

Whalers' Watch

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Journey on the Lynx

Our trip...

by Abby Jones and Margaret Culkins

The tall ship Lynx provides an awesome and educational activity for all! Thanks to Dr. Cohen, Dr. Bardsley and the Egan Maritime Institute, we had the opportunity to hop aboard the Lynx and sail along with the crew. The crew showed us their jobs aboard the ship, where they sleep, where they eat, and other unique things.

One of the captains, Captain Peacock, chatted with us and taught us some history about the Lynx. This famous tall ship comes to Nantucket every summer. For our trip to happen, we were able to miss two hours of school on September 21, 2016. It was a beautiful Wednesday afternoon, which made the experience even more enjoyable!

One of the other great parts of the trip was sailing out of the Jetties. Outside of the Jetties we stayed along the north coast of the island. This side of the island is part of Nantucket Sound. There was so much to learn about the Lynx and its adventures.



The Captain's a Peacock?!

by Mimi Belanger and Angelica Oviedo-Fermin

Standing on the Jetties, the 11 year old Donald Peacock witnessed the awe inspiring sight of the Tall Ship, Shenandoah. That is when he decided that he wanted to learn more about ships. Donald Peacock is not only one of the Captains of the Lynx, but is also Board Chairman of the Lynx Educational Foundation. Captain Peacock has been a Nantucket summer resident all his life. He graduated from Nasson College in Springvale, Maine.

Donald Peacock is captain along with Captain Alex, Captain Iver, and Captain Bill. The reason why Captain Peacock picked the Lynx for the ship he was going to sail was because "she is beautiful," said Captain Peacock. Captain Peacock loves his job because he enjoys teaching kids about her history .

He loves being able to sail from Nantucket to Cape Cod to Florida, and places in between. He also gets to pick who the mates on the ship are, and he also does most of the paperwork for the ship. From beginning to end, this whole trip was enjoyable, from sailing to helping the crew.



The Inside Scoop on the Lynx Crew

by Gillian Antonietti, Bella Cutone, and Alex Johnson



Just like any other ship, the Lynx has a crew made up of six people, including the Captain. The crew members are Brandi Lynn (Deckhand), Hunter (the cook), Phil (the engineer), Angela Wilt (second mate), and KC (first mate). The CPS newspaper classes were given the opportunity to visit the Lynx and go for a beautiful, calming sail around the harbor. While on the ship we were given the chance to talk to each crew member individually.

Phil is the engineer on the Lynx. He has been on the Lynx for a month and a half since September 14. He described his job as taking

care of all the things that weren't on the boat 200 years ago. This means any electrical problems, motor issues, and anything along those lines.

Angela Wilt is another member of the Lynx crew. Angela is 2nd mate and passes down orders to other crew members after hearing them from first mate. She also helps out around the boat. Angela first began studying Biology before sailing on the Lynx. She now wants to travel the world on a tall ship teaching kids how to sail. Angela has been on the boat for six months, and will continue for six more.

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Hunter, the cook



Phil, engineer



Angela, 2nd mate



Brandi, deckhand

All Hands on Deck

by Amy McAveety and Maddie Iller

Have you ever thought about what living on a 1800's ship would be like? These modern day crew members live and breathe it every day for 3-12 months at a time as their job.

Everyone on board gets to steer the ship and share most of the jobs. At around 8:30AM they eat breakfast and being their work day with the daily routine called Souls and Bowls. This means cleaning the floor (Souls) and cleaning the toilets and bathrooms (Bowls). They polish the deck and anything else to make it look shiny and new.

The captain of this well known ship is Don Peacock. He is the person in charge of all the jobs and keeping everyone on track. With a 100 ton Masters License, Don is the person steering the ship.

Angela Wilt, the 2nd Mate, is one of the head officers of the Lynx. She helps with all the jobs and makes sure everyone is doing what they are supposed to, when they are supposed to do it. Angela loves what she does and has a lot of experience of working on big ships similar to the Lynx.

Phil, the Engineer, fixes everything that was not on the ship in the 1800's.

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Aye, Aye Captain!

by Aslyn Ray and Audrey Harrington

Commands are one of the most important parts of sailing a ship. While on the Lynx, Captain Peacock told us what the most used commands are. Commands are used for different things. For example, these are some commonly used to signal meals, others are used to change direction of the ship. When these commands are said anyone who hears them repeats what has been said. Commands let the crew members know what's happening and what to do at that moment. While we were on the Tall Ship Lynx, the shouting of the commands commenced as we set sail.

