



WING & WING

The Official Newsletter of the American Schooner Association

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The Great Chesapeake Bay Schooner Race 2017 Sets New Records and Sails into History

~ By *Duncan Hood, Secretary GCBSR*

Photo credits courtesy of Richard Sherman, Tousjour Photography, 2017

Finally, after a number of years with slow starts, foul tides, and winds in their faces, the 28th Annual Great Chesapeake Bay Schooner Race (GCBSR) was off with all conditions favorable. Winds were from the NE/E at 13k for the start, and the schooners bounded across the start line without mishap. Crews were pumped for the race and competition was stiff. Those who had them flew spinnakers of all sorts, while the sky was filled with topsails, fishermen and gollywobblers.



Crews flew merrily between rigging and deck as their captains sang out their

commands. Due to the favorable winds, this was to prove the fastest race in the history of the GCBSR. By the time the steam settled, a new course record was set by **Virginia**, who covered the 127 miles in an incredible elapsed time of 11h 01m, a record that's sure to stand for a long time to come.

The schooner activities began on Tuesday with the



Salute to Schooners - a collaborative event with Baltimore PORTFEST. About 135 school children participated at Fort McHenry singing patriotic songs and learning about our maritime history as the schooners pirouetted in the harbor below.

On Wednesday afternoon the traditional "Parade of Sail" took place in Baltimore's inner harbor. With a steady breeze, there was a bit of jostling to stay in line as vessels turned and wheeled in the inner basin, but after multiple cannon blasts, the pecking order sorted itself out and everyone made it back to Baltimore Marine Center no worse for the wear. A light drizzle kicked up on landing, and it was off to the all-hands dinner, sponsored by Fells Point Yacht Club and the Polish Home Club in Fells Point. Lisa Forbes coordinated the whole affair and it went off without a hitch.

After the start on Thursday, all 30 of the schooners tore through the night with winds hovering around 20 knots and veering only slightly during the next 20 hours. By the time the dawn cracked fresh on Friday, most were in Portsmouth with very little breakage, lots of interesting tales to share during the weekend's festivities.

Once the dust settled after the race, 3 High Schools and a Middle School participated in our education program on Saturday morning in Portsmouth, 90 students in all! The school system provided buses

and drivers for free, the teachers & chaperones donated their time, and T-shirts were provided for all! Schooners involved were **Lady Maryland, Pride, AJ Meerwald and Virginia.**

As usual, volunteers and sponsors donated their support to make the Saturday, all-hands



parts a great success. With the “Tanners Creek Whalers” playing their special blend of shanties and bluegrass in the background, oysters and beer, prepared and presented by the Portsmouth Boat Club and Cobb’s Marina, put everyone in the mood for the awards ceremony. After a moment of silence and the mariner’s prayer, the ceremony proceeded with jokes and levity as crews and captains waited on the edge of their chairs for the results. See “Results” located on our website: www.gcbsr.org for more details. Afterward, crews dispersed for a few hours of shore leave before reuniting under the tent for the traditional social mixer sponsored by **Schooner Woodwind.** The **Woodwind** party has grown so successful that it was decided to use the on-land venue instead of on the boat – a good choice, considering the popularity of the event.



Paul Carroll closed the evening out with a group shanty sing. Dressed, as usual, as some sort of privateer,

he led a lively and enthusiastic group of reveling choristers with various renditions of all the old favorites including “Rolling Down to Old Maui”, “Will ye Go Lassie Go”, “Donkey Riding”, “The

Mary Ellen Carter”, and many others. This is always a highlight of the weekend, and it didn’t disappoint.

The weekend felt like the last sweet breath of summer, with warm clear weather as if a kiss to say goodbye. Sure enough, by Monday, the temperature had dropped 20 degrees and a cool, rain-sodden wind pulsed steadily from the NW. In anticipation of this, many boats departed on Sunday instead of laying over and enjoying the shore-side frolics of Portsmouth. Nonetheless, this was a race for the books, with many yarns of incredulity being birthed over this happy weekend.

With sincere thanks and gratitude from our board of directors to all sponsors, donors, volunteers, Captains and crews for helping us make it better every year. More fun to come next year!

Huzzah!

It doesn’t get any better than this for “Meteor” at the ‘Candy Store Cup’!

