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World's largest indoor model boat may take 5 years to build

By MARY KLEIN
Staff Writer

PROVINCETOWN — Construction of the world's largest indoor model boat, a replica of the Provincetown fishing schooner *Rose Dorothea*, will begin in the Heritage Museum June 1.

In 1907, the *Rose Dorothea* won the Lipton cup in the Fisherman's Races between Provincetown and Gloucester. The race occurred during the heyday of Provincetown's fishing industry.

The Provincetown Historical Association in conjunction with the Heritage Museum began planning the mammoth project two years ago.

The museum board of trustees hope the 54-foot-long scale model boat will save the financially flagging museum, Cyril Patrick, president of the historical association and a trustee of the museum explained. The *Rosa Dorothea* should attract crowds of visitors to the museum, he said.

Volunteers will build the model on the second floor of the Heritage Museum. The project will take about five years to complete. Flyer's Boat Yard in Provincetown offered to supervise the project and coordinate the workers.

"It will be a labor of love. The people who will work on it are people who will be dedicated," Francis Santos of Flyer's said.

Without the assistance of many skilled people the cost of the model would be prohibitive, Santos added. Materials for the schooner will cost \$50,000. Labor would add another

\$250,000 according to Patrick

The historical association has thus far raised \$9,000 through a benefit dinner and an auction held at the Provincetown Inn last winter. The auction was a huge success thanks to the donations of art works by Provincetown artists services by local businessmen and many goods donated by other residents, Patrick said. Another auction is scheduled for August.

There was one nearly insurmountable obstacle to the project, however, The *Rose Dorothea's* masts will rise to a height of nearly 30 feet, but the museum's ceiling in only about 20-feet high. Fortunately, the museum recently received a six-month, \$64,000 CETA grant to remove a ceiling constructed when the building housed the Chrysler Art Museum. The original ceiling of the 1860 structure, once the Center Methodist Church, is about 12 feet higher.

The grant will cover the partial renovation of the museum and pay the salaries of 10 CETA employees who will do the work.

The original blueprints for the *Rosa Dorothea* were destroyed about 25 years ago in a fire. Therefore, plans for the vessel are being drawn up by Flyer's using a combination of blueprints from a similar class schooner and photographs of the *Rose Dorothea*, Patrick explained.

The actual *Rose Dorothea* was 108 feet overall. The only comparably sized scale model ship is the *Lagoda* in New Bedford which will lose its distinction as being the world's largest model once the slightly larger *Rose Dorothea* is completed, Patrick said.

Several years ago Patrick had a dream in which he saw a large model ship housed inside of a building. Now that dream is about to materialize.

The *Rose Dorothea* was designed by master shipbuilder Tom McManus. Construction of the vessel was finished in 1905 at the Tarr and James Boat Yard in Essex. Provincetown Captain Marion Perry, A.H. Hearn and Albert Philips bought the *Rose Dorothea* for \$15,000, a small fortune in those days.

She was known as one of the prettiest schooners in New England. As characteristic of the Portuguese fleet, her hull was painted black and the booms, gaffs and mastheads a shiny white. The *Rose Dorothea* was manned by a 27-member crew and equipped with 12 double dories.

A large, round-bow vessel, the fishing schooner had an enormous mainsail and mainboom about 89 feet long. She was named after *Rose Dorothea McGowan*, Captain Perry's fiancée.

The only fishing schooner in the Provincetown fleet that was a fair match for the *Rose Dorothea* was the *Jessie Costa* owned by Captain Manuel Costa. Both vessels were designed by McManus and Launched at the Same boatyard.

The prestigious 42-mile course race occurred in August of 1907 when Sir Thomas Lipton offered a cup for a fishermen's race in Massachusetts Bay. Captains Perry and Costa readily accepted the offer to race, each claiming his boat was the fastest. A Boston schooner also entered the race, but was not in the same high league as the two Provincetown stars.

During the race the *Rose Dorothea's* foretopmast snapped, bringing down her foretopsail and jibtopsail.

But according to one story, the *Jessie Costa* was operating under an even greater handicap. The race had been delayed by two hours as the Provincetown captains awaited the arrival of the Boston boat. *Jessie Costa's* crew killed the time by throwing a party. It is said that when the race finally began they were in very high spirits.

The *Rose Dorothea* crossed the finish line two minutes and 34 seconds ahead of her rival. It had been a close race and an exciting one.

But ten years later this prizewinning fishing schooner came to a sad end. After changing ownership three times, the *Rose Dorothea* was sunk by the Germans in 1917 on a voyage from Oporto, Portugal to St. John's Newfoundland, with a cargo of salt.

A year before the *Rose Dorothea's* demise, the *Jessie Costa* was sold to a Newfoundland captain and was never heard of again.

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Unions delay *Rose Dorothea* grant

By Steven Schwadron

Because of unanticipated problems with construction unions, the \$64,000 CETA grant to build a half-scale model of the schooner *Rose Dorothea* in the Provincetown Heritage Museum will be delayed at least temporarily.

CETA, a federal jobs program, can legally pay no more than about \$4.50 an hour. But federal and state law require standard union wage rates, which are much higher, for any public construction project.

The government considers building the *Rose Dorothea*, a construction project, rather than a public works program.

The problem affects CETA-financed construction projects across the state and nation, including one other on the Cape. Officials of the museum plan to open the museum for its second season in late June, a week or two later than previously expected.

CETA officials in Yarmouth will meet

next week with union representatives to try to iron out a compromise. The CETA program, now about four years old, has never faced this problem. Until now, most of its grants created public service jobs. In this latest round of financing, some of the money went to specific innovative projects, rather than ongoing job slots.

Ironically, CETA carpenters have worked at the Heritage Museum before. But that labor was considered only part of their overall workload.

At the outset of the CETA program, some local contractors objected that CETA work on public grounds such as the pier was cheating union wages from townspeople.

Anthony Lacerda, head of the Yarmouth CETA consortium, said Tuesday the dispute may turn out to be "no big deal," but that there's no way of predicting when or how it will be resolved.

CETA is not allowed to pay workers more than \$10,000 annually, pro-rated for

the length of time worked. If, for instance, the unions demand \$12,000, the town could always pick up the tab for the extra \$2000 a year, Lacerda said. "This is a guinea pig, something we haven't dealt with before," he said. The CETA program is trying to create jobs, a goal unions should not oppose, he said.

The museum had been set to open in mid-June, to coincide with celebrations of the town's 250th anniversary of incorporation. Preparations had been started to clear the second floor of the museum to make room for building the massive model.

Plans are now to open the museum the last week in June, the same time as last year, according to Josephine Del Deo, of its board of trustees. She was surprised that such a large dispute could arise, that CETA had not previously worked it out.

Work will proceed, though slowly, in the interim. "We've lost some time, but we're

also one step ahead of where we were," she said. Available money will be used to prepare to raise the ceiling, and CETA help will be used when it arrives, she said.