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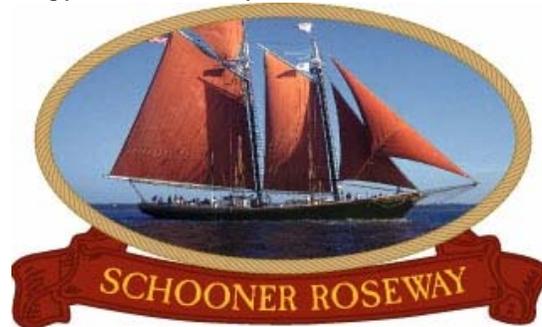
WING & WING

Volume XXXVIII, Number 3 - Summer 04

The Official Newsletter of the American Schooner Association

World Ocean School Relaunches Roseway

The World Ocean School has relaunched the schooner **Roseway** and is well on the way to completing the restoration of the vessel, which was sold at auction to a Maine bank several years ago and then donated to the School. She was relaunched in April at Samples Shipyard in Boothbay Harbor before a crowd of over a hundred.



Complete restoration is expected to be completed by the end of June after which she will serve as a “floating campus for students participating in active experiential education courses combining ethics and international community service,” according to a press release.

“There is still work to be done before she takes on her new role as floating school in July, but this launching is definitely a milestone for the **Roseway** and the World Ocean School,” said Abby Kidder, co-founder and president of the organization. Ms. Kidder’s initiative and determination in acquiring the schooner and undertaking the restoration should be duly appreciated by the schooner world.

The School has scheduled a series of fundraising cruises out of Rockland.

Roseway was built in 1925 in Essex, MA, and has had three different occupations. Although commissioned as a private fishing vessel, her early owner used her primarily as a yacht, sparing her the intense pressure and hard use of the fishing industry. In 1941, she was purchased by the Boston Pilots Association to serve as a pilot boat in Boston Harbor. During World War II she also served as a Coast Guard Reserve patrol vessel.

In 1973 she was brought to Camden by Captains Jim Sharp and Orvil Young and was modified to serve as a windjammer, which she did for the next 25 years. In the Fall of 2002, the First National Bank of Damariscotta donated **Roseway** to the World Ocean School which then began an 18 month, \$1.5 million restoration which is now approximately 75 percent completed.

The World Ocean School (www.worldoceanschool.org) plans to begin offering courses to high school and college students in Rockland in July. Initially, it will work with other youth organizations such as the Maine Seeds of Peace International Camp to provide educational programs which foster community relationships, develop ethical values and cultivate an expanded world view. ●

COMMODORE'S LETTER

Greetings ASA Members

At the annual meeting, we indicated the Board of Governors (BOG) would endeavor in 2004 to build on the momentum and direction established under the able leadership of Past Commodore Jim Cassidy over the preceding several years. The area of prime importance to the Association is growth. The course Jim set was to strengthen membership through creation, active development and promotion of Chapters, increasing our exposure by establishing a website, reaffirmation of mutually beneficial relationships with other maritime organizations and working on developing new relationships in other parts of the country. The Mid-Atlantic chapter was established in 2004 and has already enlisted 15 new members through very active promotion of the ASA local Chapter. In itself, that's quite a success story and is the direct result of the dedicated efforts of the Chapter Officers and its members. Jim Cassidy is charged with and is actively pursuing opportunities to start additional chapters across the country. Please contact him with any interests, ideas, or support.

This year, we also welcome the enthusiasm and efforts of two new BOG members, Greg Woods as Wing and Wing Editor, and Alex Rhineland as Rear Commodore. First I would like to acknowledge and commend the level of effort and participation of the BOG over the last year. The BOG is composed of nine individuals including the Secretary, the Wing and Wing Editor, Treasurer, Rear and Vice Commodores, the current and the two past Commodores. Each is charged with a mission related to our growth objectives. Few may realize that in addition annual meeting, we hold four BOG meetings each year to plan and execute ASA agenda items. The meetings are typically held in the Mystic area and the round trip drive for several members is 8-10 hrs, not including the 4-6 hour meeting time, and the time spent on developing and following through on action items between meetings. The planning and production of Wing and Wing aside, it's a tremendous effort these folks have committed to and I wanted to publicly acknowledge and commend them for it. Our membership directory is being updated and a new roster will be published and mailed later this year. We are actively renewing our relationship with the NSSA, Mystic Seaport Museum and others.