"Stand by to come about" means: get ready, we are tacking (when the boom is moving over to a different side and you need to get out of the 'no-go-zone') through the wind, we are turning. Tacking is changing the direction of the vessel.

"Stand by to Wear Ship" means: we are going to turn before the wind (the boat is turning in the same direction as the wind).

"Muster" means: we are going to have a meeting with all the crew.

"Tie Loose the canvas" means: to untie the sails for sailing.

"Stand by to slip the mooring" means: get ready to let the ship go off the mooring. The mooring/ moorings are the buoys, chains, or ropes used to moor, or hold the boat in place.

"Dinner" means: Cook has called the crew to dinner.

"On Deck" means: anyone on deck needs to respond.

"Turn Left, Port" means: turn the boat counterclockwise.

"Turn Right, Starboard" means: turn the boat clockwise.

"Turn Around, Come About" means: makes the boat turn 180 degrees instantly.

"Stop, Furl Sail" means: making the boat stop all motion.

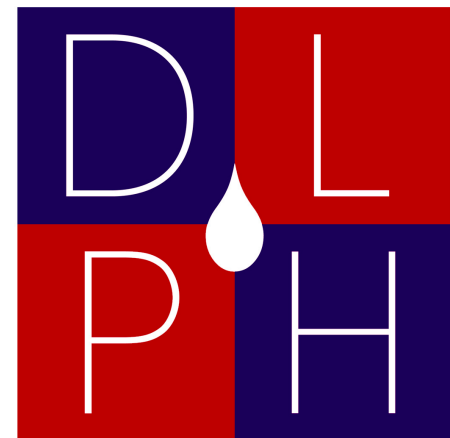


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Brandi Lynn has been sailing since she was a kid. She grew up near a lake and always loved the water. Because she loved the water so much, she knew she wanted to go to school for sailing. Brandi has sailed on many big boats and knows that in the future she will be sailing on more. She has been on the Lynx for five months and will finish her voyage shortly. Brandi Lynn's job on the Lynx is the deckhand.

Unfortunately, no personal information was collected, about first mate KC.

All information was gathered from the Lynx Crew aboard the Lynx Ship, on September 21, 2016.



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Calling to be a Captain

by Quinn Lebrecht

Don Peacock, the captain of the notorious Tall Ship Lynx, knew at a young age the sea was in his future. He spent his summers growing up on Nantucket with family.

He had several jobs scattered throughout the island. His jobs varied from the Cliff Side Beach Club to sweeping the courts at the Yacht Club. Growing up he wanted to be a marine biologist. While enjoying his summers on Nantucket, he learned to sail and he has clearly applied those skills to his life now. He would go on his grandfather's small wooden skiff and cruise around the harbor for hours on end. Those are memories that later catered towards his career. While in his Junior year of high school he went with friends and family and they sailed from Cape Cod to New York.

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Later on, what drew him to the Lynx was that his son had been working on the tall ship in California. He literally hopped on board and they sailed from Portsmouth, NH to California. After a couple of months of sailing around they decided to elect Mr. Peacock as the man to find ports on the East Coast.

Now, he is one of four captains of the Lynx, holding a 100 Ton Master Captain's license. This license allows him to steer Coast Guard approved boats as big as you can imagine.

Soon Nantucket came back into play in his life and that is why we are lucky enough to experience the ship on the island. He is currently working on getting Nantucket to be the Lynx's home port.



Don upholds a very important position on the ship, proving that childhood dreams can come true. He has two very important jobs on the boat now, the captain and President of the Lynx Educational Program. He was the one to bring up the idea of having the Lynx come to our little rock in the first place. He has spent the past few years making his way around the globe bringing this program to kids all over. He has done a tremendous amount of work on building that program and making the ship go to places its has never sailed before.

All information given by Don Peacock via interview.



Sail To The Past

by Maclaine Willett and Yvie Scarlett

The Lynx was a fore topsail schooner that sailed in the War of 1812. This ship was used to privateer and blockade other ships. This ship was not only remade for present use, but it has an incredible history.

