



P.O. BOX 484

MYSTIC, CONNECTICUT 06355

WING & WING

Volume XXVI, Number 2 • Summer '98

The Official Newsletter of the American Schooner Association

REBECCA: New Schooner Under Construction at G & B

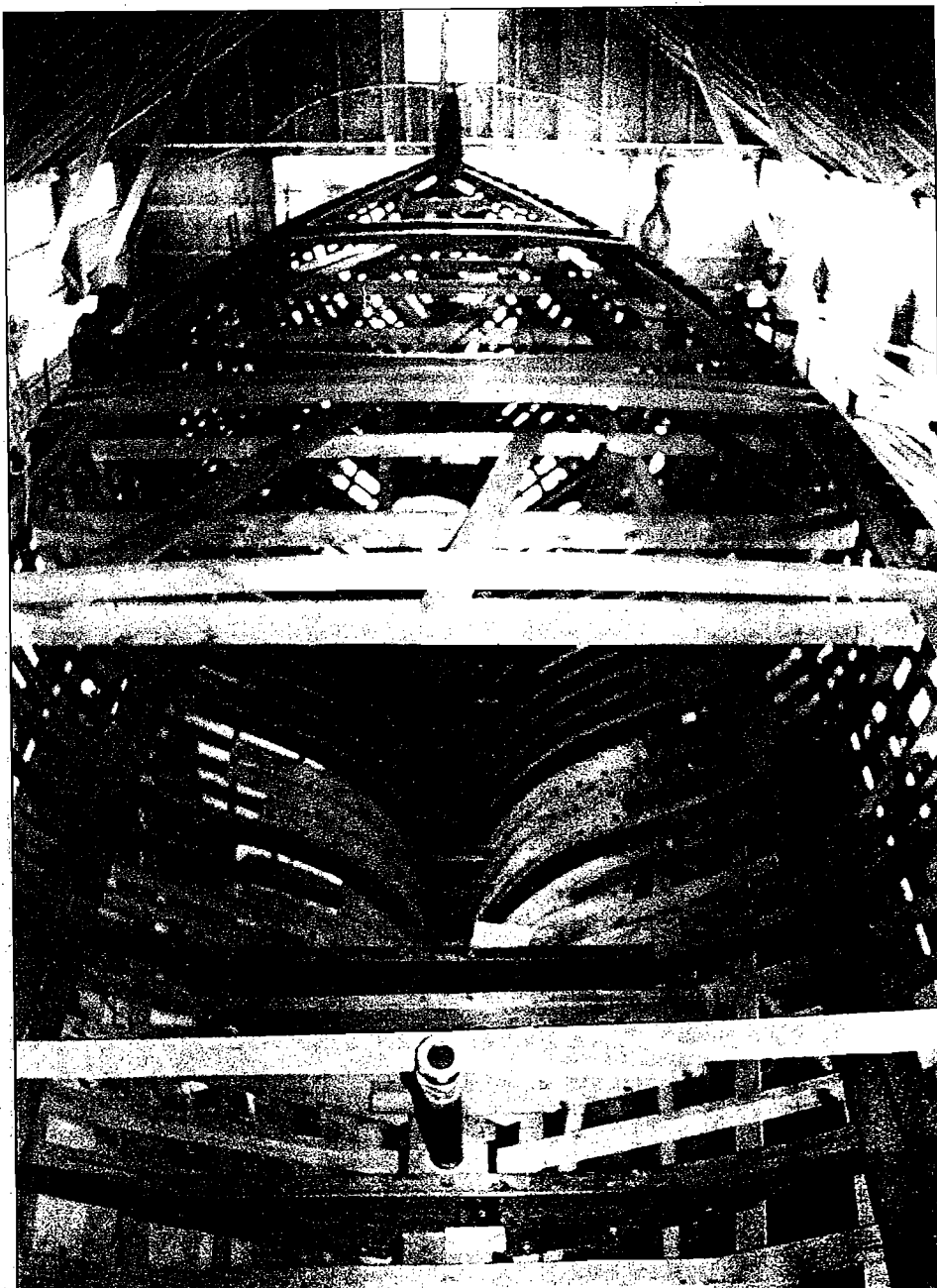
One of the most exciting bits of news for all of us who love schooners is the news that a new cruising schooner is under construction in Vineyard Haven.

Gannon and Benjamin is building the boat for Dan Adams, a Cape Cod movie maker now living in Chilmark, Massachusetts. The schooner is to be named after his daughter—REBECCA. Influenced by Alden, Rhodes, Sparkman and Stephens, and Herreshöff, and with allusions to BRILLIANT and WHEN AND IF, Nat Benjamin has drawn a very traditional schooner with a lovely sheer, spoon bow, and counter stern culminating in an elliptical transom.