~ *By Richard Sherman*

Schooner Meteor cruised to victory at this year’s Candy Store Cup held July 27-29, 2017 in Newport RI. The 169’ foot gaff-rigged schooner triumphed in “Class C” over three days of variable weather.

Meteor held the advantage on the days with stronger winds, easily beating her competitors by seven minutes on the first day or racing as winds hovered near 10 miles per hour. However, the wind dissipated on Friday and fog rolled in, leaving **Meteor** a distant third. Lighter and nimbler, **Naema**, a 137’ Turkish-built schooner, seized the opportunity and finished first in Class C on Friday. Saturday proved to be a brilliant day for sailing, with winds nearing 20 miles per hour. Finishing the 17 mile course in just over 1 hour and 40 minutes, yielded **Meteor** a six minute margin of victory in the final race.

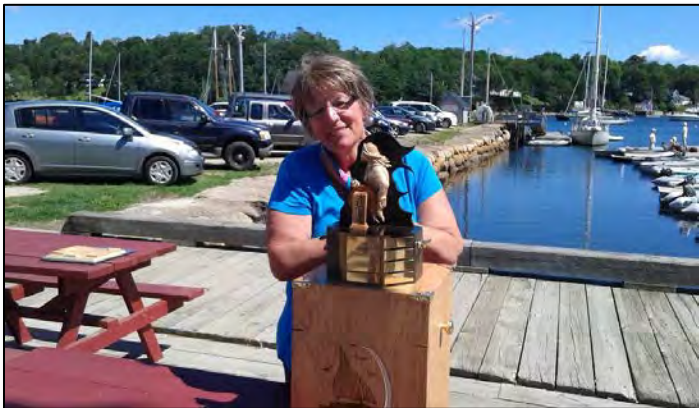
First Officer Steve Prees noted that **Meteor’s** race crew has remained consistent over the last 18 months, and identified this as a key factor in their victory. He

added, “We have a good group of people that know the boat. As you sail the boat more often with the same people, everybody gets dialed in, and we are just sailing the boat really well.”

London-based **Meteor** was built in 2007 by Royal Huisman of The Netherlands. This winter, the nearly 300-ton schooner will return to Royal Huisman for her 10-year co refit. Looking ahead to 2018, Prees said the schedule had not been set, but indicated they were considering a return to the Mediterranean after a six-year absence. Reflecting on this year’s Candy Store Cup, Prees concluded, “If you enjoy sailing and like schooners, it doesn’t get any better than this.”

No...But we should Have

~ by *Rochelle Veinot-Whynott, President, Nova Scotia Schooner Association*



Two thousand thirteen was the year I first saw the Nova Scotia Schooner Association. I am an original Nova Scotian and I have enjoyed as well as participated in countless Nova Scotia festivals and celebrations. I was both shocked and delighted to learn that this group had been around for 52 years and I had never heard of them. I had prided myself on being aware of all things local and the special summer events that entertain Nova Scotians. How had I missed this spectacular event? It represented the essence of Nova Scotia and defines the allure that draws visitors to our little province. Why had they kept themselves secret to the public?

To my surprise I was invited to crew on a schooner in one of the 2013 races. I was a complete innocent and

offered little to the race except delivering snacks to the crew who were actually sailing the schooner. I had a settled stomach, good sea legs and an excitement for the day, so I managed to make a positive impression on the crew. I was overflowing with questions. I was invited to sail again and before long I was given small responsibilities in ship handling. I was drawn to the wheel and found my happy place feeling the vessel respond to my directions. It was exciting and empowering. In 2014 I took an entire week vacation from work to crew daily on a schooner during the NSSA annual race week.

Many women were very essential crew sailing the schooners in the association. I innocently asked them if the NSSA had a Ladies Race. The reply wasno, but we should have. At the end of the sailing season I was told to get moving on organizing a Ladies Race. The girls had been talking and they were ‘all in’ for the race. Apparently it was discussed among the female membership at length and the women were confident they could perform as well as the men in ship handling, given the chance.

How had I become the ‘go to’ person for introducing this class of race? One very simple question had opened a window in a room that was begging to be opened. I accepted the challenge and so began the process of designing the trophy, planning the parameters of the course, responsibilities of the Lady Skipper and vetoes of the schooner owner.

