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MYSTIC, CONNECTICUT 06355

WING & WING

Volume XLI, Number 1 - Winter 05

The Official Newsletter of the American Schooner Association

Out Of Necessity

By Jay Irwin

By the late 1800's, the demand for large bulk carriers was primary in ship design and construction. The Bay produced hull designs that were fast and seaworthy in either open or sheltered waters, but their pinched ends and low freeboard limited their paying cargo area. The majority were schooners.

Our forefathers brought the idea of canal systems from Europe linking our bays and surrounding rivers. The Dismal Swamp Canal and the Chesapeake and Albemarle Canal connected waterways from Norfolk, Virginia to New Bern, North Carolina. Canals saved vessels the ocean trip around Hatteras. The northern Bay was connected to the Delaware River and Bay through the Chesapeake and Delaware Canal, or as more commonly known, the "C & D."

Started in 1803, the C & D was thirteen-mile hand-dug canal with a maximum width of 66 feet and depth of 10 feet. The four 24 foot wide locks were supplied with 1,200,000 gallons of water per hour by a 38 foot in diameter by 10 foot wide water wheel. The locks became a bottleneck to shipping as loads were discharged and reloaded from ships to barges, and at the other end, from barges back to ships. At its completion in 1829, barges from the Raritan Canal were converted to schooners. This proved to be a poor design, since these converted schooners tended to heel excessively, many times to the point where the main boom was up to the sheet blocks in water. As one captain put it, when heeled, you had "one foot and the other knee on the deck."

The time came when it was necessary to think outside the bay. It would take the vision of someone who left behind the old school of pilot schooner design and came up with a bold new approach. No one knows for sure how J.M.C. Moore's solution for a more versatile vessel came about, but he may have looked at the storage area a rectangular box provides. If that box were no more than 22 to 23.5 feet wide, it could pass through a 24 foot wide lock. If that box had a draft of approximately 8 feet, it could pass over the controlling canal depth of 10 feet. A freeboard higher than the old *beam to length* ratio rule would allow more storage area and more buoyancy than the existing pilot or larger schooners. She might have a beam with its widest point just aft of the bow, running straight aft to just forward of the transom (slab-sided). If she were a flat bottomed barge-type vessel, she would have a shoal draft. A centerboard would give her transverse stability and resist leeway under a press of sail in deep water. This box would not need much overhang on bow or stern. Less rake to the stem and a shovel stern could allow her to accommodate the 24 foot locks. Her schooner rigged driving power would allow her to work to weather, reach or run off as needed.

J.M.C. Moore was the manager of the Lewisville Marina Railway on the Nanticoke River in Bethel, Delaware of Sussex County and innovation was one of his strong points. In 1805 he used copper bottom paint, an innovation for its time, and by 1883 he had his eye on the local sawmill's steam engine. He was the first marine manager to adapt a steam engine to haul the three-hundred ton *Goodman* on the railway's hauling-out cradle. By 1889, he laid the keel of the first Nanticoke, or, Chesapeake Bay Ram. Next Mr. Moore set his eye to relieving the bottleneck at the C & D Canal.

With a reputation for good ship design and construction, a strong workforce to draw from and forests along the shores of the Nanticoke still plentiful in white oak, pine and cypress, Mr. Moore was set to build his Ram. Construction was similar to other schooners except for scantlings which had larger dimensions because of the straight runs of the keel, frames and freeboard. He used green oak straight from the mill for the keel, keelson frames, beams and stanchions so that as the oak dried it shrank with a death

(continued on page 2)

grip on the metal fastenings.

The slab-sided hull was easily planked in pine while steam bent oak planks were bent around bow and stern sections. A gnaw hole was left open on the port side during construction so large timbers could be fed through the hole allowing workers to lay the pine deck simultaneously. As she neared launch day, she was planked and caulked with oakum.

Her 24 foot centerboard well, slightly forward of mid-ship, starboard of the keel, was installed at the same time as the keelson, ceiling and deck beams. As workers completed this phase of construction, the hull and bottom were painted, with Mr. Moore's copper bottom paint, for sure. Salt, poured between planking and ceiling provided a natural preservative. Major construction was accomplished with a crew of fifteen per ship and another fifty or sixty were needed to finish her out. At this rate, Mr. Moore could build three or four Rams a year.

