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WING & WING

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The Official Newsletter of the American Schooner Association

Schooners on Penobscot Bay

By Paul DeOrsay

I summered in Camden, Maine, my whole childhood, starting in 1950. Watching the cruise schooners come and go was a ritual on Mondays and Saturdays. My first clear memories of the boats were when Jim and Dorothy Nisbett owned Maine Windjammer Cruises (MWC), which they bought from Frank Swift, the guy who started it all. They had the **Mattie** and the **Mercantile** then (1960s) and there were a number of independent owner/captain: Boyd Guild, Buds Hawkins, Cy Cozzera and others. One schooner I remember seeing which is now gone is the **Alice S. Wentworth**. She'd been owned by Guild and Hawkins and ultimately fell apart at a dock in Boston. Also around then were the **Victory Chimes**, **Stephen Taber** (built in Greenport, NY, in 1871) and **Adventure**.



Mary Day near
Castine. Photo:
Jeanette Hoyt

In 1970-72 I worked on **Timberwind** (ex-**Portland Pilot**) as she was converted to the cruise business and sailed as mate and occasional relief skipper for owner Bill Alexander. Next, I skippered **Mistress**, a smaller schooner yacht that was part of MWC, now owned by Les Bex. I sailed a week or two with Buds Hawkins on the purpose-built **Mary Day** somewhere around then and also remember going to see **Shenandoah** being built in the early '60s, and **Bill of Rights** and **Harvey Gamage** later on. In the mid-'70s, when I was on **Mattie** there were some 16 schooners on Penobscot Bay.

In 1975-76 I was skipper of the **Mattie**, built in Patchogue, NY, around 1881. She's now been completely restored and rechristened with her original name, **Grace Bailey**. After that, I went further afield, sailing on **Nathaniel Bowditch** as mate for a year and then three or four years on the barquentine **Gazela Primeiro** as mate and then captain. I did a stint on the first **Pride of Baltimore** as skipper in 1979 and then spent about 10 years sailing for Sea Edu-

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COMMODORE'S LETTER

Dear ASA Members:

It has been a busy year, both on and off the water, and a year that has seen some very positive things happen for the ASA. It has also been a year that witnessed the loss of some very important schooner-related events on the East Coast. This contrast should be a reminder to us all of the symbiotic relationship that exists between organizations such as our own, the maritime museums and other sponsors of traditional vessel sailing events. That relationship is indeed part of the balance sheet of our future success as a growing, thriving organization. The currency in that balance sheet is called SUPPORT.

On the positive side of this balance sheet we receive important support from three entities that want to help us succeed. They include Mystic Seaport, WoodenBoat Magazine and, recently, Epifanes, Inc. Our decades long association with Mystic has provided the ASA with a home and an important sense of identity. Mystic has helped us become established and has always been gracious in providing use of their facilities. Mystic professional staffers have contributed many excellent technical presentations at our annual meetings. Over the past several years, WoodenBoat has generously provided ad space in the magazine and, most recently, free booth space at the Wooden Boat Show to help us increase our exposure. This support has constituted the largest individual source of new memberships to our organization over the last several years. Epifanes, which manufactures yacht paints and varnishes, provided ASA with a generous gift and also purchased a year of ad space in *Wing & Wing* as a way of supporting our goals. Through exposure at the Wooden Boat Show and the enthusiastic efforts of ASA's first chapter, the Mid-Atlantic Chapter, membership in ASA has increased by almost 16 percent this year. That's great stuff.

At the Annual Meeting, Peter Neill of South Street Seaport Museum, NYC, implored us to understand the vital importance of our members' support at schooner-related sailing events. Unfortunately, on the negative side of the balance sheet, the Mayor's Cup Race in New York has been discontinued, at least for now, due largely to a lack of support and participation. Although we all recognize that it's not easy for schooner families to get vessels moved long distances to attend events, after juggling family, career, vacation and other schedule conflicts. It is vital that those of us who can make the effort do so. For those who do, your support is really appreciated by the sponsoring organizations and the effort is not lost on them. Supporting these organizations helps us. We should not ask what they can do for us; we should be asking ourselves what we can do for them. Hence one of the reasons for our ASA member rendezvous awards.

As always, it has been a pleasure working behind the scenes at

ASA. If anyone ever has any suggestions or comments, above or below the waterline, please feel free to e-mail me directly through the commodore link on the website or by regular mail at our address or by phone (207-865-9459). I would love to have more pictures of member boats and boat projects on the website. For those interested, please send me material by electronic or traditional means (i.e., real photographs). This helps our exposure.