Two thousand fifteen saw the introduction of the Willa Creighton Memorial Trophy into the outstanding assortment of trophies of the NSSA. Unanimously, the schooner owners had agreed the woman’s race would be a positive progressive fit for the NSSA. The races were in Mahone Bay and much attention was given to the inaugural woman’s race. CBC sent a film crew, the local newspaper took photos and vehicles and spectators lined the shores to see us begin a new era in the Nova Scotia Schooner Association Race Week schedule. The sexy, sleek schooner **Endevour** won the race. I finished last. But by gosh, I finished. I didn’t abandoned the wheel and my entire female crew were extremely supportive. The skipper/owner had plenty to say and I heeded his

instructions without questions. The sailing was a bit gusty at times, but that made it all the more exciting. I performed an amazing fluid tack that I will always remember.

Two thousand sixteen saw us in Hubbards. It was a thrilling and disappointing race for me. We had a comfortable lead and were in good position for the tack but it didn't go well. I finished last again. The commanding **Christina Lynn** captured the coveted trophy very easily. The Willa Creighton Race had become a phenomenon. It was the most anticipated of all races and friendly female rivalry, if there is such a thing, was contagious. I put much effort in announcing to the public about our race and the NSSA began to receive recognition and anticipation from the public.

Two thousand seventeen saw us in Shelburne. We were first across the line at the start and that was good enough for me. I suggested that we forfeit the race and return to the club house and celebrate that honourable distinction. My crew refused and so we continued on our course. Saints Alive!!!!!!!...we won. We got a strong lift on the return to the line and away we went. Squat, little **Pegasus** was on a mission. I had the honour of having my name engraved on the trophy. It was a long road, but also a very short road.

Since its inception with the NSSA we have seen other clubs introduce a class of ladies racing. It has opened up the window to refresh sailing associations with vigour and pride. Boat owners are careful who they allow to handle their vessels, but in the end, when a good fit is found, they are very proud of their muses. Families get involved and the sailing community expands accordingly. Women no longer simply hand out snacks, they actively participate and offer opinions on strategy that is cohesive to the entire crew. Who knew that one simple question could spawn a movement that would have such a positive impact?

Willa Creighton was a woman before her time. Her legacy is very much honored on our trophy. She owned and handled her very own schooner. She won countless races using her skill and experience in boat

handling. She was a founding member in the NSSA making her a legend and an aspiring role model for all women sailors. In the first NSSA race week in 1961, she won the overall championship trophy. We sincerely hope she is smiling at us as we jockey for line position. We thank her for her legacy of confidence and success. We encourage all women to look to examples like her as they begin new experiences.

We hope 2018 is a safe and thrilling season for you. Me??? I have to defend my position as winner of the Willa. What could be better!!!

Opera House Cup adds Schooner Class

~ By *Richard Sherman*

The 45th annual Opera House Cup welcomed more than 60 classic boats to the waters off Nantucket, MA this year, and featured a dedicated schooner class for the first time. With sunny skies and approximately 10 knots of wind, auxiliary schooner **Brilliant** bested **Eleanora, Eros, Eileen Marie, Lynx, Juno,** and **Tree of Life** to win the one-day event.

The Opera House Cup followed two days of racing for the Nantucket Regatta, which featured wet weather, but good wind. **Eleanora** prevailed in two of the races while **Eros** and **Juno** each captured one win. **Tree of Life**, and **Brilliant** also participated in the regatta.

Captain Paul Morse of **Tree of Life** said, "The first ever schooner class for the Nantucket Race Week and Opera House Cup was a huge success. The schooner captains appreciated having their own course and not having to fight with the small boats for position at the line. We expect more schooners to join us next year as the word spreads that the event was a huge success and a big improvement for the bigger boats."

Sail her off the Anchor

~ By *Captain Alan Hugenot*

It's an hour and a half after Sunrise, November 3, 2017... The 21-ton William Garden designed

Schooner Sea Raven rests at anchor in Drakes Bay, California, a half mile inside of Chimney Rock, and a quarter mile from the beach.

The crew is a mix of newbies and sloop sailors lead by a mate who is a seasoned schoonerfolk. They are still a bit

groggy after coffee and warm blueberry muffins, as they struggle into their foulies.

The drizzle, which came in with yesterday's southerly, has now stopped veering to a Northwesterly with blue sky showing to the West.

