



Ships to Save the Waters

Conference Program Book

Liberty State Park
Jersey City, New Jersey
July 1 & 2, 2000

Hosted by

Sloop Clearwater (NY)
Schooner AJ Meerwald (NJ)
Schooner Ernestina (MA)
Ships to Save the Waters Steering Committee

Sponsored by

Liberty State Park Development Corporation
Liberty Landing Marina
State of New Jersey

Featured Speakers

Pete Seeger
Madame Francine Cousteau



*"Pictorial with
the State of New Jersey
in the creation of
Liberty State Park"*

Liberty State Park
Development Corporation

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SHIPS TO SAVE THE WATERS CONFERENCE

**Liberty State Park
Jersey City, NJ
July 1 & 2, 2000**

Pete Seeger, founder and mentor of the Hudson River Sloop Clearwater, envisions the Ships to Save the Waters (StStW) Conference

as a venue for networking water-based programs, sharing environmental educational methodologies and exposing the work of educational ships to the public-at-large. Hosting organizations have invited ships with environmental messages to participate in a weekend where environmental issues, education and music will harmonize with the splendor of OpSail2000, the Fourth of July celebration and the Statue of Liberty and the New York skyline as a backdrop.

Three environmental organizations —Hudson River Sloop Clearwater, Inc., the Schooner Ernestina Commission, and the Delaware Bay Schooner Project— have joined together to host the Ships to Save the Waters (StStW) Conference at Liberty State Park, Jersey City, NJ on July 1st and 2nd, 2000. The Conference will be held in partnership with the Liberty State Park Development Corporation, Liberty State Park and the State of New Jersey.

The Vision

The waters of the world are precious. Traditional sailing vessels are magical places where waters share their secrets and expose our vulnerability. StStW brings these special vessels together, broadcasts their message and recruits new stewards for sustainable, healthy world waters for this and future generations.

The Mission of the Conference

To inform and inspire the creation and sustainability of water-borne programs for protection, preservation, restoration and celebration of our waters.

Keynote Address

On Saturday, July 1 at 7:30pm Mme. Francine Cousteau, wife of the late Jacques-Yves Cousteau, will address the conference with highlights of the work of the Cousteau Society and international initiatives to protect the world's oceans. "What's New, Mr. Market" will aim at the role of economics in environmental issues.

Mrs. Francine Cousteau, President of The Cousteau Society, will speak about the different, and often competing levels of responsibility for safeguarding natural resources, and the Society's role in engaging both stakeholders and exploiters.

Both the market economy and centralized economies have plundered natural resources at a pace that cannot be sustained in the long term. At the same time, economics offers perhaps the most efficient tool for administering changes in resource use that may prolong humanity's choices in the future. Some forward-looking companies are actually making allowances for future environmental costs in financial statements and shareholder's reports; they are assigning economic value or costs to operations not directly related to the manufacturing process but affected by declining resources or increasing pollution.

Given the demands of increasing population, rising standards of living, advancing technological access to resources, and expanding economic globalization, nations alone cannot control abusive exploitation. Global tactics are needed for global environmental problems. At the same time, draconian international institutions are not a cure-all. Solutions often require commitment at the community or regional level if they are to be adopted whole-heartedly. Globalization must be accompanied by stronger regionalism, for balance and independence. Cultural diversity, like biological diversity, brings strength, resiliency and stability.

At the hands-on level, volunteers have been the vital tool for environmental protection.



They bring a wealth of time, talent and ingenuity to the tasks of cleaning and repairing Nature. But they, too, are not a cure-all. Some problems—toxic wastes on beaches—for example, cannot safely be tackled without expertise born of long training. Some problems cry out for the weight of the legal system to “level the playing field” and enforce compliance. Then, too, volunteers are occasionally used by governments or companies as cheap, green-wash labor in lieu of investing in well-trained, permanent employees. And volunteers can be so attached to their local issues that they lack the broad overview of professionals.

The citizens of the world—encompassing consumers, producers and profit-takers—must be engaged at every level if humanity is to continue using Nature without using it up. Carrying on the work of founder Jacques-Yves Cousteau, The Cousteau Society is a leader in education and awareness. Mrs. Cousteau will present, for the first time in the US, the concept of the “Cousteau Label,” awarded to coastal and riverine communities that commit themselves to caring for their waters, through the multiple levels of government, commerce and society.

Summary Session

On Sunday, July 2 at 4pm Pete Seeger and representatives from the panels will facilitate a summary session to highlight the results of the conference. An overview and conclusions will be assembled for inclusion in a publication to document the event. ☞



Conference & Exhibits

Saturday, July 1 & Sunday, July 2
9:30am-6:30pm

Keynote Address

Saturday, July 1 @ 7:30pm
Madame Cousteau

Summary Session

Sunday, July 2 @ 4pm
Pete Seeger & Panelists

In the CRRNJ Terminal Building

Panel discussions in the Blue Comet Room
Exhibitors in the Terminal & Concourse
Presentations & Music from the Main Stage

Shipboard & Dockside Activities

Saturday, July 1 & Sunday, July 2
10:30am-5:00pm

Learning Stations for people of all ages

Touch Tanks

Paint a Harborscape

The Great Watershed Exercise

Sponsoring Organizations:

Clearwater, Inc.

Delaware Bay Schooner Project

Schooner Ernestina Commission

Liberty State Park Development Corp.

