



WING & WING

The Official Newsletter of the American Schooner Association

Volume LIII, Number 2 – Spring 2018

Windward Schooners

~ By Mike Rutstein, "Marlinspike"



white-sloop-with-blue-trim category. There are now a distressing number of catamarans as well.

There are some sturdy-looking cutters and ketches, but not many, as evidenced by the fact that one morning last winter, I woke up in the Tobago Cays to the sound of people speaking German so nearby that they had to be on, or very, very near, my boat.



with all three eventually converging on my stern. The mother explained all this to me in halting English as the daughter helped her into the dinghy. Surely, I could understand the difficulty of finding one's boat in this crowded anchorage!

Nothing would make me happier than to be able to report to the Association that the Windward Islands are full of schooners.

Alas — it just ain't so.

By the "Windward Islands", I mean Grenada to Martinique, with all the islands great and small that lie between. These waters are full of boats, but most fall into the

I went on deck and sure enough found a middle-aged German woman and her twenty-something daughter sitting on my stern. Just paddling up, in one of those ridiculous collapsible dinghies, was the father. The mother had gone for a dawn snorkel, but had become disoriented and was unable to find her way back to their boat. The daughter had set off swimming and the father had set off paddling to search for her,

Once her parents had paddled off out of hearing, however, the girl turned to me and growled, "OURS IS A KETCH!"

But since we of the ASA concern ourselves mostly with schooners, I will report that there are still a few to be found. Our day was brightened off St. Lucia in January by a sighting of the elegant 3-masted **Adix**, and in Bequia one morning we awoke to find a beautiful American-flagged schooner anchored right behind us. I never did get her name; by the time we had finished breakfast, she was gone!

Adix was not the only three-master we glimpsed this season, either. A smaller and more modern three-master was seen to leeward during our transit from Martinique to Dominica, but as



a decent sea was running and she was going in the opposite direction, we never got especially close and I have no idea who she was.

Other vessels, however, can be recognized at a great distance. In that category I would place the three-masted **Schooner Vela**, formerly the West Coast sail-training vessel **Tole Mour**. She plies busily up and down the Windwards and was seen often in Martinique and St. Lucia. The photo that accompanies this text was taken from Petit Anse d'Arlet on Martinique.

Past and present windjammers are also to be found.

Mandalay, once a member of the much-lamented Barefoot Windjammers fleet, is still active in these waters and in the Leewards. The smaller **Diamant** plies the Grenadines and is pictured here in Mayreau's Saline Bay.

Island-built schooners are also a glad sight, mostly in the Grenadines. The **Friendship Rose** is based on Bequia, where she offers day trips to Mustique and the Tobago Cays. Whereas, **Scaramouche** is based in Clifton, on Union Island, and also makes trips to the Cays. The **Jambalaya** is a boat we didn't see last year, but, ran into in **Bequia** this season. She too seems to offer day sails to the Cays.



Finally, we did run across a couple of modest schooner yachts. This British-flagged schooner, deeply reefed, was sighted to the south of Martinique. A few days later we

struck up a conversation with the family that owned her and was attempting to fix her various faults and take her through the Panama Canal and across the Pacific. Lovely folks, whose salty tender “Shackle” was the highlight of the dinghy dock. Never did catch her name, however, as she was anchored in deep water well outside of us.

Our final schooner sighting of the just-completed season came at the North Sound Marina on Antigua, where we had gone for canvas work and stayed to gape at the hurricane-damaged catamarans lined up for repair. This lovely pinky had her rudder attached to her sternpost by a network of lines not unlike a rigging mat.

I look forward to hearing Harold Burnham explain to the Coast Guard why his next schooner needs neither gudgeons nor pintles!

ASA member Mike Rutstein and his wife Melissa have spent the last two winters sailing the Eastern Caribbean. They operate the **Schooner Fame** out of Salem, MA, but do their Caribbean sailing in one of those white-sloops-with-blue-trim.

88-Year-Old “Schooner Dauntless” Wins 30th Running of America’s Schooner Cup

~ By John Buser



Winds were light but enthusiasm was high as 12 schooners, ranging in size from the lovely 30-foot **Maid of Kent** to the 142-foot **Californian**,

competed on Saturday, April 7 in the 30th running of the America’s Schooner Cup in San Diego, CA. Silver Gate Yacht Club once again hosted the charity regatta, which raised \$32,000 for the Navy-Marine Corps Relief Society.

The picturesque fleet was divided into three handicap classes but all 12 boats competed for the overall prize, annual title to the America’s Schooner Cup.

