

SCRIPT FOR THE ONE-HOUR DOCUMENTARY
"FREEDOM'S GLORY: THE RESTORATION OF THE LITTLE JENNIE"
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Little Jennie
jjs

page one

empty cradle shot

In this boatshed, an American
treasure lie rotting for eight
years...Too big, too old, too
neglected to sell, the marina had
finally decided her fate.

the boneyard

But one man was determined that this
historic craft would sail again.

man of destiny shot

Thus began a dramatic and ambitious
adventure, one that would tax his
abilities to the fullest and bring
together a community to restore the
oldest American merchant sailing
vessel in existence, the Little
Jennie.

[WORK MONTAGE W/ UPBEAT MUSIC]

Their goal? To rendezvous in OpSail .
'86 with the most stirring testament
ever of American freedom: the Statue
of Liberty.

[BILLBOARD: "FREEDOM'S GLORY: THE RESTORATION OF THE LITTLE
JENNIE."]

-maps dissolve to reveal
Centerport

Centerport Harbor...Tucked away on
Long Island's North Shore, it is here
that William Townsend Perks first fell
in love with the Little Jennie.

Tom Wisner's "Blow'd
and Torn" begins over
film of young Billy
jumping in the water

Perks interview

"My earliest experience with the
vessel was when I was a little kid and
it was moored off the Huntington Bay
yacht club...and just remember being
awestruck as a young boy and
swimming out to it at night time,
playing pirate aboard it when the
owners weren't on board."

cutaway LJ off shore

c/u of badge to
Bill hopping into boat

At age 21, Perks became a bay
constable, a policeman on the waters
for his home town. Never far from his
mind, though, was his dream of owning
the Little Jennie.

Bill & partner
patrolling on the water

water shimmering on the
side of LJ, pan to reveal
trailboards

One day, Sept. 19, 1984, his dream
came true, a dream which would soon
turn into an obsession...

Glen LaMay
w/ cutaways of stills
of LJ at the shipyard

"We met down at Knutson's one
afternoon and he showed me this 'scow'
and I had to take a couple steps back
and say I really think this boat is
beyond help..."

wider shot of Glen

Glen LaMay, a friend of Perks who would later play a key role in the restoration.

Glen LaMay, perhaps
VO stills only

"...there was nothing left of the original equipment. There was nothing, no engine, just basically a hull and a deck and that was about it..."

Perks had purchased the vessel for one dollar under the provision it be removed from the shipyard in 7 days. At the time he never realized what an historic find the Little Jennie was.

Bill Perks perhaps
VO stills

"...We went right to work on the boat and started in with a patch of the vessel...put a quick coat of bottom paint on her and launched her about 12 hours later, just making the tide..."

still of tug towing LJ

A friend's tug boat towed the Little Jennie to its mooring just off Perks waterfront home. There she floated, with the help of pumps 24 hours a day.

It was only 18 months from the event. So Perks went right to work...

diagram of a bugeye hull

The first step in the restoration was the integrity of the hull. For that, the Little Jennie had to be raised out of the water.

video of the crane and the bulkhead

A home camera captured the events of that day. LaMay volunteered a crane from the LaMay & Sons Construction Company. The boat weigh 30 tons, near the maximum capacity of the crane, and it had to be lifted from an awkward position.

Bill Perks

"It was the feeling of the crane operator...that we would be able to succeed."

video of attempts at raising LJ

But what no one had accounted for was the bulkhead, the retaining wall that separates the land from the sea. After several attempts at raising her, the bulkhead started to give way under the mighty tonnage of crane and boat.

Glen LaMay VO video

"...It was a matter of which would give first, would the crane fold or the bulkhead give way and the crane fall on top of the Jennie..."

Little Jennie

page five

more attempts to raise
her

Wooden planks were placed underneath
the crane's outriggers to distribute
the weight. But the tide kept getting
lower, making it more and more
difficult to raise her...

LJ being swung into
her cradle

Finally, she was plucked from the mud
and swung gingerly into her
restoration cradle...

some more video

Otar coming around
LJ w/ board

Perks hired Otar Kirkbach, a master
Norwegian shipbuilder, to begin work
on the hull...

VO Otar continuing up
ladder into the boat

"In the late part of the winter, he
called and asked me if I could start
around March...I came around and
looked at it and I recognized the boat
right away...(cut to Otar's face at
interview)...I got interested and
said, 'Yeh, I'll work on it.'"

stills of watertight
bulkheads and
Ottar working down
in the hull

audio of hammer &
exertions

Three watertight bulkheads had to be installed. A watertight bulkhead is a wall running from one side of the hull to the other. It forms the inner support structure for the hull and is also installed as a safety measure in case the boat takes on water.

stills and video
of bilge keels

Ottar then secured bilge keels to either side of the hull. Bilge keels are a compromise to the original retractable keel but it was a compromise borne of the realities of time, money and the shallowness of Centerport Harbor.