Fair Winds, Enjoy the Fall Sailing Season

Peter Thompson, Commodore



The ASA Booth at the 2004 WoodenBoat Show at Fort Adams State Park, Newport, RI.

Photograph courtesy of Sam Hoyt



A Review

Killing Neptune's Daughter by

Randall Peffer

Intrigue Press, Denver \$24.95

It was with great anticipation that we plunged into Randy Peffer's first ever murder mystery. But imagine our surprise – nay, genuine shock – when we discover that the victim gets whacked in the garden of the very same school in the West Village where our dear spouse labors mightily as school secretary. Needless to say, the faculty and staff hoof it out of there as quickly as they can when school closes each day.

Actually, most of the action – and there's plenty of it, all kinds, as a matter of fact – takes place in and around Falmouth and Woods Hole, with occasional forays to Martha's Vineyard and the Elizabeth Islands. This is an area that Randy Peffer is quite familiar with and which he so ably depicted in his earlier work *Logs of the Dead Pirates Society*, published four years ago.

The story follows the determined attempt of one Billy Bagwell to clear himself of implications that he whacked "Neptune's daughter" and to, at long last, reveal the true whacker. Along the way we are treated to the often sordid doings of the younger set in, one presumes, recent Falmouth history through a series of flashbacks. Of note are the "life changes" that occur, for a variety of reasons, some a tad contrived, as these characters reach adulthood.

Actually, how many of these characters ever reached adulthood, given their habits and carryings-on as teenagers, is somewhat of a surprise. And these earlier activities, one suspects, is why the book has reportedly been banned in Falmouth. Not quite the same as "banned in Boston" but it can't hurt.

At any rate, we got through the book pretty quickly as you do want to know why Neptune's daughter gets whacked in the first place and whodunit. There are also some good sailing scenes and a cameo appearance by the Gannon and Benjamin Shipyard and **When and If**, although not for some quick hanky panky as we reported a while back when we first heard of the book's forthcoming publication.

What Randy does superbly, as he did even more realistically in *Dead Pirates*, is portray the inhabitants of this part of the world, warts and all. Agatha Christie need not worry about imminent dethronement from the pinnacle of mystery writing. But *Killing Neptune's Daughter* keeps the reader turning pages and we suspect it would make one hell of a movie, although no one under 17 could be admitted. One wonders what Randy's next endeavor will be.

Reviewed by Sam Hoyt



From the Editor's Desk

In this world of so much negativity, I would like to shine the spotlight for a moment on some positives. I wish to extend a word of thanks to Peter Thompson, Stan Carlstadt, Sam Hoyt and other members of the Board of Governors for their patience and assistance in overcoming the transitional learning curve of getting each issue of *Wing & Wing* out to our members. We still have a long way to go but we are moving in a positive direction.

As we all know, Schooner people are special individuals with a common love and knowledge of the vessels we sail and the waters we sail them. Special thanks are in order to a couple of members (Jay Irwin & Stan Carlstadt) who have been willing to share their knowledge with me to develop and improve both my schooner (Island Time) and sailing skills. This is what being a part of an organization like the ASA is about. Many thanks, guys.

On a recent delivery from Bermuda to Annapolis I had the pleasure of experiencing first hand the warmth of the Bermuda weather and its people. New member Danny Little and his wife, Joe, provided myself and Capt. Dave Appleton of AMI Inc. with good food, conversation (about Schooners) and friendship. Hope to see you all soon!

Greg Woods

Editor



DOGWATCH

BY SAM HOYT

It's really kind of amazing how small the schooner world is, especially when you put it in the context of an event like the WoodenBoat Show. This year's edition was notable in that attendance was relatively sparse, due primarily to the fact that Fort Adams State Park, while a wonderful site, is off the beaten track in Newport, so no walk-ins. And also because ASA, for the first time, was an exhibitor.

Our booth brought together a rather funky collection of old schooner gear, including **Blackbird's** fore boom and wheel, courtesy of Peter Thompson, who also, thankfully, provided a tent since it was cold and rainy. And a trailboard and signal flags from **Wild Swan**. Throw in an enlarged photo of **Golden Eagle** approaching the Verrazano Narrows Bridge in New York Harbor which originally appeared in *The Christian Science Monitor* back in the '60s, the *WoodenBoat Magazine* with Dave Clarke and **Winfield Lash** on the cover (how appropriate) and an attractive new ASA banner provided by quartermaster Susan Senning, and you get the picture.