On the water and

racing was the 139-foot **America**, a near-perfect replica of the original vessel whose victory in 1851 against a British boat gave rise to the famous America’s Cup races. **America** and **Californian**, the state’s official tall ship, carried paying passengers for the race, with spectators also watching from shore



Four boats drifted across the starting line for Class C schooners at 1130 and got about a mile off Point Loma at the

entrance to San Diego Harbor before falling into a windless hole and slating about. Three Class B schooners started 15 minutes later, with C.F. Koehler, helmsman of the 37-foot **Witchcraft**, a scaled-down version of the famous **Schooner Bluenose**, observing the hapless Class C boats and sailing higher to find better wind. Five Class A schooners started at noon, included the modern **America** and four venerable vessels: The Sterling Burgess 51-ft staysail **Schooner Rose of Sharon** (built in 1930), the S.S. Crocker 64-foot staysail **Schooner Skookum III** (1935), and two John Alden designs – the 61-foot staysail **Schooner Dauntless** (1930) and 65-foot staysail **Schooner Curlew** – (1926).



On-and-off winds continued to tease the fleet all afternoon, favoring the sleeker racing vessels and finally

prompting the race committee to shorten the course from 12.9 nm to 10.9nm. All 12 schooners finished within 3.5 hours, with **Maid of Kent** taking Class C, **Witchcraft** Class B and **Dauntless** winning both Class A honors and the 2018 America’s Schooner Cup title. **Dauntless** is owned and skippered by Paul Plotts, a San Diego sailing legend, and three generations of the Plotts family

were aboard as she scooted across the finish line. It was the second time Plotts and **Dauntless** won the America's Schooner Cup – they also took the title in 1987.

Courtesy of Marcia Hilmen. For more info, visit www.americasschoonercup.com

Photo captions:

Class B start: **Witchcraft, Lively and Shine On** take it close to the race committee boat **Zeta** at the Class B start off Shelter Island in San Diego Harbor. -Courtesy of Mike McCarthy

Class C Start: **Maid of Kent**, the smallest schooner in the race, sidles up alongside **Californian**, the largest. -Courtesy of Mike McCarthy

Headed for weather mark: Schooners from all three classes work their way to weather in light airs. L-R are **Del Viento (C), Californian (C), Curlew (A), Scrimshaw (C), and Shine On (B)** -Courtesy of Dirk Langer

Winner: Paul Plotts – in blue and white striped shirt – at the helm of **Dauntless**, winner of Class A and 2018

America's Schooner Cup. At 91, Paul is three years older than his schooner.

Some Assembly Required – Up-Rigging The Schooner Brilliant

By: *Captain Nicholas Alley*



Brilliant's up rigging began on Wednesday when a dozen hands rolled the masts and main boom out of the mill basement where they were stored and varnished

over the winter. The short trip through the Seaport to **Brilliant's** dock is a harbinger of spring and the point where



all the pieces come together after being separated for the winter. Once the spars were all laid out on the dock and roped off from the public the crew departed to bring the queen home to join her rig. **Brilliant** spent 4 weeks being painted, varnished, primed and pampered and she shined like a gem as she made her way up the Mystic River to her home dock and the waiting rig.



The next two days were spent dressing the spars and preparing the boat to receive her rig. Over the winter all of her gear had been overhauled, inspected, greased, varnished, polished and whatever else came to mind. By Friday all the standing rigging was attached, the blocks rigged and the running rigging rove. The jumble of lines, cables and blocks was tamed and secured



to the masts in bundles according to their purpose. A couple of hours on Saturday was spent double checking everything and joining the turnbuckles to the chain plates on deck.

The crane arrived Monday at 0700 and began setting up. First Mate Madeline and I had been there for about an hour tightening the dock lines, setting up tools, pulling the clevis pins, rigging tag lines, and

doing anything else that would speed up the process or make it easier.

The main mast was rigged with a padded collar and a heel rope that transferred the load to the mast base. The padded



headache ball and cable were hooked to the collar, the mast lifted to vertical and swung to waiting hands aboard **Brilliant**. I gave crane signals while two deck crew steadied and steered the mast to the partners, below another hand watched the heel and guided it into the mast step. Once the mast settled into its spot the crane steadied it while the shrouds and stays were connected to their



turnbuckles and the slack taken up. The lifting gear was broken down and shifted to the foremast to repeat the process. The main boom was lifted with a sling choked around the balance point and swung into place where it was pinned at the gooseneck and lowered into the gallows.

