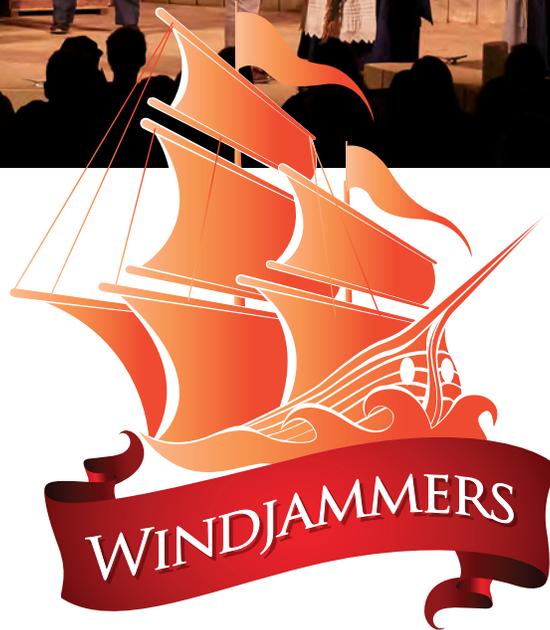


NORTHERN SKY
theater



By Robin Share & Clay Zambo

2019 Show Guide

Northern Sky Theater • PO Box 273 • Fish Creek, WI 54212
www.northernskytheater.com



Book by
Robin Share

Music by
Clay Zambo

Lyrics by
**Robin Share &
Clay Zambo**

Developed in partnership with
New Musicals, Inc.

Director
Jeff Herbst
Original Staging & Choreography
Molly Rhode
Orchestrations
Clay Zambo
Music Director
Clay Zambo
Stage Manager
Neen Rock*
Scenic Designer
Lisa Schlenker
Costume Designer
Karen Brown-Larimore
Props Designer
Kathleen Rock
Lighting & Sound Designer
David Alley

Great Lakes – 1876

Cast of Characters

Nathaniel (Nate) Chase Stoeger
 Fred Doug Mancheski*
 Jackie Doug Clemons
 Edwina, Nora, Lucy Mari Duckler
 Tilly, Harriet, Mary Mikayla Locke
 Boyo Hayden Hoffman
 Millicent Lachrisa Grandberry
 Nancy Jamie Mercado

*Member of Actors' Equity Association, the union of Professional Actors and Stage Managers in the United States.

Conductor/Keyboard: Alissa Rhode
 Bass & Guitar: Dennis Johnson | Keyboard: Patty McKinnon
 Percussion: Colin O'Day

Windjammers Musical Numbers

Prologue Nathaniel, Fred, Jackie
 Fitting Out Company
 Sail Away Jackie, Nancy
 It Just Makes Sense Nathaniel, Fred, Boyo
 Shipping News 1 Women
 Lake Michigan Fred
 The Same Boy Boyo
 Shipping News 2 Edwina, Tilly
 Squall Company
 Somehow Jackie
 Shipping News 3 Nancy
 Captain Crooner Nathaniel, Fred, Boyo, Mary, Nora
 Lake Michigan 2 Fred
 Sail Away (Reprise) Nancy, Jackie
 Windward Bound Jackie, Fred, Nathaniel, Boyo, Nancy
 Storm Company
 Lake Michigan 3 Jackie, Fred, Nathaniel, Boyo, Nancy
 Windward Bound Finale Company

A coming of age tale of courage and adventure amid high waves, fresh air, legend, and song. The story is inspired by the yarns and shanty tunes of 19th century Great Lakes sailors.

Cover Photo by **Len Villano** features Jamie Mercado, Doug Clemons, Doug Mancheski, Chase Stoeger, Hayden Hoffman, Lachrisa Grandberry, Mari Duckler, and Mikayla Locke

Windjammers Sponsors



*Susan
Caldwell*



THE GOLDEN AGE OF SAIL ON THE INLAND SEAS

It may be hard to imagine now, with jet planes and high-speed vehicles depositing goods on our doorsteps almost overnight, but in the nineteenth century, inland sailing ships ruled in the transport game. From the Civil War to the turn of the century, thousands of ships crisscrossed the Great Lakes, bearing their cargoes of wheat, lumber, coal and iron ore from port to port. In fact, historians credit the Great Lakes shipping trade with making industrialization of the United States possible, as more than half of all freight that moved across the country was transported via the inland seas. By the end of the 19th century, hulking steam-powered freighters would dominate, but during the golden age of Great Lakes sailing when *Windjammers* takes place – from about 1840 to 1890 – sturdy schooners, built of strong northern pine by master shipbuilders from Milwaukee to Manitowoc, and powered by wind, sails and muscle, were the superstars of the lakes.