Measuring 60 feet on deck, with a 45-foot LWL, 14'8" beam, and 8'6" draft, she will be 73 feet from the end of the boomkin to the end of the bowsprit. The rig will have a marconi main, and gaff fore, and 4 working sails comprising about 1,800 square feet of sail area. REBECCA will displace 76,000 lbs.

Starting in January in a purpose built shed tucked away by the edge of the Vineyard Haven Lagoon, several boatbuilders working under Nat's directions started cutting out the stem, fore keel, keel, stern post and horn timber from angelique.

For the double-sawn frames, the upper futtocks were cut from white oak with lowers of angelique, fas-



*Photos this page and page 2 by
Virginia C. Jones, July 1998*

(REBECCA: Cont. from page 1.)

tended together with locust trenails. The futtocks of the double-sawn frames measure 2" sided, and the molded dimension is 3" at the sheer, and 5" at the keel.

The silver balli transom was formed over a jig, and the fashion pieces installed.

When the 26,000 lb. lead keel arrived in March via truck from Bloomfields in Providence, it was unloaded by the travel-lift at MV Shipyard and moved several hundred feet down the road to the REBECCA shed. The crew rolled the keel into place and then lifted and slid the back bone assembly into place over the ballast keel.

Angelique floors were installed and 15-1/4" bronze keel bolts (threaded as hangar bolts, by Ed McClave in Stonington, CT) installed.

Three steam bent frames have been installed between each pair of double-sawn frames. The port garboards of angelique is in place, and the starboard garboard was being sawn out this morning (July 29). All fastenings are bronze, and the chain plates and double diagonal strapping are let into the outside faces of the frames.

The bilge stringers, of angelique, are in place. The planking, aside from the garboards and sheer strakes, will be 1-3/4" silver balli and the deck will be laid silver

balli. The deadwood and fairing block forward of the ballast keel are pieces of angelique, all bronze fastened.

Finding tubing large and heavy enough for the stern tube and rudder port was difficult, and finally much machining and brazing have produced a custom fabrication that will accommodate a 1-3/4" shaft and a 2-1/2" rudder stock.

The angelique and silver balli—95 tons, 40,000 bf. for REBECCA was imported by Brad Ives, DBA DeepWater Ventures, from Suriname in the fall of 1997. Brad spent 5 months in Suriname, working with the AmerIndians to sustainably harvest the necessary timbers—many of which were had-carried out of the forest—and to work with the mills who sawed the timbers to specifications for the keel, large structural pieces, and planking for REBECCA.

In addition the wood that Brad has imported will be used for several other boats to be built, or rebuilt, at Gannon & Benjamin's in Vineyard Haven, as well as projects in Maine, and New York.

Brad is supplying much of the wood for the rebuilding of MALABAR X as well, and is working on REBECCA in between buying trips.

The white oak is being supplied by Macedonia Lumber—Jim Aaron—in Shutesbury, MA. Most of the bronze rod and sheet bronze was supplied by Atlas

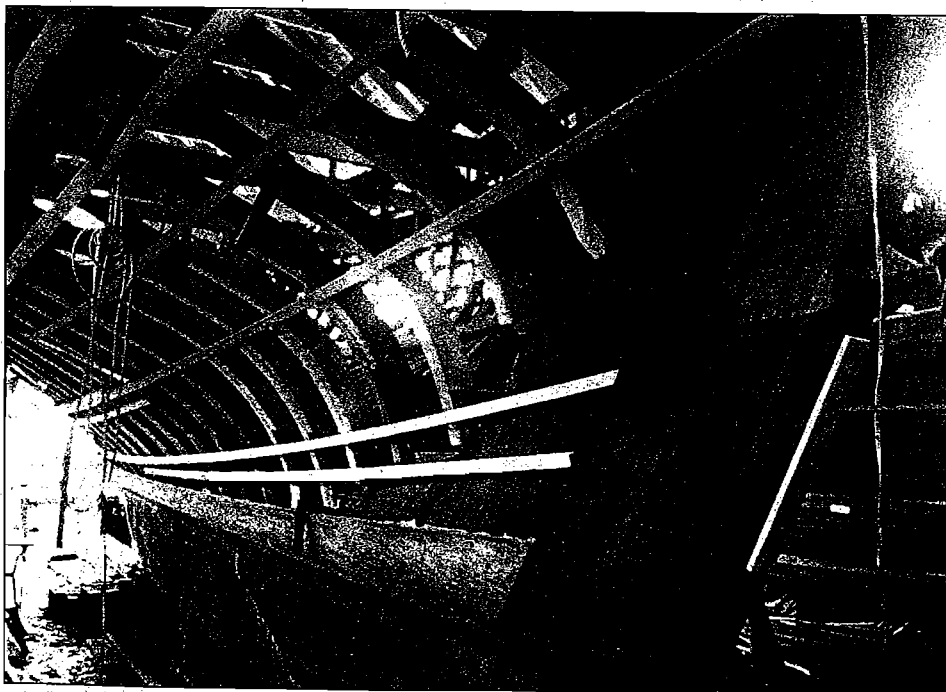
Metals in Denver, CO, with fastenings coming from Standard Fastenings and C. E. Beckman's in New Bedford, MA. Lead comes from George Kirby & Sons in New Bedford. Scandia Prop in Fairhaven has provided portions of the stern tube assembly.