We have 100 feet of 5/8 chain out on our 45 lb. CQR plow in 3-1/2 fathoms, which has held well in the sandy bottom even with the wind shift overnight.

“Shall we just sail off the anchor?”

This will be a new maneuver for the crew, and only their second time hauling chain, and that single time was with the motor easing their hauling.

“Aye”....”Let’s do it”

“Hoist the staysail and leave the sheet out”, the order is passed, while the helmsman resists the temptation to start the diesel.

“Heave short on the rode...and sing out when she is up and down”.

The chain rattles in through the hawse pipe.

“She’s up and down sir”, the bosun cries from the foc’s’ tle.

“Very well...Port Watch break her out, starboard watch back the staysail to port”, the order is passed.



Photo: **Schooner Sea Raven** approaches the Farallone Islands from the North

The bow begins to cant around to Starboard off the 8 knot wind and onto a reach...

“Starboard watch hoist the fore...and as soon as she is up and we have boat speed we’ll gybe”.

She is gaining headway on a port broad reach and will soon clear Chimney Rock.

“The hook is catted sir”, the bosun hails from the bowsprit.

“Stand-by to Gybe”.

“Ready”, says the mate.

“Gybe ho”...The fore boom and staysail go over and are swiftly trimmed to a starboard broad reach, while the helmsman steadies up on 174° magnetic.

“Hoist the main”.

Shortly she reaches her hull speed of 8 knots, as the breeze freshens up to 12 knots when she clears away from the cliffs of Point Reyes.

The sun is smiling from behind the receding clouds and she is headed for the Farallone Islands, This mystical isles 28 miles west of the Golden Gate, just east of the sunset, but still a territory of the City of San Francisco.

“Thar she blows” cries the lookout as a pod pf Mink whales breeches to port an eighth of a mile off our beam.

The day continues with the schooner circumnavigating South East Farallon and Main Top, and witnessing Stellar Sea Lions, a thousand sea birds and vast herds of seals.

But, it is also humbling to know that we are among the very few who will ever ship before the mast on a traditional sailing ship. This excellent “old school” evolution preformed by this crew who are all in their late 20’s and early 30’s with day jobs in high tech, bio-tech and medical tech, has been for themselves alone..... no sport fisherman, no “round the boys sloop sailors” not even a tourist to witness it. The only witness to their excellence has been the grizzled old skipper, with over 50 years at sea. But, for them it

is an achievement which keeps alive the knowledge of traditional sail.

It has all been worth it, the cold lonely bow watches, falling by to varnish on Sunday afternoons that you could have spent at the pub; pumping the bilge underway, getting smoke of burning grease tinged with diesel in your eyes as you struggle to produce a gourmet breakfast in the rolling pitching galley, and the new muscle you have put on heaving in the anchor and repeatedly hoisting 1000 sf of sail by hand.

For a fun professionally edited 1.5 minute clip of this cruise on YouTube go to this URL.

https://www.youtube.com/watch?v=pA8aj_ewKcY

No Such Thing as Too Much Information in Insurance, TMI is a Good Thing

~By Christopher Richmond, Allen Insurance

When it comes to the use of your vessel – changes in your operation or to your vessel or its use -- there is no such thing as too much information being shared with your insurance agent. Why? Because after a claim occurs, it is too late for that conversation.

One area where this is especially true is the warranties section attached to your Hull policy. Warranties state what you can and cannot do on board your vessel.

Some examples:

Commercial operation. Do you want to start doing six-pack charters on your yacht? Or bareboat charter your boat? Unless you have an endorsement allowing these activities, you have no coverage while operating commercially.

Changes in navigation. In insurance, when we say navigation, we are not only talking about territorial boundaries but also time of year. Have you expanded your footprint and are now sailing in new waters? Are you using your boat longer during the year and having a shorter layup? Your policy will state your navigational limits as well as any layup period. If you have a claim outside of either of these two limits there will be no coverage.

Survey Recommendations. Every five years or so, your insurance company will ask for a new marine survey. If survey recommendations are attached to this survey you will be asked to sign off that you have addressed them. Should you have a claim and the adjuster determines that the incident was caused or associated with a survey recommendation that was not complied with, the claim will be denied.

Crew. Do you hire crew? Check to see if you have coverage available on your policy. Many policies will include this automatically but it is not always the case.

Tenders. Your policy may have a sublimit for a tender, but not always. Double check to see if you have this included in your policy and make sure that the limit is what you need.