I don't know how you felt the first time you saw a new car transporter traveling up the Bay, but me, my first thought was, "Oh my God, how can that slab-sided pregnant guppy be seaworthy in an ocean storm? She has more freeboard than a giraffe has neck." We can only imagine the talk around the table with a pint of ale or a gill of rum when the townspeople or shipyard crew saw the first Ram framing out. The strong back for the keel was holding such a massive timber and for such a long straight run there was no drag or slope. What did they think when they saw the frame templates with nearly no deadrise? No tumblehome at all a plum line from sheer to chine could be used to set the frames. Was Moore building an Ark? If you stood way off at about amid ship, she did have a pretty shear, at least. I am sure no one gave her much of a chance at having any sailing quality, or for being fast enough to be competitive.

Launch day was a big event in Laurel and Bethel. Schools and businesses closed so everyone in town could come to the yard or waters' edge. Everyone was invited aboard for the launching. After all, the whole town profited in one way or another from the volume of work of each shipyard. About 25% of a town's 250 population were mariners or coastal traders.

On a November day in 1887, the vessel *J. Dallas Marvil* was the center attraction as she rested on her keel blocks.

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Launching preparations were timed to changes in flood to ebb tide. Standing in the bow was Delaware Governor Joshua H. Marvil and Will Eskridge of Bethel was ready at her helm as she launched into the Nanticoke River. A black man, Mimos Dulaney, had more than likely supervised her construction and now, was most likely the lead chantey singer. He would have signaled when to cut through the stern props sending her down the ways on to her career. She was the first Ram to freight lumber, coal, fertilizer, and cement and worked until a mishap with the steamship *Everett* off Sandy Point, Maryland in 1910.

The Nanticoke, or Chesapeake Bay Ram could have been called Leviathan ships or Bethel Leviathan since both names are Biblical names. (Bethel means sailors' retreat and Leviathan means a gigantic sea animal or very large ship.)

The current, with an aiding ebb tide moved her downstream to waiting line handlers who made her fast to the wharf. Here, her mast rigging and deck gear were installed. A raft of six 100 foot Oregon pine masts would have already arrived from Philadelphia, each squared or octagonal cut before transport were now cut down in size and weight. The masts were rounded after long laborious hours using broadax and drawing knives. The aft side of the mast, or the side the sail lay against, was kept straight. Old salts said if you tapered all sides, you made flag poles. A finished mast stood about 70 feet above deck. Rams were three-masters with the exception of two four-masters. The Oregon pine spike bowsprit carried the same angle as her shear giving her a pleasant look. If she had a deckhouse forward, the foremast passed through it to the keel.

"Out of Necessity" will be continued in the next issue

“2004”

CAMPAIGNING HERON

By Bob Pulsch

We started our season on July 10th at the classic boat regatta at Larchmont, N.Y. This was Heron's first race since being relaunched in 2002 (Heron is a 45', 1911, B.B. Crownshield schooner). There were about 12 boats and Heron was the only gaff rigged Schooner. On the second race with Bob Wilson's expertise as tactician we were the first boat over the line along with Ticonderoga. We did not win and we were not last. I did win an award for taking seven years getting Heron ready for their Regatta. Afterwards we rafted up with Ticonderoga in front of the yacht club and visited their boat and they in turn visited ours. I was greatly impressed with the Larchmont Yacht Club and the friendly people.

On July 20th Roberta and I left for the Antique and Classic Boat Rendezvous at Mystic, Ct. To our surprise and delight, we sailed in the company of The USCG Eagle from Niantic to New London where she was headed for a Tall Ship Rendezvous. She was a beautiful sight (even in the fog) on the Sound. At the Antique and Classic Boat Rendezvous in Mystic, Heron received an award for best owner-restored and maintained large sailboat and to our amazement, our dory received an award for best tender. We were astonished because we had not thought to enter her in the meet. The judges saw her tethered to Heron and thankfully thought otherwise. The rendezvous ended with a parade of classic boats from the Seaport to the Sound and back.

On July 28th Walter and Sue Sodon and family took over Heron and sailed her to Camden, Me. On August 4th I picked up Heron and with my trusty crew (Walter Sodon, Bill Carton, Bill Comella and Frank Johnson) entered the feeder race from Camden, Me to Brooklin, Me. Due to lack of wind we had to motor. While in Brooklin, Me. Mr. Olin Stephens (of Sparkman and Stephens), came to visit us and wanted to find out about the boat. In his younger years he and his brother had sailed a small B.B. Crownshield schooner. I was very honored with his visit.

