

THE SCHOONER *ADVENTURE*

The Schooner *Adventure* is one of the last wooden fishing schooners of the North Atlantic dory-fishing industry. The ship is a “knockabout” schooner, designed without a bowsprit for the safety of the crew. Launched on September 16, 1926, Schooner *Adventure* measures 122 feet (37 meters) from bow to stern, sported a gaff topsail rigging, carried a diesel engine, fourteen dories, and a crew of twenty-seven.

The Schooner *Adventure* fished the Atlantic’s outer banks for cod, haddock and halibut from her home port of Gloucester, MA. She was considered a “highliner,” the biggest money maker of all time, landing nearly \$4 million worth of cod, haddock and halibut during her fishing career.

In 1954, Schooner *Adventure* retired from fishing becoming the “Queen of the Windjammers” from a home port in Camden, Maine. In 1988, Schooner *Adventure* sailed home to Gloucester as a donation to the City of Gloucester to be preserved as Gloucester’s historic tall ship and to be used to educate the public about the important role of fishing in American history. Today, Gloucester *Adventure*, Inc. preserves and manages the Schooner *Adventure* as an educational facility.

The Schooner *Adventure* is a National Historic Landmark and listed on the National Register of Historic Places. Its restoration is supported in part by Save America’s Treasures -- the public-private partnership between the National Park Service, Dept. of Interior and the National Trust for Historic Preservation.



HULL LENGTH: 122 FEET
BEAM WIDTH: 24 FEET, 6 INCHES DRAFT: 13 FEET, 9 INCHES

DESIGNED BY: THOMAS F. MCMANUS, BOSTON, MA
BUILT BY: JOHN F. JAMES & SON YARD, ESSEX, MA
FIRST CAPTAIN: JEFF THOMAS, GLOUCESTER, MA