Insurance is one of the larger expenses associated with your vessel. Before a claim occurs, you want to do all you can to ensure that you get paid in the event of an accident. Take the time to review with your agent what you currently have and make sure to keep him or her up to date with any changes.

The 16th Annual Provincetown Schooner Regatta

~ By Capt. Cheryl Andrews, 2017 GPSR Event Chair

Photo credits courtesy Nancy Bloom Photography

We sail by touch and by the feel of the wind. Most of us, have sailed with our eyes closed...and maybe even took a scarf over the eyes in sailing



school. This year, the 16th Annual Provincetown Schooner Regatta, will be remembered not just for



great wind,
great sailing,
and great
fun...but for
watching Eve
Robinson at
the helm of
Cherubini
Schooner

Principles...as the schooner crossed the finish line and took First Place in the Long Point Schooner & Yacht Race on Thursday, September 7, 2017.

Sailing can often inspire the best in people, and that day, the excitement aboard inspired the crew to hand the helm to



Eve, knowing that she is seriously disabled visually, and yet has the sailing sense of an expert. She crossed the finish line carrying a broad and well-earned smile. Thanks to all aboard **Schooner Principles** for the decision and for sharing the moment with the rest of the fleet.



You made a mistake if you missed this year's regatta. The Captain's Meeting in Gloucester kicked off the 10th Annual Challenge for

the Fishermen's Cup, a 42 nm race from Dog Bar Breakwater, Cape Ann, Massachusetts to Long Point Light in Provincetown, at the tip of Cape Cod. Weather did present a tactical challenge as the strong breeze was from the SSW to South. The trick? Do not get caught on the wrong side of Race Point Rip...In

any case, **Schooner Principles** captured First Place in Class A. Class B First Place was taken by **Schooner Istar**. The party continued at the Squealing Pig Restaurant where the winners were announced. Wednesday featured a Screening of "The Finest Hours", a stirring retelling of the 1952 rescue of the **Tanker Pendleton** crew by members of the US Coast Guard Station Chatham. Coast Guardsman Bernie Webber and 3 of his crew were awarded the Gold Lifesaving Medal for their heroic actions. Their successful rescue operation has been noted as one of the greatest in the history of the U.S. Coast Guard and weren't we all overwhelmed when Bernie Webber's daughter Pattie, surprised us and joined us at the special screening.

Thursday, the Long Point Schooner & Yacht Race was the featured event. With a building breeze of 10 – 15 kts southwest, a great time was had by all. The day featured seven

schooners plus the traditional Sloop Bloodhound, and about 15 assorted yachts and catboats finished the



fleet. The day was capped off with a wonderful party at the end of MacMillan Pier courtesy of The Squealing Pig Restaurant with music provided by DUNES radio and DJ Ron Robin.

Thank you all for your efforts, sportsmanship and energy. Thanks to Gloucester Schooner Festival and Great Chesapeake Bay Schooner Race for the additional support. We are Family!

See you next year.

After the Storms

~ by *Captain Mike Rustein*

A series of major storms in the Caribbean this fall wreaked billions in damage and left millions of people from Dominica to Puerto Rico without water

or power for extended periods. By Thanksgiving, some islands had made remarkable progress, while others were struggling to provide basic services.

ASA member Mike Rutstein, who publishes the sail-training journal “Marlinspike”, canvassed some of the sail-training schooners that typically spend their winter seasons in the Caribbean to see how they are being impacted by the fall storms.

World Ocean School, which operates the historic schooner **Roseway** in the US Virgin Islands each winter, was “tremendously impacted” according to Executive Director Eden Leonard.

On St. Croix, where **Roseway** is based, school only resumed during the last week of October. Eight of the schools that she works with had been condemned, and there were only six functioning school buses left on the island. As a result, most children were only in school for half the day.

Funds that might normally have been earmarked for sailing programs are being redirected, naturally, toward rebuilding schools.

Knowing this was the case, World Ocean School pondered changing their winter plans, but “we came to the unilateral decision that this was important priority for us. “More than ever, we’re committed we’re committed to being down there and working with this community,” said Leonard. “We’ve been down there for the last 12 years and we feel like more than ever, it’s critical for us to be down there and stay committed to this important community.”

