

RETURN TO NEWS

Logs of the 2003 TALL SHIPS CHALLENGE® ASTA Race Crew

INS Tarangini
At Sea
05 Sep 03

Dear Steve,

Though this mail comes to you quite late, I do hope that you and your team had a nice break before getting back to your respective jobs/studies. I am fine here sailing out of St Lawrence Seaway on our way to Halifax.

It was quite a nice experience for me and I am pretty sure that it was for everyone onboard to participate in Tall ships event in the Great Lakes. In person, it was a quantum increase in my knowledge about the conduct of such a mega event as well as learning efficient methods of sail-ship handling from all the other ships. I could personally learn a lot about ship's husbandry and maintenance of sail ships. This letter would not end if I keep writing about all the things I learnt interacting with ASTA team and all shipmates. I would not be forgiven if I do not write about the unlimited friends and friendship I could gather during the event.

To start with, I am attaching a few snaps I have clicked from my camera and would not stop till the time I have finished sending all of them.

The sailing from Sarnia to Montreal was uneventful apart from an instance where a passing thunderstorm came in the ship's way in Lake Erie. The winds gusted up to 60 knots within ten minutes and the ship heeled to forty degrees. All sails were brought down in time and no one was hurt. Montreal was awesome and we enjoyed every bit of it. Missing the nice company of ASTA team and other ships.

Yours truly,

S Vishnoi (Vish)
Lieutenant
Navigating Officer

Monday, August 25, 2003 - Sarnia, Ontario, Canada



As an old proverb states, "all good things must come to an end" and such is so for the 2003 ASTA Great Lakes TALL SHIPS CHALLENGE®. Our highly successful summer ended with a bang in Sarnia, Canada, or should I say a cheer? The overall winner in the youth sail training division were my friends onboard the INS **Tarangini**. The crew was so thrilled that they let out an Indian cheer and tossed their captain into the air! On top of that, the **Tarangini** was awarded a special trophy for their

commitment to international understanding and good will. The **Tarangini** crew truly exemplifies what sail training is about - sailing, young people, leadership, and international camaraderie.

It is amazing to see how our fleet came together by Sarnia into what felt like a large extended family. It is hard to leave a ship's crew, and equally hard to leave this unique community of mariners. Sarnia provided the crews the chance to get together at two different concerts and really celebrate the end of the summer. Friday night was a Collective Soul Concert and Saturday night was the Doobie Brothers. It was nice to have all the crews in one place at the same time. Every ship was represented with every one from deckhands to captains enjoying the company of one another.

I hope that you have enjoyed reading my logs as much as I enjoyed writing them. It is my hope for those who have never sailed on a tall ship, that you have been inspired to do so. No matter what your age, you will find the experience to be one of the most impactful and powerful experiences in your life. With that, I wish all of you fair winds, and will see you soon sailing TALL SHIPS!

Cal Pifer, 2003 ASTA Intern/Race Assistant



Sunday, August 24, 2003 - Sarnia, Ontario, Canada

Overall Season Results

	Vessel	Race 1	Race 2	Race 3	Race 4	Total
Youth Division						
1st	INS Tarangini	3	1	1	3	8*
2nd	Fair Jeanne	2	2	2	2	8
3rd	True North	DNC (6)	3	3	4	16
4th	Niagara	1	DNC (6)	DNC (6)	DNC (6)	19
4th	Mist of Avalon	DNC (6)	DNC (6)	DNC (6)	1	19

*Note: The tie between Tarangini and Fair Jeanne was broken based on total corrected time

Cruising Division

1st	Highlander Sea	3	1	2	3	9
2nd	Pride of Baltimore II	1	DNC (7)	1	1	10
3rd	Europa	2	4	3	4	13
4th	Mist of Avalon	DNC (7)	3	4	1*	15
5th	Serenity	DNC (7)	2	DNC (7)	2	18
6th	Appledore IV	4	5	5	DNC (7)	21

*Note: Mist of Avalon earned a 1st in the Youth Division in Race 4.