The bowsprit was choked at the middle and swung outboard to waiting hands on the bow and the heel worked into the gammon opening. With some gentle wiggling and some amazing crane work, the sprit slide aft into the fitting with a satisfying clunk. Down rigging took a few minutes and by 0830 the crane was rolling out the gate, headed for home.



This well-rehearsed routine took a little over an hour and was performed by four people and a crane

operator. Like many processes aboard **Brilliant**, stepping the masts has been refined over many years of practice. Doug and Dean from the Seaport shipyard, have been up rigging **Brilliant** for years, the crane operator has done it dozens of times and his father did it before him. The Captain and Mate are the relative new comers to the team with 6 and 2 years under our belts.

Madeleine and I were joined by a couple of dedicated volunteers and the remainder of the day was spent installing the mast wedges, rigging the bobstay, backstays, forestay, the three triatic stays aloft and lumping the Fore boom aboard. By days end the deck was stowed and **Brilliant** began to look her old self.

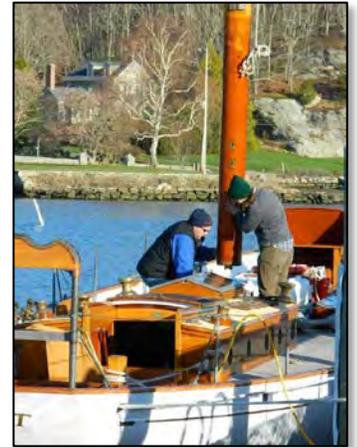
The next day was Tuesday, and with the volunteers help, the head rig was installed, along with most of the deck level blocks

and sheets. The Fore gaff was brought aboard and rigged, and the deck made water tight with mast boots and thru deck fittings in preparation for tomorrow's rain.

On Wednesday the rain chased us all indoors and we used the time to inspect and prepare the safety equipment for loading and catch up on some office work. It was a nice break and the work needed to be done and we stayed mostly dry.

On Thursday, Madeleine and I spent much of the sunny morning doing the aloft work on the Foremast, installing the Radar, horn, and remaining halyards. After lunch our intern arrived and the staysail boom and sheets were rigged. By the end of the day **Brilliant** had all of her spars and major equipment aboard. It has been an amazing week since we brought **Brilliant** home.

Our Coast Guard safety inspection is a week away. There are still sails to be bent on and a thousand details to look after before their arrival and the beginning of our season. Fortunately, we have a great start and a great support team of crew, volunteers, shipmates and friends who all make the load lighter. See you out there soon.



Roseway's Second Home: Serving St. Croix Youth

~ By *Eden Leonard*

Those native to New England may already be familiar with the telltale tanbark sails of schooner **Roseway** —



a 93-year-old Essex-built Grand Banks Schooner with a US National Historic Landmark designation. However, these sails have also become a staple in the US Virgin Islands (USVI). For the past 13 years, the historic schooner **Roseway** has spent every winter season in St. Croix, USVI.

Roseway, one of the three remaining Grand Banks Schooners left in existence, was commissioned by Harold Hathaway and

built in 1925 by John F. James & Son in Essex, MA. She was designed not only as a fishing yacht, but also for the purpose of annual races between the Gloucester, MA and Halifax, Nova Scotia fishing fleets.



Roseway was built and maintained to an exceedingly high standard, using a special stand of white oak from Hathaway's property in Taunton. She

had varnished rails and stanchions and had a house built for her every winter. She was so well maintained that the coal for the stove was washed before being stored in the bunker. This kind of treatment and care contributed to her longevity, which is what allows **Roseway** to continue serving as an educational sea-faring vessel. **Roseway** serves the communities of her two homes, Boston and St. Croix, with pride and passion.

In the fall of 2017, St. Croix and other Caribbean islands were completely devastated by Hurricanes Irma and



Maria. The category five hurricanes left families without electricity, food, or safe homes. Towns and cities are faced with finding resources to repair significant damage to hospitals, schools, roads, power lines, as well as infrastructure that supports the important tourism industry in the islands.

Eight Crucian public schools were condemned after Hurricane Maria, and as a result, students are only attending half days of school. World Ocean School made a commitment to provide the island with extended educational opportunities for its youth. World Ocean School created meaningful six week-long programs to keep these students actively learning when they could not be in the classroom.