Antonio Salguero (Ross Gannon's nephew) of Port Townsend refined Nat's drawings and provided technical information and calculations.

The current boat building crew consists of Nat, David Stimson (better known for his ultralight kayaks), Pat Cassidy and Todd McGee (who helped to rebuild ALABAMA), Brad, and Ted Okie, Jr., and Casson Kennedy as apprentices.

Many months of work remain, but launching is planned for the fall of 1999. After launching she will be homeported in Vineyard Haven Harbor, now home to many lovely schooners. She will be joining SHENANDOAH, ALABAMA, WHEN AND IF, MALABAR II, PHRA LUANG, CHANTEY, ESTRELA, ISHMAEL, and OUTWARD BOUND, and a host of other wonderful wooden boats.

Virginia C. J.



OFFICERS

COMMODORE
Robert Pulsch

VICE COMMODORE
Dave Clarke

REAR COMMODORE
George Moffett

SECRETARY
Howard Hopps

TREASURER
Mary Anne McQuillan

NEWSLETTER
Gina Webster

West Coast Correspondent
Byron Chamberlain

Letters

Dear Gina,

I have obtained more back issues of your "W&W" from Becky Hopps. Saw the article on the AMERICA replica in vol. XXIII, no. 2, summer 1995.

Just to set the historical record straight: I am sure you realize that this AMERICA is not a true replica, as the underbody is completely different and modern. So I do not see how even the hull topsides could be authentic, since the shape of a hull's underbody has an impact on the shape of the topsides.

Since I designed the first replica I'll add some pertinent data that is factual. She was designed (by me) in 1966/67 and built by Goudy and Stevens in East Boothbay, Maine for Rudolf ("Rudie") Schaefer (F&M Brewing Co., Brooklyn, NY). Launched May 3, 1967 (not 1966), the exact date in 1851 when the original was launched. Am right now looking at my lines drawing for the following:

LOA: 104'10" (extreme end of transom to fwd end of rail cap)
Designed WL: 90'8"
Beam, extreme: 22'10"
Draft: 11'1.5"

From my sail plan—3 lowers;
Main: 2047 sq. ft.
Fore: 1681 sq. ft.
Jib: 1300 sq. ft.
(Total: 5028 sq. ft.)

This is very accurate and authentic, from careful research. And, my entire hull was as authentic as anyone could possibly make it. The hull is a very deep V, with wineglass-shaped sections, and a full-length keel. This second AMERICA is often thought to be an authentic duplicate of the original.

Also, I was Naval Architect at the Annapolis Yacht Yard during WWII (designing PT boats) when we had the original AMERICA stored in one of our buildings. I was there during the heavy snow storm of 1942 and the collapse of the building roof, effectively ending her career.

The present owner of "my" AMERICA (in Antigua), sent me a fine brochure of her—she appears to be in superb condition; still a lovely lady!

Best regards,
Henry Uhle

Dear Editor,

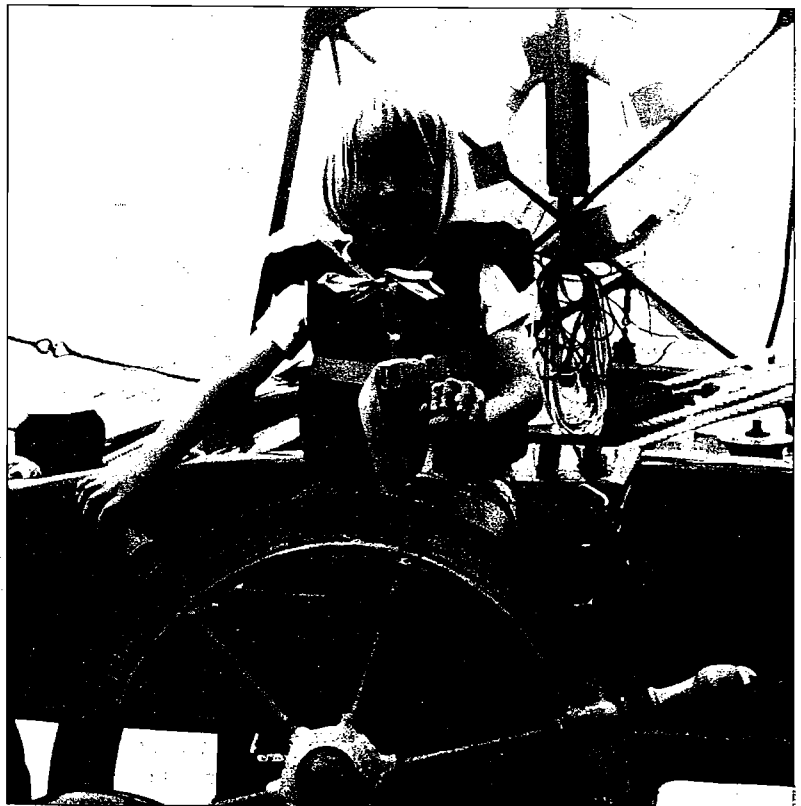
I have recently acquired a Block Island Schooner. I am in search of the plans to this ship. If you could send me some information about them, or at least point me in the right direction, I would be very appreciative.