Lynx was built in Fells Point Maryland, in 1812. This boat was run by the Captain E. Taylor. The Lynx was used as a blockade runner because it was so fast. The blockade runners would defend their own port so the enemy ships wouldn't get into their port. In the War of 1812, this boat was privateering. As they were privateering, the British caught on to them, and started tailing them. The British ran the Lynx near the Rappahannock River in Virginia. There was three other boats that were being chased also, Aarab, Racer, and Dolphin. But, these were destroyed, unlike the Lynx which was taken by the British.

When the British took hold of the ship, they drove it back to their home port, and brought the crew to prison. The British took apart the Lynx and explored its engineering. This was used so they could make their own models of the ship.

To privateer in the war, these crew members had to get permission from the government. Without this, they would be illegally privateering, and probably not doing it for the government, but for



en.wikipedia.org/



<https://a2ua.com/cannon.html>

themselves. To get this permission, there were Letters of Marque, which was like a permission slip. They described everything about what they were trying to do. This was signed by the very famous, James Madison! They have the actual letter in the dining and bedroom downstairs of the new ship. For this boat to legal, they also had to have a coast guard inspect the ship, to make sure the construction was safe. This leads to the next topic, construction.

The construction and parts of this original boat is very complex. When they built this ship, they named it Lynx because it was so quick, and stealth like the animal lynx. There was a mechanism called the boom where it was connected to all of the sails and when the sails moved with the wind, so did the boom. Also, this ship was a fore topsail schooner, which is very original to every boat and depends on the construction of the boat.

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Sailing in the Present

by Silas Moore and Arielle Holmes

One of the main uses of the Lynx today is touring and showing people what it looked like when it was used 204 years ago. The Lynx and her crew span the whole East Coast from Florida to Maine and all other major ports in between. She gives schools and other major institutions rides.

The photo on page 6 is what the Lynx looked like in 2008. And it does not look any different now, or when it was built in 1812. The ship has even the same furniture than it did long ago. Although some of the areas are used differently now.

The boat is also a great experience for young, new sailors to reap the benefits of a real sailing trip. They live on the boat throughout the summer, only leaving the ship every once in awhile. They have a cook that cooks a wide variety of foods.

We are able to tour the Lynx thanks to the help of the Egan Maritime institute and also Dr. Bardsley.

The Lynx's home port is Portsmouth, New Hampshire, but it stays in Florida during the winter, and Nantucket in the summer.



<http://www.slice-of-the-moon.com/item/black-mica-dark-black-mica/dark-black-mica-powder-1oz-bla/lid=5763466>



<https://gardenofeaden.blogspot.co.uk/>



<http://www.marineartists.co.uk/>



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"Sail to the Past"

This means there are bars at the top of the sails that all connect to four sails. The dimensions of this ship were, 122' over all, 23' beam, 9' draft, and it weighed 97 tons.

One great feature of the Lynx is when you go to the ship's wheel, it had a very inspiring quote, "Be excellent to each other and to your ship." It added a unique touch to this boat.

The Lynx was packed with weapons of all kinds. They had a cannon that they used to try to shoot the sails of an opposing ship. There was one pound of black powder for the cannon. They had barshots aboard. When shot out of the cannon, the nunchuck like weapon would spin and rip sails. The chain shot was very similar to the barshot, but it was made mostly chain. Once again, this was used to rip the sails of other ships. The ship also had the grapeshot aboard. When the grapeshot was fired, the mini steel pellets would explode out, but they stopped using this.



They stopped using grapeshot because it was dangerous to other sailors. If one of the pellets were to hit a sailor it would shoot them like a gun. Also, the grapeshot wasn't very useful. Reading this article you might be wondering why it's important to not shoot the sails. This is because it takes quite a long time to repair these sails, because of their extremely large size, so wrecking them will slow down the ships.

The Lynx wouldn't be what it is without its history, which is very interesting to see, especially in person, like we did.



Continued from page 2...
"All Hands on Deck"

He chips in when they sail, and also does the day trips. He grew up racing small boats, and by the time he was in college he helped on a tall ship for a semester. Soon after he continued working on tall ships, he upgraded to work on the Lynx.

The deckhand, Brandi, rode on a tall ship for the first time when she was in college. She helped with day trips, and soon worked on several other ships. She started working on the Lynx in May and has been helping out all summer. She is currently is trying to get her captain's license.