World Ocean School worked with 292 Elementary, Junior High, and High School students for an average of 13 hours per student. Elementary students spent several half days raising sail, tying knots, touring the boat, and constructing foil boats to learn about density. Middle school students, responsible for their own transportation to and from the boat, spent two

mornings per week aboard **Roseway**. In the classroom, one high-energy student, Duany, tended to distract his classmates and struggled to focus. Onboard, however, he learned to channel his energy and was always the first person to volunteer for tasks, ask questions, and try new opportunities. He was an incredible asset onboard.

High school students spent two afternoons per week aboard **Roseway** learning how to both maintain and sail **Roseway**. They joined **Roseway's** professional crew for maintenance days and assisted with public sails in St. Croix. They each earned a sea time letter at the end of the program to officially recognize their work. One of these Junior Crew Members, Nathaniel, was curious about engineering. Aboard **Roseway**, Nathaniel had the opportunity to get more hands-on learning, work with skilled crew educators, and advanced his knowledge of **Roseway's** engine and mechanics. Nathaniel received a scholarship to take part in World Ocean School's Summer Ambassador Program in Boston, an open enrollment program for youth from around the world.

Roseway provides more than a sail on a summer evening and is more than an old fishing vessel. As the platform for World Ocean School, she has touched, and in many cases changed, the lives of the students and crew who have sailed with her. Thanks to her, students who no longer have access to full school days have a safe, fun place to learn. Thanks to her, Crucian elementary school students who had never set foot in the warm seas around them look back at their island and for the first time in their lives, believe that their island is beautiful. Thanks to her, students step outside their comfort zones, learn about themselves and dream about the great things they are able to achieve with creativity and perseverance. **Roseway** is ambitious and resilient in her own, and she passes these traits on to the students who get to know her—the breadth of her influence is invaluable.

To learn more about World Ocean School and **Roseway**, please visit www.worldoceanschool.org

American Schooner Rendezvous at the Greenport, NY Maritime Festival

This year the Association's Long Island Sound Rendezvous, held at Block Island for the past six years, will be held at



Greenport, NY in conjunction with the **Greenport Maritime Festival**. The rendezvous and festival will be held September 21, 22, and 23, 2018. The schedule for the rendezvous is as follows:

Friday, September 21st

Welcome dinner for crews of participating schooners aboard **Mystic Whaler**, 6 pm. Menu: Grilled chicken, side salads, a veggie alternate, and dessert. BYOB, appetites, voices and musical instruments for the post dinner festivities.

Saturday, 22nd

Rendezvous participants are welcome to explore Greenport and participate in Maritime Festival activities. There a lot of people at the show and participants are encouraged to share information about their vessels with festival goers.

Sunday, 23rd

Schooner crews breakfast aboard **Mystic Whaler**.

Dockage is available to participating schooners through Monday morning, September 24th.

We are still working with the festival organizers to determine whether dockage will be free or at a reduced rate. To determine this, we need to give the Greenport organizers an idea of how much dock space we need so we need to know if you plan to attend the rendezvous as soon as possible. We are not looking for an absolute commitment, just an indication that you may be participating. Please provide us with your overall length when responding.

Greenport Maritime Festival

The festival is a wonderful event and is hosted by the East End Seaport & Marine Foundation in partnership with the Village of Greenport.

The Festival begins on Friday night with the Land and Sea Gala cocktail party. Saturday morning's parade through downtown Greenport kicks off the festival, followed by grand displays of classic wooden boats, kayak races, demonstrations of high tech water sports, wood carving and model ship building, music, delicious food, high end artisanal vendors, children's activities, fresh oysters, craft beers and local wines.

The evening brings music and dancing in Mitchell Park and screenings of original movies. Sunday morning there is a children's breakfast shared with mermaids and pirates, more family friendly activities throughout the village, and old fashioned games in Mitchell Park.

For more information see the festival web site at www.eastendseaport.org/2017-maritime-festival. Even though the link says "2017-maritime-festival" the dates are correct for 2018.

Please get back to me **AS QUICKLY AS POSSIBLE** at secretary@amschooner.org if you planning on attending!

Come visit Captains John and Pat aboard Mystic Whaler and the Connecticut Maritime Heritage Festival in September

NEW LONDON, Ct. – Captains John and Pat and their schooner **Mystic Whaler** have been an important part of life on the waterfront in this old port city since 2005, and they will be front and center in the Connecticut Maritime Heritage Festival this coming September.