Thank-you
Kenneth E Lewis
suzannelewis@worldnet.att.net

We also hear from Howard Hopps that the rebuilding of HALF MOON is progressing nicely in Wickford, RI. We look forward to seeing her back sailing again!



Above: Will Mairs (foreground) and friend, Christopher Anderson, are put to work on WHEN AND IF, while Anna Mairs (below) helms. Question: Who is navigating? Photos by Jim Mairs.



Tales from the EFFIE M. MORRESSEY

I spoke to Austin Colgate, who was on the EFFIE M. MORRESSEY in 1940). This was the last trip due to the German U-boats in the Northern Atlantic. Colgate remembered the ship coming upon two U-boats at the surface at night near Greenland. The captains were conferring with each other. Captain Bartlett ordered a light be shone on the U.S. flag which was painted on a board attached to the shrouds. They sailed along without incident. Colgate said that many Canadian schooners were sunk during the war.

Ed Stafford, who sailed on the Effie M. Morressey in 1932, aged 14, spoke of the walruses they shot for meat and how they stored them on deck. One of the walruses had been there a while and had begun to "ferment" and swell. One of the boys couldn't resist sticking it with a knife and as the noxious dense fumes rolled down the deck and companionways everyone below decks came up gasping. He said it was the worst thing he has ever smelled!

One of the "boys" told a story of going in to Brigus, Newfoundland. It was a big event in Brigus and most of the townspeople were on the dock waiting, the ladies dressed in their white dresses. Capt. Bartlett was up in the barrel on the spreaders directing the docking. He either yelled "Starboard" or "Stop Her" and the unfortunate helmsman did the wrong thing and they crashed into the dock.

Capt. Bartlett was well known for his colorful language and he let out a stream of profanities that would make anyone blush. The ladies on the dock simply turned their backs on the dock and the EFFIE M. MORRESSEY until the noise stopped.

Another of the "boys" told of being cold and seasick for a long period of time. He said that one morning Capt. Bartlett appeared with a piece of warm dry toast. He was totally surprised because he didn't think a piece of warm dry toast could possibly be available on the MORRESSEY.

Fred Littleton said the only time he changed his long underwear on the whole trip to 80 degrees 22 minutes North was the time he fell in.

We asked if they sang chanties while raising the sails. They laughed and said that chanties were for yachtsmen—they just cussed under their breath.

Another story from Austin Colgate: All the "boys" (most in their 70's now) describe their time on the EFFIE M. MORRESSEY as the best experience of their lives. Bartlett greatly influenced all their

lives. Life on the ship was tough. Heavy work and cold. Austin joined the Marines during WWII and was sent to Parris Island for basic training in the winter. He is a very quiet man. He describes the others as complaining of the conditions they had to endure during their training. He said he never said anything to the others but Marine basic training at Parris Island was "a piece of cake" after his 5 months on the MORRESSEY. He also said he sat the football bench as a freshman but was a varsity starter sophomore year, after his stint on the ship.

Mary Anne McQuillan

1998 WoodenBoat Show

I attended this year's *WoodenBoat Show* in St. Michael's, MD, as I am a big fan of this boat show. I even enjoyed the first day (Friday) which was *very* warm—probably around 98° in the shade. Nevertheless, the show was the usual outstanding and informative event we have come to expect from the show's organizers.

DeepWater Ventures from Vineyard Haven had a booth there. It looks like they have a good source of angelique, silver balli, and other hard woods from South America.

I found a great paint stripping product by Dan Swets which I am anxious to try on the cabin of HERON before I place it on the new hull. It should be a good test after 87 years of paint.

My favorite brass man was there (Traditional Marine Outfitters). If it is brass and you are looking for it, he has it, and the quality is good.

The woodworking hand tools were in abundance, and I couldn't resist purchasing another plane. (You know the old adage that the one who dies with the most wood-working tools wins.)

There was a large group of fathers and sons building rowboats and Optimists. The wood for these projects was donated by Harbor Sails Co. I hope they do this next

year because I would like to do this with my grandson. It was neat to see some of these boats on the rooftops of cars on I-95 when we were headed home. I'm sure they all had a great feeling of accomplishment.

I talked with quite a few people and it is interesting to note that schooners are alive and well. I found there to be quite a bit of activity with new schooners in the 60-foot and over range.

