thinking about my reasons for joining the ASMA. When the HM Sloop Otter decided to join the ASMA, we knew that insurance was not provided to its membership (even though the ASMA is currently researching this possibility, while providing information to its membership about possible alternatives). Likewise, we knew that in its infancy the ASMA would be unable to sponsor its own events.

So, what led my unit to decide to join the ASMA? Probably the same thing which has lead each of you to this decision....the desire to associate with true maritime enthusiasts. It is common in historical interpretation to encounter a well-dressed and attired individual who can describe to you the proper way to load and fire a musket, or how to wheel a company into line, but when it comes to being able to explain how the 18<sup>th</sup> century soldier or sailor lived, they draw a blank. In modern industrial terms, they are operators. They know which buttons to push to operate the machinery, but many don’t understand what happens behind the control panel.

This is not so in the ASMA. The ASMA is made up of technicians; people who understand the cause and effect of the actions they take - people who are willing to spend a weekend getting wet and dirty, all in the hope of being able to share their knowledge with the public and each other. Are we all able seamen, gun captains, ship’s surgeons, sailing masters, sail makers, boat builders, marines, coastal traders, bateau men, gunsmiths, blacksmiths, or even, vintners? No, we are not. But we do have each of these specialties within our ranks, and more besides. What makes the ASMA special is the willingness of these technicians to share their knowledge with each of us. Every member of the ASMA has something to offer everyone else. It is through this sharing that we all grow, and it is through our personal growth that the ASMA

grows.

The ASMA has come a long way in a very short time, but we still have a long way to go. Let's continue to steer close to the wind. Each of us must continue to learn, grow and share with each other.

Smooth Sailing,

Howard Helmer  
ASMA President

## DRUMS ALONG the MOHAWK, HERKIMER & MOHAWK, NY



On June 4-5-6, 2010 a fleet of twelve ASMA boats took to the Mohawk River to bring to life the maritime history of New York's inland waterways. Sponsored by the Safflyn Corporation, the Center for Green Leadership, Gems Along the Mohawk and the towns of Mohawk and Herkimer, NY, the weekend event was the first ASMA sanctioned event of 2010 and brought together historical maritime groups from Massachusetts to New York and Vermont to Pennsylvania.

While the boats plied the Mohawk River as part of the planned public display, and landed British marines to support the ground programs, the infantry took to the streets of Mohawk where running skirmishes were held on both Saturday and Sunday.

Of note was ASMA member **Scott Lance** of Johnsonburg, NJ and the crew of his 29' batteau "Moon" who were awarded the ASMA "Onion Bottle" award for their historical portrayal and outstanding seamanship at the event. The batteau "Moon" was only launched a week before the



event, having been restored by Scott and his crew for several months. Congratulations to Scott and his crew from the **New Jersey Ranging Company** for a job well done!

On Saturday an ASMA general business meeting was held. **Scott Padeni**, ASMA Vice-President, presided over the meeting agenda. Items that were discussed included safety on the water, the search for new sources of reenacting insurance that included boats, the ASMA's 501(c)3 status with the IRS and the introduction of **Joe Ruggiero** and the **Sea Rats** for ASMA provisional sponsorship.

Announced during the meeting was the launching of the new ASMA website at [www.ageofsailmaritimealliance.org](http://www.ageofsailmaritimealliance.org) as well as the ASMA's Café Press website where ASMA merchandise can now be purchased. A percentage of the proceeds from the Café Press site go directly to the ASMA, and those interested in ASMA shirts, coffee mugs, hats and bumper stickers can visit <http://shop.cafepress.com/age-of-sail-maritime-alliance>.

## THE BATTLE OF THE RESTIGOUCHE



The weekend of July 9-10-11, 2010 saw eleven 18<sup>th</sup> century longboats and batteau on the Restigouche River for the "Battle of the Restigouche" 250<sup>th</sup> Commemoration Event in the towns of Campbellton, NB and Pointe-a-la-Croix, QC, Canada. This was the second ASMA sanctioned event of 2010.

Nine of the eleven boats were ASMA vessels that traveled from Ontario, Maine, Massachusetts, Vermont, New York, and Pennsylvania to attend. In addition to period boats, a battery of four ASMA naval 3-pounders were on hand and used for the first ASMA "School of the Sailor: Introduction to Naval Artillery" instruction course. During the "School of the Sailor" all of the historical boat crews in attendance had the opportunity to learn how to safely clear, load and fire full scale naval cannon.

On Saturday the boats took part in a formal wreath laying ceremony. All of the boats rowed to a predetermined location on the Restigouche River, and with VIPs from the local community

aboard a wreath was laid in the water to honor both the French and English sailors who fought in the last naval battle of the French & Indian War.

On Sunday the boats took town dignitaries from the Campbellton Wharf to the Listuguj landing on the Quebec side of the River. Once ashore the entire force moved to Fort Listuguj, home of the French/Acadian Village.