www.Schooner-Adventure.org



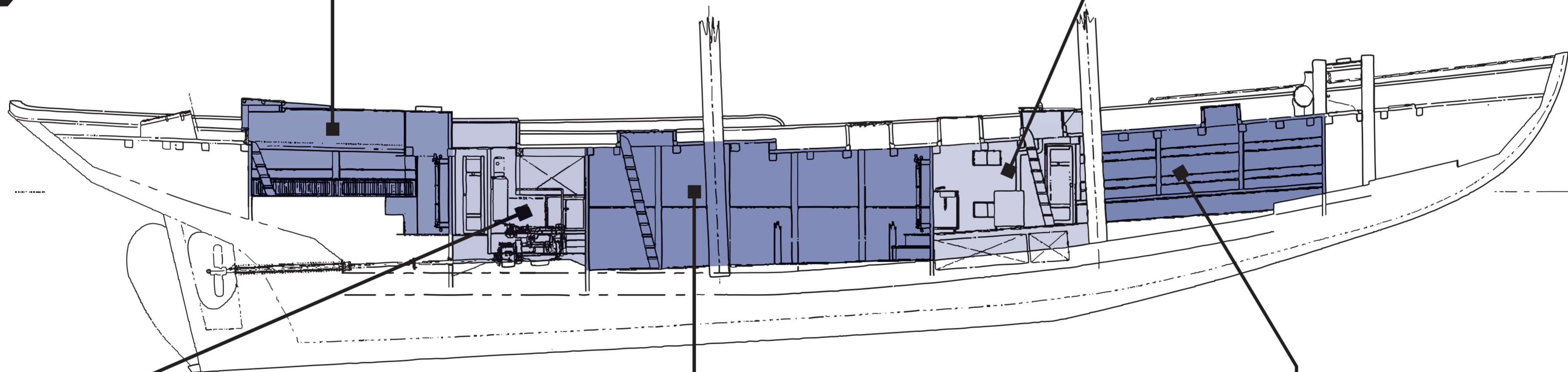
THE FISHING SCHOONER



Captain's Quarters



Galley



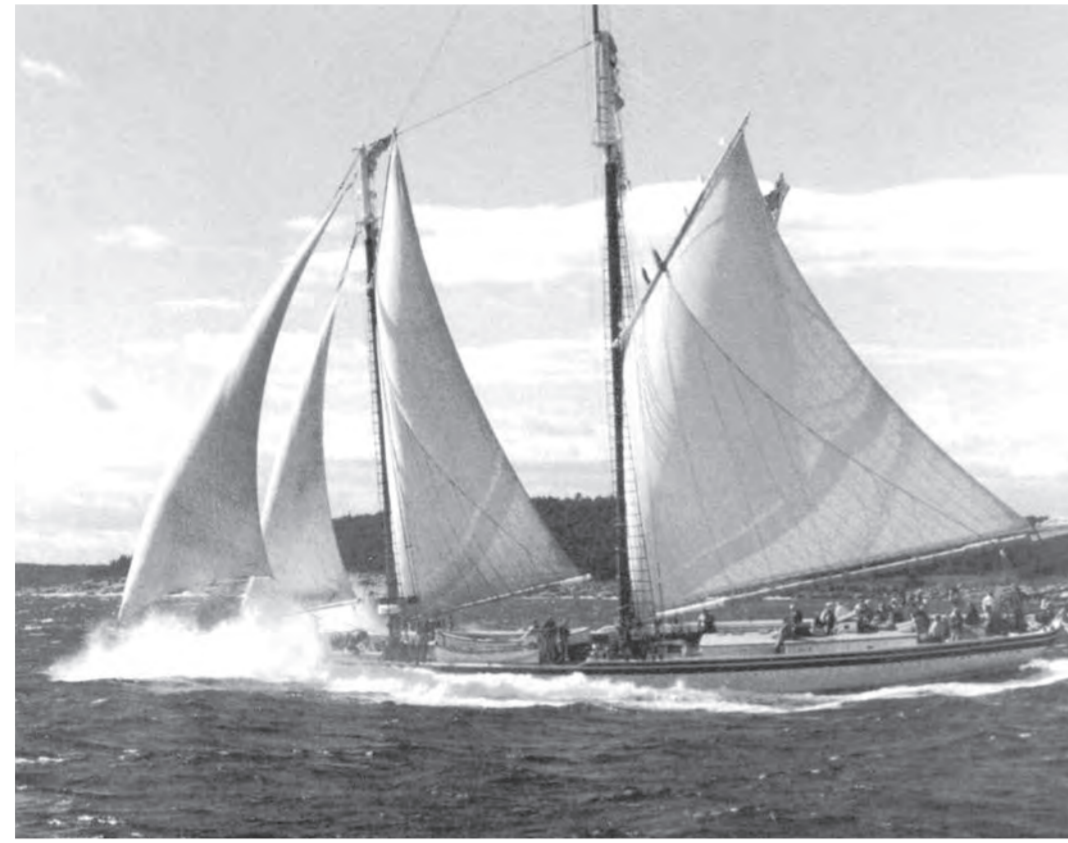
Engine Room

Fish Hold

Fo'c'sle



A SCHOONER'S SAILS



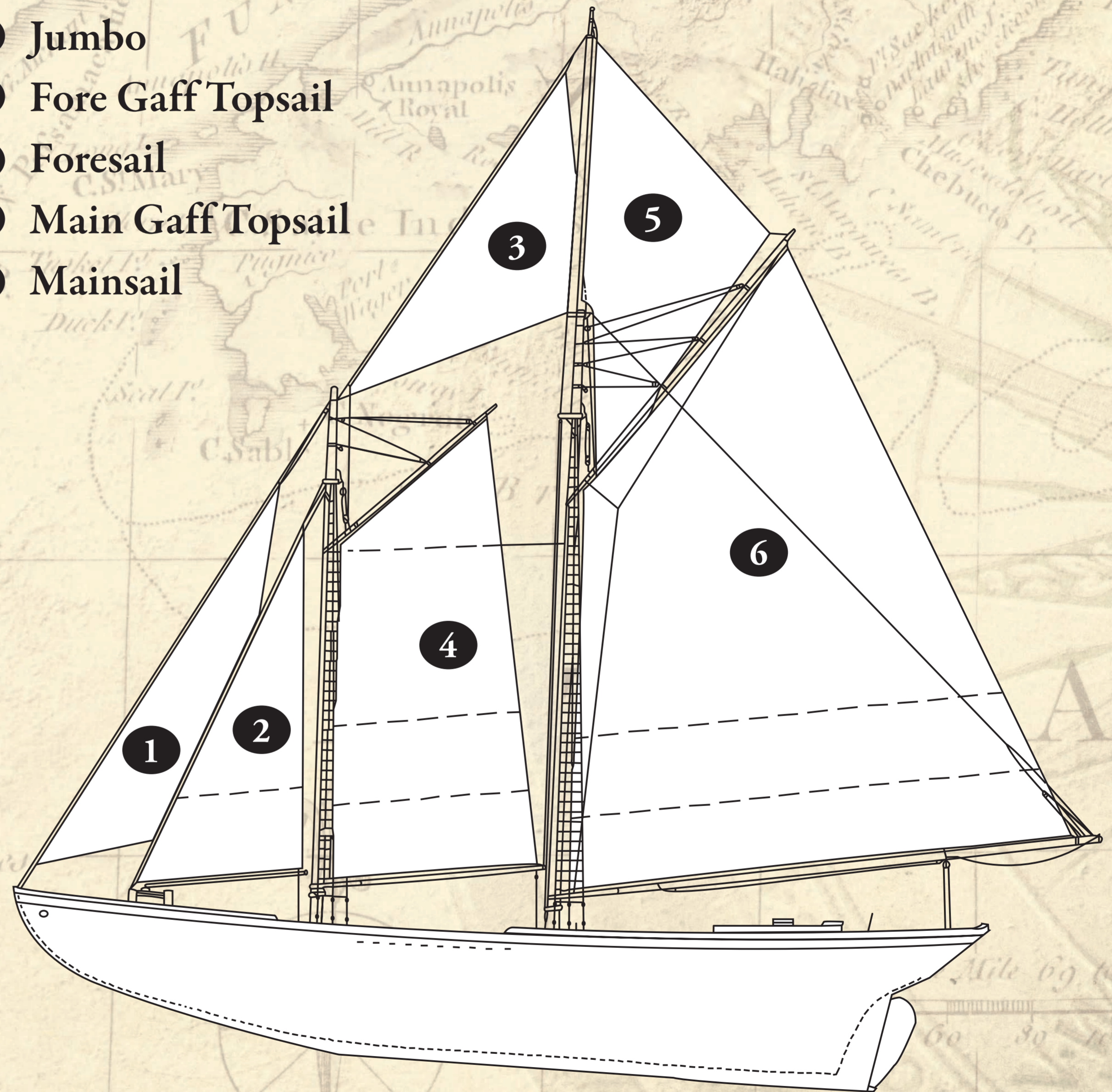
- 1 Jib
- 2 Jumbo
- 3 Fore Gaff Topsail
- 4 Foresail
- 5 Main Gaff Topsail
- 6 Mainsail

Adventure has a sailing rig which is made up of six sails. Each sail is different in size and shape with a different job to do.