Friday, August 22, 2003 - Sarnia, Ontario, Canada

Race 4 Results: Bay City, Michigan to Sarnia, Ontario

Vessel	Elapsed Time	TCF Rating	Corrected Time
Youth Division			
1st Mist of Avalon	34.024	0.6267	21.323
2nd Fair Jeanne	53.114	0.515	27.353
3rd INS Tarangini	52.9555	0.6389	33.833
4th True North	62.8511	0.6401	40.231
Cruising Division			
1st Pride of Baltimore II	22.8511	0.6953	15.888
2nd Serenity	32.1652	0.5771	18.563
3rd Highlander Sea	26.8041	0.7132	19.117
4th Europa	55.1894	0.5666	31.27

My final leg of the CHALLENGE was spent aboard the HMS *Bounty* (for the second time.) I really loved the ship when I sailed on her previously and was thrilled to have the chance to crew on her again. One of the funniest moments of this trip (maybe even the whole summer) occurred as we were preparing to cross the starting line at the beginning of the race. There was not much wind to speak of, so we decided to tie lines to the front of the ship and swim it across. I think Steve Baker, ASTA's Race Director, was shocked to see us attempting this maneuver! Once we realized that not much progress was being made, we climbed back on board and tried sailing.

We did not have a cook for this leg which required the crew to rotate cooking duties. I volunteered to cook dinner for two of the nights. Both meals turned out great and the crew and passengers seemed pleased. (Just call me chef Cal!)

Another highlight of the sail was our swim call in the middle of Lake Huron. The water was so clean you could almost believe that you could see the bottom. We rigged a line off the yard arm and played Tarzan - swinging into the water. I have to thank Captain Robin Walbridge for another great sail. It has been a privilege to work on *Bounty* and under his command.

For those of you that have not seen the ship yet, this weekend is your last chance. We are in Sarnia, Ontario until Sunday and then the fleet splits up and everyone goes their separate ways. Hope you can join us!

Fair winds,

Cal Pifer, 2003 Intern/Race Assistant

Tuesday, August 19, 2003 - Bay City, Michigan



Crewmembers and trainees aboard the participating ships enjoyed a wonderful stay in Bay City , Michigan . Bay City businesses displayed Welcome Tall Ships signs and the liaison officers, volunteers and visitors couldn't have been friendlier.

Bay City hosted the ASTA sail training rally and did a remarkable job. Events included canoe racing, bucket brigade (it was more like a free-for-all), a knot-tying relay, heaving line and hawser relay, a tug-of-war and a photo scavenger hunt. 9 teams from the ships had a great time. Results will be posted soon.



Most of the fleet departed yesterday morning for the final race in the 2003 TALL SHIPS CHALLENGE® Series – the Bay City to Sarnia Race – it started in Tawas Bay at 4 pm . **Pride of Baltimore 2** and **Tarangini** were leading their fleets when we left them last evening at about 5:30 pm. Follow the progress on the Fleettracker

They are expected to arrive in the Sarnia area as early as today and as late as 1-2 pm on Thursday. Be sure to come see them at the Tall Ships® Sarnia event Friday-Sunday (Aug. 22-24). See www.tallshipssarnia.com

Steve Baker,ASTA Race Director



Tuesday, August 12, 2003 - Muskegon, Michigan

The organizers of the Huntington Harborfest TALL SHIPS CHALLENGE® event in Muskegon used a clever boarding pass system to do away with long lines – visitors were assigned boarding times for specific vessels. Although the system seemed a bit confusing to some, the long boarding lines we've seen at some events were not a problem in Muskegon. Congratulations to Muskegon for a fine port festival.



The fleet departed from Muskegon last night in a spectacular parade of sail. Tens of thousands of people lined the shores of Muskegon Lake, and the channel into

Lake Michigan . And hundreds of sail and power boats anchored near the parade route for a look at the fleet under sail.

The fleet is now underway en route to our last US port, Bay City , Michigan . The fleet will arrive in Bay City between 3 and 5 pm on Tuesday, August 14th and will be open to the public during the Tall Ship® Celebration: Bay City on August 15-17. Come see the fleet of 15 beautiful vessels from as far away as India and the Netherlands; a number of the ships are much larger than those in our 2001 fleet. It's still not too late to sign up to sail on one of the ships in the final race from Bay City to Sarnia, Ontario taking place on August 18-21. Contact the ASTA office for a list of available berths.