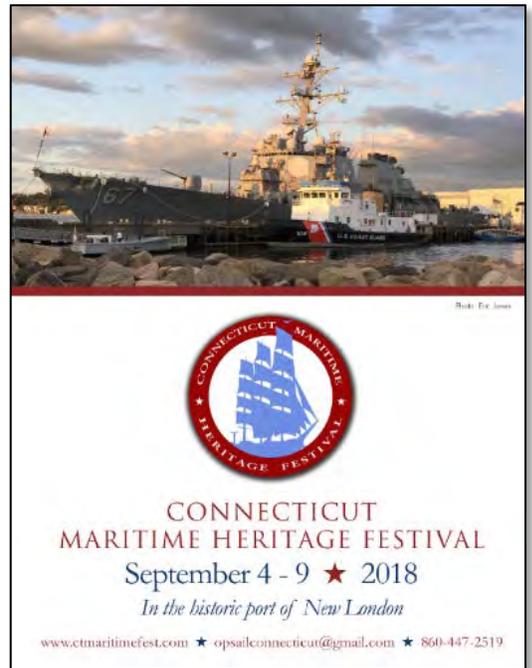
They inviting fellow schooner operators to come and pay them a visit. "It's a great jamboree, a chance for schooner captains to catch-up with old friends," said John. "New London has a magnificent and historic waterfront with upgraded facilities and amenities for visiting schooners and others."

There's ample dockage and moorings, plus other on-shore facilities for those who arrive by sea.

Yes, New London will be place to visit and enjoy the hospitality offered by the festival, the many restaurants and watering

holes nearby, plus no small number of historic and art museums within a short walk. We expect a harbor full of military vessels and civilian craft and a fun time ashore and afloat.

Schooners could start arriving about mid-day on Thursday, Sept. 6 during opening ceremonies;





Parade of Sail to Ledge Light on Friday, Sept. 7, at 11 a.m.

The Morgan Cup Race takes place between 1 p.m. to 3

p.m. Each course leg will be 1.5 miles long with start and turning mark. Depending on wind schooners will do one run or two.

Those wishing to do so can get charters on Saturday and Sunday.

More info may be obtained by contacting Captain John Eginton at: mysticwhaler@sbcglobal.net or Commodore at Thames Yacht Club: robertamrein45@gmail.com



Festival organizers are preparing welcoming gifts for the schooners, including a generous supply of Safe Harbor,

New London's official beer. Plans are in the works for a crew party.

A late summer festival on the New London wouldn't be complete without acknowledgement of an event that took place here during the American Revolutionary War.

Details are being worked out with the Flock Theatre, but we hope to feature again this year The Burning of Benedict Arnold. It's not any such burning, but one done in a colorfully spectacular fashion.

One of the city's defining events took place on Sept. 6, 1781 when a British fleet anchored off shore and sent several hundred Redcoats in to put an end to the pesky rebels. Adding insult to injury, they were led by Benedict Arnold, the turncoat, who grew up in Norwich a short way up the Thames River.

Each year, the Flock Theatre, keeps alive the memory of that dastardly deed by burning Arnold in effigy on the waterfront.

Check our website, www.ctmaritimefest.com and like us on Facebook. As events are added, details will be featured there. The OpSail Connecticut office is 860-447-2519.

GCBSR, Nauticus Foundation, and National Mariners' Museum to Partner in the Fall of 2018

It was an exciting race last fall from Annapolis to Portsmouth, full of fun and great competition; a fitting way to celebrate our 28th anniversary. This coming fall, we have plans to expand race activities to include a greater number of boats and people.

The Great Chesapeake Bay Schooner Race (GCBSR) is currently in talks with both Nauticus Foundation and the National Mariners' Museum to create educational programming and admission-based day-sails for larger, passenger-for-hire boats at Nauticus' dock in Norfolk.

Although details are still forming, the current plan is to cross over from Portsmouth to Norfolk on Sunday, October 14 for day-sails, and then be available dockside through Monday, October 15 for educational programming.



GCBSR is dedicated to educating youth and preserving the Chesapeake Bay, and our mission dovetails well with those of both Nauticus and Mariners' Museum. We are very excited about the possibilities of partnering with these two, large, well-respected organizations.