The two headsails, jib and jumbo, work to push more wind back to the rest of the rig. The jumbo is heavy and strong; the jib is larger and of lighter canvas.

Highest from the water are the fore gaff topsail and the main gaff topsail, which are made of a light material and used to catch extra wind when the weather is moderate.

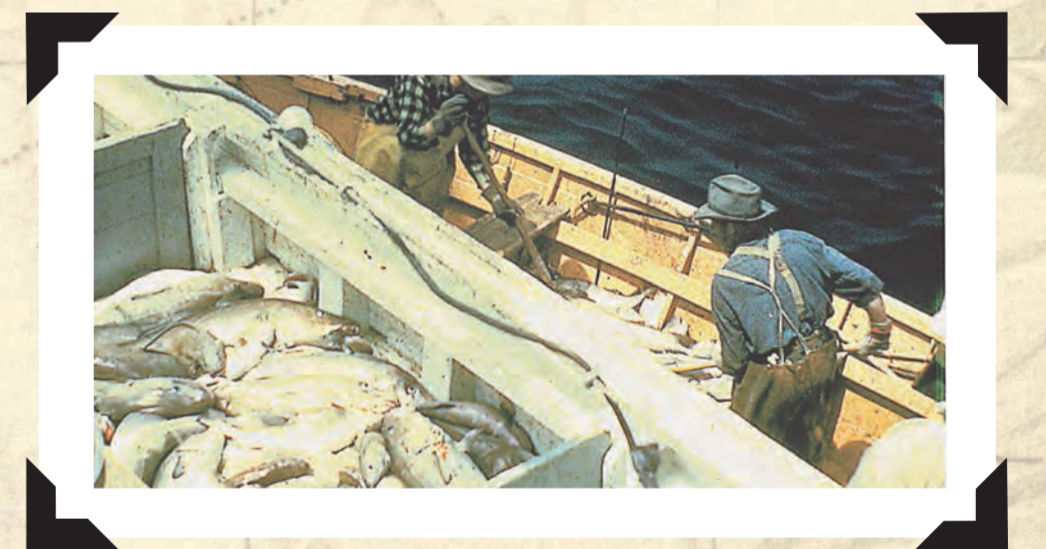
The mainsail is the largest sail and gives the most drive. The foresail, made of heavy canvas, is the last sail kept up in storms.