Perks' quote

"I believe and the people at OpSail believe that this is going to be one of the most historic occasions ever in our area."

Perks enthusiasm was infectious and, though the early fundraisers--held at local pubs--netted a total of \$250, Operation Little Jennie was born...

Little Jennie

page seven

Perks quote

"They're not just celebrating America, they're celebrating the immigrants, all nations. Ships will be coming from all over the world to celebrate this statue."

establishing shot of
Chesapeake--the bridge
Tom Wisner audio

"(hum)...working out a way to do your dream."

Bill talking to
Ralph Eshelman

Meanwhile Perks dug back through time and discovered some startlingly facts about the Little Jennie. It was far older than he had ever imagined, 102 years old. Indeed, upon further investigation, he determined it to be the oldest remaining American-built merchant sailing vessel.

Tom Wisner audio
b&w stills of oyster
boats, oystermen, etc.

"This boat was made of lumber, etc. oak ribbed and pine... (hum)"

still shot of boat
perhaps backed by
old oystermen songs
from Tom Wisner

She is a bug-eye ketch, 61 feet long, originally built to dredge oysters in the Chesapeake Bay. It became apparent that the Little Jennie is the very last original sailing bug-eye ketch, a particularly American style of craft because it descends directly from the American Indian dugout log canoe...

tilt down roster of
bugeyes

Bill talking w/ Ralph
Eshelman

Little Jennie

page eight

Tom Wisner audio

"...She's a wood boat, Lord, she's a good boat."

still from book of
indians hollowing out
a log w/ fire

Large trees were plentiful on the
Chesapeake then and the local indians
would create canoes by hollowing out
the logs with fire.

shot from book of an
early log canoe

The European settlers capitalized on
the design by using more than one log
and adding sails.

Ralph Eshelman on-
camera

cutaways

back to Eshelman

"They needed larger space to take
larger canoes than the indians needed
so they would take two canoes and tie
them together...eventually we ended
up with three log canoes, then seven
log canoes...the ultimate was when you
got canoes that were nine logs and by
that time they got to be called
bugeyes. And no one knows for sure
why they're called bugeyes except some
believe it's a scandinavian offshoot
of 'bucki', which was what they called
an oyster."

Tom Wisner audio

"...You cut a tree down and you mill
it into lumber...(hum)"

title of ownership

Recognizing the booming Chesapeake Bay oystering industry, James T. Marsh leased some land in Solomon's Island, Maryland and soon became the most prolific and innovative builder of the Chesapeake Bay bugeye, including, in 1884, the Little Jennie.

picture of framed & plank bugeye

She is a framed and plank bugeye. Instead of a hull constructed of huge logs, the Jennie's hull is made up of well-measured planks supported by regular frames..

Geoffrey Footner's interview

"It wasn't long before the bugeyes scraped the bottom clean...They became surplus very quickly."

Tom Wisner audio .
skipjack at sunset

"...The ultimate creation of another place and time..."

stills of newspaper articles

Back on Long Island, word spread of Perks love affair with the boat and work continued on the hull...

pan from harbor to in hull where Ottar is drilling

`red` Ottar grinding
his hatchet

In order to attract larger sponsors
to the project, Perks felt it urgent
to finish the hull and get the Little
Jennie back in the water.

map

Meanwhile, ship's carpenter, Donald

• lead-in to Taube

Taube, fashioned the bowsprit...

interview mixed with
c/u cutaways of
plane shaving wood

"Chesapeake Bay boats, bugeyes and
skipjacks, tend to be very heavily
built, fairly heavily sailed because
they were meant to be heavily loaded
and the Little Jennie, of course, is
no exception. As a 61 foot boat, 16
feet wide, she was probably capable of
carrying 800 oysters on deck which
would probly put her decks awash and
put quite a strain on the hull and the
rig, so the timber had to be pretty
massive."

Billy giving directions
to crane operator at
the bottom of the hill

The date was set for the launching,
Aug. 17 and an intensive volunteer
effort to ready the boat began.

episode of moving the
old bowsprit

Bill speaking as he
and Otter work on the
rudder

"What we're basically trying to do is just continue to concentrate on the hull and take care of anything...That's it. You've got it, now...So we're gonna prepare the hull; that means, the rudder, shaft, propellor, anything under the water; get the zincs in position; finish belting in the engine beds...let me give you a hand here. That's it...and, ah, paint the bottom. At which time, next Saturday at 11 o'clock we're going to attempt to launch her..."

bulldozer moving dirt

The steep grade was prepared for the descent of the crane. The bulkhead was reinforced with heavy logs set in place, then, with the aid of a water jet, sunk deep into the mud.

bulldozer putting
logs in place

volunteers setting
them in mud

Through the dog days of August weather, volunteers sanded, patched and painted the bottom.

volunteers sanding
patching etc.

more video of
volunteers at work

The launching would be the first major public event for the project. Hundreds of onlookers were expected as well as the print and electronic media. A missed deadline or a careless mistake would destroy the credibility of the fledgling project.