Steve Baker, ASTA Race Director

TALL SHIPS CHALLENGE® Great Lakes 2003 Race Results

Race 3 Results: Chicago to Muskegon

	Vessel	Flag	Distance to Finish	Corr. Time
YOUTH DIVISION:				
1st	INS Tarangini	India	114.1 naut. miles	69.11
2nd	Fair Jeanne	Canada	148.0 naut. miles	87.04
3rd	True North	Canada	164 naut. miles	213.68
CRUISING DIVISION:				
1st	Pride of Baltimore II	US	40.9 naut. miles	43.32
2nd	Highlander Sea	US	91.0 naut. miles	61.53
3rd	Europa	Netherlands	116.0 naut. miles	62.50
4th	Mist of Avalon	Canada	108.6 naut. Miles	69.88
5th	Appledore IV	US	115.0 naut. Miles	74.46

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Thursday, August 7, 2003 - Muskegon, Michigan

This past week I sailed the Bark **Europa** from Chicago to Muskegon, Michigan in the TALL SHIPS CHALLENGE® Race. I had such a fantastic time that I wanted to sign on as crew for the voyage back to Holland, **Europa's** homeport. What struck me about **Europa** was the culture onboard. The atmosphere is so laid back that ship feels like a pleasure yacht at times. However, this laidback culture does not mean that the efficiency, diligence, and upkeep of the crew and vessel are compromised. Other than the **USS CONSTITUTION**, **Europa** is the oldest, most well maintained vessel that I have ever been on. She could easily pass for being 20 years old; a far cry from her actual 92 years. As opposed to the traditional hierarchy onboard ships, the crew interacted as a large family unit. Much like in the household, crewmembers did their jobs without being told. They were so proactive that formal orders were rarely given.

The actual sail was fantastic. We had great wind the first day and night, which died to almost nothing. The race was eventually called off, and a swim call was announced. With every sail still set, the entire ship went for a swim. We were diving off of the bow spirit and of the side. The water was some of the cleanest, clearest water I have ever swam in.

Our cook was from Holland and prepared many excellent European meals. The bread was made from scratch everyday and was started at 4 AM.

On our approach in to Muskegon, Captain Rob did one of the coolest things that I have ever seen done on a square-rigger; sail through a narrow channel with full sail set. It must have been quite the spectacle for the onlookers.

I was sad to leave the ship but thrilled that I had the opportunity to sail on her. Who knows, I might come knocking on their door in a few years looking for a job! In the mean time, I do hope you will come visit us in Muskegon this weekend.

Fair winds!

Cal Pifer, 2003 Intern/Race Assistant

After finishing up the Chicago event, which had record crowds and was a total success, fellow ASTA Race Team member Cal Pifer and I boarded the Bark **Europa** for the TALL SHIPS CHALLENGE® race to Muskegon . The weather was gorgeous and we were eager to get to know the ship. It was my first time on a bark so I couldn't wait to get up in the rig and begin working with the square sails. Cal and I had our first opportunity to go aloft before we even left the dock. We were asked to help with the unfurling of the sails and both of us jumped at the chance. Although my stomach churned a little that first time, I soon got the hang of climbing.

After a beautiful race start we headed for the first waypoint - South Haven, Michigan . There was a solid breeze of about 15 knots and we were making great time. However, this would not last - Day 2 of the race dawned and the wind promptly died. We spent the better part of the next 24 hours floating off the Michigan coastline searching for wind but there was none to be found.

Unfortunately, the wind didn't get any stronger and on Day 3 of the race ASTA Race Director, Steve Baker, notified all the ships that the race had been stopped. We were all feeling a little disheartened until Captain Rob Voss announced a swim call. The entire crew immediately ran to get on swim trunks and we all went swimming. Some of us even climbed out to the top of the bowsprit, which is about 30 ft. off the water and hurdled ourselves off the end. The water was a little chilly but it was an amazing feeling to swim in the deep, clear-blue water of Lake Michigan , with land nowhere in sight.

We pulled into Muskegon Harbor about a day later to cheerful crowds. Even though there was not a great deal of wind it was a fantastic time on the water. And while the Muskegon Harborfest is shaping up well, both of us will miss our time on **Europa**.

