

superior boat, but that some hard partying before the race left her no match for John Watson, the Boston yachtsman who commanded the **Rose Dorothea**.

Capt. Perry had done a bit too much carousing before the race and found himself in the fo'c'sle when the gun sounded. He later returned as spare hand to Watson.

The **Rose Dorothea** and the **Jennie Costa** were both sleek and fast, the pride of the proud Provincetown fishing fleet. Both boats were designed by Tom McManus, the son of Boston's most noted sailmaker.

McManus had apprenticed with, among others, Edward Burgess, a famous Boston designer, who also lived and worked in Provincetown for several years after World War I.

The Tarr and James yard in Essex launched the **Rose Dorothea** in September, 1905, her black hull set off by gleaming white booms, gaffs and mastheads, and sporting a new gasoline hoisting engine. Her price tag was \$15,000, a pittance by modern standards.

Fitted for sea a month later in Gloucester, the **Rose Dorothea** trial-raced across the bay to Provincetown with the schooner **Annie C. Perry**, Capt. Perry's former command.

Foghorns and whistles greeted the **Rose Dorothea** as a stiff couthwest wind carried her into port here a good 15 minutes ahead of the **Annie Perry**.

Data on the **Rose Dorothea** is scattered, sending researchers to the Smithsonian Institution in Washington, D.C., the Peabody Museum in Salem, Mystic Seaport, books like Gordon Thomas' "Fast and Able" and Dana Story's "Hail Columbia," various shipbuilders, model-builders, authors, surviving eyewitnesses, and other authorities on ships, fishing and Provincetown.

The **Rose Dorothea**'s original offsets, or technical plans, were destroyed in 1944 by fire in a shed at the Essex boatyard. The general designs had been copied as a 1930's WPA project and they remain intact today at the Smithsonian.

The historical association has hired William Avery Baker of MIT to compile a table of offsets for the model, just as he did for the **Mayflower** replica in Plymouth.

When Lipton offered the cup in August of 1907, Capts. Perry and Costa entered eagerly, along with the **Joseph W. Parker**. Two other boats, the **Francis P. Mesquita** and the **Helen B. Thomas**, formed the second class, below 85 feet water line.

Space was left on the Lipton Cup, reputed to consist of \$5000 worth of silver, for names of victors in future challenge races. Just why these challenges never materialized is unclear.

Probably no one came along with enough prize money to continue the formal races. World War I then closed the book on the Lipton Cup and it stayed here.

Lipton's prizes were \$450 and \$300 in the first class and \$400 and \$300 in the second class. According to a news account in the **Boston Globe**, "The greatest credit is due the Portuguese Captains of the local fishing fleet, as without them the contest would have been flat."

The boats sailed without fishing gear and other superfluous weight and with exceptionally large crews. The **Rose Dorothea** carried 50 men. The 42-mile race course stretched from Boston out to sea and then back into Boston.

"The conditions were excellent for a dash of speed between fishing schooners though doubtless the crews would have relished a little more wind and sea," the **Globe** account said. "They had a good summer breeze, but not enough to give them the hammering for which a Georgesman's heart is supposed to yearn in such a battle."

Probably because of the light wind, the **Helen B. Thomas** was nearly an hour late for the 10 a.m. starting gun. She had just returned from fishing. When the race committee, aboard the city tug **Cormorant**, postponed the race until 11 a.m., the other contestants started to whoop it up on deck.

One boat, the **Joseph W. Parker**, even sported a band aboard, "which banged and tooted bravely, until the sea came up a bit, when the musicians lost interest."

A coterie of small boats and cruisers, tugs and the steamer **Monitor**, carrying dignitaries, watched from near the starting line, three miles off Boston light. The **Cormorant** officially laid the line and all five schooners stood steady waiting for the gun.

The wind was light and the boats couldn't jockey for strategic positions. Not until a minute after the gun sounded at 11:10 a.m. did the **Rose Dorothea** cross the starting line on a starboard tack. The **Jennie Costa** and the **Joseph W. Parker** followed a minute later.

Meanwhile the **Manomet**, a Gloucester schooner scheduled to race, eased past the field to port with a holdful of mackerel.

A strong land breeze filled the **Rose Dorothea**'s canvas for the first five miles to Davis Ledge, "bowling along handsomely, with everything drawing and scuppers level with the water."

Instinctively flattening sails as the wind began to head the leaders, the first division boats slid around the first turn without a tack. The second class boats had to tack.

At a speed of nine knots for the second leg of the race, the schooners winged out, jibed their foresails and then they trimmed sheets to plow through a southeast wind. The **Jennie Costa** tried to gain but was luffed out by the **Rose Dorothea**'s sails again and again.

