



ELISSA Log



DECEMBER 2006

**Happy
Holidays
to Everyone!**



*TSM/GHF
Calendar of Events*

December:

- 2-3: Dickens on the Strand
- 2: ELISSA Seamanship Training Class XI
- 10: Review (Classes 1-11)
- 16: ELISSA Seamanship Training Class XII
- 24: Christmas Eve - TSM closed
- 25: Christmas - TSM closed

January:

- 6: ELISSA Seamanship Training Class XIII
- 13: ELISSA Seamanship Training Class XIV
- 14: Review (Classes 1-XIV)
- 27: ELISSA Seamanship Training Class XV
- 27: GHF Sacred Places Tour, 10 a.m.-4 p.m.

CALL FOR ARTICLES!

We need you – yes, you! – to write articles or stories for the Log! If you have an article or a story in you that you'd like to share, please send it our way.

Please email your ideas to rbdownes@compassnet.com & kurt.voss@galvestonhistory.org
Thanks!

Dickens Report 2006

By Ruth Downes

The first weekend in December brought blustery breezes, chilly temperatures, and a glow to the faces of those guests and volunteers who braved the weather to attend Galveston's 33rd Annual Dickens on the Strand festival. ELISSA enjoyed a large influx of visitors on Saturday, who toured the ship and heard performances by Carol Weiss as well as the Bilge Pumps. In a first-time event, Chantyman Tom Lewis performed a special concert aboard ELISSA on Friday evening, December 1.



The TSM Craft Booth did a booming business at Dickens

It was also a successful Dickens for TSM from a financial perspective, bringing in over \$2,000 more in income than 2005. A big part of the increase was due to the fast sales at TSM's crafts booth on the Strand. The booth nearly sold out

of hand-made rope mats and wreaths on Saturday, and the volunteers had to hurry to make more on Sunday morning, to keep the booth supplied. The ELISSA crew performed sail training and did sail maneuvers, and marched in the Dickens parades. Kurt Voss sends his thanks and appreciation to ELISSA's volunteers for another job well done!

Chili Cookoff Coming up!

By Laura Griffin

What sort of women's lingerie will Ron use this time trying to win the Best Decorated Table award at the upcoming Chili Cook-off? That has been the question on everyone's mind as we prepare for the 2007 Chili Cook-off Fun Muster. This year's competition will be held Saturday, February 10, 2007. For those who are with us for the first year, the crew makes

up teams to cook up their version of the best chili ever. We have a competition amongst ourselves, with the crew voting not only on their favorite chili, but also voting on the table with the most inspired decorations. So, grab a shipmate and start planning your chili and your theme and prepare for a fun and delicious evening.

TSM and its staff and volunteers share the sorrow of the tragic loss at sea of Laura Gainey, a tall ship volunteer washed overboard from the barque PICTON CASTLE on December 9, 2006.

Who Are the Bilge Pumps?

By Laura Griffin

The Bilge Pumps performed at TSM during Dickens this year.

While taking a few moments from your busy Dickens activities and enjoying the bawdy piratical antics of our favorite entertainment by “The Bilge Pumps,” did you ever stop and wonder, how on earth did they ever think of this stuff?

The idea of the Bilge Pumps started at the Hawkwood Medieval Fantasy Faire in 1999. Craig, a.k.a. Maroon the Shantyman, and some other members of the Dragon Attack Stunt Show apparently had too much free time on their hands. Between shows they began wandering around the festival singing sea shanties and nautical songs, adding to the atmosphere of the festival. By the time the festival was over, Craig knew he had the makings of a great stage show.

Originally, there were eight members, and they called the group Pieces O’ Eight. They tried out their acts unofficially doing impromptu performances at Texas Renaissance Festival and Dickens on the Strand. Of course, the crew of ELISSA loved them and have been big fans of them ever since.

By the time of their first official gig, at the 2000 Galveston Mardi Gras celebration, the Pieces O’ Eight had already lost one member of the group. This resulted in the group’s name being changed to Bilge Pumps. This was only the beginning of many changes to the crew of the Bilge Pumps. Since they first began, there have been seventeen different members. At any given show, you will see between four and seven members onstage.

