



SCHOONER "LAURA ELLEN"

Schooner LAURA ELLEN, originally christened GLAD TIDINGS, was the first of her type. She was designed by William Roue' and represents a small edition of his famous Banks' schooner, BLUENOSE. Yachting Magazine, November 1937 featured GLAD TIDINGS, launched from the yards of Pierce and Kilburn, for Joseph Blumb, Jr. The sail away price was \$8,500. We learned later that many of the craftsmen and the management of Pierce and Kilburn evolved into the Concordia Yacht Group. Many points of detail and craftsmanship in LAURA ELLEN are reflected in the Concordias.

LAURA ELLEN was further documented in the May 1938 issue of Rudder Magazine, featuring William Roue's schooner yachts.

There have been five owners of LAURA ELLEN. The original name, GLAD TIDINGS, became HENRIETTA with the second owner. The third owner renamed her LAURA ELLEN after his wife and daughter.

I took delivery of LAURA ELLEN of Baltimore, in the spring of 1968. The survey qualified her to be in excellent condition. The sale price was \$9,500.

Three generations of Greenmans have sailed in her. Daughter Anne acquired a captain's license and for a period of time, chartered LAURA ELLEN both here in Hampton Roads and in Key West. Anne is better known, along with her husband Chris Siegel, as skipper of the three sail bateau, CHARLOTTE E. FOSTER, which was featured in the August 1997 issue of Bay Magazine.

The longest offshore passage in LAURA ELLEN was from Key West to Charleston. The most memorable was participation in the Parade of Sail in New York Harbor in celebration of the 100th anniversary of the Statue of Liberty.

Many trips up the bay included festivals in Baltimore and Annapolis, and rendezvous with other vintage yachts of the Classic

Yacht Club of America. Each year, since 1982, we join other invited "tall ships" for Norfolk's Harborfest. Sailing along with BLUE NOSE 11 was a high point a few years ago.

The most aggressive passage was The Great Schooner Race from Baltimore to Norfolk in 1995. After blowing out the main-sail and staving off a mutiny, we motored into Solomons.

Thirty years of "messing" about with LAURA ELLEN, thirty years of renovations and maintenance; it has been a very personal crusade. I've done it all my-self, by my-self.

Learning the hard way, I found it prudent not to secure anything with 3 M 5200 unless you want it there to stay. The ancient Gray 420 became a terminal case. The cylinder head with two gaskets and buttered up with Marine Tex finally gave up the ghost. Two thousand hours ago, I installed a 27 horse diesel Westerbeak.

Down through the years I have had to contend with various pockets of rot. Early on I felt the boat had to last forever, but now, at my age of 79, it's all relative. Each year I add another dutchman or two and with epoxy and my blessing, she sails on.

I often go off singlehanded. All working sails are self tending. The tiller pilot works well for most headings. My loran keeps me oriented with course and position.

To find a quiet cove and watch the setting sun accompanied by Mount Gay rum and Beethoven; I am one with my environment.

Bill Greenman

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