Chip Baker, 2003 ASTA Intern

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TALL SHIPS CHALLENGE® Great Lakes 2003 Race Results

Race 2 Results: Toledo to Chicago

** Time limit was shortened to allow vessels adequate time to reach Chicago*

	Vessel	Flag	Distance to Finish*	Corr. Time
YOUTH DIVISION:				
1st	INS Tarangini	India	120.0 naut. miles	79.01
2nd	Fair Jeanne	Canada	172.0 naut. miles	179.58
3rd	True North	Canada	185.9 naut. miles	435.89
CRUISING DIVISION:				
1st	Highlander Sea	US	50.0 naut. miles	47.33
2nd	Serenity	US	120.4 naut. miles	71.55
3rd	Mist of Avalon	Canada	122.5 naut. miles	81.24
4th	Europa	Netherlands	132.5 naut. miles	83.79
5th	Appledore IV	US		

Race1 Results: Cleveland to Toledo

	Vessel	Flag	Elapsed Time	Corr. Time
YOUTH DIVISION:				
1st	US Brig Niagara	US	6:27:04	4.33053
2nd	Fair Jeanne	Canada	9:50:48	5.07275
3rd	INS Tarangini	India	10:19:23	6.593448
CRUISING DIVISION:				
1st	Pride of Baltimore II	US	6:34:05	4.568121
2nd	Europa	Netherlands	8:47:54	4.98608
3rd	Highlander Sea	US	7:43:55	5.513036
4th	Appledore IV	US	9:59:59	6.845148
INFORMAL BOAT FOR BOAT DIVISION:				
1st	Windy II	US	7:32:58	
2nd	Larinda	US	9:26:09	
3rd	Bounty	US	11:37:53	

Tuesday, August 5, Chicago, Illinois

Wow! TALL SHIPS CHALLENGE® Race 3 from Chicago to Muskegon started off with a bang. I was fortunate enough to have a seat on the race committee boat, located on the starting line, which provided me with a very different vantage point of the race than I had aboard a participating vessel. Cannons were shot, flags were raised, starting times were recorded and the fleet was off!

For much of the time I was behind the lens of the ASTA video camera, which tends to make the photographer somewhat queasy, but there were enough highlights from that afternoon to help ease my discomfort.



The INS *Tarangini* was the first tall ship out of the starting line (perhaps they were still giddy from their first place finish in Race 2). As she crossed in front of us I was able to capture her image as well as the face of Colin Mudie, naval architect, who designed her! He disclosed that he had never seen her sail in open water before so we were witnessing a special moment.



Pride of Baltimore II. She was pointed perfectly for the wind direction and sped across my viewfinder. Both she and **Highlander Sea** gave the guests on the committee boat quite a thrill because of their speed and proximity to our stern.

After twenty minutes, all participating vessels had crossed the starting line. It was just spectacular to see them together in open water with relatively few modern boats in the way. Being immersed in a tall ship adventure might be fuel for a more exciting story, but the afternoon of the race start sure impressed all of us who were witness to it.

Whitney Pennell, 2003 ASTA Intern

Monday, August 4, 2003 - Chicago, Illinois

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If you could design a perfect event - Chicago would be it. The weather was almost perfect, the crowds were happy and the crews were well taken care of. We finished the event with a party tonight and award ceremony for the event. It was a lot of fun to have a dinner with all of our fellow sailors. I think everyone in the room was pleased to hear **Taringini** won 1st place. India should be proud of there junior naval officers. In all, TALL SHIPS® Chicago attracted over 1.9 million people!

While in Chicago I received an e-mail from a friend I met while sailing from Toledo on the **Bounty**. She shared with me a story she had written about her experiences on board - which I would like to pass on to all who might be following these logs. Many thanks to Susan Maxwell for allowing us to share her thoughts and experiences!

Cal Pifer, 2003 ASTA Intern/Race Assistant



The Time of My Life

By Susan Maxwell

Well I'm back from my four day trip on the tall ship **Bounty** from Port Washington, Wisconsin to Chicago, Illinois. I can clearly say I had the time of my life. I am going to write a long story about the whole trip (and there will be pictures) and send it to all the wonderful people who helped me prepare, as their advice was invaluable, and anyone else who wants it.