Of course, one might assume that since the Bilge Pumps sing sea shanties, they might know something



about sailing tall ships. It turns out that the only member with any sailing experience is Craig, who sailed for two weeks on the Rose before she was modified for use in the film Master and Commander. Robert, a.k.a. Phil McGroin the First Mate, does keep threatening to come down and join our crew. He has yet to make good on his threat though.

Since the Bilge Pumps began, they have produced 4 CDs (one of them now out-of-print) and one DVD, with another one in the works. They have also opened for some big-name bands, including the Temptations, Kool and the Gang, Deep Purple and Three Dog Night. Recently they received the good news that, for the first time, they will be playing each weekend of the Texas Renaissance Festival next year.

For those who didn’t get the opportunity to purchase their favorite Bilge Pumps CD during Dickens, or just want an update on where the group will be playing next, you can keep up with them and even get on their mailing list by going to their web site at www.thebilgepumps.com. Hopefully, we will get the chance to see them again when they come to play Mardi Gras in February.

Part II: ELISSA's 1986 Voyage to New York!

By Ruth Downes with Derrith Wieman



This is a continuation of the article begun in October based on an interview with Derrith Wieman, about her experiences on ELISSA's legendary trip to New York in 1986. In this Part, Derrith takes us to the Tall Ship Parade in New York Harbor.

After leaving Annapolis, the crew worked around the clock to be sure ELISSA was in top shape, and even rented a floor-scrubbing machine in Annapolis. The crew used the machine to bleach and scrub the decks all the way down to Norfolk, Virginia.

Norfolk was having a big harbor fest when ELISSA arrived. It was the last weekend before the Fourth of July, when ELISSA was due to be in New York. The harbor was packed with square-riggers, and there were great parties and gatherings for the crews. Coast Guard Captain (later Admiral, now retired) and past ELISSA captain Paul Welling lived nearby, and he had the entire crew over for a barbecue. Before leaving Norfolk, the crew had to put in major provisions, because ELISSA would not be allowed to provision in New York. As part of traffic control, all truck traffic was to be shut off to the southern tip of the island, and no deliveries would be able to get through.

ELISSA left Norfolk around noon on July 1st and sailed straight to New York on an overnight passage. Derrith remembers being fascinated by the sight of a square-rigger sailing in company with ELISSA during night watch – “It was magical.” They arrived in New York Harbor early on the morning of July 2nd. The channel was marked off with buoys with a traffic separation scheme requiring

ELISSA and Statue of Liberty in 1986



Photo by Jim Cruz

ships to keep to the right side, like on a road. It was a damp, chilly, rainy day, with dense fog. The officers were so worried about a collision in the fog that they moved the lookouts aft, off the foredeck, and relied heavily on radar.

ELISSA tied up at the end of the South Street Seaport Museum's dock. The crew stayed on board through July 3rd, and in the evening ELISSA sailed out to Sandy Hook, a natural peninsula with a sheltered anchorage area. Here, all ships slated to be in the Tall Ship Parade were assigned spots according to their order in the parade. The two informal “host ships” were the Coast Guard barque EAGLE and ELISSA. These were the two largest ships present under the American flag, but ELISSA was tiny in comparison to EAGLE and the other tall ships. EAGLE was scheduled to lead the parade, and ELISSA was to come last.

When ELISSA arrived at Sandy Hook, the other ships in the parade were already anchored. ELISSA passed through the gathering under sail, right into her berth, and dropped the anchor. This seemed normal to

the crew because they had only been using an engine for six weeks, and were used to maneuvering under sail. But Derrith says that when Captain Bolton went to the captains' conference, the other captains were praising this as an excellent feat of seamanship.

The night before the parade started, as ELISSA waited at anchor, there was a great deal of excitement as the crew stood watch and tried to sleep.