At Brooklin, we entered the Eggmoggin Reach regatta. We did not win. We sailed great and had a great time. On the last leg of the race flying the fisherman, asymmetrical and topsail we were doing about 7 1/2 knots and as we got closer to the finish line we noted that the majority of the fleet sailed into a hole and we had enough momentum to go around many of the boats. After 5 1/2 hours and a stiffening breeze, most of us arrived within minutes of each other. This was exciting; our timing was good but no cigar. Afterwards, I sailed to Gloucester with my son-in-law (Bill) and granddaughter (Ann Marie Carton).

On July 12th we left Heron on a mooring at the Gloucester Heritage Museum in Gloucester Harbor and came home. On September 3rd, I returned to Heron with our crew to attend the Gloucester Schooner Festival. It was exciting to see twenty schooners all in one harbor. We also partied hardy with other schooner friends from the American Schooner Association and the Nova Scotia Schooner Association. The first race was Saturday and we took a second. On Sunday we had a parade of sails of the twenty schooners in front of the famous Gloucester monument for fisherman lost at sea.

Then we went back to racing in six-foot seas and a good breeze. Heron and crew performed great and we placed first. I received The Betty Ramsey Award for first place. This was exciting because I had known Betty Ramsey. She had been a great friend and help to guest boats in Gloucester Harbor. I also received a plaque from the American Schooner Association for the restoration of Heron.

One of the most exciting aspects of the trip was the revelation of joy from many New Englanders who approached us on the water and asked if it was a Crownshield design or if it was the original Heron from their area. They usually got excited, some clapped and some asked to come aboard. On our trip to Gloucester I stopped at North Haven, which is on Fox Island Thoroughfare in Maine. We went to the North Haven Casino, (this is the yacht club that Heron was originally from). I met the original owner's grandnephew. The following morning the nephew of B. B. Crownshield visited Heron. He had sailed on Heron many times.

Campaigning Heron (continued on page 9)

DOGWATCH**BY SAM HOYT**

We haven't missed many annual meetings over the course of the last twenty-some years and so feel qualified to state that this year's, held on February 5 at Mystic, was one of the best ever. Expanding on the effort started by past Commodore Jim Cassidy – to explore what ASA could do *for* other maritime organizations rather than the other way around – present Commodore Peter Thompson reached out to a number of them and we were honored with the presence at the meeting of Steve Baker from the American Sail Training Association (ASTA), Susan Funk of Mystic Seaport Museum, Amanda Madeira, Ann Nichols and Jay McLaughlan of the Gloucester Maritime Heritage Center and Art Cohn and son Nathan from the Lake Champlain Maritime Museum. The Schooner Ernestina Commission was, as always, represented by Fred Sterner and Mary Anne McQuillan. These initial contacts could well lead to ASA support in staging events and involving our members in the activities of these other organizations.

In that light, several members have already become closely involved with the Gloucester Schooner Festival. Daisy Nell and Captain Stan, Kay and Tom Ellis and Al Bezanson have provided suggestions to the Cape Ann Chamber of Commerce and the Gloucester harbor master, among others, to add to the social activities at the Festival and to improve the mooring situation, particularly for the smaller schooners. Of special concern, especially after last year's horrendous course, is having a number of pre-set courses from which one can be selected on race day that best suits the weather and sea conditions and, more importantly, the sailing abilities of the schooners. The Chesapeake contingent is also looking into ways it can contribute to the Great Chesapeake Bay Schooner Race.

The festivities the night before the meeting have been largely confined to the bar at the Mystic Best Western. Alex Rhineland and his wife, Catherine McKinnon, have come up with a brilliant idea, based on the fact that there seem to be a number of talented musicians in our illustrious band. Instead of the bar scene at the motel, why not hold a musicale somewhere. Lest the incipient alcoholics freak, a keg could be provided. And Susan Funk of Mystic Seaport thought it possible that such a gathering could be held belowdecks on the **Charles W. Morgan**. Players would include Catherine, a celebrated performer of Cape Breton and Nova Scotia fiddle music, and Daisy Nell and Captain Stan who perform sea songs and other folk tunes all over the northeast. It's even rumored that Dogwatch himself might drag out the old Martin and start practicing. Stay tuned.

In a further move to increase ASA's exposure, our intrepid Commodore has suggested to *WoodenBoat* Magazine that we contribute a companion page to the "Save a Classic" feature at

the back of the book. Entitled "A Classic Saved," it would feature such excellent examples of restored classics as **Heron**, **Malabar X** and **Barlovento** to name just a few. The proposal seems to be under serious consideration by the editor.