I was led to my trip on the **Bounty** by Russell Crowe. Yep. I'm a huge fan and belong to Crowepeople. Quite simply Russell made Master & Commander; I began reading Patrick O'Brien novels; which led me to the Gunroom; I fell in love with tall ships; the Gunroom led me to the **Bounty** website and Margaret Ramsey led me to my trip on the **Bounty**.

I'm a 49 year old feisty little mophead from Sparta, Wisconsin, who has spent the majority of her life-just like the rest of you - pushing the rock up the hill and many times getting run over by it. I haven't gone very many places but I love people and I love water and I'm quite sure I must have been a sailor in a previous life.

It took about five minutes to feel completely comfortable aboard the **Bounty**. Everyone was easy to get along with. Ready to answer questions. Ready to give you a chance to do anything you wanted, but no pressure. If you didn't want to do it, you didn't have to. I'm not going to write a long winded story here but basically on my four day trip I did everything. I climbed to the trestle tree closest to the t'gallant yardarm on the foremast and the main mast; I furled and set sail; I heaved and sweated line; I stood bowwatch, boatcheck and helm (I was terrible at helm) with a very patient Officer of the Watch named Rachel; I learned two ways to coil, several knots including the bowlin and the hitch and how to whip a line and I helped make a rope fender; I gracefully grabbed my nose and jumped off the ship for swim watch and swung out on a line to drop into the water; I did everything I could possibly manage to do. I was a member of C Watch.

I was extremely lucky to be given a passenger cabin instead of crew quarters. I don't know how I rated such luck. I was in the surgeon's room. The food was great and the company better. I have to admit to giving the crew the dickens at times because I love to tease. One quick story. Sailing gloves had been recommended to me by several people on the Gunroom, so I brought along two pairs of leather palmed bicycle gloves. My first morning aboard my gloves were discovered by the crew, especially Caleb, and I soon learned that is not the tradition aboard the **Bounty**. Well I'm a stubborn little cuss (and I've the Gunroom behind me) and I kept them on all day anyway offering my second pair to Caleb whenever I'd see him, of course, with a twinkle in my eye. He said with the same twinkle that he didn't know me well enough to reply properly. The second day I decided that when in Rome you do as the

Romans do and began to grow the calluses. I soon learned that very little of the hauling is done by heaving. Most of it is accomplished by pulling directly down using all my weight on the line and then sweating the line usually with the assistance of another person. Though there were several times I was helped, if I stuck to the t'gallent lines or royals I could usually take care of things myself.

I am so proud of the young men and women aboard as crew. That generation gets such a bum wrap. They carried their responsibilities without being overbearing and I could tell most of them loved what they were doing. I soon became quite enamored with Noel and we had a lot of fun. I told him one of my goals was to kiss the Captain but the Captain wasn't really very available. So he stole the Captain's hat. I was paying attention to something else going on and finally he had to call attention to the fact that he had the Captain's hat on. I laughed out loud. I told him that now he had to fight the one eyed Cyclops and climb up and touch the truck and then perhaps he'd get his kiss. He got up to go touch the truck and I laughed even more and pulled him back down. I told him he would take me up the fore mast and if I made it to the upper tresle trees he'd get his kiss. The next day he took me up the fore mast. I had not been successful previously on the foremast because there were not enough ratlins and I hadn't the arm strength to pull myself up into the tressle trees. Well when I got up to the higher tressle tree the same thing happened, but this time Noel made me a ratlin. HOW ABOUT THAT! So he got his kiss. Great fun.

These are only a couple of the stories I could tell. I had the most amazing experience. I stood bowwatch from 8:00 a.m. to around 10:00 a.m. or so and got to see about 14 other tall ships in the Parade of Sail in Chicago. Can you imagine never having seen a tall ship and then seeing the **Bounty** and then seeing 14 other tallships! Poor Rachel got so many reports I'm quite sure I wore a groove in the **Bounty** deck - but she was patient as always. I gradually learned what to report. I'll never forget it.