This example of a three-masted Great Lakes schooner is the *Hattie Hutt*, built in Saugatuck, Michigan in 1873.

THE LIFE OF A SAILOR

Most merchant sailing vessels on the lakes were three-masted schooners like the *Windjammer*, ranging from 150 to 200 feet long – about the length of half a football field -- with crews of only six to seven sailors. To navigate a 350-ton vessel with a crew this small was brutally demanding work requiring skill, strength and courage. In spite of the challenges – or perhaps because of them – many were drawn to this life. Some Great Lakes sailors were born into sailing families, following their fathers and uncles aboard, while others began as rookie cabin boys, learning on the job rigging and navigating, where the shoal beds and rocky coastlines were, and how to read weather signs and harbor lights.



This merchant schooner, the *Burt Barnes*, was built in 1882 in Manitowoc. While carrying a load of coal, the ship foundered in Lake Erie in 1926. (Wisconsin Marine Historical Society)

THE PERILS OF GREAT LAKES SAILING

No matter their background, all Great Lakes sailors knew the perils they faced. Sailing on the lakes was more dangerous than the open ocean, as inland ships could not outrun violent storms without risking crashing into rocky coastlines. Nor could courses be rerouted to warmer climes in the winter. Since every cargo load meant income, Great Lakes ships sailed out at the first thaw and returned only when the lakes were too icy to pass, making the journeys treacherous. The danger of these passages is borne out in the statistics: there are more than three thousand ships at the bottom of Lake Michigan alone, and the number of lives lost in the lakes has been calculated at over 30,000. Being a worthy sailor was not simply a matter of pride – it was a matter of keeping yourself and your shipmates alive.



Schooner *Bertie Calkins*, built in 1874 as a three-master schooner for shipping fleet owner Augustus Hinckley at Two Rivers, Wisconsin. Built by master shipbuilders Hanson & Scove, the *Bertie Calkins* was 134 feet long, weighing 256 tons. She stopped carrying freight in 1902, but continued carrying people on shorter voyages. This photograph was taken in 1920.

THE INSPIRATIONS FOR WINDJAMMERS

The inspiration for the show *Windjammers* began with a book of sailor songs collected by folklorist Ivan Walton in the 1930's. Walton, who grew up around the lakes, tramped around from port town to port town, tracking down the old sailors and coaxing them into singing the songs they remembered into his tape recorder. His book, titled *Windjammers*, provided not only an historical record of the lyrics and tunes, but of the stories these old sailors recalled of their lives on the inland seas.

Eventually our show evolved from a revue of these folk songs with an imagined Ivan Walton himself serving as a narrator, into a full book musical that followed a group of fictionalized characters on a season on the lakes, brought to life with a rich, original musical score. Though the characters and music is all newly created, real peoples' stories informed our creative work, and the real music of those sailors is in the heart of the songs.



Ivan Walton

FROM THE MUSIC OF THE LAKES TO THE MUSIC OF THE STAGE

Many of the songs Ivan Walton collected were chanteys. A chantey (pronounced “shanty”) was sung in a call-and-response manner as the sailors worked, and provided a rhythmic way to keep a crew working together as they hoisted sails, scrubbed decks, or moved cargo. Chanteys would begin with a verse by the main singer that ended with a phrase that was repeated by the others, like “Heave! Ho!” or “Haul away, boys!” Here’s an old example, called “Sally Brown”:

Lead singer: Oh, Sally Brown is very pretty,

Sailors: Way, hey, roll and go!

Lead singer: Prettiest gal in all the city,

Sailors: Spent my money on Sally Brown!

Lead singer: Oh, Sally Brown has hair like copper,

Sailors: Way, hey, roll and go!

Lead singer: Bought her gifts, now I’m a pauper,

Sailors: Spent my money on Sally Brown!

Lead singer: Oh, Sally Brown, I love her only,

Sailors: Way, hey, roll and go!

Lead singer: Now she’s gone, left me so lonely,

Sailors: Spent my money on Sally Brown!

These chanteys were simple, with rhythms based on the work to be done. Along with these chanteys were songs about everyday life on board, sweethearts left behind on shore, and ships that went down to their watery graves.