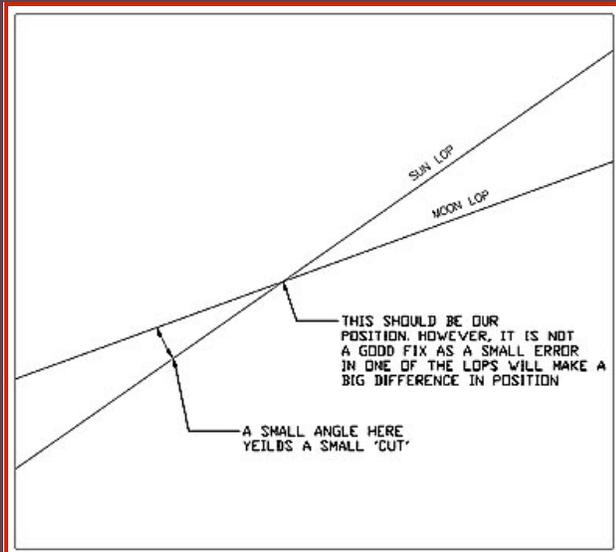
In the morning, the boats started to leave, and since ELISSA was last, it took some time before she began to move. With all sails set, ELISSA headed up the river. The parade went up the river and then down the other side. Although the ships' sails were set, their engines were required to be running as well, because with so many different vessels with different innate hull speeds, it was a challenge to keep everyone in place. In fact, on the way back down, ELISSA's engines had to be run astern to avoid overtaking smaller, slower boats ahead. The beauty of this tall ship pageant has been captured on photos and on film, and is familiar to crew members who watch the ELISSA movie at the start of every sail training season.

Derrith left on the train on July 4th, while ELISSA went on to New London, Connecticut, back to New York, and on to Galveston. Many crewmembers from the 1986 voyage are no longer actively involved with ELISSA, but at least one other crewmember is definitely still around: Kurt Voss, Director of the Texas Seaport Museum.

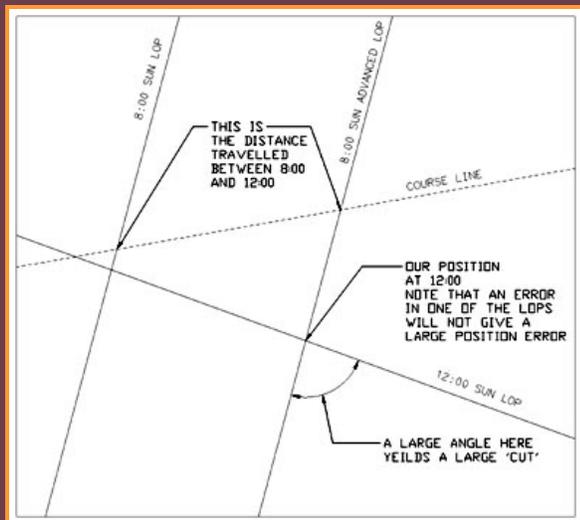
Celestial Navigation: Part XII

by Klayton Kirkland

At last, we've got a line of position (LOP). But to find our location, we need a fix — that is, the intersection of two or more LOPs. These could be the LOPs of two different objects, such as the Sun and Moon. However, much of the time, the Moon is not visible or is not in a position to give a good 'cut,' and stars are only available at dawn and dusk. So the Sun is often used for two different LOPs.

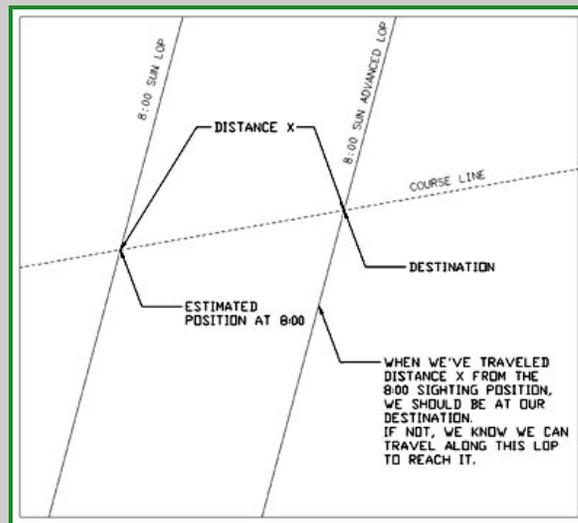


How is this possible? The answer is simple: take a sighting and wait a few hours for the Sun to move to a new position. Take a new sighting and plot its LOP and we've got a fix. This works fine if we're standing still. But ships don't stand still. So we need our course and speed to plot an *Advanced Line of Position*.