Participating Ships

Sloop Clearwater

Ketch Adam Hyler

Sloop Rainbow Race

Sloop Sojourner Truth

Sloop Woody Guthrie

Schooner Ernestina

Schooner AJ Meerwald

Participating Organizations

Activism Center at Wetlands

American Littoral Society

American Sail Training Association (ASTA)

Brooklyn Sloop Club

Clean Ocean Action

East River Apprenticeshop

El Puente Academy for Peace & Justice

Ferry Sloops, Inc.

Floating the Apple

Friends of Marine Park-Gerritsen Creek

Girl Scouts of America

Greenpeace USA

Inland Seas Education Association

Hackensack Riverkeeper

Hudson Riverkeeper

Lead International

Liberty State Park Conservancy

Monmouth County Friends of Clearwater

The Noble Maritime Collection

NY/NJ Clean Ocean & Shore Trust

NY/NJ Baykeeper

New York City Friends of Clearwater

North Jersey Friends of Clearwater

Rainforest Relief

Raritan Riverkeeper

River Project

Sebago Canoe Club

Shorewalkers

Sierra Club Atlantic Chapter

Staten Island Friends of Clearwater

The Cousteau Society

Turtle Island Sloop Club

Urban Park Rangers

The Waterfront Museum

Wisconsin Lake Schooner Education Assoc

About Madame Francine Cousteau

In 1997, after the death of Captain Cousteau and following his express wishes, Francine Cousteau was elected President of The Cousteau Society in the United States and of Equipe Cousteau in France by their respective Boards of Directors. As president, she continues the work begun by Captain Cousteau to protect the Water Planet for present and future generations.

Projects under Mrs. Cousteau's direction include the installation of famed Cousteau flagship, Calypso, at the Maritime Museum in La Rochelle, France, a film and research expedition to the Caspian Sea under the aegis of UNESCO and the Year of the Ocean, the current expedition to Canada and the Coastal Workers program. She also is playing a leadership role in such conservation measures as the Society's Waters of Peace, an international initiative to identify and clean up wastes from the world's ocean, and Future Harvest, the public outreach arm of the Consultative Group on International Agricultural Research.

Born Francine Triplet in the Limousin region of central France, Francine Cousteau is an ardent student of foreign languages and trained at the demanding French School of Interpretation. Her love of languages and the desire to explore other lands and cultures led to her career with Air France. In 1990, Mrs. Cousteau joined The Cousteau Society and Equipe Cousteau, writing film scripts. In 1994, she was named Operating Officer of Equipe Cousteau, a membership-supported, not-for-profit environmental group established by Jacques-Yves Cousteau in France. ☞

Ships to Save the Waters 2000 Saturday, July 1



9:00-11:00 **Set up and Registration**
 11:00-11:45 **The State of Our Waters: Welcome and Opening Remarks**
 Pete Seeger
 Luis Garden Acosta, El Puente Academy

Location	Blue Comet Room	Main Stage
Time		
12:00-12:45	Merging Activism & Education: What's the fit? Ed Dlugosz, MCFC Andy Mele, Sloop Clearwater Winfred Armstrong, Regional Planning Assoc	State of the Oceans and the Bays Cindy Zipf, Clean Ocean Action Andy Willner, NY/NJ Baykeeper
1:00-1:45	Starting a Group: How can you use a boat to save the waters? Eric Russell, Sabago Canoe Club Mike Davis, Floating the Apple Lynn Grace, Community Environmental Center	1st Watch: M/C Karen Wilson Stone Soup Walkabout Clearwater Chorus
2:00-2:45	Starting a Group: How can you use a ship to save the waters? Meghan Wren, Schooner AJ Meerwald Gregg Swanzey, Schooner Ernestina Peter Stanford, National Maritime Historical Society	Alternate Disposals of Toxic Dredge Materials Andrew Voros, NY/NJ Clean Ocean & Shore Trust (COAST) Ecological Art and Interdisciplinary Problem Solving Betty Beaumont, NY University
3:00-3:45	Programming Strategies: Educational and environmental? The Vessel as an Integrating Context for Learning Madame Francine Cousteau, Cousteau Society Gregg Swanzey, Schooner Ernestina Tom Kelly, Inland Seas	2nd Watch: M/C Rick Nestler Compass Rogues Per Rosenberg Maryellen Healy
4:00-4:45	Connecting with the Community: Meeting needs and getting involved. Diane Matyas, Noble Maritime Collection Gerty Bataille, Greenpeace Nederland Matt Turk	Using Music as a Teaching Context Walkabout Clearwater Chorus Distance Learning Workshop Delaware Bay Schooner Project
4:45-6:30		3rd Watch: M/C Linda Richards Sarah Underhill, Danny Einbender, Steve Kent, Roy Diggitt, Karen Brooks, Melissa Ortquist, Betty Boomer, The Clearwater Kids' Chorus
7:30-10:00	Keynote Address Madame Francine Cousteau, The Cousteau Society Evening Songfest Pete Seeger, Karen Wilson, Maryellen Healy, Walkabout Clearwater Chorus, Sharon Abreu, Dan Einbender, Rick Nestler, Matt Turk, Peggy Atwood, Sarah Underhill, Linda Richards, Stephen Suffet, Joel Landy, David Bernz & Stone Soup, Roy Diggitt, Steve Kent, Rande Harris, Rosenberg & friends.	