- Early morning: Centerport Harbor. Chyron: Saturday, Aug. 17th.
- People chatting
- The crane arrives
- Onlookers gathering
- scaffolding removed
- Bill meeting with strategists, he seems somewhat relaxed
- straps attached
- more onlookers gathering
- Laura Perks being interviewed
- crane tightens up on straps

Everything seemed to be ready.

Laura Perks christening the boat

"Here's to the Little Jennie and long may she sail." (smash)

- wide shot
- messenger gives sign for up.
- crane starts to lift
- Bill
- Bill adjusts the wooden support
- Bill

"Hold it. Hold it. Lift it up."

-Glen's response

"He's got to go up. He's resting on one post.

"We're trying Bill. We've got to boom up to get it away from you."

- wide shot boat started to be lifted, then dropped.

- second camera, showing same

- Bill behind the LJ
- Bill responds then climbs up over the side
- Bill on boat talking to those below

"Bill, you all right?

"Yeh, Just hold on a second."

- cutaway to those below listening

"Something's going to go if we keep, up and down. So if we could just swing her up and put her down."

- Bill jumps over side
- wide shot boat lifting
- guys pusing it off
- boat is swung over bulkhead
- touchdown
- people clapping
- bowsprit put in

Volunteers carefully guided the brand new bowsprit into position.

shots from the dingy

Then the Little Jennie was towed across the harbor to a reception at the Centerport Marina, her new home.

Bill toasts

"Here's to a monstrous project."

Singer begins cutaways behind music start with sign announcing reception and ends w/ still "Toyota shot" of Bill on boat.

"Oh beautiful, for spacious skies...

Tom Wisner audio:

"Dredgin' is my drudgery; sailing is my pride...etc....since I's a boy."

oystermen pulling up oysters, either live action or stills backed by audio of

The Little Jennie served her owners well as an oyster dredger from 1886 to 1927...In 1927, a storm sunk the vessel off a pier in Oxford, Maryland...

Downs Curtis

"She drug anchor and went in under the bulkhead and sank. They uprighted her and pumped her out and took her to town creek with a schooner on each side and then it was rebuilt at the Oxford boatyard and from there Captain Mills owned her."

cutaway of boat at
Oxford boatyard

still of Little Jennie
without two forward
cabins

Captain Jim Mills made the first significant alteration of the Little Jennie. He added an engine. Mills dredged oysters during the winter oystering seasons and, during the summer, transported cargo.

map of the Chesapeake
with dotted line
indicating trip to
Baltimore

The Little Jennie carried wheat north up the Chesapeake to Baltimore and returned laden with watermelons. Thompson Roth sailed with Captain Mills on the Jennie's cargo trips...

lead-in to Thompson
Roth

Roth

"Just Capt. Mills and myself. Just a two-man crew. That's all that was there. We loaded and unloaded ourselves. Course, Capt. Mills didn't do too much of that. He watched! (laughs)

shots of LJ being
refurbished at the
Oxford boatyard

beauty stills of
the boat sailing by
Throgs Neck bridge, etc
Island

establishing shot of
Clearwater
-Bill giving pitch

guitars playing in
background

Bill greeting Glen &
Debbie

guys playing guitars

Captain Morley's
interview
cutaway to people
enjoying themselves

girl raising the
Clearwater flag

The next owner, a man named Jack
Donahue, purchased the Little
Jennie and had it overhauled at the
Oxford boatyard. It was Donahue who
moved the vessel to the waters of Long
where he sailed the Little Jennie for
15 summer seasons.

A summer of fundraisers followed the
launching. The Hudson River Sloop, the
Clearwater, hosted a fundraiser in
nearby Northport Harbor...

"There you are! Gee, I thought you had
abandoned ship here."

"I think it's a good idea for the
Little Jennie and the Clearwater...
to stay sailing because they draw
attention to the water. They're a
focal point for people to come back to
the water."

camera on deck. Bill
looking forward

the bowsprit tracing
an arc along the
horizon

Steve looks up at Bill

Bill dives into the water

Bill

Steve, in the dark interior
of the cabin

Bill answers
Dr. Robin relays

Bill gets back on boat,
smiling and dripping

water churning. Pan
up to Bill who says

sound of marching
band
volunteers marching
in the parade

Some weeks later, through the early
morning fog, Perks towed the Little
Jennie to Northport Harbor for the
local Cow Harbor Day Parade. Along
the way the propellor shaft screwed
itself halfway out of the boat and the
Jennie started to take on water...

"She's leaking."

"Turn the light on."

There was only one way to replace the
shaft...