The first drafts of *Windjammers* contained a whole medley of these sailor songs, but as the show evolved from a revue into a musical play, the songs became musical storytelling scenes (“Fitting Out”), playful charm songs (“It Just Makes Sense” and “Captain Crooner”), and heartfelt ballads (“Sail Away” and “Same Boy”). Many of these tunes begin with the same sort of musical vocabulary as chanteys — simple melodies and harmonies— but the structures and musicality became more complex. The intention was to give the impression of a chantey-like musical vocabulary, but to add freshness and dramatic progression.

There’s only one time during the show where an existing chantey melody remains. “Squall” starts with our sailors singing and working on a beautiful afternoon, and continuing as they battle sudden fierce weather. The accompaniment and vocal arrangement are dramatic and original, but no new tune conveyed the power and determination of these sailors as well as an old chantey called “Bulljine:”

Nathaniel: Oh, it’s outward weigh for ‘Naba Bay

Sailors: Ah-hee, ah-hoe, are you most done?

Nathaniel: Where we’ll dance all night and sleep all day

Sailors: So clear away the track and let the bulljine run.

To me hey, jig-a-jig in a three-mast rig,

Ah-hee, ah-hoe, are you most done?

Nathaniel: With Coralie all on my knee,

Sailors: Clear away the track and let the bulljine run.

SAILOR STORIES FROM PAGE TO STAGE

The research on nineteenth century Great Lakes sailing is rich, and we endeavored to make *Windjammers* as historically authentic as possible, infusing the play with the stories and histories of this era.

Many of the names of the characters in *Windjammers* are based on real nineteenth century sailing expressions:

- A “Nancy,” was a sailor term for a pretty woman left back on shore.
- Captain Jackie is a “jacktar,” a common term for a sailor.
- “Boyo” was the sailing equivalent of “rookie.”
- The crusty old sailor Fred is named for a real Great Lakes sailor, Captain Fred Nelson, who Ivan Walton interviewed in 1932. This Fred captained the ship “Our Son,” which was the last freight-bearing sailing ship to sail the lakes. Already an old man, Captain Fred was on the “Our Son” when it went down in 1930; though he survived the shipwreck, he mourned the loss of the ship for the rest of his life.

THE KEDGE ANCHOR, OR YOUNG SAILOR’S ASSISTANT

Intro to *Kedge-Anchor, Young Sailor’s Assistant*

“Ship’s our cradle, deck’s our pillows,
Lulled by winds and rocked by billows;
Gaily bound we o’er the tide,
Hope our anchor, Heaven our guide.”



Boyo, a farm boy with no experience sailing, prepares himself by studying a book commonly used by young sailors. The *Kedge-Anchor*, which is still in print today, is a vast and detailed handbook on sails, riggings, ropes, navigating, and life on board a ship. The book is over 450 pages long, and many of the details, found their way into *Windjammers*.

From “Fitting Out:”

Caulking the planks,
Sealing the bulkhead,
Scrubbing the deck from the fore to the aft
Waxing the sails,
Oiling the capstan,
That’s fitting out for a seaworthy craft.

Shoulder block, fiddle block, deadeye, rib
Halyard and hawser and the cable
Mainsail, foresail, mizzensail, jib
Fitting her out til she’s able.

FRESHIES VS SALTIES

“If ever I follow the ships again
Together my spuds and cakes,
I’ll not be workin’ a deep-sea hack,
It’s me for the inland Lakes.”
“It’s Me for the Inland Lakes”

The competition between ocean sailors (“salties”) and inland sailors (“freshies”) was fierce. Salties often looked down on inland sailors, thinking – quite erroneously – that life on the lakes was somehow easier. In fact, proportionally, more ships and sailors’ lives were lost on the Great Lakes than on ocean-going vessels. Still, the arrogance of salties, especially salty captains who took charge of crews of freshies, was well-known. Salty captains were legendary for showing their ignorance of lake sailing, often getting their crews into unnecessary danger. Sometimes, though, the consequences of salty ignorance were amusing. One joke that circulated was of the salty captain who turned his ship around two days into Lake Michigan because he feared they didn’t have enough barrels of fresh water aboard to make their journey. Barrels of fresh water?!? On a *freshwater* lake?!?

SAILOR LORE AND SUPERSTITIONS

The sailing life was dangerous and unpredictable, ruled by the capriciousness of wind and weather. It is not surprising that sailors relied on the wisdom and knowledge passed down from sailor to sailor. Seasoned inland sailors knew how to read the weather signs and navigate the landscape of the coastline, but they also trusted mightily in superstition - and woe to them who scoffed at these admonitions!