And ASA will have a booth at this year's Maine Boatbuilders' Show (March 18-21) in Portland. There, we will hope to broaden our contacts with the many windjammer schooners that ply Maine waters, hopefully encourage some of them to join and perhaps encourage some to come to the Gloucester Schooner Festival. This, again, is the work of our very active Commodore.

Notes from the annual meeting... A spirited discussion of hats (and cats) overboard took place among Al Bezanson, Tom Ellis and new member Harold Burnham who built **Fame of Salem** and is now working on **Adventure**. Not that earthshattering but amusing. Al also displayed a painting done by his wife Phyllis, who doesn't like to sail, of **Green Dragon** titled "A Bone in her Teeth.".. The Great Chesapeake Bay Schooner Race has, over the years, raised almost \$100,000 for the Chesapeake Bay Education Program. And it'd be more if they didn't spend so much on parties (just kidding)...A meeting highlight was the presentation of the ASA Award to John Moorshead, who was so instrumental in the formation of the Mid-Atlantic Chapter...This year marks the 75th anniversary of Mystic Seaport and the 30th of Schooner, Inc., the New Haven program for underprivileged city kids...And Art Cohn's post-meeting presentation of the history of Lake Champlain schooners and canal schooners, featuring the building of the **Lois McClure**, was one of the best guest presentations we've ever had. Who'd a thunk there were so many well-preserved schooner wrecks in that body of water – certainly not Dogwatch as he paddled a canoe over most of it as a camp counselor many moons ago -- or that it played such a pivotal role in both the Revolutionary and the 1812 Wars...And we would be woefully remiss if we neglected to thank Stan Carlstadt for his service as secretary over the last several years. He did an excellent job and is now, undoubtedly, helping Al Roper get adjusted to the position.

News from Port Townsend... Last year's Wooden Boat Festival, hosted by the Wooden Boat Foundation, was a major success writes executive director Kaci Cronkhite. But rough weather marred the weekend and three boats went on the beach in 43-knot winds. Two were fiberglass and were totaled; the third was wooden and is back sailing. Leslie McNish and Sugar

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Flanagan and **Alcyone** were named winners of the ASA Rendezvous Award for “ingenuity in reinventing the course in the face of adversity” when the wind died. They received a “goofy, hand-written” award and a Sheep-Breeding ribbon and a suitable plaque is off to them as you read this. Applications, tickets and info on the 29th Wooden Boat Festival should be on the Foundation’s website as of February 1.

Great Chesapeake Bay Schooner Race... It’s old news now, but memories of the race are still vivid due in large part to really tough weather conditions the second day of the race. Dogwatch was honored to sail on **Heron**, which handled the weather extremely well despite her narrow beam. The expedition began mysteriously when Dogwatch was drafted to address a Boy Scout meeting on the subject of Mystic Seaport, where the troop was going shortly. Then a vodka bottle eerily disappeared. But the parade of sail in Baltimore Harbor was spectacular and the race got off to a great start in light southeasterly winds. These conditions held until after midnight and **Heron** was able to eke out a slight lead over **Malabar II** and beat her to Cove Point by about five minutes. After that, the weather deteriorated badly and **Heron** ended up seeking shelter in the Wicomico River. Only 12 boats of some 40 entered made it to the Norfolk area, one of them **Malabar II**, which earned skipper Jim Lobdell the ASA Rendezvous Award. **Heron**, however, won Class C as the race was officially ended at Cove Point. Two years now and we’ve still to visit Norfolk/Portsmouth.

We came from the race with yet more thoughts on modern navigation equipment, this time the binnacle-mounted GPS thingy that is purported to do everything but actually sail the boat for you. However, if you don’t have the eyesight of an eagle and an advanced degree in mathematics, you’re in trouble. Navigator Bill Comella spent the entire race with his eyeball pasted to the top of the instrument, occasionally shouting directions to the helmsman. And the thing beeps at you at strange times.

Word has it that the new schooner **Virginia** will be on hand for this year’s race and folks are eagerly awaiting the anticipated matchup with **Pride of Baltimore**. Another new entrant in the race will be Richard Hudson’s recently acquired steel gaff schooner **Rosemary Ruth**. Richard had fun at Boat Stuff, a consignment store for nautical equipment in Mystic. We could barely fit all his purchases into the Caravan for the trip back to the Big Apple. Speaking of which, we’re told that the Mayor’s Trophy Race, sponsored by South Street Seaport Museum, will definitely be run this year as will the Governor’s Cup in Essex, CT.