"You got it on, Steve?"

"Couple inches to go, it's tight."

"Regular thread or clockwise?"

"Regular thread...clockwise."

"We got it. It's in."

"Gentlemen, there it is: the Great
Cow Harbor."

wide shot of boat at
dock
people streaming down
to see it
from behind the heads
in the crowd
girl hawking T-shirts
little kid sitting on
bowsprit, dreaming

from reflection in
water to tilt up of
LJ being towed

wide shot of boat leaving
harbor

Ken Deegan

Mack the Knife is
played. Cut together
people enjoying
themselves

pull back from Marguerite
adjusting the flag

Perks and his volunteers marched in
the parade, then played host to the
curious who marveled at the oldest
American merchant sailing vessel.

Still unable to power herself, the
Little Jennie hosted the Labor Day
Jazz Festival to further spread the
news of her rebirth.

"This year we teamed up with Bill
Perks and the Little Jennie. So any
help you can give for the
rehabilitation of this 100 year-old
boat, please do so. That's enough
talk for tonight. Sit back and enjoy
the music."

That summer, the Little Jennie hand
found herself a sister ship, the
Svanen from Stockholm, Sweden. Both
the Svanen and the Little Jennie were
headed for OpSail '86.

Carl Shaking hands
at ceremony

Carl Ring, captain of the Svanen,
towed the Little Jennie to the Glen
Cove Expo, 20 miles by sea...Following
the ceremonies the two captains headed
for home...

wide shot of two boats

Onlookers come aboard the
LJ

episode of Svanen
towing LJ

over the last shots
of Svanen towing
Jennie episode.

The summer of '85 was drawing to a
close. Operation Little Jennie had
raised a lot of consciousness but very
little money. A hint of gallows humor
circulated among the volunteers.

Glen LaMay

"It was a fun project, is what it was
supposed to be. It's become quite a
bit of an obligation. You know the
famous quote: 'Another weekend ruined
by the Little Jennie.'"

shots of portholes
deadeyes, etc.

Fortunately, sails and some rigging
had come with the boat. But, she was
without an engine or masts. Below
deck was barren, no electricity, no
plumbing and a thousand construction
details remained to be addressed.

kids walking up to
the boat

Ottar was taken off the payroll.

gargoyle at sunset shot

There simply was no more money, not
from Operation Little Jennie; not from
Perks' pocket. All work stopped on the
boat and a long cold winter loomed
before them...

lead-in to Piffath

Most troubling of all the project
began to resemble the aborted
restoration effort of 1976.

Piffath

"When you were on that thing and under
sail, the world was gone. You were
like in heaven, so quiet, so smooth...

lead-in to Gerry
Piffath

Gerry Piffath, had many times sailed
on the Little Jennie with the previous
owner, Jack Donahue.

Piffath quote

"...Sometimes I had to look around to
see if we were moving it was so
pleasant to be aboard."

over Piffath speaking

In 1972, Piffath purchased the Little
Jennie.

The LJ in front of
Anchor Inn

Piffath

LJ in front of Anchor
Inn
Piffath

"When I purchased the boat, it was in Mattituck...I thought it was safe there in front of the Anchor Inn...But what I didn't realize was the boat was being used by people, unauthorized, just made a shambles of the interior of the boat...And I said something has to be done. We can't leave it like this, it's going to sink here..."

Still shots of LJ
surrounded by crew

Piffath towed her back to Huntington and hired a crew to attempt a complete overhaul to ready the Little Jennie for OpSail '76, the tall ships parade in celebration of United States Bicentennial.

Delays and cost-overruns forced the abandonment of the project.

Piffath

"I had decided to throw in the towel, where the good money was flowing after the bad. And it was getting nowhere. The boat seemed to stand still."

over Piffath talking

Though Piffath never reached OpSail '76, once again a man who loved the Little Jennie, had rescued her from extinction.

fade to black

Billy working on tarp

Supported by wooden scaffolding, a tarp was draped over the boat to shield it and the workers from the elements. The next major step in the restoration was to replace the main cabin which was completely rotten.

Tom Wisner audio---"It's a labor of love..."

cut to Bill wrestling
w/ chainsaw in the
destruction of the
cabin
volunteers struggle
removing panel
the rotten panel is
thrown out on the
dock
putting cabin top on
including shots of the
beams in place
tarring the side
putting panel on side of
cabin
hammering the panel in
place
fiberglassing the panel
etc.

night shot under the
glowing tarp

But time was as critical as money.
And every night after work, the
struggle against the clock continued.

establishing shot
Bill grinding

Weekend after weekend was engulfed by
the task at hand.

Little Jennie

page twenty-three

Bill's comment

"This is the hidden beauty of this project..."

And the volunteers...?