This also means the BOG is very active and approachable all year long and we encourage the participation of members in Association activities at any point in the year. All the BOG members can be e-mailed through links on the first page of the website at <http://www.amschooner.org>. Our greatest asset for growth is you, our membership. I would like to encourage each of you, to actively try enlisting one new member over the next year or two. My home phone is 207-865-9459. Feel free to call me if you have questions or suggestions.

Of note, this summer the ASA will have a booth at the Wooden Boat Show in Newport Rhode Island – July 23-25. All members who are attending the show and who wish to spend some time helping tend the booth are encouraged to do so. Please contact Dave Clarke or myself through the website e-mail link or the Postal address, or my phone above. Past Commodore Dave Clarke is leading this effort aimed at additional exposure and promotion of the ASA. Now that the summer sailing season is upon us, we wish everyone an enjoyable and safe year on the water. ●

Respectfully Submitted

Peter Thompson, Commodore

ITEMS WANTED

Old Ship Chandlery Catalogs
Old Schooner or Boating Photographs

Stan Carlstadt

carlstadt@att.net

609-924-1008

“FIRST”
BY JAY IRWIN

March winds blew during the First Annual American Schooner Association Mid-Atlantic Charter meeting. This was the first real get together, so it seemed only proper to meet in the very region, and in the company of one of the first types of schooner which started it all, Fells Point; Baltimore, Maryland; home of Living Classrooms Foundation, custodian of the pungy schooner Lady Maryland and the sloop-of-war, the U.S.S. Constellation. Shipbuilding from the 1730's until the mid-19th century, was the hub of activity in Fells Point. Our first stop of the day began on board Lady Maryland, who is berthed where Her ancestors were once built and berthed.

As those boats were being developed, the term "schooner" was derived more from the way a boat was rigged than in her hull design. Watermen identified vessels by the hull shape, Clipper, Pilot Boat, Packit, Pungy, or Bugeye, but all carried the schooner rig. When reading old records and carpenter certificates it was common for the boats to be ordered by name. Port records of arriving and departing vessels would break them down into different classes. Even Pungy's were broken down into classes. The Pungy boat was a smaller version of the Pungies. She Pungies, ones with centerboards, if the rudder post was out-board the transom, She was a Beanie. The name Pungy is believed to come from the Eastern Shore Virginia of Muchipungo or Pungoteague. Many were known to come from the Pungoteague Creek area.

The Pungy design is the same as a clipper schooner, just a smaller version. She had sharply raking ends. Her fore post curved gracefully into the keel and sloped (drag) the keel to the stern. This gave Her about one-tenth draft to length, about 5 feet draft to 50 feet length. Large sections of waterways and transom were hewed from logs much in the way log canoes were built. This chunk-build later gave way to conventional plank-and-frame. With a sharp rise to the floor in the mid-ship section, and full rounded bilge, She carried her wide beam just forward of mid-ship. Her high wide square transom sat high on Her deck with the rudder stock passing through the deck at the base of the transom. True to the time, Her tender hung on davits over the transom.

One of Her distinguishing features was Her shear and rail. A six-inch or so log hewed to shape along her shear sat on the covering board which made up the waterway. There were no bulwarks as seen on other types of vessels. A rail was set atop the log, made of pipe and bolts for stanchions capped with an oak or locust rail milled about 3 by 4 inches allowing breaking seas in

heavy weather to run free off the deck, while providing safety to the crew. If the rail continued over the transom, it was known as a monkey rail.