Other Schooner News... We regret having to report the considerable damage to Vern Brady’s **Sebim**, which has resulted in the boat being taken over by Yacht Salvage, Inc. Vern was a few miles north of the Bay Bridge on his way to Annapolis when an electrical fire broke out in the engine room. He was unable to get below because of heavy smoke and had to abandon the vessel.

A fireboat was nearby and doused the flames but the damage was considerable to deck beams, some frames and planking and the electronics. Anyone interested in a major repair job might check with Yacht Salvage. You’d be getting a great boat...**Voyager** had much better luck. After spending two years rebuilding in Phuket, Thailand, Peter and Jeanette Phillipps left almost a year ago and so missed the devastating tsunami...Don Zappone of Wolfeboro Falls, New Hampshire, has acquired the historic Murray Peterson **Coaster II**, which is listed on the National Registry of Historic Vessels. He had it trucked from Port Townsend to Portland, Maine, after having sold his previous schooner, **Tusitala**...Captain Buzz Nichols and wife, Ardi, weathered the three hurricanes that ravaged Florida last year, riding out the storms after evacuating Port Canaveral. Only some cosmetic work to be done on **Wind Rose** and **Wanderer** but the storms pretty much destroyed their charter business for the period. The Nichols run Schooner Sails out of Cape Marina in Cape Canaveral and were the subject of a nice story in *Florida Today*...There’s another **Shearwater** now sailing on New York Harbor out of North Cove Marina. When the 70’ yawl **Petrel**, a fixture on the Battery for some 30 years, moved to Martha’s Vineyard, a former crew on the vessel, Tom Berton, acquired the 82’ staysail schooner built in 1929, sunk a lot of money into repairs and is now attracting a disparate group of former **Petrel** sailors. Randy Peffer, fresh from his success with “*Killing Neptune’s Daughter*”, will have another murder mystery published next year. Something about Bangkok fires, so I don’t know if it includes any schooner.

Upcoming events... In addition to the Maine Boatbuilders’ Show starting March 18 in Portland, a number of other events deserve mention. This year’s ASTA schedule takes place on the left coast. The Rolex TransAtlantic Challenge is scheduled to start from New York on May 21st and the event marks the centennial of the schooner **Atlantic’s** record-setting 12 day, four hours and one minute record that still stands for a single-hulled vessel, according to a Rolex ad. We’re not sure. Presumably, the race is open to schooners.

Last year marked the first time in 79 years that a schooner race had been run on Delaware Bay, and the Delaware Bay Schooner Project is planning another on October 10 as a feeder to the Great Chesapeake Bay Schooner Race. And Lane Briggs’ Crab Regatta in Norfolk will be run in July, using a unique rating system. Once the leading vessel reaches the second mark, all boats turn and make for the finish line. But if the race committee doesn’t approve of the likely winner, it can move the finish line. Apparently copious amounts of crabs and beer are consumed.

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On the political front, the battle continues over whether or not to site a large wind farm over 24 square miles on Horseshoe Shoals in Nantucket Sound. These 130 turbines would stand 420 feet above the water. And some other decidedly commercial operation wants to construct a huge liquid propane terminal near Middle Ground off New Haven in Long Island Sound with a pipeline running either to Connecticut or Long Island. Yeah, energy independence is undoubtedly a concern, but why can't they locate these things in the Mojave Desert?

And our irrelevant historical fact, possibly apocryphal, comes from *Sailing the Seas, the Log of Tom Darke* by James Baldwin (not the Black author) and W. W. Livengood and published in 1920 by American Book Company. Seems the design of the American clipper ships evolved from Genoese galleys and French luggers with the head of a cod and the tail of a mackerel. Yankee shipwrights copied the lines of the luggers when they were here with the French navy in 1778. Bet you didn't know that.



Voyager Shares an Anchorage

*The following narrative from Peter Phillips on **Voyager** arrived in an email to Dogwatch and relates an amusing incident in the Red Sea on their voyage from Thailand to Turkey.*

We had an uneventful passage from Israel to Turkey in light of no wind at all. We are in Marmaris where we will winter and finish a few projects that eluded us in Thailand. We have yet to look about the country, busying ourselves with taking down all the blocks and running rigging to hose out all the sand from a few sandstorms at sea and continual blasting in those anchorages where the desert forms the watery areas.