There is a schooner being built in Chestertown, MD, by the Schooner SULTANA Project. There is a second restoration being built in Bivalve, NJ. (This is a 90-foot [approx.] Delaware Bay schooner, designed for oystering.)

There were also two schooners dockside at the show. One was GALLANT, a 43-foot Baltimore pilot schooner owned by ASA members Tuck and Anne Elfman.

St. Michael's was a beautiful setting for the boat show. On Saturday after the show we went to the Miles River Yacht Club to check out Henry Hock's schooner HERANDIS and possibly say hello to a former ASA member. But Henry wasn't there, so we left a "Sorry we missed you" note on the boat, which looks great with a fresh coat of paint, and went on our way.

Robert Pulsch

Dogwatch

Mid-July, **Dogwatch** sailed with **WHEN** on a short cruise from Vineyard Haven to Greenport which restored a semblance of none too steady sea legs.

A nice breeze but fog still made for a great sail, and, with the fog lifting, the General's schooner made a dramatic entrance into Great Salt Pond at eight knots under four lowers, anchoring in company with **ALABAMA** and with **BRILLIANT**, **TICONDEROGA** and another large but unidentified schooner also in harbor.

More fog the next day but no wind and so a motorboat ride to Greenport which afforded the opportunity to check out the plight of **REGINA MARIS**. It seems the "Queen of the Seas" is facing imminent eviction from her berth at *Claudio's* and is in such rough shape that one of the few remaining alternatives is taking her to sea and scuttling her. (The preferred one is to find another dock that could put her up while funds are raised for at least a partial restoration.)

It would seem that scuttling could be environmentally, if not morally, reprehensible as well as a potential hazard to navigation, and one wonders why there isn't some place where old vessels, sort of like old elephants, just go off to die.

Actually, there is, at least for smaller vessels that originally hailed from the environs of Barnegat Bay just south of the Joisy swamplands. It's the Maritime Museum of the Toms River Seaport Society, which, the *New York Times* reports, is being inundated with offers to donate old boats, many of them derelicts that towns are ordering cleared from their beaches, people's backyards and, if one knows Joisy drivers, the very highways and byways of the not so aptly-kept Garden State.

The organization held its 21st Wooden Boat Festival July 18 and 19 along with the Toms River Challenge Cup Race, which, since it was started in 1871, makes it without a doubt the oldest continually held sailing event in the country.

Continuing on a historical note, Barnegat Bay served as a hideaway for American vessels during the Revolution since the Brits couldn't get their much larger men of war into the Bay.

A further historical—or is it hysterical, considering **Dogwatch's** unhealthy fascination with the continuing saga of **USS CONSTITUTION**—note: In April, four former commanders of Old Ironsides went on record as saying that the vessel was not in good enough condition to leave Charlestown Navy Yard, as it did last summer for its well-publicized "voyage" to Gloucester. One even went so far as to advise that "This ship is not as strong as it ever was." [Honest!] Never fear. The Navy has responded that it would never do anything to "endanger our national treasure," like sailing it. What were those people in boatyards doing to those many years when they gave their wooden vessels a daily saltwater bath and got them under way as often as possible?

On a more realistic note, the '98 wooden boat schedule got off to a good start with the *WoodenBoat Show* at the Chesapeake Bay Maritime Museum in St. Michaels, MD, Commodore Bobbie Pulsch reports. Schooner representation included Schooner **GALLANT** by Pete Culler and the Schooner **SULTANA** project. Also exhibiting was **WILD SWAN**, but one seriously doubts that it was our old Crocker schooner last heard of lying in Toronto.

Meanwhile, Bobbie is moving right along with **HERON** and is ready to install deck beams. And he's doing his part to strengthen the American economy by obtaining lumber from areas that haven't done as well by the seven-year bull market as have others: hackmatack for hanging knees from Maine and some kind of fancy pine from Georgia or some other place down South where relatively sane schooner people never go.

And the Gloucester C of C is filling the mailboxes with all sorts of literature on its Labor Day Schooner Festival. Director Mike Costello has rightly recognized the logic in schooners attending Gloucester and then going in company to the Vineyard for the ASA Rendezvous. Mike promises good weather and many of us are looking forward to that Gloucester hospitality.

While depositing daughter Samantha in

Alabama at Block Island. Photo by Jim Mairs.



P-Town for her summer job, **Dogwatch** spoke briefly with the people from HINDU, the handsome William Hand-designed marconi schooner, and they will definitely be at Gloucester. Questions about that event can be directed to Mike Costello at (978) 283-1601 or to the Gloucester Harbormaster at (978) 282-3012.

There was a notice in one of those Gloucester mailings for the Weld Memorial Regatta, a 92.5 mile overnight race to Provincetown, starting at 4:00P.M. on Friday, August 21. The notice failed to mention where the race started (Marblehead, maybe, given its propensity for concealing starting lines from schooners), but added that a 20.5 nautical mile Milkrun Race would start at noon on Sunday, August 23. Fortunately, more detailed info is available from Bob Lee at (978) 283-1792.