Far and away the biggest draw to the booth, though, was the presence of one Effie M. Morrissey, the large Newfoundland Retriever belonging to Mary Anne McQuillan and Fred Sterner, who just happened to be celebrating her first birthday. People younger than 15 could spot her from about 400 yards and made a direct beeline. Adults were somewhat more circumspect except for another exhibitor who, by the end of the show, was in the ASA booth more than her own so she could continue to ply Effie with tidbits like ice cream cones, etc. Surprisingly, some of these visitors even wanted to talk about schooners.

While the exposure was great for ASA and we got to talk to people like Matt Murphy and Carl Cramer of *WoodenBoat*, Ross Gannon of Gannon and Benjamin and Carl Schultz, designer and producer of the Shannon yacht line, as well as get aboard the gorgeous GandB schooner **Juno** and see a restored Crocker schooner, **Ms. Reilly**, exhibited by the Crocker Boatyard, the undoubted highlight of the event was signing up 12-year-old Cameron Brien who, with some help from his grandfather, is building a Phil Bolger-designed 21' schooner. And guess who just happened to be in the tent behind ASA's? Phil Bolger, so Cameron got to join ASA and meet the designer of his schooner on the same day. He was somewhat excited. Do we see a future commodore here?

We did sign up about a dozen new members at the show, but Mary Anne reports that of the many who walked away with a membership application and a copy of *Wing & Wing*, nary a one had yet joined. And where were all our Newport members who might have dropped by to say hello, one wonders? To get back to our opening theme, however, Dogwatch did run into people he hadn't seen in some 30 years or so.

Gloucester Schooner Festival...Gloucester is always a cool place but when there're nothing but schooner sticks along the waterfront and more around the harbor, as well as several square riggers, it really rocks. Unfortunately, so did the race course on Sunday for the featured Mayor's Cup Race for the big schooners and the Cameron and Betty Ramsey Trophies for the smaller boats. Possibly an effect of Hurricane Frances, the swells rolling in from the east were in the 6-8' range and there wasn't a whole lot of wind. So, inevitably, the race committee sets a "windward leeward" course. Actually, they did it even worse. They set a "triangular windward leeward" course. As everyone knows, a triangle has three sides and "windward leeward" is only two legs, so there was a bit of confusion.

But, I'm getting ahead of myself. On arriving in Gloucester, we met up with Ralph and Julie Tingley from the Nova Scotia Schooner Association and had a nice get-together with them prior to the party at the Gloucester House, ably organized by Kay and Tom Ellis of the **Thomas E. Lannon**. Lots of chatter and meeting new people at the party, so why does the band have to play so loud? Everyone just wants to talk. Above the din, though, we did learn of the restoration of another Crocker schooner, **Bald Eagle**, which was a member vessel of the ASA in earlier years. Now she has been brought back to life by Paul Cole and Judith Nast who sail her out of Gloucester.

Dogwatch camped on **Green Dragon**, courtesy of Al Bezanson, which was on a raft with Bobby Pulsch's **Heron**. The former, unfortunately, had broken her main boom in Saturday's race – who says Al doesn't sail that boat hard – and plans were under way for a quick repair job in the morning. Later that evening, we noticed a small schooner, which seemed to be moving uncertainly in close to shore. Just then, Al's cell phone rang. The call was from said small schooner asking if they could raft. Sure

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thing, and now there were three small, green schooners on the raft, the newcomer being the aforementioned **Ms. Reilly**.

Come morning, when it looked like **Ms. Reilly** needed crew for the race, Dogwatch volunteered. Seriously, this was a no-brainer since the schooner was so reminiscent of **Wild Swan** in rig and deck layout, though a bit bigger. We motored into the dock and picked up owner Wendell Reilly and daughter, Molly, and James, who had done much of the restoration work at Crocker's. With son, Gray Reilly, and another Molly, we now had six on board. And off to the parade of sail, narrated by the noted author and historian Joe Garland, who, nevertheless, must have introduced at least three schooners as **Green Dragon**. Told you there were a bunch of small, green schooners.

Ah, yes, there was a race. And that triangular windward leeward course, the first leg of which was an eight mile beat to windward, in light airs and big seas, remember.