At the pivotal Eastern Point turn, 18 miles into the race, the **Rose Dorothea** led the **Jennie Costa** by 35 seconds and the **Parker** by 13 minutes. Rounding that turn, "with whitecaps going at a fair little jump of sea," the **Rose Dorothea** heeled over. The mainsail strained and her foretopmast snapped halfway up, depriving her of a foretopsail and a jib topsail.

When the boats came about after a long port tack, the **Rose Dorothea** was headed high for the rest of the race, while the full-sailed **Jennie Costa** lost vital time. Some say today that both boats had been flying too much sail, that the snapped foretopmast gave the **Rose Dorothea** an unanticipated advantage. The **Rose Dorothea** pointed higher while the **Jennie Costa** pulled to leeward by her flying jib.

The **Jennie Costa** was scarcely 600 feet behind when the **Rose Dorothea** crossed the finish line, but lost yet more time to a final tack.

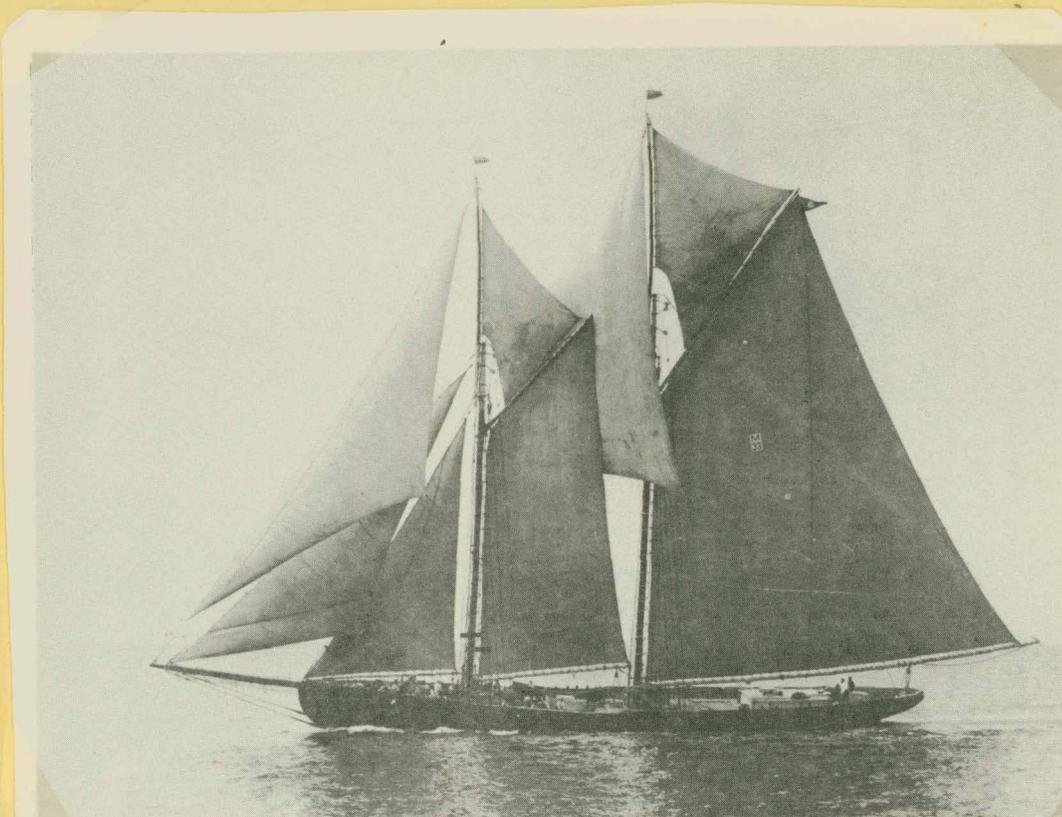
The **Rose Dorothea** finished nearly 2:14 ahead, with a final time of 5:05:54. Running around "like men possessed" the **Rose Dorothea**'s crew affixed a broom to her maintopmast to fasten it at the trunk, along with another to the stump of the broken foretopmast.

The two boats later raced back to Provincetown.

The **Rose Dorothea** later changed hands quickly. Joseph Crowell of Provincetown owned her from 1910 to 1916, with Capt. Joe Bragg at her helm. She was then sold in October, 1916, to Campbell and McKay of St. John's, Newfoundland, for \$14,000.

Just over a year later, carrying a cargo of salt from Portugal to St. John's, a German U-Boat surfaced and destroyed the **Rose Dorothea** with cannon fire. Her crew managed to escape into dories and landed at Lisbon.

The **Jennie Costa** was sold a month after the **Rose Dorothea**. Capt. Allen Doman set sail for her new home port of Newfoundland, but the boat never arrived and was never seen again.



Rose Dorothea, Winner of the Fisherman's Lipton Cup Race, 1907