



## The Saga of a Canadian Schooner.

**MARIA SONY** (schooner)  
Cape Verde #515 (1987) 50e

**1911 - Captain Joseph E. Snow, Digby, Nova Scotia; Joseph McGill, Shelburne, Nova Scotia (Yard No 176), Designed (possibly) by T.F. McManus; (o..n.126879); L. Aug. 21, 1911; Gt. 97, Nt. 88; 98' x 23'; Rig: Schooner, round-bow semi-knockabout (was probably the first Canadian of this type).**

Several former Canadian fishing schooners finished their careers in the Cape Verde packet trade. One of the most famous was the **DOROTHY G. SNOW**, which had won the Newfoundland-Halifax races in 1912 and 1914 under command of Snow's brother Ansel. Prior to this, the **DOROTHY G. SNOW** was skippered by Snow's other brother William. [At one time, Snow had also owned the **EFFIE MORRISSEY** Cape Verde #456 (1982) \$12].

On April 2, 1917, Snow, sold his 64 shares to Charles W. Ackhurst, a Halifax, N.S. merchant. Registry of the vessel transferred to the Port of Halifax, N.S. A week later, on April 14, Charles sold his shares to Aenilius Jarvis, Jarvis Bldg., another Halifax merchant. The bill of sale was dated April 10, 1917. Exactly one year later, on April 10, 1918, she was sold to Samuel Shaw, Bogg St., Dartmouth, N. S., a master mariner, however the bill of sale was back-dated to Dec. 6, 1917 in the records. Shaw sold her on July 2, 1918, (the bill of sale dated June 28, 1918). She was renamed **ROMAINE** and registered under the company The Schooner "Romaine", Ltd., 134 McGill St., Montreal, Canada. The classification of the vessel was then changed from sail to steam. (No. 28-1918). She was again sold on Dec. 13, 1922, to August H. Carrillo of Montreal, Quebec, importer and exporter. Carrillo, sold her on Jan. 24, 1924 to William Stephen Murphy of Wedgeport, N.S., a master mariner. Registry of the vessel was transferred to the Port of Yarmouth, N.S.

On Jan. 31, 1924, Murphy sold shares to various people in Wedgeport and Yarmouth. On July 4, 1939 he owned 20 shares and Walter Laurence Sweeney owned 44

shares. Sweeney of Yarmouth was designated as the managing owner. Her Canadian registry closed July 11, 1939 on sale of the vessel to a Cape Verdean, but registered in the U.S.A. She was used for almost 20 years in inter-island trade and trade between Cape Verde and Dakar. During this time she was renamed several times: **BEMVINDA** on July 23, 1940, **NOVA SINTRA** on Jan. 1, 1941, **KARY ALLAH** on March 6, 1946, and finally **TANGAL** (date not known).

In 1957, the vessel was bought by Cecilio Andrade, who, after several mishaps, had her fitted out for a return voyage to the United States. He renamed her the **MARIA SONY** and on June 17, 1959, set out for Providence. She was still a racing schooner and reached Bermuda in 12 days. A hurricane struck, and she had to ride out the storm under bare poles. She finally reached Newport on July 25

and was towed to Providence by a tug. Ninety minutes after debarking, one of the passengers had a baby, which was named after the vessel. After the usual festivities which greeted all the packet ships from Cape Verde, the **MARIA SONY** was towed to New Bedford for an overhaul and installation of a new engine. Unfortunately, the engine broke down not a week after the departure on Nov. 7 for Cape Verde. On Nov. 20 rough seas broke the steering gear, leaving the

schooner to drift helplessly in a gale. After four days, a huge wave crashed over the deck and broke nine beams. Now the crew feared for the structural integrity of the vessel and used only a small triangular sail, throwing over barrels of fuel and other cargo to lighten the ship. For 15 days, she was buffeted about by the waves, her mechanical pump broken; she was slowly sinking as the crew prayed helplessly. Finally on Dec. 11, a freighter spotted her and started towing the old schooner to Bermuda.

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