Red sky at dawn: Perhaps the most well-known piece of sailor lore was this, the rule of thumb that predicted whether fair or foul weather lay ahead:

Red sky at night, sailors' delight.

Red sky at morning, sailors take warning.

This proverb traces back more than two thousand years, and meteorologists believe there is some fact in it, as the color of the sky at morning and night can indicate whether the weather ahead is stormy or clear.

Whistling aboard a ship - It was said that whistling challenges winds and will raise up angry gales, hence the phrase "whistling up a storm."

Don't say good luck! Like actors in the theatre saying "break a leg" rather than "good luck," sailors thought it unlucky for anyone to wish them goodbye or good luck before sailing out. Also unlucky any time on a boat: saying "overboard" or "drowned!"

Washing with soap - No sailor worth his weight should bathe with soap before shipping out. Soap washed away all the good luck the sailor might otherwise be bringing with him.

Bananas on board were thought to be very unlucky. Scientific historians have conjectured that bananas would rot quickly stored in the heat of the hull, giving off noxious smells and fumes.

Pouring wine on the deck was believed to bring the ship good luck protection. This is thought to be connected with the use of wine in church, representing divine

grace. Many sailors didn't subscribe to this notion, however, and found the waste of good wine foolish!

Earrings and tattoos: Tattoos and piercings were said to ward off evil spirits. Young sailors would often get a tattoo or earring at their first port stop as a rite of passage.

Women on board - Though in reality women were often valuable crew members on inland ships, the notion that a woman distracted the sailors and made the seas angry persisted for centuries. Funny though, on many vessels, the carved form of a woman - usually naked - perched on the bow of the ship, was thought to be good luck, guiding the seamen to safety.

Rats deserting the ship - If sailors noticed rats scampering off the ship while they were coming aboard to ship out for the first time, this was thought to be a very bad omen. It was thought that rats had a sense of the seaworthiness of a craft, and if they were bailing, there was clearly something wrong. From an old sailing chantey:

The rats have left her one by one,

They tight-roped to the shore,

And if we stay long in this old tub

We'll see our friends no more.

Sailing out on a Friday - Beginning a voyage on a Friday was believed to be exceedingly bad luck, and no good could come to any Friday-launching ship. This often brought captains and crews in conflict with the bottom line concerns of the shipping companies for whom time meant money. There are legends of companies trying to disprove this superstition by insisting that their ships launch on a Friday - some even went so far as name their new ships the "Friday," hiring captains by the name of Friday, and even making sure the keel and hull of the vessel were laid in on a Friday. Still, the bad luck of Fridays won out, as there are dozens of legends of these ships sailing out on Friday and disappearing into the deep, crew and ship never to be seen again.

SHIP TERMINOLOGY AND COMMANDS

ABOARD THE WINDJAMMER

Working a sailing ship on the open water was hard and complicated work, and the crew would have been expected to understand and immediately carry out dozens of commands in quick succession. Here are a few terms and commands you might hear aboard the Windjammer:

ALL HANDS – Everyone stop whatever you’re doing and do this action now!

CHEERILY – A term used to address the men; similar to “C’mon, guys!” “Cheerily, lads, heave!”

HANDSOMELY – “Carefully”, as in: “That jib has got a rip; furl ‘er in handsomely”

LET’S UP JIB, AND SAY NO MORE – “Let’s go!”

HOIST ‘ER UP – Haul a sail up the mast

TRIM ‘ER – Adjust the sail so as to catch the maximum wind

REEF ‘ER – Adjust the sail to reduce the amount of wind it catches

FURL - Roll up or gather a sail

COIL – Roll up a line neatly

HAUL ‘ER – Adjust the sails to move in the direction of the wind to pick up speed

HAUL ‘ER UP – Pull vigorously on a line to get the sail up quickly

HAUL AWAY – Get the sails up quickly in order to get going

BEAR ROUND – Adjust sails to bring ship around to face into the opposite direction

HEAVE AND HAUL – Adjust sails to slow or stop the ship’s progress

OUTRUN A STORM – Move faster than the storm to get out of the way before it hits

GRAB THAT SHEET AND HAUL THE PEAK TO THE BOOM – Take hold of that control line and pull the bottom railing of the sail across to the other side of the ship

UP THE SAILS, FULL AND BY, HOIST ‘EM UP – Open up all the sails to their fullest position