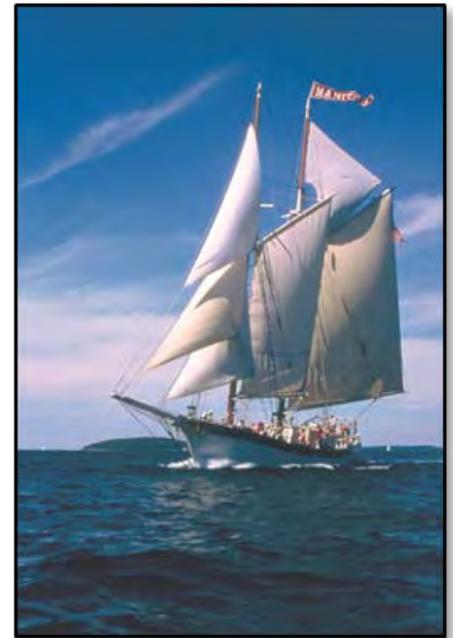
Both ends of the bay now offer exciting opportunities to achieve our mission, do some good, cover some expenses, and have some fun while we're at it.

Break out your calendars and put us on!

GCBSR calendar

- October 10, Baltimore Educational program, Parade of Sail and party.

- October 11-12, Race from Annapolis to Portsmouth
- October 13, Crew party, awards ceremony and shanty sing.
- October 14, Sunday: Parade of Sail from Portsmouth to Nauticus in Norfolk



Passenger sails that afternoon

- October 15, Monday: Educational programming dockside
- October 16, Tuesday: Ships depart.

The Schooner Capitol of the Upper Great Lakes

~ By Laura Quackenbush

Though I am quite sure most folks don't appreciate it, the sight of schooners under sail on the waters of Lake Michigan's West Grand Traverse Bay offers them a glimpse from the past. Prevailing west winds sweep across this 32-mile-long Lake Michigan inlet hedged by low glacial moraines and hardwood and pine forests and edged with sugar sand beaches. Today's schooner fleets numbers four. The home port for **Madeline** and **Manitou**, and **Utopia** is Discovery Pier just north of Traverse City, MI. Up the bay, **Inland Seas** works out the small village of Suttons Bay, MI.

As in other coastal areas of north America, schooners were the most popular sailing rig in the Great Lakes commercial fleet in the 19th century. Great Lakes schooners saw their

heyday in the 1880s when there were about 2,000 serving as the dependable freight-haulers of the 19th century on the Great Lakes highway. The last worn and weather-battered commercial schooner sank in Lake Michigan the 1930s.

The return of schooners on the West Grand Traverse Bay began with almost concurrent projects in the

late 1980s. Within a decade, four schooners berthed in the bay a concentration which allows local tall ship crews to proclaim their home waters as the "Schooner Capitol of the Great Lakes."

The renaissance began in 1987 when local sailor and entrepreneur John Elder brought the ferro-cement schooner **Malabar** (formerly the **Rachel Ebenezer**) north from Key West for his new business: Traverse Tall Ships. His charter service offered day and evening sails out of Traverse City, MI. He replaced her with a steel and wood schooner **Hiram W. Bixon** in 1991 and re-named her **Manitou**. Designed by Woodin & Marean of Maine, the schooner's steel hull was built in Portsmouth, NH and finished by carpenters in Vermont for boat-and-bike tours on Lake Champlain. She could sleep 24 passenger and handle 59 deck passengers.

Traverse Tall Ships was sold to Captain Dave McGinnis who served as skipper of **Manitou** when she came to the bay. Today from **Manitou's** berth on Discovery Pier in Traverse City, Captain Brett Derr and his hard-working crew continue to offer day and evening sails. They also provide bread and breakfast service with a gourmet meal cooked on **Manitou's** wood stove. Each spring and fall she is chartered for education programs and in September ventures beyond the bay for four-day extended trips



Volunteer boatwrights of the Maritime Heritage Alliance (MHA) based in Traverse City, MI laid the keel for the reconstruction of the all wood,



historic Schooner **Madeline** in 1985. The original **Madeline** was a small mid-19th century trading schooner which spend winter of 1851-1852 in Grand Traverse Bay while her immigrant crew learned to read and write.



Since her launch in 1991 **Madeline** has continued her education legacy. True to her volunteer driven origins, **Madeline's** active crew of over 100 crew and four Captains is managed by a crew committee. The success of this singular approach is manifest in 28 years and thousands of miles of safe sailing and self -

sufficiency. She and her all-volunteer crew have traversed all five Great Lakes to deliver dockside interpretive programs including participation in the Tall Ships America "Great Lakes Challenge" since 1994. Back home **Madeline** hosts up to four free sails a week for the public. MHA's mission includes the teaching and practice of traditional boatbuilding (and maintenance) skills. Year round **Madeline's** crew works on all her maintenance projects large and small replacing, spars, rails, decks, finish work, rigging, overhauling the engine — whatever is needed.