But things did not end well. The ship had problems during the Parade of Sail. I don't know what they were but I knew enough to do my best to stay out of the way. If you can't be part of the solution, don't be part of the problem. I was sitting on a boom abeam on the starboard side out of the way as the ship was being pushed by a tug down the Chicago River when the **Bounty** was pushed into a raised bridge. There was a loud crack and I looked up and the foremast had hit the bridge and it had exploded and pieces of everything were flying every where. There were more explosions as the Main and Mizzen hit the bridge too. I heard *All Hands Below Deck* and I ran to the foreward companion way but saw Noel and called to him *All Hands Below Deck* but it was swallowed as I was basicly grabbed from behind, picked up and put in the foreward companion way. Behind me someone was saying "Go! Go! Go!" and all I could think of was "Don't fall, don't fall," as the foreward companionway was very steep. My next thought was get out of the way. As the crew surged down and then, when the order came, surged up again. When I came up on deck it was terrible mess with wood chips and line everywhere. Orders were being given so I again did my best to stay out of the way and help where it was clear I could help. I started to bring the crew water from below deck as it had been a long hot afternoon and if I was very thirsty they must be worse. After the ship was docked and the companionways to shore were done, the order was given that nonessentional personal leave the ship and I was quite suddenly put ashore without any of my stuff. My head knew the order to be very correct and reasonable, but tears were pouring down my cheeks because I wanted to help. I sat on the shore crying but trying not to look like I was crying because the news people were everywhere. One of the deckhands who was leaving the ship that day, Jarad, sat by me and explained what was going on and made me feel much better. No one was hurt. The poor **Bounty** looked so hurt, but he said she would be alright. I didn't get to say goodbye to many people.

But I will go again. I'll get a second job and save my money and I'll get my certificate as a Lusty Wench. One more thing. John and Mickee Donahue whom I'd emailed several times in the weeks before had adopted me and agreed to pick me up in Chicago and get me to the Amtrak station. I was somewhat of a real mess when they first found me and they couldn't have been kinder or more helpful. John gave me the only thing I had forgotten - an insulated beverage mug of my own-, some Sail tatoos and a key ring and many wonderful stories. There is nothing better than talking all about a wonderful time with someone who loves the same thing.

My heart is lost to tall ships.

Susan Maxwell

Friday, August 1, 2003 - Chicago, IL

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About a week ago, when I was learning the ropes on the Bark **Europa**, a trainee asked a crew member if he had a "normal" job when he left the ship. The crew member gave her a half-smile and replied that the surroundings seemed pretty normal to him. What most people call the real world (on land) is just a great big desk job to him.

I remembered his sentiments my final day on board. The ship was finding its place in line for Chicago 's Parade of



Sail and I was perched by the main topgallant taking in the view of the skyline from the best seat in the house. I had almost grown accustomed to sleeping during four hours in the daytime and being woken up at four in the morning to clean the corridor.

My personal goal during the cruise was to break the code of *Europa's* cryptic pinrail diagram and though the crew tried their best to help me decipher it, I'm not sure that I was able to succeed. One custom I will sorely miss is the mid-morning coffee (well, tea for me) and cookie break. I will NOT, however, miss the engineer's Dutch licorice –yuck- the candy was salty rather than sweet.



I must mention that having the opportunity to be on board a participating vessel in the TALL SHIPS CHALLENGE® Race Series was quite a thrill. I waved to Steve, our Race Director, and Cal, fellow 2003 intern at the starting line. At first the ships were mostly clustered together, but hour by hour they slowly separated. In the middle of the Great Lakes it almost seemed like another time — a fleet of tall ships sailing the open sea. Two more ASTA interns will be sailing on the *Europa* from Chicago to Muskegon, MI ...lucky ducks...but I will surely catch up with her then.

Whitney Pennell, 2003 ASTA Intern

Thursday, July 31, 2003 - Chicago, Illinois

I can't believe how fast the series is going this year and how successful it has been! Toledo proved to be yet another great host port for both the viewing public and the ship crews.

I sailed from Toledo to Chicago on the *HMS Bounty* (which decided not to race.) However, for the vessels that did race, the weather proved to be challenging. With the wind coming from the wrong direction, ASTA was forced to reduce the time limit for the ships.

Sailing on the *Bounty* was an amazing experience. She has so much history and lore to her which only added to the mystique of sailing on her. We made a stop in beautiful Port Washington, Wisconsin which treated both the ships and crew like family members.