Several hours later, many on **Ms. Reilly** had lost their breakfasts, including, one must admit, yours truly, and that was a really good breakfast served up on **Heron** by Billy Carton. But the real fun was just beginning. Closing in on the leeward end of the second leg, we were close behind South Street's **Lettie G. Howard** when that vessel, which had been heading for the center of the line between the committee boat and the mark, suddenly bore off and went to round the mark in (very) close to shore. Knowing full well that one finishes a race between the committee boat and the mark, **Ms. Reilly** called the committee boat to make sure. A bit later, there was another call to the committee boat from some busybody on **Eastern Passage** suggesting that the committee advise **Ms. Reilly** that they had another two legs to go, thus revealing the true meaning of "triangular windward leeward."

So it was another couple of hours of beating back to windward in the big swells before a final run to the finish. **Ms. Reilly** was the next to last boat to finish, but finish she did which is a decided tribute to Wendell Reilly and his family who were really sailing the schooner for the first time. They will take her to South Carolina where she will be used primarily for daysailing, for which she is superbly designed with a huge cockpit and much storage space belowdecks. We would be remiss if we did not congratulate the whole crew and, particularly, the younger Molly, for bearing up without complaint under miserable conditions, made more so by the fact that the head died. Yet again, one is reminded of the Caribbean wisdom echoed in the adage, "Head dead, de body dies."

The awards party once again featured Daisy Nell and Captain Stan entertaining and many schooner skippers vociferously complaining about the race course. **American Eagle** took honors among the big boats, Mark Faulstick and **Adventurer** won the Cameron Trophy and Bob Pulsch and **Heron** took the Betty Ramsey Trophy, followed by Daisy Nell and **Shearwater**, Al Bezanson and the real **Green Dragon**, John Turner and **Eastern Passage** and **Ms. Reilly**. Seriously, thank you, John, for alerting us to the fact that we had to go around again, thus depriving us of the euphoria, however brief it would have been, of thinking that we'd finished before you did.

For the second year running, partygoers were treated to the Dogwatch and Mary Anne show to award the ASA Rendezvous Award. Dogwatch, with no reason to diss **Spirit of Massachusetts** this year, instead vented against the race committee, to concerted approval from many skippers. Mary Anne then presented the award to Bobbie Pulsch of **Heron**. Bobbie had done very well at the Eggemoggin Reach Regatta, had finished second on Saturday at Gloucester although starting 45 minutes late (we wonder why) and, of course, won the Ramsey Trophy on Sunday. More to the point, though, was the incredible restoration job he did over the last several years on **Heron**. She looks and sails very well indeed. And hats off to Mike Costello of the Cape Ann Chamber of Commerce, which sponsors the weekend. (**Green Dragon** was named winner of the Hardware Award for the many hose clamps and copious duct tape used to repair the boom.)

Schooner news from thereabouts... Kaci Cronkhite is the new executive director of the Wooden Boat Foundation in Port Townsend, WA. Kaci was busy preparing for the annual Festival when Dogwatch called to remind them that they had an ASA Rendezvous Award coming for this year. Hopefully, we'll hear who won shortly... Heard from someone at Gloucester that **Tar Baby**, the Alden design #390 and a sister to **Voyager** long owned by the Sherman family, is being rebuilt in Nova Scotia (we think)... The Maritime Center in Oyster Bay, NY, was visited by a number of vessels this summer including the **A. J. Meerwald** from Delaware Bay, **Lettie G. Howard** from the South Street Seaport Museum, and **Pride of Baltimore II**... Captain Buzz Nichols and his wife, Ardi, have acquired the 1903 Grand Banks fishing schooner **Wanderer** and are chartering out of Port Canaveral, FL... Squareriggers gracing Gloucester with their presence included **Picton Castle** from Halifax, the square topsail schooner **Unicorn** from Lunenburg and **Fame of Salem**.

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Web Address:
amschooner.org

To look at **Picton Castle**, you'd never think that this vessel was anything other than barque rigged, much less a fishing vessel and cargo carrier... *The New York Times* recently featured the **Margaret Todd** in an "Escapes" section on Bar Harbor and also ran a pic of the **Meerwald**, probably on its way to Oyster Bay... And, on a dinghy tour of Gloucester Harbor, Al Bezanson and Bill Lee threatened to affix a Bosox decal to the stemhead of **Lettie G. Howard**. Fortunately, Dogwatch was along to sound the alarm. Yankees Win! Thhhha Yankees Win.

And from Chicagoland... Seems Mike Mulcahy was having a nice daysail on (the real) **Fame** when he was ordered to heave to and then boarded by armed Coasties who demanded his ship's papers and chartering license. Seems some bozo who really did charter was upset that Mike was sailing with a crew of 10 – count 'em – nubile young lassies in various states of bathing garb and had blown the whistle. Mike, of course, was able to convince the valiant guardsmen that he was merely out for a nice sail with some friends... And David Stickney, long ago of **Heart's Desire**, has remarried but informs us that his new wife suggested that he go back to sea for awhile a mere 48 hours after the wedding. No comment.