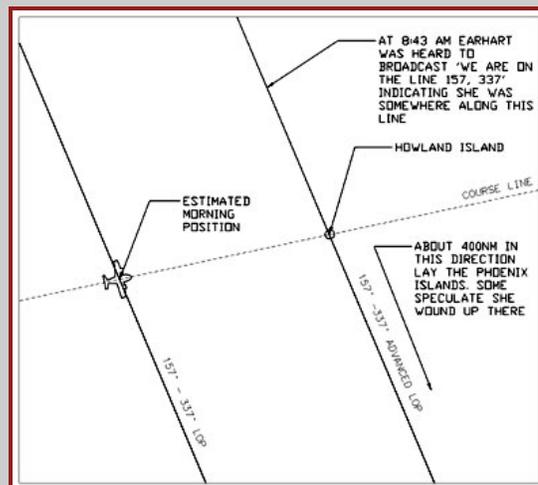


The first LOP is plotted and a line is drawn through it, representing our course. Based on the times of the two sightings and an estimate of our speed, it's possible to calculate the distance traveled between the two sightings. We mark that distance on the chart and use the trusty parallel rules to draw an advanced line of position. This is used with the second LOP to determine our position. This technique is called *running a fix*. It is less accurate than two simultaneous sightings since it depends on an accurate speed reading.

Advancing an LOP can also be used by itself to find a destination. The first LOP is plotted and a parallel line (the advanced LOP) is drawn through the destination. By measuring the distance between the lines we can determine how far we have to go until we're at an LOP that passes through our destination. Once we're on the advanced LOP, we can sail along the LOP and are sure to find our island — eventually. The problem is that while we know we're on the advanced LOP, we don't know whether we need to turn left or right to get to the island. It's like being on the right street but not being able to read the street numbers.



This technique is useful if one is unable to get another LOP for an actual fix. This happened often in the days of aerial celestial navigation. Amelia Earhart and her navigator Fred Noonan were using this method when they were lost in 1937.



Noonan doubtless timed the morning sighting to produce the 157/337 LOP. Since the advanced LOP would pass through Howland Island and the Phoenix Islands, they had a high probability of finding *some* land by flying up and down this LOP. There is circumstantial evidence they landed on the Phoenix island of Nikumaroro. Read about it at Tighar.org.

SHADOWS OF SAILS

ROYALS!

Over them all, we sit aloft and sing
To space. How faintly to us come your calls.
We are gods, and the centre of the ring:
We chuckle when you vail us to the squalls.

TOPGALLANT SAILS!

We are the passage makers!
Hang on to us, and we
Will crown you record breakers
All down God's regal sea.

UPPER TOPSAILS!

Hoist us with song! and sweat our leeches taut.
We know the Westerlies. We have been curbed
In reefs: a many battles we have fought.
Belay! not ours the wish to be disturbed.

LOWER TOPSAILS!

First set! and, when storms blow,
Last furl'd—at times, some torn.
Goose-winged! ah, Christ! We know
The passage of the Horn.

FORESAIL!

I am the driver and I lift her head.
I am the Fores'! give my sheets full scope.
My course is East—but leave my gaskets shed—
I'll reach the dawn, and bind with faith your hope.

John Anderson

Please Support the Texas Seaport Museum!

Your Donations Help Keep ELISSA Alive!