Bill

Well, we grinded late into the evening so I'm sure he didn't just want to rush right out of bed and come down here....This is called taxing the friendships...

establishing shot

Ship's carpenter, Donald Taub began work on the main mast. Unable to afford a suitable tree, a power pole was purchased from Lilco, Long Island's electrical utility.

pan of the pole

Donald Taub measuring and eyeing the pole

It is Spruce Pine, 75 feet long, two tons with a circumference of 18 inches. To become a mast, the pole must be trimmed to precisely 60 feet long, one ton with a circumference of 16 inches. It will also have to be carefully tapered; the bottom is squared, the middle rounded and the top eight-sided.

shot from right at the end of the mast. helper attaches a measuring string and walks it down the mast

Taub talking w/ helper

"What we're set up here to do is take a chain saw mill, run it down this log and make a flat side of it, a surface which will be straight."

-chain saw first brought up to mast
-close-up of saw cutting
-shot of the two guys struggling w/ saw

from on high. it's obvious they've made some progress

The methods seem crude but they are based on precise measurements and strict mathematic and mechanic principles.

-shot of guy cutting w/ sawdust blowing in his face
-close-up of saw cutting

they approach the end of the log

As the mast progresses, the tools and the methods will become increasingly refined...

c/u of the breakthrough to pull out of congratulations

Bill flipping through Rolodex now on phone

"I think we may have some good news at our next meeting..."

establishing shot of Vanderbilt estate

The Vanderbilt Estate, the former home of millionaire William K. Vanderbilt, now, a museum owned and operated by Suffolk County.

Little Jennie

page twenty-five

Bill walking in
through the door

Since the onset of the project, Perks had hoped to stage a gala Captain's Ball here to raise funds for the Little Jennie. Lacking a corporate sponsor, the success of the fundraiser had become critical...

At the negotiating
table with appropriate
cutaways

The Captains' Ball would be a gala, black tie affair, \$150 a person, on the front lawn of the luxurious Vanderbilt Estate just off Centerport Harbor. The Little Jennie would host the tall ships captains and their crews as they headed down Long Island Sound to the July 4th celebration in New York Harbor.

Bill being walked to the
door. They shake hands

After months of painstaking negotiations with the trustees, a date was finally set, July 1st.

Bill striding out through
the tunnel

For, the first time since the Little Jennie was rescued almost two years ago, it appeared as if she really would make her rendezvous with Lady Liberty after all...

raises his arms in
triumph

-Bill pulls off The
wheel

Somehow the project lurched from week to week the contribution of a needed tool, the arrival of a new volunteer, the donation of a valuable service.

Pepper working on layout

The project also attracted a rare breed of craftsman: wooden boat builders. At the Calvert Marine Museum, Pepper, the resident woodworker, fashion new trailboards for the Little Jennie...

working on the layout

drawing the lines

"After we get the pattern laid out the way we think it should be as near as we can possibly get it. Then we have to start carving...

In carving these trailboards, it's just like carving anything: the main thing is not to take off too much wood, because when it's gone, it's hard to put back...

This boat was built back before my time but my father worked in the same shipyard and I don't doubt if he didn't help build the Little Jennie because he was working for the Marsh company about the same time the Little Jennie was built.

Donald Taub

"What you last saw us doing on the this a couple weeks ago, we were working with a chain saw mill and use the chain saw mill to take a round log and make it roughly square, using tools to get it perfectly square in cross sections from this end all the way down to the other end. After going through all that trouble in making is square, we're going to make it round again...

cutaway
Taub

For all you would-be mast-builders out there, you really should study your Euclidean geometry... Very handy when it comes to building anything, masts, homes, whatever...

cutaway to his hands

What I've done now is found the center of my square. Now I'm using the divider to take that distance and mark it off along my two diagonal lines...

Now what I do is square off my diagonals back the way across line...

Next thing I do is connect my points from one end of the log to the other...

he connects points w/
long straight edge
-someone w/ skillsaw
cuts a swath from one
end to the other
-guy on end of mast w/
plane

The mast is nearly ready for
delivery to Centerport...

-shot of LJ trailboards
in the rain
-shot from bow looking
back w/ Bill floating
into the picture
-shot from the ground
of volunteer starting
to remove tarp
series of dissolves
from on high of the
tarp being removed
from the boat

On April 16, 1986, volunteers removed the tarp and scaffolding from the Little Jennie. Like a cocoon being shaken free from a butterfly, the torpor of that now-forgotten winter was cast off with a shudder of joy.

end w/ shot of
exultation

-quick establishing of
bridge before truck
is visible
-from back of truck

Once a year, the Cummins Diesel Corporation donates a brand new diesel engine to a worthwhile restoration effort. This year, 1986, through the recommendation of the National Maritime Historical Society the donation went to Operation Little Jennie.

For the project, the donation was like manna from heaven because, without an engine, the Little Jennie would not be allowed to participate in the tall ships parade.

"I'll pull it right underneath that crane. We'll lift it right off."