RUN ‘ER IN – Go full speed toward the shore

HEELING – Leaning dangerously

OVERWHELMED - Capsized

HELM – the ship’s steering mechanism; uses a wheel on deck to control a tiller

MAST – a large wooden pole used to hold up sails

MAINMAST – the tallest mast on the ship; near the rear (aft) of the ship

FOREMAST – a smaller mast near the front of the ship (the bow)

MAINSAIL – (often pronounced “mainsul”) the largest square sail attached to the mainmast

FORESAIL – (often pronounced “forsul”) – a smaller square sail, attached to the foremast

JIB – a rectangular sail at the front of the ship, in front of the mainsail

MIZZEN – middle; a mizzenmast is a mast in the middle of the ship, and the sail is the mizzensail

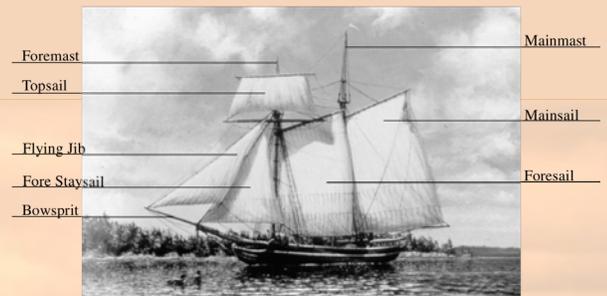
HALYARDS – lines used to haul up the sails and the wooden poles that hold them in place.

STAY LINES – lines holding the mast in place; stays are generally fixed unless there is a problem

BILGE PUMP – A pump in the hull of the ship used to remove excess water; a working bilge pump was crucial in wooden schooners to eliminate water that invariably seeped into the hull

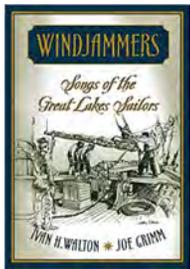
CAPSTAN – a cylindrical machine used for winding in ropes, cables or chains, especially that holding the anchor

Rigging

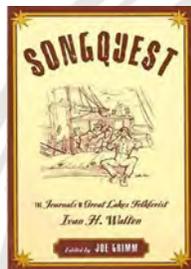


From the painting by Peter Randiobacher.

RESOURCES



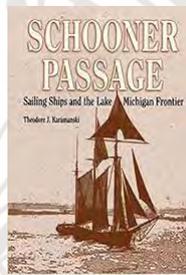
Windjammers: Songs of the Great Lakes Sailors
by Ivan H. Walton and Joe Grimm



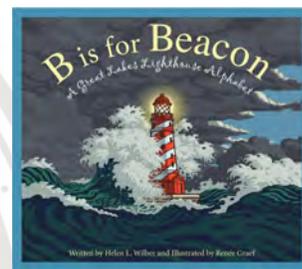
Songquest: The Journals of Great Lakes Folklorist Ivan H. Walton
by Ivan H. Walton and Joe Grimm



The Kedge Anchor; or, Young Sailors' Assistant
by William Brady



Schooner Passage: Sailing Ships and the Lake Michigan Frontier
by Theodore Karamanski



B is for Beacon: A Great Lakes Lighthouse Alphabet
by Helen H. Wilbur; illustrations by Renee Graef

Folkways Songs of the Great Lakes

<http://folkways.si.edu/songs-of-the-great-lakes/american-folk/music/album/smithsonian>

Folk and contemporary original songs of the Great Lakes
by singer/songwriter Lee Murdock:

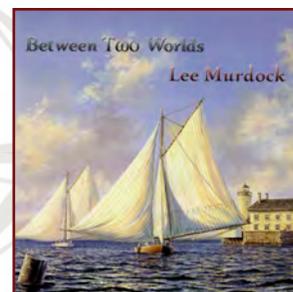
Great Lakes Chronicle

Freshwater Highway

Voices Across the Water

Between Two Worlds

and more (all available from iTunes and Spotify)



Denis Sullivan

The Denis Sullivan is a full sized, functioning replica three-masted wooden cargo schooner, moored in Milwaukee at Discovery World

www.discoveryworld.org/things-to-do/exhibits/sailing-vessel-denis-sullivan



Denis Sullivan schooner
photo courtesy of Discovery World



Door County Maritime Museum
& Lighthouse Preservation Society
(Sturgeon Bay, Gills Rock & Baileys Harbor)
www.dcm.org



Wisconsin Marine Historical Society
Amazing photographs of
19th century Great Lakes schooners:
www.wmhs.org/Photos/Schooners



Door County Maritime Museum
photo by Jim Connolly Photography



Wisconsin Maritime Museum
(Manitowoc)
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