One of my personal highlights was jumping from the course yard during a swim call – what an exhilarating experience!

Unfortunately, due to a broken engine, we hit the draw bridge on our approach into the Chicago River. Our upper hamper (the two upper most sails) were ripped from the mast. Fortunately no one was injured. Repairs will be made in Chicago and the *Bounty* will continue to participate in the rest of the series.

The weather here in Chicago could not be better. The ships are docked on Navy Pier and the Chicago River in the heart of downtown. I encourage all you to come out and see us this weekend. Please stop by the ATSA booth and say hello.



Fair Winds! Cal Pifer, 2003 Intern/Race Assistant

Tuesday, July 26, 2003 - Toledo, Ohio

Race 2 in the 2003 TALL SHIPS CHALLENGE® Series started in moderate north winds north of Sarnia, Ontario on July 22nd. The start was beautiful – most of the fleet had full sails set and looked terrific. The planned race course was 200 miles and ran the length of Lake Huron.

Winds stayed out of the north for two days, however, and some of the square-rigged ships were not making good progress toward the finish line near Bois Blanc Island. To ensure that the fleet would arrive in Chicago on time, the



time limit for the race was moved earlier and their progress was recorded after 48 hours. Results for race 2 have not been computed, but it looks as though the **INS Tarangini** from India won the Youth Sail Training Division and the **Highlander Sea** from Port Huron, MI won the Cruising Division.



Following the race, vessels cruised to Chicago with stops in Mackinac Island and Beaver Island – many of the ships carried young sail trainees on the 10-day trip from Ohio .

Steve Baker, ASTA Race Director

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Wednesday, July 16, 2003 - Toledo, Ohio

On Thursday, July 10 th ASTA Executive Director Peter Mello and I made a presentation to the Rotary Club of Cleveland. It was Family Day and there were about 500 people in attendance including many young people. After the presentation there was as a lot of interest in learning more about sail training and discussion about Cleveland having their own vessel!

On Thursday there was actually tornado warning in Lorrain , Ohio and Friday was so windy that **Pride of Baltimore II** had to anchor in the harbor to avoid being damaged from the choppy waters. The weather took a positive turn on Saturday, July 12 th which made for a beautiful weekend. The wind died down, the sun was out, and the sky was bright blue. This was a surprise compared with the very strong winds the previous days.

The start of Race 1 could not have been on a more perfect day. ASTA Race Director Steve Baker and I were aboard a race committee boat from Edgewater Yacht Club called **Club Car** at one end of the start line and the other end was controlled by US Coast Guard ice breaking tug **Bristol Bay** . I had an incredible vantage point while riding in **Club Car's** 15 foot Zodiac as we zipped in and out of the fleet on their way to the start and shot some good pictures. The start had to have been one of the best I have ever seen. The wind was from the perfect direction which provided an opportunity for the ships to raise all of their sails. Even after participating in a good amount of tall ships parades, I found this start to be awe inspiring.



The race was anything but boring. The two ships representing the same 1812 period, **Niagara** and **Pride of Baltimore II** dueled each other to the finish. It was nice to see **Niagara** participating in a race which her schedule rarely allows. All the ships finished the race near the Erie Islands and many anchored in Put in Bay. By the accounts of the crew, there was fun had by all!

I hope that some of you reading this will come say hello in Toledo , Chicago , Muskegon , Bay City or Sarnia . Until then, fair winds from the race office.

Cal Pifer, 2003 ASTA Intern/Race Assistant

Thursday, July 10, 2003 - Cleveland, Ohio



This is the first installment of the TALL SHIPS CHALLENGE® Race Team Log.

It was another stormy day here in Cleveland. The weather has been sprinkled with strong squalls that are moving east. In the early morning hours on Wednesday, ASTA member vessel **Highlander Sea** lost her topmast. The picture shows a **Highlander** crew member surveying the damage to the missing fore topmast.

Vessel inspections continue under the able expertise of Captains Jeff Troeltsch and Jeremy Steele-Perkins. The parade of sail Wednesday was fantastic and the sun actually came out. All the vessels were under full sail and looked great. **Niagara** especially excited the crowd with two shots fired from her long guns.

More to follow soon....

Cal Pifer, 2003 ASTA Intern/Race Assistant

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