Other ports and places... The fair city of Barcelona would appear to feature more schooners on its waterfront than just about any major metropolis. Dogwatch, spouse and daughters spent some time there in August and, needless to say, roamed the waterfront and visited maritime museums, among other diversions.

We counted no less than seven schooners, including the threemasted topsail schooner **Santa Eulalia**, which is used as a sailing restaurant, and a double gaff-rigged topmast schooner of about 60' that did day charters. For Tolkien fans, a modern marconi schooner in the huge marina was named **Shadowfax**.

The Barcelona Maritime Museum, housed in a centuries old shipyard, took a lot of time to review. Tops among its exhibits were a beautiful 29' pulling boat of no discernible ancestry, a model of a North Atlantic codfish *goleta* with a knockabout schooner rig, and a beautiful model of an 80-gun warship, originally built in Havana and donated to the museum by the New Bedford Whaling Museum. A great puzzle to Dogwatch was the *osta*, a line from two-thirds out on either side of the main gaff to the deck; a form of backstay, downhaul??? Beats me. And, for those of you interested: *gotes* or *goleta* is a topsail schooner (Catalan and Spanish), *polecras* or *bergantine* is a brig, and *bergantine goleta* is a brigantine. Thought you'd want to know.

We then trained to the Biscayan Coast to San Sebastian, where five little vessels with cat schooner rigs were tied in tandem to a bridge in the middle of the Nervion River. (The picture doesn't do them justice.) Then on to Bilbao at the recommendation of Peter Neill of South Street, to take in their Maritime Museum, recently opened. It's more a museum of the Port of Bilbao than a maritime museum but it's so well put together, utilizing riverside space under a main thoroughfare and bridge and with excellent exhibits, that it was well worth the visit.. One of the vessel exhibits was the Basque entry in the 1993 Vendee Globe around the world single-handed race, giving Dogwatch pause for thought.

Dept. of Mother Nature... Over four years ago, we reported on the meanderings of the magnetic pole. Now, in two storries for *The Grey Lady*, we are warned that the magnetic field is fading so fast that in 1,500 to 2,000 years the field will disappear completely, then reverse so that all compasses would point south. The last time this happened was only 780,000 years ago. While it may not be truly irrelevant, we wonder how schooner sailors are going to handle that.



Topsail Schooner Santa Eulalia,
now a sailing restaurant, on the
Barcelona waterfront.

Photograph By Sam Hoyt

SCHOONER AIDS WOMEN WITH BREAST CANCER

The Daphne, a classic 1929 schooner, sank in a Connecticut marina and was hauled away summer 2003. Bought in December, she will host 1500 women with breast cancer in the Precious Passage breast cancer study. Her inner beauty along with her heroic comeback can be easily related by those battling a life threatening disease.

Women with breast cancer will participate in a 5 year relaxation study to prevent breast cancer recurrence. Research shows relaxation methods help women with breast cancer reduce stress. This study will confirm gentle wave motion being of use in stress reduction and immune system strengthening.

The study will be Daphne's only task Summers 2005 through 2010, and she can be viewed then at her Eastern Connecticut dock site, receiving participants. Exclusive use of this boat means safety for weakened immune systems, and that the boat's availability is guaranteed.

Women with breast cancer and those who have finished treatment are welcome to contact Del Function, Inc. to participate. Free to participants, the cost is covered by community and corporate contributions.

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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 award for the person or organization whose efforts best exemplify our goals.

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Anyone can view the sea of knowledge from the shoreline of wonder, but few are brave enough to take the plunge. David Baird

BUSINESS ADS



Capt. Buzz Nichols, and his wife Ardi, are purchasing the 60' Tall Ship "Wanderer". The vessel is a replica of a 1903 Grand Banks Fishing Schooner. The vessel is USCG licensed for up to 30 passengers. The couple will continue operations of Schooner Sails, Inc., which offers daily sails, moonlight cruises, corporate and private charters, as well as special event cruises including: Shuttle & Rocket Launch Tours; Birthdays; Weddings; and Memorial Services at sea. Schooner Sails Inc., is located at the Miss Cape Canaveral dock in the Historic Port Canaveral harbor. Capt. Buzz is a USCG Licensed 100-Ton Master, with over 45 years of maritime experience.



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