Ships to Save the Waters 2000 Sunday, July 2



Location	Blue Comet Room	Main Stage
Time		
11:00-11:45	<p>Continuity: The planning process and staying on track. Maryellen Healy, Turtle Island Sloop Club Gerty Bataille, Greenpeace Nederland Peter Seigel</p>	<p>'Life is Good Here in the Bay' Delaware Bay Schooner Project</p>
12:00-12:45	<p>The People: Finding and keeping volunteers and staff. Tom Kelly, Inland Seas Carl Schwartz, New York City Friends of Clearwater Adam Green, Clearwater, Inc.</p>	<p>1st Watch: M/C Rande Harris Peter and Laurie Siegel, Sharon Abreu, Joel Landy, Tom Brennan</p>
1:00-1:45	<p>Funding Strategies: What makes an organization fundable? Drew McMullen, Schooner Sultana Andy Mele, Clearwater, Inc.</p>	<p>State of the Rivers and Bays Andy Mele, Sloop Clearwater Bill Sheehan, Hackensack Riverkeeper Bill Schultz, Raritan Riverkeeper</p>
2:00-2:45	<p>Public Relations: Making effective use of new media. Meredith Brennan, MCFC Shabazz Jackson, Beacon Sloop Club Steve Kent, Kent Communications</p>	<p>2nd Watch: M/C Sean Madden Per Rosenberg, Stephen Suffet, Peggy Atwood, Sean Madden, Matt Turk</p>
3:00-3:45	<p>Partnerships: Alternative strategies. Meghan Wren, Schooner AJ Meerwald Kwame Ocansey, Lead International</p>	<p>State of the Rainforests Tim Keating, Rainforest Relief</p>
4:00-5:30	<p>Summary Session: Round-up of findings by Panel Leads Pete Seeger & Luis Garden Acosta and hosts: Meghan Wren, AJ Meerwald Andy Mele, Clearwater Gregg Swanzey, Ernestina</p>	
5:30-	<p>Grand Finale M/C Pete Seeger and friends</p>	



Panel Discussions

Merging Activism & Education:

What's the fit?

Without restoration and protection of precious natural resources, the health of our people and planet are at risk. A successful strategy for a sustainable future includes a balance and integration of education and well-planned action.

Starting a Group:

How can you use a boat to save the waters?

Boats launch people into the water environment. Boats are an inexpensive way to connect citizens of the watershed with an experience on-the-water and energize them for actions to save our watersheds and coastal waters. How do you get started?

Starting a Group:

How can you use a ship to save the waters?

Ships carry communities out on the waters together to experience the water planet and learn how important it is to work together as a team. Ships can also sail as flagships for the protection and restoration of our waters driven by the power of the metaphor. At sea and ashore ships sail to 'save our waters.' This panel will examine critical steps for getting started with logistically complex facilities, the ships.

Programming Strategies:

Educational and environmental? The Vessel as an Integrating Context for Learning

Concepts of math, science and technology along with literature, art, historical understanding and experiential program elements abound aboard ship. Discussion will focus on both the benefits for student learning through an integrated curriculum and the challenge of meeting the needs of the schools through ship-based programs.

Connecting with the Community:

Meeting needs and getting involved

Efforts to protect our waters must be broad-based and inclusive if they are to have long-term success. Discussion will be aimed at listening to people in the community and engaging the organization with them for solutions.

Continuity:

The planning process and staying on track

Why come together as an organization? What do you want to accomplish? How can you bring the right resources to bear on a problem most effectively? Taking a step back for the planning and taking stock along the way are keys for continuity between mission and action.

The People:

Finding and keeping volunteers and staff

You need help and there are people out there who are ready to get involved. How do you help them find a role to play? How do you make sure they own the solution? This panel will look at what helps active organizations take stride.

Funding Strategies:

What makes an organization fundable?

"Funding Strategies" will explore both traditional and non-traditional methodologies for developing funds. The panelists will help define what makes an organization fundable, identify known and new funding sources, and share their successful methods for acquiring those funds.

Public Relations:

Making effective use of new media

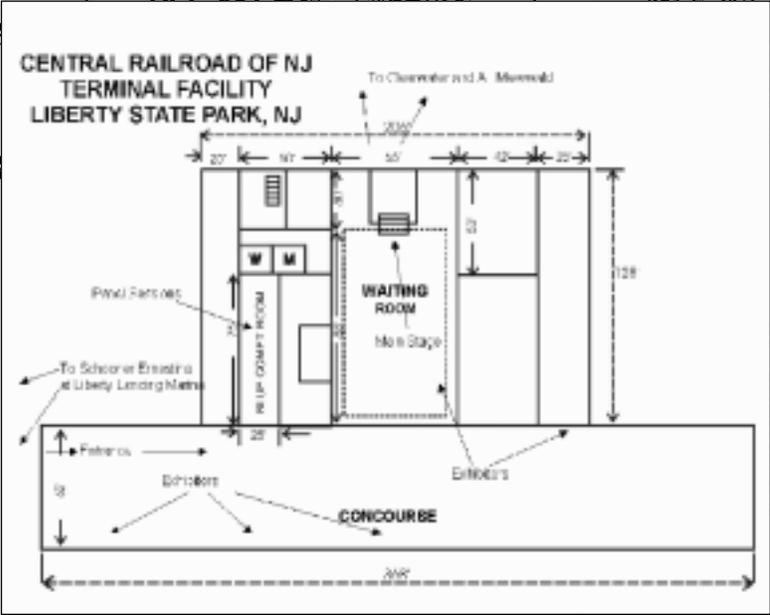
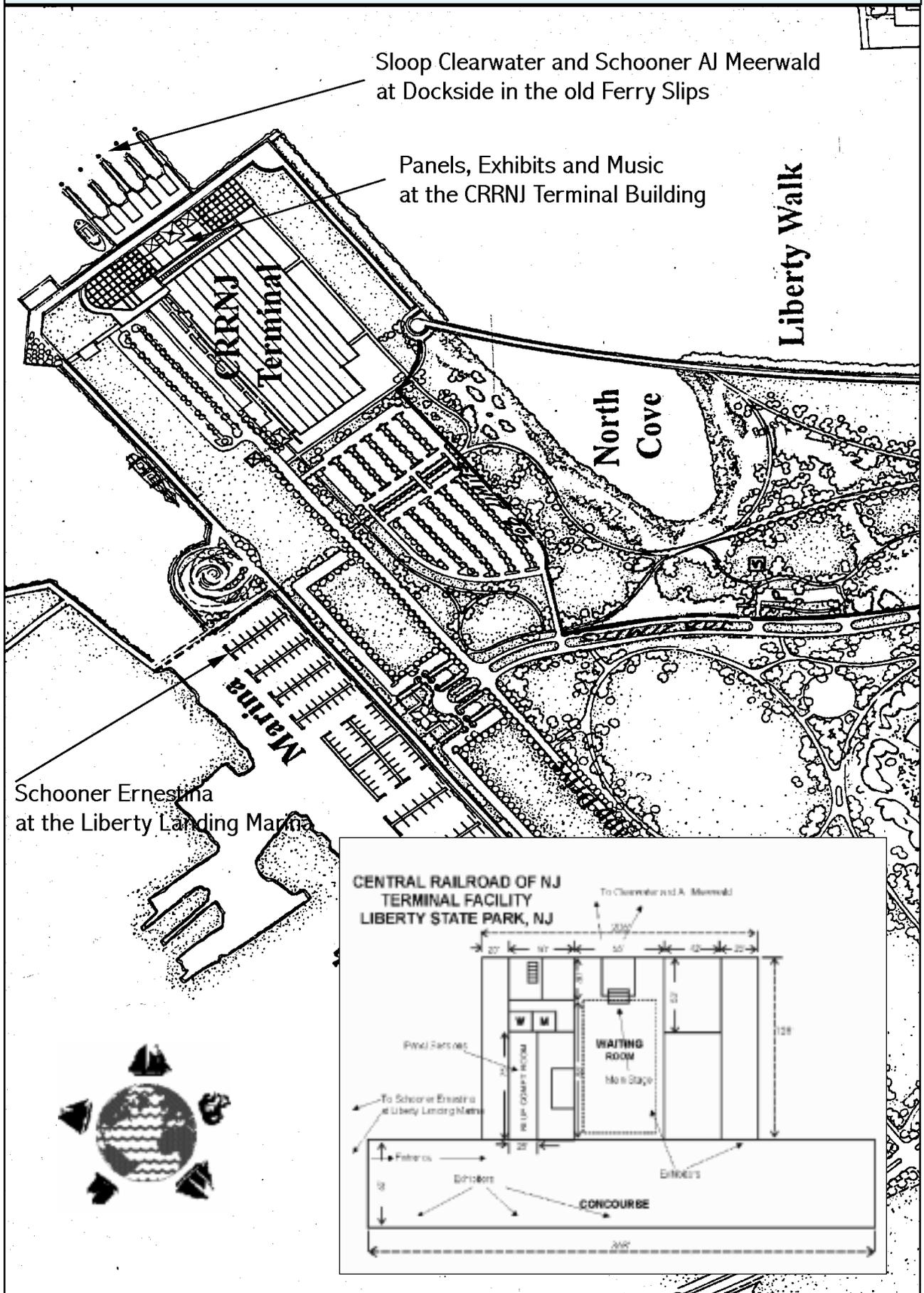
Public relations is a key tool of the environmental activists' toolkit. Traditional media--newspapers, radio, and TV--have often been hampered by the media's own perspective, political views, and the profit motive. The new media--including personal computers, email, Internet/WWW--have freed the activists from the traditional constraints and lowered the cost dramatically. New technologies and fresh approaches to environmental awareness such as webpages, emails, electronic polling, desktop publishing can bring a new immediacy to our public relations.

Partnerships: Alternative strategies

This panel will highlight progressive, innovative, creative and potentially 'replicable' ways of using ships (or boats) to increase their environmental effectiveness in partnerships with community groups, governmental agencies, educational institutions and/or other entities. Relevant points may include details of the origin of the partnership, possible pitfalls to avoid, goals, achievements, costs, staffing issues, curricula specifics if applicable and anything else of interest to other organizations hoping to pick up something they can make use of in their own programs.



Panel Discussions will be held in the Blue Comet Room of the CRRNJ Terminal Building on Saturday and Sunday.