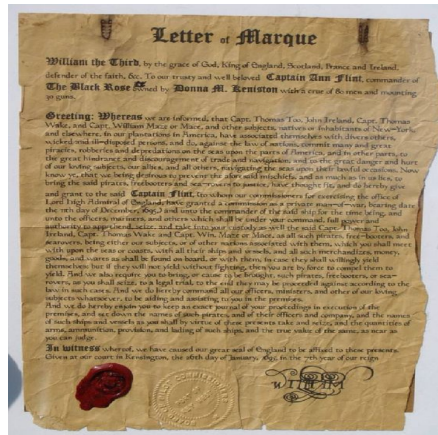
Hunter, the cook, makes 3 meals a day for 6-12 people. Hunter has a certain amount of money to buy food each week. Hunter always works hard to put food on the table, while everyone works hard on deck.

In conclusion, the people working on the Lynx love what they do and are good at what they do!



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Key Vocabulary words and their definitions:

Cargo: riches, gold, food, goods, etc.

Lynx: Tall ship used by the British for privateering.

Tall ship - A sailing ship with bigger masts.

Have You Ever Wanted to Work on a Ship Before?

by Emerson Milne and Emma Davis

Working on a ship is not an easy job, but definitely a fun one. There are many different positions that you can choose from, and they're all very different. There are also many commands to learn. Because when the captain gives orders, you have to understand them. For example, "Make a cleat knot on the main ropes!" This brings up something else. There are also many terms, or parts of the boat to learn. For example, bow, stern, cleat, main sheet, center board, and many more. As you can tell this job takes a lot, but is definitely worth it.

Meet the Crew...

Captain ~ The captain usually is the owner or has been picked by the owner of the boat. Captain Don Peacock is one of the captains on the Lnyx, along with Captain Alex, Captain Iver, Captain Bill. They are all highly trained and know what they're doing.

First Mate ~ The First mate is in second command. He or she is in charge or responsible if anything happens to the Captain. The First Mate is in charge of the overall neatness of the boat.

Boatswain ~ Has the responsibilities related to the rigging, and rope work. The boatswain might also fire the guns.

The Crew Continued....

Ship's Cook ~ The only member of the crew who is not required to stand watch, but is responsible for planning meals and supervising food preparation.

Leading Seaman ~ The Leading Seaman is in charge of making sure the junior crew are doing their work and doing it correctly.

Seaman ~ The sea man is the junior deckhand he helps out with the ropes and the deck. He is also getting the necessary training needed to be an actual crew member.

Engineer ~ The engineer is responsible for all the motors on the boat, that includes maintaining it in a good condition.

Student Trainee ~ A member of the crew who isn't paid that is a part of a program that trains them to sail a ship.

Voyage Crew ~ He or she is charged a fee to join the ship and obtain instruction in the discipline of training to sail.

Volunteer Crew ~ Sailing experts that are occasionally invited aboard to sort of intern in their areas of specialty.



Commands

"Prepare to cast off" ~ casting off the mooring line.

"Stand by to hold" ~ When raising the anchor.

"Coming about" ~ Turning the ship into the wind.

Parts of Boat

Port ~ Facing forward, this is anything to the left of the boat.

Bow ~ The front of the boat

Stern ~ The back of the boat

Starboard ~ Facing forward, this is anything to the right of the boat.

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The History of The Lynx

by Teddy Bradley and Lily Hunter

The Lynx was built by Thomas Kemp in Fells Point, Maryland in 1812. It was a privateer ship that fought in the War of 1812. It was built for war and made to outrun any other ship it had to take on. During the process of when the Lynx was being built, the cost was nearly 9,000-10,000 dollars. In 1813, the Lynx was caught by the British Navy to figure out how the ship was built.

The Lynx had a very special design, it had a 72 foot waterline making it very fast and durable. To maintain the balance of the ship, the keel was laid

parallel with the waterline. To control the sails more easily, the builders overlapped the foresail. After the Lynx was destroyed there was a replica built in 2001 by Taylor Alan.

The Lynx was one of the best out of the 17 ships at its time during the war. It was mainly used to outrun barricades and anything the British had to throw at it.

One of the biggest events the Lynx had been in was on September 13 and 14, 1814 with a battle that lasted 25 hours, which was when the British had bombarded the

Lynx. The British planned to open fire a 1500 iron shot at the Lynx, but did not succeed.

They did end up capturing and taking it apart to find out how it was so fast. On that morning of the Lynx's victory, Francis Scott Key wrote that "Star Spangled Banner," which is known as our National Anthem today.

In conclusion, the Lynx has had an eventful history and it continues to enrich and educate the peoples lives of Nantucket.