Members have received the notice from Secretary Howard Hopps which details all sorts of events in and around the dates and locale of the ASA Rendezvous. Especially intriguing is the prospective race that Gary Maynard of ALABAMA is planning for Sunday, September 13. Since it's supposed to start off the beach, it should be

hilarious fun to see skippers and crews trying to transport themselves out to their schooners. They should have to drink a bottle of Mount Gay first (just kidding).

Reportedly, the fine folks at Gannon & Benjamin are working hard on the logistics surrounding the rendezvous and things are proceeding swimmingly. And all this while they're building that 60-foot schooner which is now being framed out. If you want something done well, ask busy people to do it. Who said that?

But the big news on the Vineyard is the absence of MALABAR II and PHRA LUANG, which were both off in Pemaquid, Maine filming yet another epic sea saga starring no less an old sea dog than Paul Newman and a young one in Kevin Costner. Maybe not, as Costner is reported to have stood at the helm of MALABAR II with his hand limply on the wheel while Scotty (who's been skippering the schooner while the Lobdells run WHEN & IF) lay on the cockpit floor wearing a set of headphones and steering according to directions from, who else, the director. So much for reality.

But the fog settled in and, after two weeks of paying folks to live in local motels, the Hollywood powers longed for lights, camera and, above all, action. So

they unstepped MALABAR's spars, loaded her on a truck and sent her off to the left coast, with Scotty in attendance. It must have been something to see that vessel sail out of Marina del Ray or Long Beach with Vineyard Haven as her hailing port. Shades of *The Boston Man* in "The World in His Arms," the best movie ever made. "We go, we go!"

Meanwhile, PHRA LUANG returned to the Vineyard, painted black, with turnbuckles instead of deadeyes and lanyards and looking ever so much like MALABAR, which, in fact, was the name on her transom. Strange and wonderful. Now let's hope they get remunerated with more than a lifelong supply of Newman's Own.

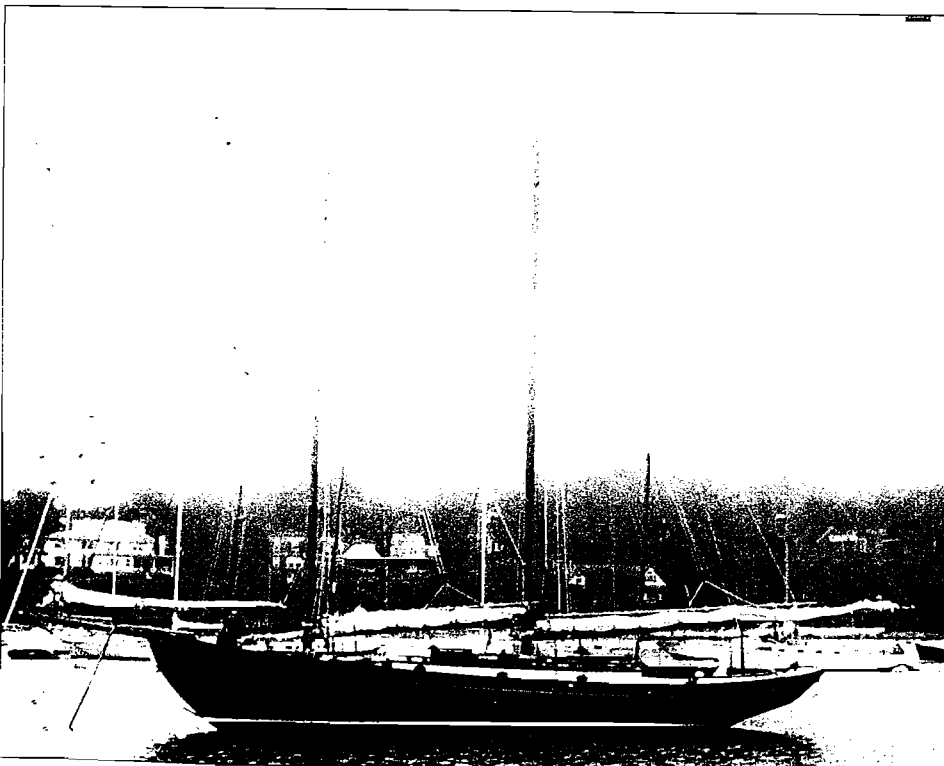
News from McSchoon Dept.: Fred Sterner recounted how ERNESTINA flew her new 680-square foot main topsail. With a luff of 43 feet, the sail stretches from 60 feet up her mainmast to the 113-foot mark. Not surprisingly, Fred says there is a very significant sailing difference in light air. Now, if they get another 600 feet of line and Coast Guard approval, they can also fly the fore and jib topsails. Fred also says ALABAMA looks fast and great with her two topsails flying.