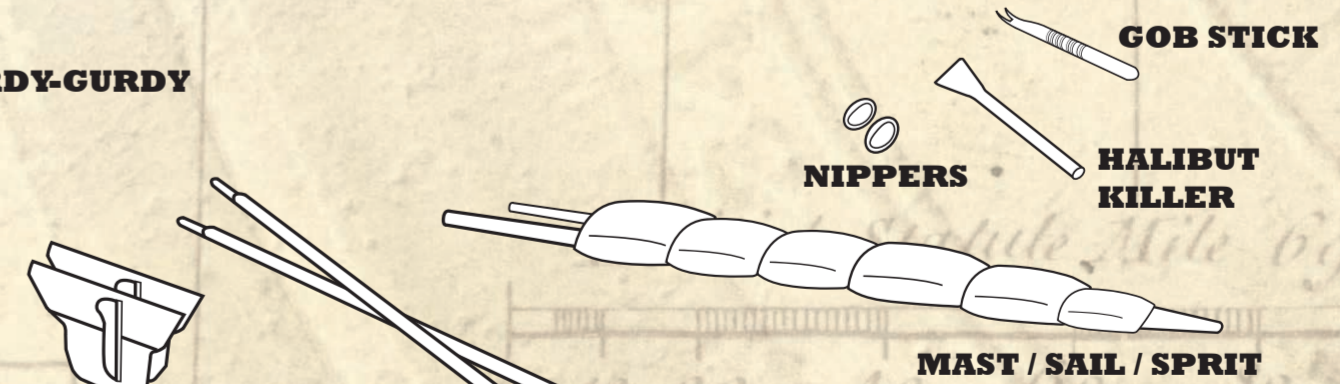
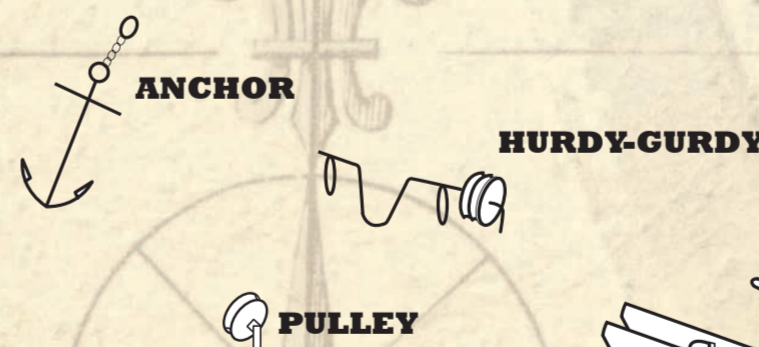
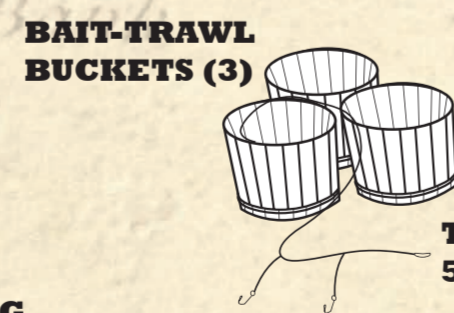