- truck backs up toward camera
- from side, truck backs into frame
- tilt down to reveal 'Diesel Doctor'
- Bill hops on w/ chain
- c/u of hand on chain, tilt up to two faces

"Thing to do is not even try to lift it out. Just lift it up and I'll drive out from under it."

- tilt down from crane to Bill grabbing hook
- they attach hook, Bill gives thumbs up sign
- c/u of crane operator
- truck is driven out from underneath engine
- they walk engine over
- c/u crane operator
- Bill struggling w/ engine
- engine gliding over scaffolding

"Got it, Carl?"
"Yah, All right."

- twirl from under scaffolding, crane to Bill looking down
- engine starts descent into boat
- Bill giving hand signals to crane operator
- looking down on block & engine
- looking into engine cabin from other way
- c/u Joe

"Down you go!"

"Down a bit more!"

"Got about six inches to go."
"Six inches!"

- c/u crane operator moving controls
- Bill shakes hands w/ Cummins people

"Good luck with it."
"Thank you very much we'll try to put it to good use."

- tilt down from engine hatch to reveal product shot of installed engine

-audio of Carl's bell clanging

-mother & children
walking from the end of
dock

-cut to mother standing
at bow speaking

-quick cutaway of child
sleeping

-Mother and children walk
off

"Last summer when I was pregnant, Christopher and I walked down here just about every day and through we didn't have a name picked out for a girl yet, we always liked the anem Jennie. So we though thought of naming her Jennie after the Little Jennie. Christopher liked the idea, too. So, in a way, we really did name her after the boat."

-colorized shot of mast
being transported over
the bridge

-establishing of two
mast lying together
-Tom and Fran sanding
the masts

Taub's brand new main mast was delivered to Centerport. It was Taub's recommendation to carve the smaller mast from the main mast that had come with the purchase of the boat, even though it was old, neglected and a little warped.

-c/u of Jack's face
to hands burning rope

Jack Lidell, who had rigged the Little Jennie in the early 70s, volunteered to dress out the masts.

-his face saying this

"This is a deck hand rope. You don't cut it anymore, you burn it. Burn it and seal it right in."

- spool unwinding rope
- Jack walking away w/ rope from camera
- camera walking with Jack carrying rope

- establishing from on high of Donald Taub walking into hole on deck
- shot on deck of Taub descending into hole
- c/us of Taub hammering below, pull out to reveal hole

Some last minute adjustments prepared the way for the installation of the masts.

- men lift mast off horses and onto hand truck
- walking the mast forward
- mast is walked by in the street
- mast rolling right by camera
- mast walked over onto horse. There are already two masts in position

The masts were swung into position under the crane.

"On the count of three. One. Two. Three!"

- beauty shot of sun peeking through the crane
- Bill gestures
- three guys at root of mast guiding it
- mast swinging over
- wide shot of LJ w/ mast approaching it
- tilt from crane & cable to volunteers guiding it in
- Bill on mast w/ walkie-talkie. Gestures
- crane operator responds on walkie-talkie
- mast starting to go in

"OK, Wayne. Up you go."

"Boom down."

"Hey, you don't have to be Picasso down there. Just get it in."
"Beautiful. Keep wiggling it."

- Donald Taub below
- Bill, as he walks down bowsprit
- Kerri tugging on line
- Bill, knife in teeth, climbs rope
- cutaway, volunteers looking up
- Bill cuts rope

"That's it Donald."

- tilt from hole to mast swinging toward boat
- Kerri tending rope
- crowd watching
- tilt from top of mast to bottom of mast just about to go in
- shot of mast alone in its place
- Bill and crew celebrates

-wide shot of LJ w/ her raked sticks

girls walking into office

- pull back from boat out window to activity inside

- Karen working on certificates

- Diane typing

- etc. etc. etc.

With daylight failing, the aftermast was installed just as smoothly.

"Two more feet. Down two feet!"

"Ok, she's good."

The trademark raked masts of the bug-eye ketch! Suddenly, the Little Jennie began to look like a proud sailing craft...

Marina owner, Harvey Vengroff, donated office space for the Little Jennie.

Overlooking the boat, the office served as a base of operation for the corporation. Prior to this, all office work took place in Perks attic. So in a geographic as well as symbolic way, Operation Little Jennie was moving further and further into the community. It was no longer one man's dream; it had become the pride of the community...

-more generic office activity

Meanwhile, everything from bumper stickers to tickets for the Captains' Ball barely kept the project afloat.

-establishing shot from up on masts
-Bill raising the boom
-tilt from one block to other on boom
-tilt up from watery reflection to red buoy rigging
-move on block looking toward bow
-Bill on top of mast

The booms were raised...and all remaining rigging carefully secured.

-beauty shot of mist in Centerport hills

It is May 17. Time to rig the sails...