It is believed a Pungy could carry a lighter rig because of her sharply rising floor and the easy turn of the bilge. The full-bodied schooners had to be heavier rigged because of the stiffness of the form of the hull shape. Pungy's masts had a fair rake with the main having the greatest. Her mastheads were rounded, not squared as seen on other schooners. Her spreaders, if used, were iron instead of oak. Her average sail inventory included a head sail, foresail, mainsail, main gaff top sail, and a fisherman. On the early Pungies, the foresails were loose-footed, or lug-sailed, overlapping the main which could be a man's job to tack in a breeze.

The spike bowsprit carried no jib boom. Her main could be triangular, but more often was gaff-rigged. Watermen on the bay called gaff-rigged sails, "square-rigged," which could mean a square-rigged Pungy. Tall light rigging and a good spread of sail meant they had to be heavily ballasted to reduce heel.

The most distinctive characteristic of a Pungy was her paint. From the log shear down to the bends or wale strake, she was bronze, a dark green, or bottle green as it was known then. From the bends to the waterline, she was flesh color... yes pink. Waterman would prefer Pungy pink if you would please. This pink was not by choice but by economics. They could not make lighter colors from the clays in the area used for making paint. Hence the earth colors of colonial times were used. The monkey rails, however, were white since they were smaller and required less paint making it cheaper to paint.

Pungies were developed slowly by trial and error. From the concept of the long and lean Indian log canoes, and the five-log bugeyes, then the chunk built to the plank on frame. Uneducated and/or untrained men achieved all of this with the most basic of tools. But they were free men who were free thinkers. They were free from old European customs and ways. The 19th century brought on expansion of jobs, services, and a demand on natural resources. There were deep water oysters to dredge, fish to catch, lumber, wheat and produce to haul. The European boats just didn't cut it. Too slow and awkward to handle, they proved to be an outdated design. The Pungy was born out of necessity. She became a very versatile vessel. Easy to build, fast and She handled well with a small crew. They adapted well, being able to tack in close quarters such as in oystering or working up and down the rivers. Their wide flat decks could carry large deck loads, yet their cargo holds were well

(continued on page 7)

DOGWATCH

BY SAM HOYT

The premiere American schooner organization will be exhibiting at the Wooden Boat Show in Newport, RI, July 23-25. That's right, the Board of Governors agreed to pony up the entrance fee to rent a tent at one of the most popular events for traditional boat enthusiasts who, it would seem, constitute our logical constituency. We'll have a large ASA banner and neat decals, thanks to the efforts of quartermaster Susan Senning, and, hopefully, a new issue of *Wing & Wing* to hand out to those who enlist. It should be fun.

Other momentous subjects under discussion at the BOG meeting were the relative size of the official ASA birge [sic], the format for the new ASA Directory of members and vessels which, also hopefully, will be ready for the Newport exhibit, the unveiling of the above-mentioned decal, and – mark your calendars – the designation of February 5, 2005, as the date of the next Annual Meeting. It was also revealed that our erstwhile secretary is alleged to have liberated some souvenirs from the New York Yacht Club gentlemen's salon, but we'll keep that under our hats.

Dept. of Real News... Randy Peffer of **Sarah Abbot** has let us know that his murder mystery *Killing Neptune's Daughter* is due for publication in June from Intrigue Press. Needless to say, we have been awaiting Randy's effort with bated breath, especially since some familiar schooners figure prominently in the tale. And Dogwatch will most certainly review it for all Randy's many fans. Randy also stole a march on just about all northeast schooner sailors when he single-handed **Sarah Abbot** from Marion to Woods Hole on March 22. Wind on the nose at 25 gusting to 33, temperature 30. More power to you, Randy, on both counts.

Dogwatch, in his never-ending quest for schooner lore, and spouse visited the fair town of Pittsburgh (known locally as da 'burgh) and were charmed by the beauty of the meeting of the Allegheny and Monongahela Rivers to form the head of the mighty Ohio. Alas, no schooners to be seen save in a painting by the Hudson River School artist Sanford Robinson Gifford entitled "Sunset on the Hudson" (1876) at the Carnegie Art Museum. Yet another funky bar, though, at Station Square called the Red Star.

