



AGE of SAIL MARITIME ALLIANCE

Volume 5

a 501(c)3 historical maritime educational organization

Winter 2010



THE YEAR IN REVIEW

As the 2010 campaign season comes to a close we reflect on a year of great achievement. The ASMA sanctioned three large maritime events spanning the northeastern United States and the Canadian Maritimes, with dozens of member boats taking to the water. The year began with the “Drums Along the Mohawk” event on the Mohawk River in upstate New York, continued to the Restigouche River for the “Battle of the Restigouche” in New Brunswick and Quebec, Canada, and ended with the ASMA’s return to the Lake Champlain Maritime Museum in Vergennes, VT for the “Rabble in Arms.”

New boats were launched and new members joined the ASMA, while two of our members were taken from us before their time. All in all, as an organization the ASMA has grown even stronger. Membership now stands at forty boats with more slated to come aboard in 2011.

The bicentennial of the War of 1812 is fast approaching and plans are in the works to support a number of commemorative events where the boats will play pivotal roles. It’s a great time to be part of the ASMA, and the months ahead are full of promise, camaraderie and adventure.

Several events are already being presented to the ASMA for possible sanctioning next year, including a “School of the Sailor” weekend in Kingston, ON, the “Battle of Plattsburgh” on Lake Champlain and the “Burning of Kingston” on the Hudson River, just to name a few. And although a maritime event at Mount Harmon Plantation did not materialize, the War of 1812 will undoubtedly take the ASMA to the Chesapeake in the near future.

RABBLE IN ARMS 2010

The weekend of August 21-22 saw a number of ASMA boats and their crews turn out to support the Lake Champlain Maritime Museum for their “Rabble in Arms” event. In addition to ASMA boats, our members once again helped to crew the “Philadelphia II” - the only working replica of Benedict Arnold’s Lake Champlain fleet. Exercises took place



on the water outside of Basin Harbor where the “Philadelphia II” accompanied by the ASMA boats staged a British landing. Troops and sailors put on a reenactment for hundreds of spectators that included the burning of several frontier homesteads built specifically for this event.

The gunboat “Syren”, formerly the “Skweed”, was also relaunched that weekend. Kris Jarrett and his crew spent the first half of the year restoring the 22’ long batteau and making it ready for its reintroduction to the maritime community at the “Rabble” event. And since the “Rabble in Arms” was an ASMA sanctioned event,

the prestigious “Onion Bottle” award was on hand. Erick Tichonuk of the Lake Champlain Maritime Museum awarded the “Onion” to Jamie Parillo and the crew of the “Dark and Stormy” for their outstanding seamanship and handling of their boat on the water during the public demonstrations.

JOE RUGGIERO, 1984 - 2010

On October 29, 2010 Joe Ruggiero, commander of the Sea Rats, was killed while working on a film set outside of Roanoke, VA.

Ruggiero and his crew were sponsored into the ASMA in June of this year by Scott Padeni and the “General Arnold”. The Sea Rats made a significant impression on the ASMA during the “Burning of Kingston” event in 2009, the “Drums Along the Mohawk” event in June and the “Battle of the Restigouche” in July.



WILL PATTON, 1963 - 2010

Will Patton passed on October 11, 2010 in his home in upstate New York. He was a member of Speakman’s Company as well as a crewmember with the Inland Mariners Society.

THE MARITIME RE-ENACTOR: SAFETY and the NAUTICAL RULES of the ROAD

by Captain Scott Padeni

Continued...

As a continuation to the last ASMA newsletter, I've put together a list of maritime "Rules of the Road" to help us maintain safety on the water. 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 if you are found negligent.

- RULE NUMBER 12: SAILING VESSELS -

What it says:

(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

- i. when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;
- ii. when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;
- iii. if a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

(b) For the purposes of this Rule the windward side shall be deemed to be the side opposite that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

What it means:

Sailing craft with the wind on the starboard tack has the right of way. If both sailing vessels have the wind on the same side, the downwind vessel has the right of way. If you're not sure what tack the other sailboat is on, assume he has the right of way.

- RULE NUMBER 13: OVERTAKING -

What it says:

(a) Notwithstanding anything contained in the Rules, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with a another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light of that

vessel but neither of her side lights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

What it means:

Basically, if you are overtaking another vessel, you are obligated to avoid colliding with that vessel. The vessel being overtaken is also obligated to maintain course and speed until you are clear of him.

TREASURY REPORT

As of this newsletter's publication the ASMA has in its treasury a total of \$818.74. The 2010 calendar year started with a carry-over sum of \$1,085.93 from 2009 and added \$554.00 in pennant sales and the collection of \$560.00 in membership dues with all membership dues collected. Expenses included \$400.00 for the organization's 501(c)3 application, \$824.62 for the pennant order, \$145.07 for awards, and \$24.60 in postage used to mail out pennants to members. Other line-item revenues, donations and expenses can be reviewed on the current Treasurer's Report posted in the "Files" section on the ASMA's Yahoo Group.

WINTER READING SUGGESTIONS by Peggy Huckel:

The year 2010 has drawn to a close, and we (at least in the Northeast) are snuggled in for the winter. Need a good book to hold on your lap while you doze by the fire? Here are a few titles that might help you begin thinking ahead to the War of 1812 commemorations we know are coming up.

1812: War With America, 2007, by John Latimer

The Civil War of 1812: American Citizens, British Subjects, Irish Rebels, and Indian Allies, 2010, by Alan Taylor

Empire of Liberty: A History of the Early Republic, 1789-1815, 2009, by Gordon S. Wood

The War of 1812 in the Age of Napoleon, 2009, by Jeremy Black

If By Sea: The Forging of the American Navy - From the Revolution to the War of 1812, 2008, by George C. Daughan

ROGUES GALLERY 2010



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