-Bill working on misty deck
-from life preservers to Bill taking masts out of sails

"These are brand new Kerri. This is what made the whole project possible."

-rope coming off spool
-episode of sails going up
-Bill shakes hands w/ volunteer
-stands back to appreciate them

"Those things don't need a touch of adjusting."

"Ah, they look pretty, don't they?"

- long shot of parade
- various parade shots
- see Little Jennie behind

Memorial Day, May 26, 1936. The recommissioning of The Little Jennie. The commissioning of any vessel is the official recognition of its seaworthiness.

For the Little Jennie, it was a chance to show off her newly installed masts and engine to the community at large. For the project, it was a much needed opportunity to raise funds.

"Our first song is 'Gimme that Barbershop style..."

some audio from song w/
video of singers
cutaways from
the party
don't change from
rough cut

Below deck on the boat was still completely barren. There was no electricity, no plumbing. And it was coming down to the wire...A special appeal went out to the volunteers.

- tilt down Liberty flag to reveal boat
- establishing from mast to Steve sanding
- tilt up from sander to Steve's hands

-pan from water into
main cabin to reveal
Kerri working

Work began on the floor and main

-Kerri prying up the
floor

bunks of the cabin.

-he walks around to
pry up the floor
-c/u of Kerri w/ skill
saw cutting the wood
-Bill helps him carry
piece out

"We'll use this wood to make the
bunks on the side. Nothing gets
wasted. Everything is recycled."

"Got it."

-John descends into cabin
and stuff starts flying
out

-c/u of Joe Skeen
chiseling

"What I'm doing is mounting the
instruments... We'll have the compass
mounted here, the depth gauge right
below it and we'll have the log or the
ships speed here."

-stuff is still flying
out of the forward cabin
-Kerri cutting w/ knife
a chunk of paint
-c/u cutting off a piece
-c/u of Kerri's face
-shot of Paul Ahrens
scraping

Tom Wisner music--"Oh,
Little Jennie..."

-wide shot of boat beached

June 1. The boat is beached for a

tilt down from side of
boat to Joe Skeen
working

fresh coat of bottom paint and some
last minute adjustments to the
propeller.

-c/u of Joe's hands
working on the prop

"Boy I'll tell you, I've driven about
35 holes so far."

-wide shot of Bill
showing Steve how to
paint
-c/u of same
-c/u of Bill's feet

"There it is, right there. Look at those babies. If Paul Ahrens could only see me now...Four weeks left!"

-wide shot of tide
encroaching on painted
boat

-John walks by w/
provisions

Ottar Kirkbach, who had wrought the
lion's share of the woodwork...

-c/u of Ottar

-Ottar's hands
manipulating the doors

"It is mostly oak, because it is the traditional kind of wood used here. This is also a traditional workboat so we should be using native wood."

-slow pan of the floor

"When we started down here it was just a disaster area...Since then we have put in frames, a new ceiling and we have bolted down bilge keels to either side...It's still in the unfinished stages but it will be getting better next week."

-Steve descends into
the mid cabin
-Steve energetically
working

"There's probably going to be a fairly large bunk in here, radio equipment in one corner, chart table, storage and that's about it."

"How'd you get roped into doing this today?"

"We gotta get the boat done."

-out w/ more activity
from Steve
-from paint brush dipping
into paint can to Joe
applying it

-pan from LJ to reveal

Two years of toil...Now, it seemed
strange that OpSail was only one week
away.

-Bill addressing the
gathering

"The vessel will only have bunks for
10 or 12 so if we go w/ more people
per vessel, they're going to have to
sleep on deck...We gotta be prepared
for the worst. It's going to be very
cramped quarters."

-cutaways of various
volunteers

-over Bill's shoulder
pan of volunteers

In spite of the long hours, hard work
and lack of sleep of the past three
weeks, a sense of expectant joy began
to well up among the volunteers.

-Bill responds looking
very weary

"What about food?"

"For food...hot dogs and hamburgers
we can put together...Boil some water
for some coffee. It's going to be
really rough so. Keep that in mind.
No refrigeration. We got a cooler and
dry ice."

-the meeting begins
to disperse .

The last minute preparations to ready the boat had not left time even for a test sail of the Jennie. And lurking in the back of everyone's mind was a nagging doubt: will she hold up under sail?...

"Joe, let's get back to work."

-silhouette shot of
Steve shimmying out
on the edge of bowsprit
w/ work audio underneath
83 126

-Bill at news conference
surrounded by
politicians, cameras
and on-lookers

-articles announcing

-articles announcing
the arrival of the
tall ships

-wide shot of tent

The days just prior to OpSail were a whirlwind of work, public appearances and sleepless nights. The Little Jennie hosted the tall ships on their way to the Statue of Liberty Centennial. Huntington Harbor was designated LibertyPort for the occasion. And the captains and their crews were honored at the July 1 Captain's Ball fundrasier.