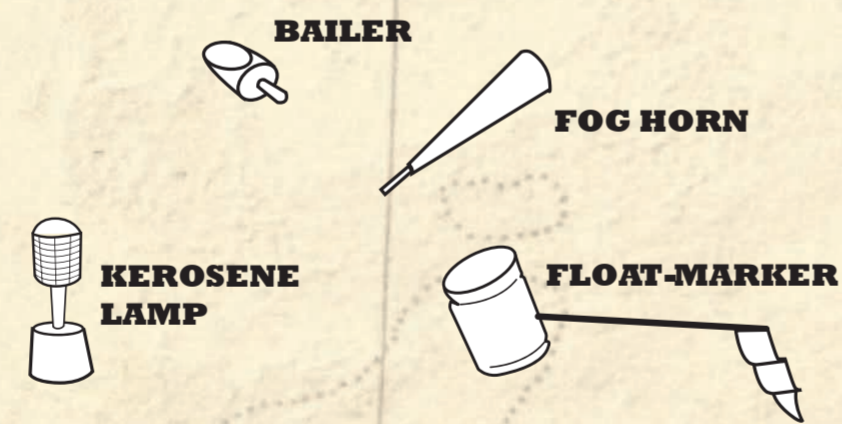
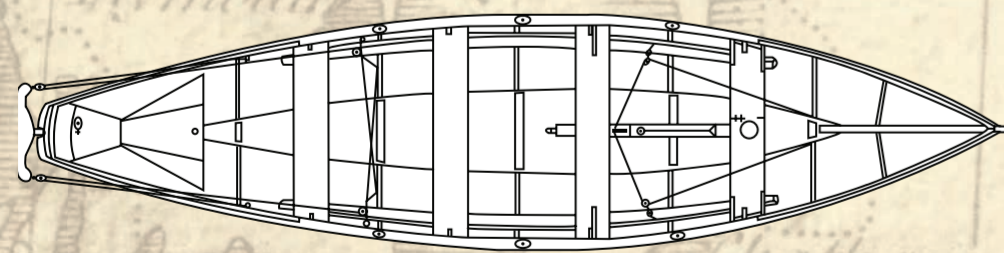
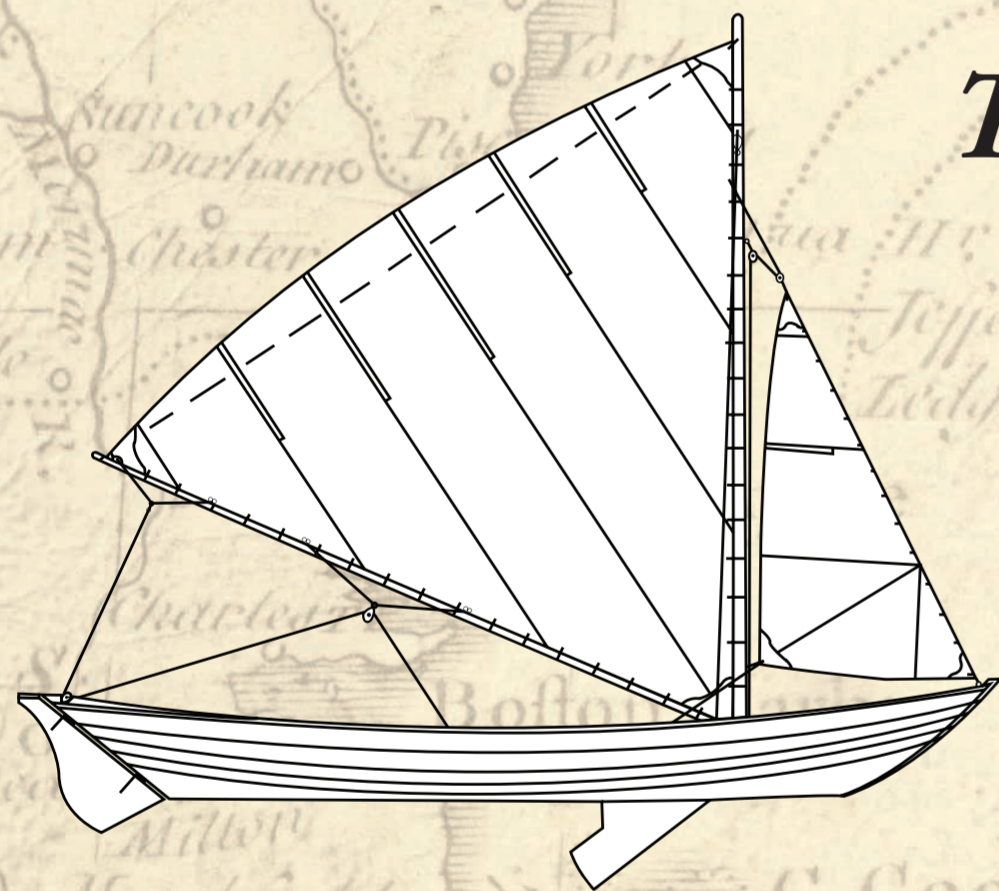
DORIES & DORYMEN