Ships and Boats to Save the Waters

Hudson River Sloop Clearwater

Hudson River Sloop Clearwater, Inc. is a nonprofit environmental organization founded in 1966 by folksinger and social activist, Pete Seeger. The organization's mission is to defend and restore the Hudson River and related waterways through education, advocacy, and celebration. For thirty years, sloop Clearwater, a 106 foot replica of the boats that sailed the Hudson during the last century, has sailed as a floating classroom. This award winning program, Classroom of the Waves, reaches over 12,000 students and teachers annually and has successfully introduced a generation of children to the ecology and history of the Hudson River through hands-on experiential education.

For seventeen years, Clearwater has been a leader in hands-on, field-based environmental programs that embrace students in the learning experience. Clearwater sails from Albany to New York City, northern New Jersey, and the Long Island Sound. The Classroom of the Waves programs are primarily for 4th through 7th grade, but also reach high school, college, church, and community groups. More than three hundred educational sails are offered each season aboard sloop Clearwater and schooner Mystic Whaler, with 25% of these programs departing from docks in New York City. This means that over 4,000 New York City school children participate in programs annually. Hudson River Sloop Clearwater will cap its 30th year of environmental leadership with the 'Ship to Save the Waters' Conference. The StStW Conference will serve as the focal point and kickoff for all Clearwater Sloop Clubs' environmental activities into the new century.



Hudson River Ferry Sloops Sojourner Truth & Woody Guthrie

Following the success of the Hudson River Sloop "Clearwater", Pete Seeger envisioned the creation of a fleet of old-time Hudson River sloops. Their traditional design evolved in the Hudson River valley during earlier centuries when sloops carried building materials and produce, as well as passengers. Recreating this traditional form of sailing would convey the "Clearwater" message of a cleaner and safer river and offer sailing to many more people than one single boat could carry. Additional boats should also be smaller than the 106-foot "Clearwater" in order to be able to dock at river towns with shallow harbor access.

To realize this vision, two smaller ferry sloops were built and launched during the mid-1970s, the first one being "Woody Guthrie", now at Beacon, NY. Construction on her sister ship "Sojourner Truth" was begun in 1977. Both sloops measure 42 feet, are gaff-rigged and can be sailed with a crew of 4 and up to 10 guest passengers. The major difference is that, while the "Woody" is of traditional wood construction, "Sojourner's" hull is fabricated of ferro cement. "Sojourner Truth" is maintained by Ferry Sloops, Inc., a non-profit volunteer group of sailing enthusiasts, river lovers and environmentalists, sailing out of Croton-on-Hudson. Every year, Ferry Sloops offers 12-week sailing instruction classes and lectures and is participating in civic activities during Hudson River Revivals and festivities, such as shadfest, pumpkin sails and tall ships events.

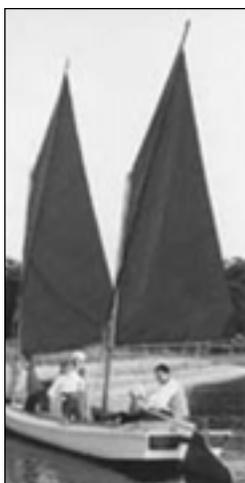


Sloop Rainbow Race and Ketch Adam Hyler

The Sloop Rainbow Race and Ketch Adam Hyler are the physical symbols of the Monmouth County Friends of Clearwater (MCFC). The Rainbow Race, named for Pete Seeger's song, is a 39 foot Sprit-rigged sloop of the Chesapeake Shipjack design. The Rainbow Race was originally designed to dredge for clams and oysters and plied the Raritan and Sandy Hook Bays out of Belford, NJ. Built in 1952, it is one of the last examples of her type ever built. The Adam Hyler is a 27 foot flat-bottomed, Sprit-rigged ketch. Adam Hyler is of the Tuckerton Garvy design that predates the Revolutionary War and was used for clam dredging.

MCFC is a non-profit, grassroots environmental group, fully run and staffed by volunteers dedicated to a cleaner environment. Since 1974, MCFC has been actively preventing and controlling water pollution in and around the Raritan Bay and the New Jersey coast. Its record of successes against pollution and polluters has become a model for other environmental groups. Its current campaign is to stop the dumping of untreated toxic harbor dredge materials off the Jersey coast and to find safe alternatives that both protect the environment and its economy.

With over 200 members, MCFC has diverse and dedicated resources that are channeled into 17 active committees including the boat, environmental education, environmental action, festival, and house committees. Our programs include cleanups, environmental watches, political action, and education programs. While modeled after Clearwater's *Classroom of the Waves*, MCFC has adapted the concept to create the *Traveling Environmental Festival* (TEF). TEF brings the hands-on shipboard stations to the classroom and youth organizations at a fraction of the cost of the shipboard experience thereby enabling MCFC to reach a broader audience all year round. In the sailing season, the TEF augments the



limited size of our boats at bay and riversides. This year 2000 marks the MCFC's 25th anniversary of its Sandy Hook Clearwater Festival on August 19-20, the largest in NJ. It is the aim of MCFC that each member in their own way touch the people immediately surrounding them and in their community, and by word or deed convey the importance of conservation and reparation of the earth.

Schooner Ernestina ex-Effie M. Morrissey (USA)

Schooner Ernestina was launched the 156' gaff-rigged Effie M. Morrissey at the James and Tarr Yard in Essex, Massachusetts on February 1, 1894. Within six weeks of launching the schooner was rigged, crewed-up and provisioned for four months of dory fishing on the Grand Banks. Many years later, after a fire and scuttling at dockside in Flushing, NY in 1947, the Morrissey was raised, repaired and sailed under a new name, Ernestina, as a Cape Verdean packet.