Roseway sailed from Boston on Sept. 22, as scheduled, on nine-week voyage to the Caribbean. Due to logistical concerns, the schooner stuck to the US East Coast a little longer than usual, but was soon heading east to the US and British Virgins.



How the winter will work out for **Roseway** is anyone’s guess.

Photo credit:
Schooner Roseway, by “Marlinspike”

“We have a pretty diverse revenue stream when we’re down there, in terms of the programs we offer, but all of them are seriously comprised by the storm. Our sunset-sail revenue is likely to be significantly compromised with the decrease in tourism,” said Leonard.

Meanwhile, as of mid-November, World Ocean School was still struggling to reach local contractors who help provide its marine science component. “We haven’t been able to get ahold of any of our partners in Culebra or Vieques,” said Leonard. “It’s unsettling.”

Liz Harvey works for Island Windjammers, which offers six- and twelve-night passenger cruises with chef, cabin service, and private bathrooms on **Sagitta**, **Diamant**, and **Vela** (ex-**Tole Mour**). The vessels were safe in Grenada during hurricane season, and will be operating their full winter schedules.

Given the devastation on St. Martin, **Sagitta’s** base of operations, she’ll be operating out of St. Kitts for the next six months. Her winter itinerary has been modified from the northern Leewards (St. Maarten, Anguilla, St. Barths) to the Southern Leewards (St. Kitts, Nevis, Montserrat, and Guadeloupe). **Sagitta** will be returning to the BVI, as scheduled, in April.

“**Vela’s** French West Indies itinerary typically sails to Martinique, Dominica, and Iles des Saintes,” said Harvey. “Dominica will not be a port of call until the island is ready to welcome back tourists, which we hope will be in about six months. **Vela** may make occasional stops in Dominica to deliver relief supplies.”

“We collected money for Dominica on YouCaring. We used donations to purchase and ship relief supplies to Grenada, then sent **Diamant** from Grenada to Dominica. They delivered the supplies, then picked up a second cargo in Martinique and delivered it to Dominica, and then joined up with UNICEF to erect tent schools for the children of the island.

“We have used up all of our funds, but are letting guests know that if they carry down needed items, then we will collect and deliver them. We will also use Vela to deliver locally donated goods if there is anything that needs to go.”

Travis Yates of **Seamester** spent a month on Tortola this fall, doing what he could to attend to the organization’s stricken schooner **Ocean Star** and doing service work. “Irma was not the kindest to us, but we’re floating, which is not true of any of the other boats that were in Village Cay,” said Yates.

Ocean Star lost her rig, but remained afloat, and will be back in service this spring.

“We tucked all the way back into the mangroves. We have a lot of equipment, including 2000’ of double-braid tow line, and we deployed it pretty successfully. The boat didn’t move, but we did lose the rig on the back side of the storm, apparently due to flying debris.”

The **Seamester** crew was able to clear the downed rig before Maria hit, and **Ocean Star** rode out the second storm on a mooring without any further damage.

Yates is impressed by the strides the BVI has made in recent months — “it’s actually way ahead of what anyone expected” — and credits the “real relationship” that the BVI has with its visitors, relative to the cruise-ship honky-tonk that is St. Thomas.

The famous Bitter End Yacht Club received numerous private donations to help them rebuild, and BVI landmarks such as Sidney’s Peace and Love, the

Willy T, and Foxy’s have all received much emotional and financial support.

“It’s heartening to see the support that all these individual business are getting,” said Yates. “We raised \$26,000 in a week to help the businesses in West End rebuild, to make sure that there’s still an ice cream store and a dive shop and all these little businesses that give the area its character.”

Yates expects that **Ocean Star** will travel to Florida to have her new rig stepped, and notes that the schooner was actually scheduled to be out of service this spring and summer to be re-rigged.

In the meantime, however, a sold-out 80-day semester program this fall had to be scratched.

“We were able to place a couple of the students into other vessels, and moved a couple more to our spring semester. We’re going to start the semester later than we normally would, an 80-day semester starting in early February.”

Ocean Star’s itinerary, Yates insists, will not change. “We’ve been running **Ocean Star** in the Caribbean since 1999. We already do service work in Dominica, we have good connections on every one of the islands. There are no islands that off our itinerary. We’re very confident that what we normally do on an island, that the need is even greater and the value to the students and the island will be way higher than ever before.