- \$20,000 will allow us to replace the foredeck
- \$15,000 provides funds for restoration of the 1877 skylight and companionway
- \$10,000 pays our insurance bill for one month
- \$2,500 pays our electricity bill for one month
- \$1,000 provides funds for our small boat program
- \$500 will buy 250 feet of 1/2-inch Spunflex line for running rigging
- \$100 provides funds for 5 good-quality paint brushes
- \$50 pays for a one-month supply of sandpaper
- \$10 will buy one chipping hammer (for "rust-busting")

ELISSA is a National Historic Landmark which has also been designated one of America's Treasures by the National Trust for Historic Preservation

YES, I WANT TO HELP KEEP ELISSA SAILING!

Enclosed is my check for \$ _____, payable to Galveston Historical Foundation.

Name: _____

Mailing Address: _____ City, State, Zip: _____

Thank you for your contribution! Please mail to Texas Seaport Museum, Pier 21, No. 8, Galveston, TX 77550.

For more information, please contact Kurt Voss at (409) 763-1877 or kurt.voss@galvestonhistory.org

ELISSA PLATEOWNERS SYNDICATE

We invite you to join the growing number of ELISSA plateowners, whose members have shown their support for the Texas Seaport Museum through their contributions. Your support is vital to the preservation and interpretation of Texas' seafaring heritage.

An honorary ownership of an ELISSA hull plate is \$375. It comes with our great thanks for your support, a lifetime pass to the Texas Seaport Museum and ELISSA, a commemorative rivet plaque, and a certificate of "ownership." An inscription in your honor (or to whomever you wish to honor) or to your company will be placed on a permanent plaque displayed at the Texas Seaport Museum.

Plateowners are also invited to join in social and fundraising events for the museum and ELISSA. The main event of the year is a June party held at Pier 21. It's always great fun with a silent and live auction, live entertainment, and best of all, a chance to share your enthusiasm with others who have made the same commitment as yourself.

Sign me up! Please accept my membership in the ELISSA Plateowners Syndicate.

ELISSA Plateowners Syndicate

Thank you for supporting ELISSA!

Name: _____ Company (if applicable): _____

If gift in someone's honor, his or her name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

Payment type: ___ Check ___ American Express ___ Discover ___ MasterCard ___ VISA

Account No.: _____ Expiration: _____

This order processed by (TSM): _____ Date (TSM): _____

INSCRIPTION FOR MUSEUM PLAQUE (40 characters maximum)

Please mail to: Texas Seaport Museum, Pier 21, No. 8, Galveston, TX 77550, or fax to (409) 763-3037.

**TEXAS SEAPORT MUSEUM / GALVESTON
HISTORICAL FOUNDATION**



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We're on the Web!

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Waterfront Manager: John Schaumburg
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Programs Coordinator: Christine Hayes
Site Maintenance: Charles Patterson
Darrell Henry

2006-2007 TSM Committee:

Chair: Geoff Mills

The ELISSA Log is the official newsletter of the Texas Seaport Museum volunteers. Articles, letters, photos and artwork are welcomed, appreciated and encouraged. Please mail them to TSM or email them to rbdowndes@compassnet.com & kurt.voss@galvestonhistory.org.

All submissions are subject to approval and editing, and all opinions are those of the author only.

Submission deadline: 23rd of the month.

Editor: Ruth Downes

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TSM/ELISSA WISH LIST



If you or anyone you know might be able to donate any of these items, please contact John Schaumburg or Kurt Voss at (409) 763-1877. Thanks for your continued support.

⇒ 220 grit sandpaper

⇒ 180 grit sandpaper

⇒ 80 grit sandpaper

⇒ Chip brushes—various sizes

⇒ Paint brushes suitable for oil-based enamel or varnish

⇒ Paint rollers for oil-based enamel

⇒ Cordless drill

⇒ A set of easy out screw extractors

⇒ Protective Eyewear

⇒ Corrosion X Heavy Duty gallon

⇒ Countersinking bits

⇒ Organic vapor respirator masks and cartridges (3M 5000 series)

⇒ Particulate respirator masks (3M 8511)

⇒ Penetrol

⇒ Extra large sponges for drying bilges

⇒ Paint-straining funnels

⇒ Natro-Tar 588 or Stockholm tar from tarsmell.com

⇒ 4" random orbital palm sander

⇒ Blue 3M masking tape—3/4" or 1"