The essence of Ernestina's mission today extends from the vessel's phenomenal track through history. The schooner served as a commercial vessel engaged in the honest objectives of fishing the Grand Banks of Newfoundland and coastal commerce. Later, northern expeditions into the Arctic regions made manifest the spirit of the explorer, willing to take astonishing risks in the pursuit of knowledge. Ernestina carried immigrants to America while flying the Cape Verdean flag. Now, through preservation efforts and an active program schedule, we link the lessons of the past and to promise of the future. The ship is the embodiment of the ties of culture, family and tradition that encircle the American immigrant epoch.



The Mission of the Schooner Ernestina Commission is to preserve, restore and operate the historic Schooner Ernestina, ex-Effie M. Morrissey, and to establish educational, cultural and experiential programs in a context that celebrates human diversity, creativity, value and dignity.

Aboard the Ernestina, the official vessel of the Commonwealth of Massachusetts, students of all ages use the ship and its rich and varied history as a platform to study the marine environment and human impacts. They gain confidence and build self esteem while learning how to orient themselves in the natural world and solving real-world problems. Many find important cultural connections through the shipboard experience. Program offerings range from dockside programs for any age, daysails for sixth grade and up and five day passages at sea from coastal communities of New England and the Canadian Maritimes. Each structured education program uses a series of learning stations to explore the environment of the ship and the world around it.



Schooner A.J. Meerwald

Schooner A.J. Meerwald is owned and operated by the Delaware Bay Schooner Project, a not-for-profit educational organization with the mission of providing education and building stewardship to conserve and enrich the culture, history and natural resources of the Delaware Estuary. The A.J. Meerwald is a 115 foot Delaware Bay Oyster Schooner, built to meet the demands of New Jersey's oyster fishing industry which, at the time, was the backbone of the region's economy and culture. The Delaware Bay Schooner Project was founded in 1988 to conserve and enrich the history, culture and environment of the Delaware Estuary and the coastal waters of New Jersey. The A.J. Meerwald was donated to the Delaware Bay Schooner Project in 1989 and was painstakingly restored by dedicated New Jerseyans. The Delaware Bay Schooner Project uses the ship as a sailing classroom to promote ecological and historical awareness of the Delaware Bay and the waters of New Jersey. In 1995, the A.J. Meerwald was added to the National Register of Historic Places and is designated New Jersey State Tall Ship.



Sebbe Als of The Viking Ship Society

The Viking Ship Society of Augustenborg Denmark is an independent society dedicated to preserving the Viking heritage. During the period 1967 – 1969, the Viking Society built the ship of the type "fast-going" Viking longship named the Sebbe Als. The type of ship is a fast-going warship, i.e. a long and slim ship with many oars and a relative large sail, a fast ship both going for sail or going by oars. It was a copy of the wreck No. 5 from the Skulderslev finds discovered at Roskilde fjord. The ship, which was launched in 1969, was built according to the drawings of the original ship derived from the artifacts. The Sebbe Als was built using the same tools as the "old Vikings". The Viking Society has also built its "naust" which was completed in 1972. A "naust" is a Viking boathouse modeled after an archeological discovery in Norway. Since then, the Viking Society has built several ships, including the Ottar Als. The ships and "naust" are the center for a lot of activities through out the year.

The original purpose of the ship was to verify the sail capability of the Viking ships as well as the pleasure for sailing. This ship is built out of natural material with traditional tools. Since the launch in 1969 the ship has been on many trips, both in Denmark and in the foreign countries. The interest for the ship is still large and some of the "originally Vikings" maintain and sail the ship together with many "new Vikings", who are interested in working and having fun. During the OpSail76, members of the Viking Society met with the crew and members of the Sloop Clearwater and have since taken on a second mission, the environment.

Schooner Denis Sullivan

The S/V Denis Sullivan is a 138 foot, 3-masted Schooner. The design of Wisconsin Lake Schooner Education Association (WLSEA) Flagship was inspired by the famous three-masted schooner Moonlight, built in Milwaukee in 1874. The contemporary adaptation is based on four Great Lakes schooners which were built in Wisconsin between 1852 and 1868. All of these vessels lent to the final design plans of the S/V Denis Sullivan, designed by noted naval architect, Timothy Gaul, of Sturgeon Bay, Wisconsin.

WLSEA offers many programs from its location on Milwaukee's downtown lakefront ranging from a three-hour learning expeditions to weeklong summer Schooner School. WLSEA's hands-on programs, conducted both dockside and aboard the S/V Denis Sullivan, offer new knowledge and appreciation of one of our most important natural resources—The Great Lakes. Programs are multi-disciplinary and draw connections among the ecological, historical, cultural, and social aspects of the Great Lakes. WLSEA conducts professional development coursework and in-service for educators, outreach programs, and a year-round coeducational sea scout program. Wisconsin Lake Schooner's programs vary by age level, length, and fees. In most cases, programs are aligned with Wisconsin academic standards grade level expectations.