Fifteen miles north in Suttons Bay, MI a new non-profit, the Inland Seas Education Association (ISEA) began its work in 1989. Its founder and life-long sailor and fisheries biologist Tom Kelly envisioned the use of a schooner to deliver youth environmental education programs. ISEA hosted the first of over 115,000 students board the chartered schooner **Malabar**. Soon Captain Kelly and boat designer Charlie Wittholz were designing a purpose-built schooner as a floating science classroom. In 1994 the all-steel **Inland Seas** was sailed home from Tregworthy

Yachts in St. Augustine, FL. After her arrival in Suttons Bay, MI she became the primary floating classroom for ISEA.



Today the **Schoolship Inland Seas** sails with Captain Ben Hale at the helm, a mate and deckhand, cook, and several volunteer deckhands. ISEA's

hands-on experiential programs are delivered with a crew of volunteer instructors headed by ISEA's scientists and educators. In addition to the daily classes, (May through September) **Inland Seas** often heads out for extended sails for educators, and to deliver day sessions in other ports.

In 2016, ISEA accepted the donation of the schooner **Utopia**. Designed and built by Fred Peterson of Peterson Builders, Inc. of Sturgeon Bay, WI. Under her owner/skipper Fred Peterson she completed circumnavigations in 1945 and 1956. **Utopia**, considered ISEA's STEMship, is currently used for programs that expose young students to science, technology, engine and math using remotely operated vehicles.

And so word from the Midwest is that schooner on the freshwater seas—especially in this corner of the Great Lakes —is well and good.

American Schooner Association Annual Meeting – 3 February 2018

The meeting started with outgoing ASA Commodore Paul Brabazon opening the meeting at 1000. The traditional round-robin introductions were done with each member introducing themselves. Commodore Brabazon asked all members who had never attended an annual meeting to stand and be recognized.

Old Business

Approval of the 2017 Annual Meeting Minutes

The minutes of the 2017 as published in *Wing & Wing* were presented. Paul Brabazon asked for a motion to approve the minutes as published. A motion was made to approve the minutes was made by Al Roper, seconded by several people. The minutes were accepted by voice vote.

Committee Reports Treasurer's Report

Treasurer’s Report

Secretary/Treasurer Paul Gray presented the treasurer’s report. The high level financial results for 2017 are as follows:

Profit and Loss	
Total Revenues	\$10,166.06
Total Expenses	\$(6,335.16)
Net Operating Income	\$3,830.90
Ed Fund Expense	\$(710.00)
Net Income	\$3,120.90
Balance Sheet	
Assets	2017
BOA Checking	\$9,772.20
PayPal	\$1,143.25
Stripe	\$0.00
Total Cash	\$10,915.45
Merchandise Inventory	\$4,372.89
Total Assets	\$15,288.34
Liabilities	
MAC	\$90.00
Ed Fund Donation	\$0.00
Pre-Paid Dues	\$720.00
Pre-Paid AM	\$385.00
Pre-Paid W&W	\$25.00
Total Liabilities	\$1,220.00

Treasurer Paul Gray commented on the fact that all liabilities are actually internal liabilities, with the “pre-paid” liabilities payments made for 2018 made in 2017.

Secretary’s Report

Secretary/Treasurer Paul Gray presented the treasurer’s report. Presenting membership counts as follows:

Member Type

- Complimentary 20
- Corporate 9
- Family 72
- Individual 115
- Non-Profit 20
- Total 236
- *Non-renewals*
- 24 members did not renew

Quartermaster report

Quartermaster Captain John Eginton reported on the current inventory as follows:

Education Committee Report

Educations Committee Chair Pat Brabazon presented a report on 2017 Educational Grant activities. There was \$2080.35 in grant money available in 2017 comprised of a balance forward from 2016 was \$829.95, the defined contribution of half of the 2016 operating income of \$960.40 and \$290.00 in Individual contributions.

There was only one Grant application received and two \$500 grants were awarded to the Great Chesapeake Bay Schooner Race. The funding for the grant was comprised of the \$290 in donations and \$710 from the Ed Fund. Leaving a balance forward for 2018 of \$1,080.35.

Special recognition was made of the following members who donated to the Educational Fund when renewing their memberships.