More Real (schooner) News... The long-awaited restoration of the 1885 lumber schooner **C.A. Thayer** at the San Francisco National Maritime Historical Park began in February when the schooner was rolled on dollies into an old airport hangar. Work should have begun by now in what could be a \$9 mil-

lion project which will be under the supervision of shipwright Allen C. Rawl of Bradshaw, MD... Dave Clarke's **Winfield Lash** was the subject of a full page picture in the April edition of *Sailing*. Dave plans to take her to the Chesapeake for the Great Schooner Race next October... And the Winter/Spring edition of South Street Seaport's aptly yclept *Seaport Magazine* ran a nice little piece on the museum and its schooners **Pioneer** and **Lettie G. Howard** receiving the "prestigious" American Schooner Association Award.

Elsewhere in this *Wing & Wing*, the article on the relaunching of the **Roseway** in Boothbay Harbor in late April and the expectation that classes will begin in July marks the end of an ambitious restoration project and the onset of a noble educational endeavor for the World Ocean School. Its motivating force, Abby Kidder, and its goal, developing a deep commitment to ethical values and cultivating an expanded world view, are to be applauded. If you're interested in contributing to this project, there will be three five-day educational cruises on the schooner at \$1,000 a person starting on July 11, July 18 and July 25.

Long Island currents... The Waterfront Center in Oyster Bay, NY, home of the Oyster Sloop **Christeen** and the October Oyster Festival, has embarked on an educational program built around construction of 11' Bevins skiffs. While wearing his ASA hat, Jack Hoyt was helping build the prototype – presumably so the staff could ably instruct those who sign up for the program – and one of his co-workers struck up a conversation. This turned out to be Paul DeOrsay, director of the Whaling Museum in next door Cold Spring Harbor and the author whose schooner reminiscences will appear in a future issue. Paul, it would seem, is a walking history of the Penobscot Bay dude schooners and a number of other historic vessels. And he points out a fact that often goes unnoticed; that Long Island has a notable schooner legacy, evidenced by references to the **Stephen Taber** and **Mattie**, both of which were built on Long Island. The Maritime Center now also sails a Tahiti ketch and its volunteers, many of whom worked on the **Christeen** reconstruction, have been contributing their efforts to repairs on the Lightship Nantucket. Word among the regular **Christeen** crew is that Jack has somehow convinced a 72-year-old woman that it's fun to go out on the bowsprit to furl the jib and she, to his relief, has now relieved him of that duty when she's aboard. Visit the Waterfront Center and the Whaling Museum if you're in that neck of the woods.

The mainstream media... The Board of Governors has fired off an

op/ed piece to the *Boston Globe* in support of **Ernestina** and, in so many words, suggesting that the Massachusetts Department of Recreation and Conservation meet its responsibilities and restore funding. We'll let you know if it's published. Meanwhile, the Ernestina Commission has received a separate grant that will enable the vessel to be hauled and, with some quick work and a bit of luck, resume her fulltime sailing programs in late July.

Elsewhere in the media, we've seen some, to put it mildly, unusual articles running in places where you'd least expect them. Al Besancon of **Green Dragon** directed our attention to *The Washington Post* which ran the story of one App Applegate, age 85, who has completed construction of an 80', 50 ton barkentine on Orcas Island, Washington. Trouble is, he's built it on top of a mountain 400' above sea level and six miles from the nearest suitable launching point. He reportedly paid for the whole project with Social Security checks (good thing he wasn't trying to do it 15 years from now) and his goal is to sail around the world and eventually settle in Cienfuegos, Cuba. Turns out he's a big fan of Fidel. Applegate has convinced a 58-year-old woman to sign on as cook but he needs a crew of at least five should he ever get the vessel in the water. Another 54-year-old woman, who runs Captain Bob's Lesbian Cruises and Adventures, might sign on as engineer. Sounds like my kind of people.