Being this was an ASMA sanctioned event, the ASMA's "Onion Bottle" award was on hand and provided to the event organizers to award to the maritime group that they thought represented the best overall maritime impression at the event. On Sunday the award went to the **Shelburne Longboat Society** and the crews of their two handsome longboats "Shelburne 1" and "Shelburne 2." This was the first time that the "Onion Bottle" award was given to a non-ASMA member, and it was much deserved. Congratulations to both crews! Information on the Shelburne Longboat Society can be found at [www.shelburnelongboats.com](http://www.shelburnelongboats.com).



## **THE MARITIME RE-ENACTOR: SAFETY and the NAUTICAL RULES of the ROAD** by Captain Scott Padeni

As historical re-enactors, we all understand the importance of safety. Let's face it, our "hobby" is based on the recreational use of weapons and tactics that were meant to maim and kill. As maritime re-enactors, safety is of particular importance since we introduce the additional dimension of re-enacting on the water. While like our land-based brethren we strive to create an accurate "historical impression," due to the fact that we are manning actual vessels we need to be mariners first and re-enactors second. Like any other watercraft if not equipped and handled properly they can and will take you to the bottom. As they say, the sea is a heartless mistress and has little tolerance for the foolhardy. For the vessel captain/ owners, an inherent burden of responsibility also exists in that you are expected, in many cases by law, to equip your vessel with the required safety equipment and to operate your vessel in a safe manner and with a certain level of skill.

At a minimum, safety equipment aboard vessels should include:

- At least one PFD per crew-member (type V inflatable PFD's must be worn to be counted as an on-board PFD).
- One throw-able cushion.
- Distress signals including a daytime flag (black ball and square on orange background), and flares.
- Hand pump.
- Sound device.
- First Aid kit.
- Fire extinguisher.
- Flashlight.

Just as important as having the proper safety equipment, the boat owner/captain should also be familiar with the maritime Rules of the Road. Though many people may not realize it, as with our roadways, there are specific rules that regulate the way vessels can operate on the water. Learning and abiding by these rules will not only make you a safer mariner, it will help prevent potentially serious accidents for which you could be held accountable in you are found negligent. In all there are 38 Rules of the Road (Inland and International) that vessels on the water must comply with. While many of these rules are meant for large, power-driven vessels, there are several rules that apply to row and/or sailing vessels such as ours. Over the course of the next few ASMA newsletters I am submitting several of these rules or parts of rules as they apply to us.

#### **- RULE 8: ACTION TO AVOID COLLISION -**

##### **What it says:**

(a) Any action taken to avoid collision shall *be taken in accordance with the Rules of this Part and [Intl]* shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.

(c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

(d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.

(e) If necessary to avoid collision or allow more time to assess the situation, a vessel may slacken her speed or take all way off by stopping or reversing her means of propulsion.

##### **What it means:**

You must take action well before it is necessary to avoid a collision. You should make the maneuver substantial and obvious so the other vessel knows you are taking the appropriate action.

## **- RULE 9: NARROW CHANNELS -**

### **What it says:**

(a) *(i)* [Inld] A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

(b) A vessel of **less than 20 meters in length or a sailing vessel** shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

(g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

### **What it means:**

Vessels operating in a narrow channel should keep as far to the right as is practical. Vessels less than 20 meters and sailing vessels cannot interfere with the passage of vessels confined to narrow channels. Good examples of this include the Hudson River and the St. Lawrence Seaway. Basically, if a freighter runs you down because you were crossing a channel, it will be your fault. Use caution around blind turns, and do not anchor in a channel.

I'll be submitting additional "Rules" in the next several newsletters, but will have the entire series posted to the ASMA Yahoo Group "Files" section for your immediate reading pleasure.

## **TREASURY REPORT**

As of this newsletter's publication the ASMA has in its treasury a total of \$552.82. The 2010 calendar year started with a carry-over sum of \$1,085.93 from 2009 and added \$554.00 in pennant sales, a donation of \$54.90 for website hosting, and the collection of \$205.00 in membership dues with a number of member dues still outstanding. Expenses included \$400.00 for the organization's 501(c)3 application, \$824.62 for the pennant order, \$126.89 for awards and a yet-to-be-reported amount for postage used to mail out pennants to members. The current Treasurer's Report, complete with line-item detail, is available for the membership's review on the ASMA's Yahoo Group.

## ASMA EXECUTIVE COMMITTEE & BOARD MEMBERS

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### NEXT ASMA SANCTIONED EVENT:

The next event is at the Lake Champlain Maritime Museum the weekend of August 20-21-22, 2010. Those wishing to attend should contact Dale Henry at [daleh@lcmm.org](mailto:daleh@lcmm.org) or the LCMM through their website at [www.lcmm.org](http://www.lcmm.org).

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