- Allen Insurance Program - \$85.07
- Darlene Alexander/Paul Schaub - \$50.00
- Tom Kirwin, American Sailing Tours - \$50.00
- Warren Eginton - \$110.00
- Steven Briggs - \$200.00

In 2018 the total Grant funds available will be 3,495.87 comprised of the balance forward of \$1,085.35, the defined contribution of \$1,915.45 representing half of the 2017 operating income and \$495.07 in individual contributions. It was noted that we are \$4.13 short of having funds available to fund seven grants. Member Jack Ives very graciously donated the money to make up the difference!

Wing & Wing Report

W&W Editor Sue Sodon presented the *W&W* report noting the extremely good response we have had for editorial copy in recent issues and announced a publication schedule of four issues as follows:

- | | |
|----------|-----------------|
| • Issue | Editorial Close |
| • Winter | January 12th |
| • Spring | April 13th |
| • Summer | July 13th |
| • Fall | November 2nd |

Registry of American Schooners Report

Committee Chair Paul Gray presented a brief report on Registry activities, noting the registry currently contains 550 listings and that we are getting a slow constant stream of new listings from mostly privately owned boats.

New Business

Outgoing Commodore Paul Prabazon presented the slate of proposed officers for 2018/2019 as follows:

- Stefan Edick Commodore

- | | |
|-------------------|-----------------------|
| • Mary Kay Taylor | Vice Commodore |
| • Duncan Hood | Rear Commodore |
| • Paul Gray | Treasurer |
| • Paul Gray | Secretary |
| • Susan Sodon | Editor, “Wing & Wing” |

Paul called for a motion to accept the new officers. A motion was made by Bill Carton and seconded. The motion was approved by voice vote. Paul passed the meeting to incoming commodore Captain Stefan Edick.

Incoming Commodore Edick continued with the New Business.

- Web site development

A new web site is currently under development. It is being developed under WordPress.

Chapter Reports

Mid-Atlantic Chapter

Mid-Atlantic Chapter Commodore Paul Schaub commented on the chapter activities, noting that the Chapter Annual Meeting will be held on April 14 at the Middle River Yacht Club.

Gulf of Maine Chapter

Commodore Peter Thompson commented on the chapter activities noting that the only significant event was the participation of several schooners in the Nova Scotia Association’s Race Week and will be participating again in 2018.

Event Comments

Information was presented by various representatives of the following events:

- America’s Schooner Cup Charity Regatta
- Sail Philadelphia
- Connecticut Maritime Heritage Festival
- Gloucester Schooner Festival
- Great Provincetown Schooner Regatta
- Great Chesapeake Bay Schooner Race
- Cambridge Schooner Rendezvous
- Sultana Downrigging Weekend Tallship and Woodenboat Festival

For information about these events, please go to their web sites.

Captain John Eginton announced a change in venue for the Association Rendezvous that has been held at Block Island for the past several years. This year’s Rendezvous will be held in Greenport, NY in conjunction with the Greenport Maritime Festival held in September. More details will be announced.

Other Events

Commodore Edick commented on the Portland Schooner Festival, the Bailey Island Gaffers Race and the Tallships American Conference.

Open to the Floor

Commodore Edick open the floor for any other new business.

Peter and Sandy Thompson made additional comments about the Nova Scotia Schooner Association Race Week and strongly encouraged anyone who could attend to do so.

Daisy Nell Collinson passed along information from member Jay McLaughlin that marine railway in Gloucester, MA will be repaired and re-opened.

Representative from World Ocean Classrooms (**schooner Roseway**) introduced themselves and let the membership know they are looking for friends and collaborators to work with.

Captain Nicholas Alley commented on Mystic Seaports Antique and Classic Boat Festival and encouraged everyone to attend. He also noted that any members can get in the museum at group rates.

He also mentioned Paul Morse’s efforts working with the Opera House Cup Race organizers in Nantucket organizing a new schooner class and would encourage anyone who can make to attend.

Awards

Commodore Edick presented the following awards:

- The Gloucester Schooner Festival Rendezvous Award was presented to Russ Smith.
- The Great Chesapeake Bay Schooner Race Rendezvous Award was presented to Fells Point Yacht Club.
- The 2018 American Schooner Association Award was presented to Dana Hewson, recently retired from Mystic Seaport, in recognition of his unfailing support of the Association.

Presentation and Seminars

Commodore Edick reminded the membership that Richard Hudson would be making his presentation “To Patagonia” immediately following lunch, and that Chris Richmond of Allen Insurance would be holding a seminar on Marine Insurance and Richard Sherman would be holding a seminar on marine photography later in the afternoon.

A motion to adjourn was called for, made, seconded and approved by voice vote.

AMERICAN SCHOONER ASSOCIATION CLASSIFIEDS



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