“I don’t want to tap dance around the damage, like some of these people whose job it is to promote tourism. But there are silver linings if you know where to look for them. I know way more people on Tortola now than I ever did. Everyone knows everyone now. The community really came together in such an amazing way.”

Capt. Michael Rutstein, Owner & Operator
SchoonerFame.com, 978-729-7600

Schooner on Lake Ponchartrain

~ By Jeffrey A. Barach



November sailing in New Orleans is like New England in August in my miniature

Down East Schooner. Fig. 1.

Probably the only schooner on the lake, we have raced PHRF in daylight saving time Wednesday night races, dwarfed by the other boats (Fig. 2), with a Genoa made for Perovia II to help us keep up (Fig. 3). While we finished late in the dark, our rating gave us some good places.



The peace of mind a sea-kindly gaff rigger gives easing through the water cannot be beat. We love sailing with one, two, or all three sails of an afternoon or evening pretty much all year.

Last Saturday four of us were out making 4+ knots with just jib and fore, having fun. The



rig and hull handle gusts easily, the hull eases through the water like a fish. Though in past years we have made over 7 kts, buried the rail with confidence, at At my age (83), and that of my crew (50-60s), when the shallow lake's fresh breeze driven chop is the size of our hull we watch from the shore and have a nice New Orleans dinner.

Sailing our little schooner is my greatest joy.

Schooner Porcupine - The Schoolship for Presque Isle Bay Update

~ By Richard Eisenberg, Executive Director, Bayfront Maritime Museum

We have some great news about Bayfront Maritime Centers (BMS) ongoing fundraising efforts to build the **Porcupine**. The Bayfront Maritime Center is very grateful to have received the first \$25,000 of a \$100,000 commitment from Big Ideas Learning, a subsidiary of Larson Texts, to help build the Schoolship! Additionally, Big Ideas Learning is eager to assist with creating effective and engaging curriculum for use onboard the **Schooner Porcupine**, and in the new Maritime Foundation Academy high school pathways program, currently being developed on our waterfront campus in partnership with Erie's Public Schools. Big Ideas Learning, located here in Erie Pennsylvania is one of America's premier textbook publishers.

Meanwhile, construction is ongoing on the **Schooner Porcupine** in the Bayfront Maritime Center boatshop. Bob Arlet is currently working on the auxiliary propulsion system. To keep the engine compartment vapor proof where the prop shaft exits, he made and installed a fixture with a bearing mounted on heavy rubber. A long stern tube was needed to position the stuffing box forward where it can be accessed. Bob machined a bushing to fit the cutlass bearing into the large stern tube. The muffler and exhaust system is being fabricated and installed. The plumbing for the sinks, which are located on the top of the engine compartment, is being run. The fire suppression system and the fire blankets will be installed. The USCG recently came to inspect and approved the hydro-static testing of the diesel tanks installation. The fairing piece on the hull above the prop has been fabricated and is set in place. Follow the progress on the BMC website: bayfrontcenter.org, or on the Bayfront Maritime Center Facebook page.

Visitors, and also donations, are welcome, so stop into the BMC boatshop to see the progress!

40 Holland Street, Erie, Pennsylvania 16507
o.: 814-456-4077

Calling All Writers (and Photographers)

Do you have a passion for writing, informing and educating (and in some cases, entertaining)? Are you a writer with your finger on the pulse of what the upwardly mobile schooner owner and/or advocate (to include sailors and boaters of all sorts) wants to read?

The American Schooner Association (ASA) Newsletter, W&W, is looking for articles from writers, bloggers and photographers for the Winter 2018 issue. Please submit your articles, photos, blogs, etc., to Susan A. Sodon, ASA Editor susan.sodon@gmail.com

American Schooner Association Annual Meeting

Saturday, 3 February 2018

Guest Speaker: Richard Hudson, Owner & Captain of the *Schooner Issuma*

Post-meeting joint educational programs with Mystic Seaport

- Marine Photography, presented by Rich Sherman
- Marine Insurance, presented by Allen Insurance

Accommodations available @ the Hampton Inn

6 Hendel Drive Mystic, CT 06355

t: 860.536.2536 - f: 860.536.2534

"ASA" Rate: \$94. per night - applies to check-in Friday, 2 February

w/check-out Sunday 4 February

Rate available until 24 January 2018

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Chris Richmond
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