In the same vein, none other than *The Wall Street Journal* ran an A-Head (front page story in the middle of the page) on another bloke who has spent the last 17 years building a 58' schooner in his yard in Marshfield, MA. Like the older Mr. Applegate on Orcas Island, Jack Christenson can't afford to move the nearly completed schooner, much less the going charges for docking in his area south of Boston. So he's trying to give the schooner away; so far with no takers. Here's a golden opportunity for some lucky reader of *Wing & Wing*.

Continuing on the media beat, it was gratifying for Dogwatch to scoop *WoodenBoat* on the Myles Thurlow news but probably more gratifying to have Myles get a somewhat larger audience. But how could they put him on a schooner named **Adventure** when he's crossing from India on **Voyager**? And in another egregious journalistic goof, the aforementioned *Sailing* misnamed Dave Clarke's boat "Lash." When will they ever learn?

A schooner building that will actually sail is one funded by the Bermuda Sloop Foundation and is under construction in Rockport, Maine. She will be an 88' threemaster based on traditional Bermudian schooners from the mid-1800s, which, in turn, evolved from the Royal Navy Shamrock class and the 18th century Bermuda sloop. While traditional in design, the hull will be

cold-moulded and the spars built of carbon fiber, according to *Soundings*. She will be a sailing classroom for Bermuda schoolchildren.

Speaking of sloops, the Hudson River sloop **Clearwater** has been listed in the National Register of Historic Places, a tribute to folk singer Pete Seeger and his 1968 dream to "Save the River." **Clearwater** was tied up at Pier 40 on the Hudson when Dogwatch went to retrieve his car a while back... And *Soundings* reported that the world's largest sloop, at 247', was launched late last year in Southampton, England. The hollow, carbon-epoxy mast is 297' tall (I'd like to see them get that sail down if the hydraulics failed) and a "lifting keel" (seems like it might better be termed a centerboard) gives it a draft of from 13' to 33.' It's going to charter in the Med at a quarter million a week, which, I guess, is about all you could do with something like that.

Our irrelevant historical fact bolsters the argument that schooner people are a bit odd. From *Evolution's Captain*, subtitled *The Dark Fate of the Man Who Sailed Charles Darwin Around the World*, by Peter Nichols, we learn that the Patagonian Missionary Society commissioned the schooner **Allen Gardiner** which sailed for the Falklands in 1854. The skipper was one William Parker Snow, who left the Royal Navy at age 16 and then led a varied career including taking dictation in England, running a hotel in Australia, saving a shipmate from a shark in Africa and searching, fruitlessly, for Sir John Franklin in the Arctic. Seems like he sorta shoulda stuck with the schooner.

See you all at the Wooden Boat Show. 

FROM THE EDITOR'S DESK

Greg Woods

In future issues we plan on adding a classified, as well as a Business advertisement page with business card size allotments. Each business card advertisement will be at a cost of \$25.00. No fee is associated with posting a classified ad. In addition, anyone who purchases or has found a source for hard to find items and material, please submit information to the Editor via the ASA website so these can be included in future *Wing & Wing* issues. Any member who wishes to share a project is encouraged to submit articles for upcoming newsletters.

Web Address:
amschooner.org

suited for bulk cargo. Many a day they sailed loaded to the king plank with decks awash. Because of their speed they were the first choice for privateering. As they ventured onto the ocean, coastal sailing, it was discovered that the open rail around the deck made them very wet sailors. After the first journeys to Cape Cod and Gloucester, the New Englanders were soon ordering the Baltimore-built boats. The first changes were made to the bulwarks to keep out the dangerous winter northern ocean. Slowly New England builders were designing fishing schooners more adapted to their needs and waters, but many a bay built Pungy sailed up and down the coast as a Packit or to the Bahamas in the pineapple trade.