Little Jennie

page thirty-nine

-music and dancing

The Captain's Ball was a complete success. Five hundred partiers dressed in their finest greeted tall ships captain's from around the world.

Rufus announces
gift of flags
-Tall ships captains
are announced

-Bill accepts award and
receives a standing
ovation

It was a long way from those early fundraisers, a long way indeed....

c/u of bow breaking
through the water tilt
up to reveal LJ at
sunrise

Crewed by volunteers and dressed in her finest, the Little Jennie motors down the Long Island Sound to meet another lady newly restored: the Statue of Liberty.

bowsprit jutting into
the morning sky

Meanwhile, another 100 tall ships from all parts of the world were making a similar voyage, each with distinctive lines, each with a unique story to tell. The Little Jennie was joining a proud company of vessels, the most outstanding assemblage of historic ships the world has ever seen...

aerial shot of
Opsail

4

-water splashes up by
bow
-twirl shot of masts

-Bill interview
music and footage of
LJ and tall ships

"I got a lot of sleep last night. I
got four hours. I feel great today."

-Bill
-c/u of beautiful ships

"We're about one hour from victory
here."

"Look at the davits on that
thing...See how her stern lights are
mounted."

-LJ next to another tall
ship

-Joe D. snapping pictures
-looking back toward Perks
and crew
-shots of tall ships

As the Little Jennie took her
position in the parade, the crew
unfurled her clean, white canvas
sails...

-guy puts on gloves
-guy starts to pull off
canvas covers
-wide shot of sails being
raised
-medium of Steve pulling on
sails

"Ho. Ho. Ho!"

-tilt down mast of Steve
giving last tug
-wide shot lf LJ w/ rear
sail up
-Steve looks up w/ hands on
rope

-c/u of rope being tied
off

"Stay on those lines. Get ready to
pull her in when she starts to jibe."

-wide shot of Jennie w/
two sails up
-Bill ties off rope at
stern. See the sway of the
boat

"Watch your jibe if that boom comes
around."

-tilt down jib sail to
reveal 3 guys on bow sprit

-Paul pulls on rope as boom
swings over

"Ho. Ho Ho!"

-American flag flapping
w/ sail
-wide shot of LJ w/ 3 sails
up heading for Verranzano

Tom Wisner music: "Going to see a Lady"

-Bill at the wheel

SOUND OF BAGPIPES

-from behind bagpipes
looking over bowsprit
-from zoom in of bowsprit
to LJ sailing thru frame
-John waving to boat full
of people
-from behind Bill: he
points
-people waving from boat
-from below bagpipes
looking up
-compressed shot of
CROWDED harbor

Under sail, the crew had their hands
full negotiating through a harbor
jammed with an estimated 35,000 boats.

"Bill, we got a problem here. I got it!"

"Stall it. Stall it. Pull it in."

- they pull in sail
- Bill standing & turning wheel
- LJ disappears into a bank of boats
- people applaud. They've gotten through.
- Bill says

"Wow. Phew."

- bowsprit sweeps by skyline
- Jennie sails by Manhattan skyline
- first view of the Statue
- applause
-

"Isn't that wild. My God."

- Statue passes through LJ sails
- Bill interview

"A lot of hard work, a good wife, a lot of friends; heavily in debt...She looks pretty though, doesn't she?"

- transition shot of statue
- Paul Ahrens

"This is what we all worked for. And it's a lot of work to sail this boat, too."

- statue at bow
- Mike Mahoney

"I got to say that w/out the tenacity of Perks to make this thing go, no one of us believed we'd be here up until about 2 or 3 weeks ago."

- Steve Arndt

"This is just a beginning; it's just a beginning. We have a lot of work to do and the boat is going to go much further."

- c/u of Billy w/ Statue

"I saw perhaps the most spectacular boats on the face of this earth, as well as 20 warships w/ all their crew in dress whites at attention on deck...And I'm glad everyone on deck had the chance to experience it. It's once in a lifetime...I feel very proud and I'm glad to be here."

- Static of Statue,
dissolve over fireworks
- fade to black
- fade up to Tom Wisner
plunking away at the
end of the dock

- first cutaway--LJ
at Chesapeake Bay bridge

- LJ going by United Nations

- come back to Tom Wisner c/u

- cutaway to LJ at sunset from
Huntington parade

CHARACTER GENERATION:

Three weeks following OpSail '86, the Little Jennie returned to the place of her birth, Solomon's Island, Maryland, as the guest of the Calvert County Maritime Marine Museum.

Today, the Little Jennie is the flagship of a budding maritime museum at the Coindre Hall boathouse in Huntington, Long Island. The County of Suffolk donated the neglected boathouse to Operation Little Jennie, Inc. who is now struggling to restore it.

But that's another story...

Little Jennie

page forty-four

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