WLSEA is committed to be a learning community. The Association's mission exists to: offer hands-on learning for people of all ages and backgrounds; inspire interest in marine science and Great Lakes maritime heritage; increase appreciation, understanding, and protection of our freshwater resources; and provide opportunities to develop self-knowledge, teamwork, and leadership Contact Wisconsin Lake

Schooner for more details.



Schooner Inland Seas(USA)

The 77-foot Schooner "Inland Seas" also known as "The Great Lakes Schoolship" is the Inland Seas Education Association's (ISEA) home on the water. Inland Seas Education Association is a non-profit organization whose mission is to provide a floating classroom where people of all ages can gain first-hand training and experience in the Great Lakes ecosystem. The knowledge gained through these experiences will provide the leadership, understanding and commitment needed for the long-term stewardship of the Great Lakes.

ISEA was established in 1989 to provide aquatic science, environmental awareness and sail training classes for learners of all ages. Classes are conducted aboard tall ships to complement traditional classroom studies in ecology, history, geography, geology, biology, chemistry and meteorology. Students learn through hands on experiences. This year marks the celebration of 11 years of Great Lakes Education.

Over 30,000 students have already participated in ISEA's shipboard programs, which are taught by one-hundred-fifty trained volunteer instructors and ISEA's professional staff. Members and friends support ISEA's mission of Great Lakes education with financial contributions and by volunteering as instructors, organizers, fund-raisers and office helpers.

Schooner Sultana Project

The 97-foot Schooner Sultana reproduction is currently under construction at the Sultana Shipyard in Chestertown, MD and is scheduled to be launched and operational in the summer of 2001. The Schooner Sultana Project is an undertaking of Chester River Craft and Art, Inc., a non-profit, 501(c)(3) organization based in Chestertown, MD. The mission of the Sultana Project is to provide unique, hands-on educational opportunities for children and adults that focus on the history and natural environment of the Chesapeake Bay and its watershed. The principal classroom for the Sultana Project will be a full sized reproduction of the 1767 schooner, Sultana.

The core mission of the Sultana Project is to provide unique, "hands-on," educational experiences focusing on the history and natural environment of the Chesapeake Bay and its watershed. Sultana will be a busy classroom both while she is under construction and once she is under sail. Among the current programs are "Programs for Students at the Shipyard" and "School Outreach".

The Sultana Internship Program works with individual or small groups of young adults and immerses them in the hands on process of building SULTANA. Participants in the internship program are paired with one of the craftsman or administrators at the Sultana Shipyard and work with that individual for a morning or afternoon one to five days per week. The Sultana School Outreach Program provides educational experiences for school groups at the Sultana Shipyard. School visits to the shipyard are tailored to meet the stated curriculum needs of each individual group. Typical topics might include: Chesapeake Bay and Eastern Shore History; The American Revolution; and Shipbuilding Technology - 18th Century and Today. Visits include "hands-on" demonstrations and exhibitions of traditional maritime crafts.

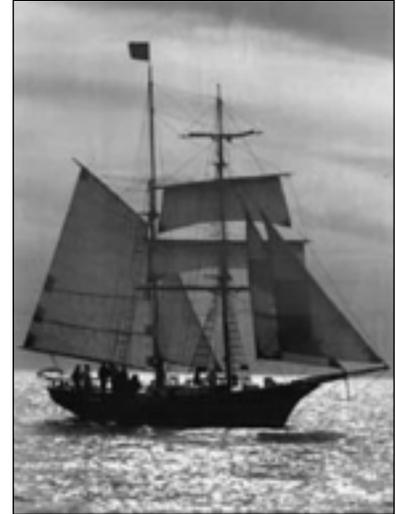


Brigantine Black Pearl

The Black Pearl is a wooden, 50-foot Brigantine that uses the once, traditional square sails, as well as the more modern fore and aft sails, used before and after the foremast. The Black Pearl can accommodate up to 10 sailors, plus the captain and mate. The Black Pearl is currently owned by the Aquaculture Foundation. It is docked at Captain's Cove in Bridgeport, CT.

The Black Pearl is used as a training vessel for school programs in marine science in ports throughout New England, especially with the regional Aquaculture Schools for teens, ages 12 to 18. The Aquaculture Foundation is a 501 (c) (3) charitable corporation composed of trustees from the marine industries, public education and those with an interest in maritime history. The Foundation supports the Bridgeport Regional Aquaculture School that teaches sailing skills, along with leadership, self-confidence and team-building skills to today's youth. Since 1972, more than 1,200 students have learned valuable lessons about the sea and about themselves aboard The Black Pearl.

The Black Pearl was built in 1948 by Lincoln Vaughn, a Newport, R.I. shipbuilder for use as his personal yacht. Vaughn sold The Black Pearl in 1958 to Barclay Warburton III, a wealthy Newport man, who helped promote the South Street Seaport Museum in New York City, by anchoring The Black Pearl at the museum's pier in the early 1970s for sea music festivals. Warburton organized the American Sail Training Association and The Black Pearl became its flagship. Upon Warburton's death, The Black Pearl was willed to the organization. After several different owners, The Black Pearl was purchased by the Aquaculture Foundation in 1993.



Barque Picton Castle

The Tall Ship Picton Castle — recently returned from an 19-month, 47-port, 22-country, 37,000-mile world cruise that crossed the Caribbean, Pacific, Indian, and Atlantic Oceans — is seeking voyagers (virtual and real). From the outset, the 180-foot, three-masted, square-rigged barque has faced its world-circling adventure with a crew composed of equal numbers of men and women. These sailors face the same exhilarating challenges together whether learning celestial navigation, standing watch, furling sails, repairing rigging or hoisting anchor.