Some craftsmen are artists. They see in their mind's eye how things should be before they are created. Pungies were known for their fine lines and their visual pleasure. Whether on a hook, alongside a quay or under a press of sail, they stood out from the rest. Some were known to be yacht-like, to have a yacht-like quality. From their short stocky bowsprit with its hooked forward end as though the Martingale was set up too tight, yet flowing into the graceful shear of her deck line. The slight tumblehome of her hull from mid-ship aft to the broad transom setting on her pinched stern, all under those loftily raking spars. The Hornet must have been one of these yacht-like vessels for She was built in 1819 and sailed north to New York in 1846 to take part in the first New York Yacht Club Regatta. She won on corrected time. To a working man, Pungies were all business. Her broad flush decks made work easy, and provided stability while sailing, even with cargo stored fore and aft. With her hold filled to the deck, She could be stacked with lumber higher than the house top requiring the booms to be raised or lumber reefed as it was known. As bulk carriers, they were like the tractor of today. They had speed in light or moderate winds, yet were powerful enough for working like a tractor-trailer for deep water dredging.

The fore-topsail was a laborious sail. Each time, the vessel was tacked, it had to be lowered and sent aloft again in order to clear the spring stay, requiring more crew per watch. As a result, it was not carried often. The Industrial Revolution brought in the steam and gas engine. Pungy owners and captains were fast to pick up on these labor saving devices. Six and seven horsepower Fairbanks, Hettingers or Palmer gas engines were soon found on the fore-deck just aft of the windless. With less men, they could hoist sails, pump bilges, and bring freight aboard. The yawl boat soon had a Lathrop or Hubbard engine installed and it became known as a power yawl or push boat. When the wind was down and the current unfavorable, the yawl was lowered away and set up in pushing gear. It was said they shoved into port or down the Bay.

The use of engines allowed smaller and smaller crews, until each Pungy was down to two or three. Many times, father and son or husband and wife became crew. Some carried a cook, but in the end, even they were discharged as unneeded.

As the schooner fleet were used less and less for work because of the mechanical technology in the boating industry, and trucks took on a new role of delivering goods, many schooners had their main mast removed and fore cut short, known as gin poles, for hoisting cargo onto deck. With the advent of new inboard motors, they became bay freighters still carrying freight for stores or industry, but was committed to a given schedule. Many went on to become by boats on the fishing grounds working with the watermen while others were worked hard under a press of sail carrying building materials such as rock gravel and tar. Some went on to become fine yachts and sailed on Fiddlers Green until their end.

Time was passing by. Their owners and captains were getting older and the young saw no future working Pungies. Many were laid up on mud flats or left to settle in back creeks. But they kept their dignity and charm as they weathered and became derelicts. Artists and photographers saw this beauty and charm as they were painted into landscapes. In their own quiet way, they were returning to nature, becoming a habitat for marsh animals, plants, and fowl. As more and more fishing ports came to rely on the tourist trade, they became a drawing card or window trimming. Any of the old watermen that had swallowed the anchor and became part of the picturesque water front could point out each one and give you her name, captain and a story of her past, for they remained a warm spot in their hearts. 

Knotting Matters.....

Submitted by Stan Carlstadt

Knots by John Ely Marsland

The following are some points regarding knots conveyed to me by ASA member John Ely Marsland of Easton, MD and East Boothbay, ME. John designed and built my schooner "Anitra's Dance" and I believe he is our most senior ASA member at 97 years of age! John is such an interesting gentleman and experienced sailor and boat builder that there is not enough room to list his accomplishments on 5 of these pages. His most notable current project is that he took the lines off an old Murray Peterson lapstrake dinghy and is now building a new one for Anitra's Dance as his summer project up in East Boothbay.

Sorry to get off track – back to knots! John always asks me – "Stan, have you mastered my list of seven knots yet?" Before I answer that question, I would like to share his list with you.....