We ducked into one in Sudan with 35 knots of wind on the nose out of the north, dropping the hook behind a towering dune where two camels hove to just forward of our position, their eyes clenched and legs spread to steady themselves. After two days our decks were covered, but the extent of sand aloft was staggering. We had to shake the halyards to clear the upper part of the sheaves. We must also haul soon to repaint the topsides which were nicely sandblasted, but almost all the seams then exposed to the desert sun which melted out the *chun*, the putty used in Asia [need to be re-caulked]. Not the stuff of New England cruising. We never went ashore to check on the condition of the camels.



Schooners "When & If"

and

"Malabar II"

Photograph By Jeanette Phillips

2004 ASA Annual Meeting & Awards

John Moorshead

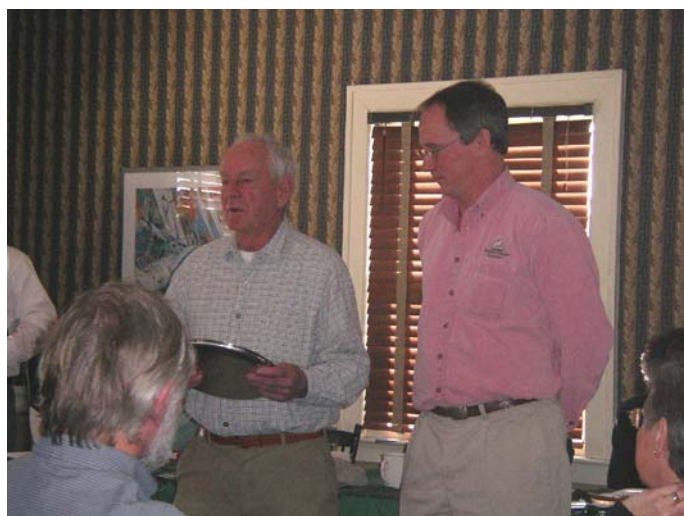
Recipient of the ASA 2004 Award

John Moorshead is the driving force behind the creation of the ASA Mid Atlantic Chapter. For many years John has believed some sort of ASA presence should be developed in the Chesapeake Bay area. In such discussions with then Commodore Jim Cassidy, Jim asked John Moorshead to plant the seed and start a formal process to develop a chapter.

With those marching orders in hand, John spent much time contacting potential chapter members and enlisting their interest. During this time a very intelligent and important idea came to John and he arranged a meeting with the President of the Chesapeake Bay Maritime Museum in St. Michaels. President John Valiant listened to John's ideas regarding a chapter and when asked to support the chapter as a "homeport", President Valiant offered his total support. In addition, President Valiant assigned a senior museum staff member as the museum liaison to the ASA Chapter. As a result of John Moorshead's insight, the chapter can hold meetings at the museum and with scheduling with the Museum Liaison, can hold events at the museum with reserved space for visiting schooners.

After holding several public meetings at the museum with schooner aficionados a proposed slate of officers was formed. A formal chapter meeting was called by John and an interim Board of Officers, was elected. After several chapter board meetings, an application was filed with the ASA for official chapter recognition and the rest is recent ASA history!

John Moorshead grew up on Chesapeake Bay. His dad, a prominent Philadelphia attorney, owned a 65' pungy schooner, which he campaigned on the bay. John essentially grew up on the schooner spending all his childhood summers on the boat with the hired hand. His life has been deeply involved with and supportive of schooners. Now in his middle 80's – an award such as the ASA 2004 Award to John Moorshead is a fitting gesture to a devoted and very supportive and active member of the ASA.



Other Memorable Photos



Many thanks to Tom Ellis of the Schooner Thomas E. Lannon for having a camera that worked and sharing the photographs on this page and throughout this issue.

Left: Art Cohn of the Lake Champlain Maritime Museum. Outstanding presentation!!

Right: Editor ramblings.....





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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.

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ASA member Bob Pulsch and owner of "HERON". Photograph courtesy of Tom Ellis



Photograph courtesy of Tom Ellis



Longtime member of the ASA and founder of the Great Chesapeake Bay Schooner Race (GCBSR), Lane Briggs. Must have gotten tired of listening to the Editor ramblings!

Photograph courtesy of Tom Ellis



ASA Award recipient John Mooreshead



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