ERNESTINA recently returned from a short cruise with former crewmembers of the vessel when she was the EFFIE M. MORRISEY cruising to the Arctic with skipper Bob Bartlett before WWII. One of Freds watchmates on the recent trip, who was 14 when he first went in 1932, recounted how Bartlett always took a cow and some pigs and chickens to leave with his mother in Canada on the way north. The vessel ran aground in fog in Long Island Sound and was sounding a bell to indicate they were aground. Vessels under way around them were, of course, sounding foghounds, to which the cow would respond.

Needless to say, the MORRISEY was in no danger of being rammed. Another crew member was on the boat when it got to 80 degrees 22 minutes north. He said the only time he changed his underwear was the day he fell in.

Mary Anne reports that Marty Isenberg is

*MALABAR? or PHRA LUANG? You decide.
Photo by Jim Mairs.*



looking for any information on and the current whereabouts of the famous NINA. Anyone who can help should call Marty at (516) 692-2273.

And members Teri Gilman and Reg Hutcherson of Los Angeles will begin an "exploration of the world" aboard their schooner BLUE TOPAZ this summer. Maybe they'll run into the Phillippses somewhere.

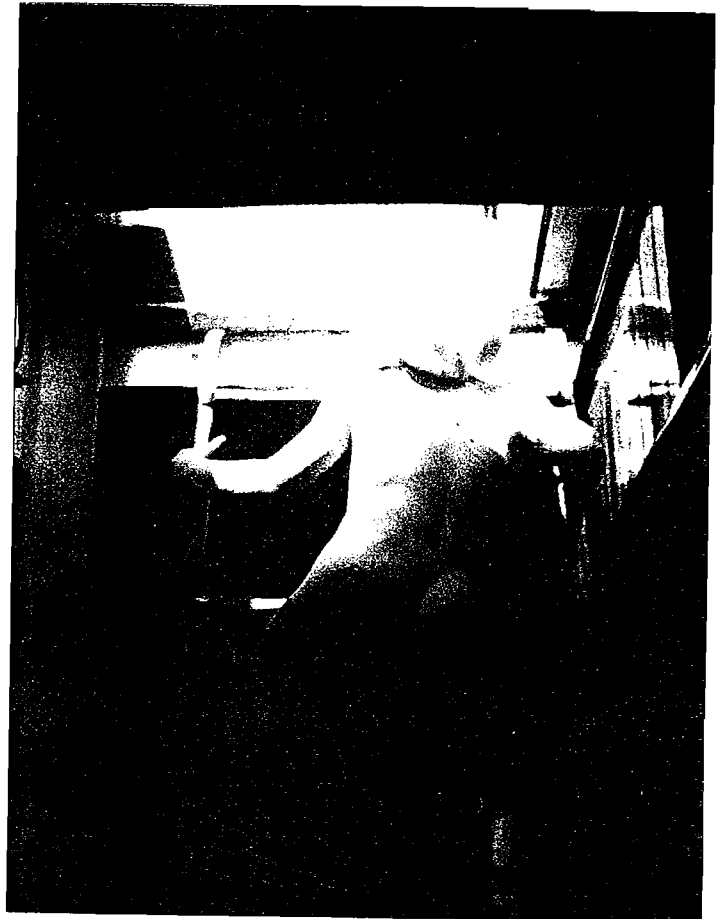
Doug Hazlitt notes that MALABAR X will be getting a new hull of South American woods on double steam bent frames with copper rivet fastenings at Cayuga Boat Works. While we heartily welcome the news, one can't but wonder if Cornell University doesn't have a new curriculum in place. Seriously, seeing the big MALABAR back on the schooner circuit would be a tremendous development.

Speaking of the Phillippses, **Dogwatch** received a great letter from Peter post-marked Port Carmen, Cebu, Philippines, where VOYAGER is waiting out the cyclone season. Despite being gone from our waters since '92 and spending four years in the South Pacific, Pete and Jeanette consider themselves homeward bound now that they're back north of the equator. Interesting concept. And though they were concerned with pirates near Mindanao, their most vivid and memorable encounters have been with the people they've met on the many islands they've visited.

And Pete, proving himself probably the most dedicated reader of *Wing & Wing*, was the only member to respond to **Dogwatch's** challenge as to the derivation of Kochab, which he correctly identified as a first magnitude star but omitted the fact that its in the Constellation Ursa Minor (or is it Ursa Major?).

Which navigational reference (Kochab, that is) brings us to two more notes of navigational interest duly reported in the Gray Lady. Item one, which must have been carried by every paper in the country, that the US Naval Academy was dropping its course in celestial navigation. And the rationale? A sextant is obsolete because it's only accurate to a three-mile radius whereas Satnav gets one to a mere 60 feet. The timing of the announcement was propitious, coming as it did the day after a nationwide beeper outage from the failure

All hands on deck! Photo by Jim Mairs.



of a communications satellite. Yes, we understand that modern warships undoubtedly have infinite backup power systems, although communications satellites obviously don't.