The prime mission of this sailing ship is deep-ocean voyaging and sail training. An ASTA member, its professional sailors are constantly providing instruction in navigation, seamanship, sail making, and related marine arts. Not surprising, the goal of most amateur sailors is to come away with an able-bodied seaman certificate. It is a unique combination of travel, vacation, training and more travel. To date, the Picton Castle crews have visited some of most remote, beautiful and intriguing Caribbean and Pacific Islands (e.g., San Blas, Pitcairn, Bora Bora, Palmerston, Neiafu, Takarua, Malaita, and Tahiti) as well as Bali, the Seychelles, St. Helena, Barbados, Martinique and Bermuda. Future tall ship cruises will travel to Europe, Asia, and Australia and — again — to Pacific and Caribbean islands.

The Barque Picton Castle was completely overhauled and outfitted for tropical ocean voyaging as a training ship in Lunenburg, Nova Scotia, during 1996-97. The ship is registered in Avatiu, Rarotonga Cook Islands, headquarters for her South Pacific voyages. She is outfitted with the high standard of safety equipment her Certificate of Safety Equipment requires. Her stability and ballasting has been calculated and tested by inclining tests supervised by a qualified naval architect and marine engineer trained by the Webb Institute. The ship is outfitted with six water-tight bulkheads for collision and damage control and every effort has been made to equip the ship for safe ocean voyaging.



Schooner Pioneer (USA)

Pioneer was originally built in Marcus Hook, Pennsylvania in 1885 to carry sand -- mined near the mouth of the Delaware Bay -- to an iron foundry in Chester, Pennsylvania. She was re-rigged as a schooner ten years later when the sloop rig lost favor, primarily for economic reasons: The large single sail took more crew members to handle than the smaller sails of the two-masted rig. In the days before paved roads, schooners were the delivery trucks of their era, carrying various cargoes between coastal communities: lumber and stone from the islands of Maine, brick on the Hudson River, and oyster shell on the Chesapeake Bay.



Almost all American cargo sloops and schooners were wood, but because she was built in what was then this country's center of iron shipbuilding, Pioneer had a wrought iron hull. She was the first of only two cargo sloops built of iron in this country, and is the only iron-hulled American merchant sailing vessel still in existence. By 1930, when new owners moved her from the Delaware River to Massachusetts, she had been fitted with an engine, and was no longer using sails.

In 1966 Russell Grinnell, Jr. of Gloucester, Massachusetts decided to rescue Pioneer, rebuild her hull with steel plating, restore the schooner rig, and use her in his dock building business. He unfortunately died in 1970 and that same year Pioneer was donated to the museum, where, manned by a crew of professionals and volunteers, she sails daily, taking the public on harbor tours. Pioneer is also for hire for corporate and private charters, and has a well-known education program for grades 4-12. Pioneer is fitted to accommodate the disabled.

Benefit Concert ~Ticketed Event~
 Friday, June 30 7:30-10:30pm
 Washington Irving HS
 E. 16th St x Irving Pl, New York City
 Tickets \$15-\$50 Sliding Scale
 Contact Jeanne Stork at 212-831-5027 for information and tickets. A kickoff concert will be held across the harbor in Manhattan on Friday evening to serve as a fundraiser for the conference weekend.
 Featured artists:
 Pete Seeger
 Paul Winter
 David Amram
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 Jack Landron
 Brother Russell Scholl & The Singing Conquerors
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- Schooner Ernestina <http://www.ernestina.org>
- Schooner AJ Meerwald <http://www.ajmeerwald.org>
- Barque Picton Castle <http://www.picton-castle.com/>
- Inland Seas Education Assoc <http://www.schoolship.org>
- Brigantine Black Pearl <http://www.tallshipBlackPearl.org>
- Schooner Sultana <http://www.chesterriver.com/sultana>
- Schooner Pioneer <http://www.southstseaport.org/shippio.htm>
- Viking Ship Sebbe Als <http://home13.inet.tele.dk/notmark>
- American Littoral Society <http://www.alsnyc.org/>
- American Sail Training Assoc <http://tallships.sailtraining.org/>
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- Ferry Sloops, Inc. <http://www.wvtc.com/~fsloops/background.htm>
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- Leead International <http://www.ctnow.com/groups-leead>
- Monmouth Co. Friends of Clearwater <http://www.clearwatermc.org/>
- National Maritime Historical Society https://www.seahistory.org/Public_HTML/frame.htm
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- River Project <http://www.riverproject.org>
- Shorewalkers <http://www.shorewalkers.org/>
- Sierra Club Atlantic Chapter <http://www.sierraclub.org/chapters/ny/outings.htm>
- Tall Ship Newswire <http://www.tallshipnewswire.com/>
- The Cousteau Society <http://www.cousteausociety.org>
- Urban Park Rangers <http://www.fortunecity.com/meltingpot/brazos/893/upr.html>
- The Waterfront Museum <http://www.waterfrontmuseum.org/>
- Wisconsin Lake Schooner Ed. Assoc. <http://www.wis-schooner.org/>
- Pete Seeger <http://ourworld.compuserve.com/homepages/JimCapaldi/>
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