In John's opinion, a sailor should know and be able to tie quickly, at the very least, the following seven knots:

1.	Bowline , for any time a loop is needed at the end of a line.
2.	Sheet Bend , for joining two ropes together, can be doubled in difficult situations. Note that the holding mechanisms for sheet bend and bowline are the same.
3.	Square knot , used when reefing a sail, not as secure as a sheet bend for joining lines.
4.	Two half hitches , for tying the end of a line to most anything, sometimes tied with a round turn, but this is usually not necessary.
5.	Clove hitch , for tying a rope to a Sampson post or similar and for many other uses. A sailor should know how to tie this in the center of a line as well as at the end. Note that a clove hitch is useless unless pulled tight.
6.	Rolling hitch , for temporarily fastening a small rope to a large one or to a shroud.
7.	Figure eight , tied at the end of a line to keep it from running unwanted through a block. This won't jam as may an overhand knot.
	In addition, Marsland notes that on his vessels he uses one other knot a great deal for tying a line to a grommet or for anywhere two half hitches might be used. This knot is two half hitches tied backwards, IE tied inside out. It is called by various names; he calls it a topsail sheet bend . The knot is quick to tie, will not come out unexpectedly and hardly ever jams so hard as to need tools to untie. This knot is not suitable if the line being tied has to stay taut during the process.

Have you mastered John's list of seven knots yet??.....

<u>American Schooner Association</u>	
<u>Merchandise</u>	
HATS	\$ 18.00
(colors: poppy, spruce green, forest green, khaki/spruced green)	
OUTERBANKS POLO SHIRT	\$30.00
(Black forest, white, forest green)	
3 RIVER CANVAS SHIRT	\$38.00
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WING & WING BACK ISSUES	\$30.00
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Large....	\$32.00
CANVAS ZIPPERED TOTE BAG	\$35.00
Shipping/handling per order	\$ 5.00
For orders, information call:	
Susan Senning, Quartermaster	
C/O Essex Law Group	

ATTENTION ASA MEMBERS!

We would like to include your e-mail address along with your identification information in our database.

If you would like to be included, please send it to Mary Anne McQuillan at: **schooner.mass@rcn.com**

Please include your name and address in the email for identification purposes.



**Launching of the Schooner
Roseway**

WELCOME NEW ASA MEMBERS!

Jan DeRoode.....Langhorne, Pennsylvania	Linda Szablewski.....Langhorne, Pennsylvania
Virginia Mitchell.....Cape May, New Jersey	Sergio Oliver.....Olney, Maryland
Tom & Joyce Meers....Galena, Maryland	Yvonne St. George.....Baltimore, Maryland
Ken Addison.....Queenstown, Maryland	

The above Members have joined the Mid-Atlantic Chapter



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The American Schooner Association
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Please pay your dues to avoid
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Peter Thompson

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Mary Anne McQuillan

SECRETARY
Stan Carlstadt

EDITOR
Greg Woods

Deadlines for Wing & Wing

Summer	June 1
Fall	October 1
Winter	February 1
Spring	Optional

Web Address:
amschooner.org

MEMBERSHIP SIGN UP

The ASA welcomes anyone with an interest in traditional vessels, regardless of whether they own a schooner or wish they did. The annual dues are \$25.00, or a member may sponsor non-voting crew for \$10.00.

Awards: The ASA sponsors an annual award for the person or organization whose efforts best exemplify our goals.

Join Us: American Schooner Association

P.O. Box 484

Mystic, Connecticut 06355

Name: _____

Address: _____

City: _____

State: _____ Zip _____

Phone (H) _____ (Other) _____

Email: _____

Vessel Name _____ LOA _____ Rig _____

Designer _____ Year Built _____ Homeport _____

Sign me aboard! Member (\$25) _____ Crew (\$10) _____

"Twenty years from now, you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."

Mark Twain



BUSINESS AD

ANITRA'S DANCE

Owned By
Stan Carlstadt

Nova Scotia Charter

When & If available for charter
to Halifax for Tall Ships Weekend

7/29 - 8/2. Leave from New

England on or about

7/26. Contact Gannon &

Benjamin at (508) 693-4658



American Schooner Association

P.O. Box 484

Mystic, Connecticut 06355

Email us through: amschooner.org