Nevertheless we remind the lordly admirals that the battleship MISSOURI once ran aground (was it in New York Harbor?) and what happens if there's a mutiny and the officers are offloaded into a small boat while the rest of the crew heads for Pitcairn?

And speaking of South Pacific islands, item two: the Polynesian Voyaging Society will next year send a team of experienced Polynesian navigators and canoeists, albeit they're going in a 62-foot catamaran canoe, on a voyage from Mangareva to Rapa Nui (Easter Island for all of you not fluent in Polynesian) ostensibly to prove that somebody, at a much earlier date, got to Rapa Nui and was able to build all those neat moais (MOY-eyes, children).

Now we know that the Polynesians were, and may still be, probably the greatest navigators of all time. But why do we

need a reason for yet another voyage to prove the obvious? If they want to go canoeing, let them go but without the academic baggage. Instead, why don't we send the Polynesians to the US Naval Academy to teach celestial?

And the indomitable French, fresh from their improbable World Cup victory, are mounting yet another attempt to break the transatlantic monohull sailing record. The *Times* (yes, folks, **Dogwatch** reads the *Times* absolutely every day; one must have some standards) ran a picture of the vessel which, at first glance, just might have been a schooner since the photo was cropped about 20 feet up the masts.

Alas, it's a 147 carbon fiber ketch with a water ballast system that can move 7.5 tons of ballast from one side to the other and an interior elegantly crafted for cruising that can be removed with just a screwdriver to lighten the vessel for racing. Clever, those French.

They plan to sail in September with the goal of besting another Frenchman who set the current record of nine days 22

hours just last month in a 60-foot sloop. For us, of course, the only record that matters is the original, set in 1905 by the schooner ATLANTIC.

Department of schooner esoterica: The Blue Hill Troupe is a New York-based, amateur production company that puts on two shows a year—its springtime show always a Gilbert and Sullivan operetta—to benefit New York City charities. And they're pretty darn good. The troupe was formed in Blue Hill, Maine, on the shores of Blue Hill Bay in 1924 and is now gearing up for its 75th anniversary. Its first production, HMS PINAFORE, was performed in its entirety on the afterdeck of the schooner-yacht SHAWNA.

Seems the family of Dr. and Mrs. Seth Milliken were upset that a nickelodeon had come to Eastbluehill (as it was spelled in those days) and would be a wasteful distraction to the children. Elsie Goddard was commissioned to come up with a cultural alternative and the result was the Gilbert and Sullivan production. SHAWNA was moored at the Kollegewidwock

Yacht Club in Webber Cove, since burned down and now located in Blue Hill. The cast came from the Milliken family and three other families and probably numbered around 20. Lighting was provided by car headlights and music by a local pianist and a string section from the Kneisel Hall Music School. One of the performers was Alida Milliken Camp, then 17, who now sails the Concordia yawl THISTLEDOWN on Blue Hill Bay. That vessel was named after her father's schooner THISTLE, which had been built in Germany and where it was last reported seen.

As part of its 75th anniversary, Blue Hill Troupe will return to the site of its origin to perform HMS PINAFORE once again to benefit the Kneisel Hall Music School. It's doubtful that this run will take place on a schooner.

It is with no little pleasure that **Dogwatch** can report that the National Park Service has come up with a good nautical idea, which in no way absolves the agency of its role in the continuing demise of the steam

schooner WAPAMA in San Francisco. The Service plans to ban personal watercraft from national parks as early as next year, eliminating the noisome water roaches from nine parks where they are now permitted, but would still permit them in a number of other areas. And this seems to be a growing trend as the Washington State Supreme Court upheld a similar ban by the San Juan Commission in and around the San Juan Islands.

Elsewhere in Washington State, our Megan plans to visit Port Townsend in September for what has come to be the West Coast's biggest wooden boat festival and she promises to file a full report.

And, finally, the ultimate in power boating accessories: gimbals for the antenna for a satellite dish so the intrepid seafarers get bounce-free tv reception. Honest.

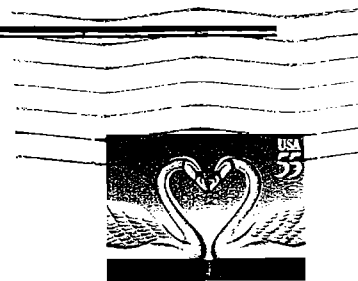
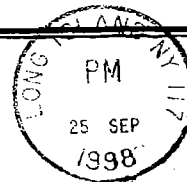
Dogwatch is just about giving up on those cards and letters, folks.

Sam Hoyt



American Schooner
Association

P.O. BOX 484
MYSTIC, CONNECTICUT 06355



STAMP, 1998 55