Dorymen fished for cod, haddock, and halibut by “long- lining” from dories launched from the schooner. Working alone or in pairs, fishermen paid out fishing lines that had thousands of hooks. They loaded their catch in their dories and transferred them to the schooner at day’s end.

Dory fishing was exceptionally dangerous work that demanded high levels of skill and toughness. To be a Gloucester doryman was a mark of distinction.



Tools of the Trade:



BANKS DORY
19 TO 22 FT. LONG

TRAWL LINE
550 HOOKS PER LINE

PEN-BOARDS

OARS (2 SETS)

MAST / SAIL / SPRIT

THE LIFE OF THE CREW

The Captain

The Captain commanded the Schooner *Adventure* with complete authority. He hired the crew, selected the fishing location, managed the dorymen as they fished and decided when to race home with the cargo of fish. He assumed full responsibility for the ship and her crew.



The Dorymen

The dorymen had the hardest and most dangerous jobs. They woke before dawn, baited about 1,650 hooks, coiled their trawl lines in tubs, and launched themselves into the ocean. They set their lines, hauled them and loaded their dories with fish. At day's end, dorymen rowed or sailed to the Schooner *Adventure* to unload, clean, and store their catch in fish pens below decks. Afterwards, they ate dinner and slept.



The Cook

On call throughout the day, the ship's cook was responsible for preparing all meals and feeding all on board the ship. He cooked meats and fish, baked bread, biscuits, pies, cookies, and fried donuts. The crew ate in two shifts in the forecabin (pronounced: fo'c'sle). The cook also cleaned the galley, helped clean the catch, and assisted in sailing the ship. Before each fishing trip, the cook was responsible for ordering and stocking all the 'grub' necessary for many days at sea.



The Engineer

The engineer maintained the Schooner *Adventure's* engine which was vital for maneuvering both in and out of port, and on days without sufficient wind to power the sails.

The engine was also used when the dories were off fishing. Schooner *Adventure*, with only three men aboard, had to be able to fetch the dorymen and collect their catches.



A DANGEROUS LIVING

Fishing has never been an easy or safe profession. Gloucester has lost over ten thousand fishermen and hundreds of fishing vessels. Fishermen have been lost in fog, gales and hurricanes, struck by other vessels, washed overboard in rough weather or caught in fishing gear. Schooner *Adventure* was not immune to the dangers of the sea and lost a few of her own crewmen adding to the list of those “who have gone down to the sea in ships”.



1934
LEWIS ENSLOW
JOHN FRANCIS
JEFFREY F. THOMAS

In Memoriam

Those who died aboard
Schooner *Adventure*

Freeman Thomas – 1931

(Brother of Capt. Jeff Thomas) died of heart attack

Capt. Jeff Thomas – March, 1934

Died of heart attack at the wheel

Big John Santos – April 1936

Drowned when his dory capsized in a storm

Theodore Babine – August, 1939

Drowned when his dory was run down by another vessel

Bill Nolan – March, 1939

Father of three, died with Alex Muise
when the wheelhouse was swept overboard in a storm

Alex Muise – March 1939

Father of two, died with Bill Nolan

Stanley Conrad – March, 1947

Father of one, swept overboard in a storm

Photo inset above taken from the cenotaph located directly in front of the “Man at the Wheel” statue showing *Adventure* Captain Jeff Thomas who died at sea in 1934.

FISHING THE OUTER BANKS

The Schooner *Adventure* was one of a fleet of commercial fishing vessels that went to sea in the mid-18th century and ended their reign in the mid-20th century. In the colonial era, fishermen gradually depleted the inshore fishery. The fishermen built larger vessels and set for the outer banks along the continental shelf. It was there for 200 years that schooners including Schooner *Adventure* and their dorymen set their lines and hooks to catch cod, halibut and other ground fish.

Beginning in the early 20th century, fleets of diesel driven draggers and trawlers gradually replaced line fishing with large nets that they towed through the water and dragged along the ocean floor. Draggers were safer and able to catch huge amounts of fish. These new methods depleted the offshore fishery as well. Fishermen, marine scientists and government regulators are working on ways to revitalize the once-prosperous industry.



It took 3 days for the Schooner *Adventure* to sail from Gloucester Harbor to the Newfoundland Grand Banks off the East Coast of Canada.

What They Fished For ...



HADDOCK



ATLANTIC COD



HALIBUT

RESTORATION OF THE SCHOONER *ADVENTURE*

The Gloucester *Adventure*, Inc.'s mission is to preserve the Schooner *Adventure*, the last of the great Gloucester Grand Banks fishing schooners, for the enrichment of future generations and their love of the sea; to enable the Schooner *Adventure* to serve as a community resource for educational programming focusing on maritime, cultural, and environmental issues; and to operate Schooner *Adventure* at sea as a living symbol of America's maritime heritage.

