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WING & WING

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Out Of Necessity

By Jay Irwin

(Part 2 Continued from Winter "05")

Her main mast was stepped at just about mid-ship, and her mizzen was typically half-way between the main and stern. If She carried a fourth or spanker mast, they were spaced further forward. The first Rams were baldheaded and some did try topmasts, but found they were not needed. The simple standing rigging of shrouds and stays was made fast at the hounds just below the mast head. There was no need for spreaders. Trestle trees supported Her rigging eyes.

Her Georgia pine decks were oakum caulked, then paid with hot pitch. The wooden barrel windlass was mounted just aft of the knightheads. (Later, molds were fitted with modern gear-type.) Aft of the windlass, chain boxes received 400-foot or so of one-inch chain. Deck hatches, approximately eight square feet, spaced about 16 feet fore and aft of the main mast, made up her mid-ship section. The early Rams had deck-chaser or walking bedstead steering gear aft. Lines from the wheel ran athwartship to blocks made fast to upright stanchions, then to the deck sweeping tiller. Later Rams were fitted with diamond screw steering gear.

Schooner Island Time: Photo by the Editor

Can you imagine the anxiety and disquiet for the captain and crew of the *J. Dallas Marvil* the first time She went down the Nanticoke River to Tangier Sound? From here She headed into the Bay. Her 112.8-foot length with just a 23.6-foot beam was one thing, but to stand on Her deck and look aloft at those tall masts, then over the side with the water so far down had to be unnerving. In the 1800's, sailors were so in tune with a vessel; She was an extension of their own bodies. Every movement and sound was fed back to them. The boat Herself told them when to head up, fall off or shorten sail. They would sail the pilot schooner with the lee deck awash. They were accustomed to loading vessels until the sheer was awash. When heeled with heavy weather, those sailors knew how to scandalize the sails to slow Her down and sail through it. But what of this new high sided shoal draft? The deepwater shellback's were accustomed to the cod-headed beamy square rigged, high freeboard ocean going vessels, but these narrow shoal draft rigs were worse than the log canoes that the locals sailed.



Sailors know that flat bottom boats were stable to a point, but then it was over and over she went. Here they were with all this mass above water and a 7.4 foot draft. Those sailors knew nothing of static or dynamic stability or righting moment equals heeling moment. Here she is being towed under bare poles, just wait till we set sail. She carried a flying jib, jib staysail, foresail, mainsail and mizzen. The foresail was the largest, but all had a low center of effort due to their cut. Topsails were not needed; these Rams just didn't need a lofty rig. She headed into the wind within five points (56° 15') where a conventional schooner only did four points (11° 15' less). They were difficult to tack up rivers or make way in light air. Many is the time they would lay and wait for favorable winds. Since they were tender and top-heavy, many anchored down during storms. If they chose to

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anchor, it was all work retrieving the pair of 900-pound anchors or 200-pound kedge.

Their most rewarding point was the numbers on the manifest sheet. A small schooner could load 80,000 feet of lumber while a loaded ram carried 200,000. The size of their holds couldn't be beat in volume, economy or efficiency. They were the money makers. Orders came in fast, and as each new Ram went under construction, her size and design were modified to sail more efficiently with less labor. They started at 112.8 feet in length and a beam of 23.6 feet. By 1906, the baldheaded four master *Judge Pennewill* measured out at 155 feet long, 34.5 feet in beam drawing 12.2 feet. One was built with two centerboards. All received gas engines for hoisting sails or cargo. All of the yawl boats were fitted with fifteen or thirty horsepower engines as they relied heavily on shoving in and out of tributaries on the full length of the Bay. Some had topsails, jib booms with five headsails. One even sported trailboards. All of this changed their role in the maritime trades. The ones made for the locks in the canal system stayed in the sheltered waters of the Bay. These were known as inside rams, outside rams were larger and more seaworthy. The outside vessels would make a ram from the Bay ports around Cape Hatteras to ports of call in the Carolinas or other deep water ports. A Captain, mate, and two deck hands could man her. One man could raise her sails with the assistance of a donkey engine. Each trip brought greater profits for Her shareholders.

Lumber was king. One Ram could travel south carrying salt, coal, fertilizer, or general freight to the Carolinas and return with enough lumber to build a complete ram or housing and building materials. Cargo was loaded and carefully distributed by stevedores. If the lumber was dry, one-third was stowed below and two-thirds on deck. If the lumber was green, half went below while half stayed on deck. Stevedores knew how to stack the lumber so that the boards literally tied themselves together. Nothing tied, nothing moved yet it was stacked high enough that a *lumber reef* was needed. A lumber reef is created by raising the boom high enough to clear the cargo on deck. They surely couldn't sail to weather carrying such a load so they relied on the push boat if unable to make time under sail. Loading to just below the deck line was not enough for some captains. The *Columbia J.C.* was loaded so deep that her deck was awash at the pier. Her cabin doors were nailed shut and the crew dropped down from the deck into the cabin. An all wood vessel carrying an all-wood cargo won't sink, right? Right!

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Load her till she tilts was the captain's order. With a gross of \$200 per load for 80,000 board feet, and a large ram could load 200,000 feet, why not?

In 1905, the *Joseph P. Cooper* traveled the water ways from Sharptown, Maryland, becoming the largest three-master outside ram. Historian Robert H. Burgess refers her to as an improved model. One hundred-fifty foot in length, 28.2-foot beam, and 10.2-foot draft, suited Her well for outside work.

Carrying a jib boom foretop sail, She is said to have had a very graceful sheer carrying out to the jib boom giving her a handsomer bow. While her hailing port was Crisfield, Maryland, She sailed as a packet from Miami to New York in her first years. During World War I, she freighted barrel staves from New Orleans to Spain earning \$50,000 for Her owners, or \$30,000 more than Her construction costs.

As the *J. Dallas Marvil* slid down the ways in 1889, little did the spectators realize that a new era in marine design and concept was taking place before their eyes. Here before them was an economical, efficient and minimally crewed commercial vessel. Even New Englanders saw the Ram's economy of operation by carrying larger cargos, traveling longer distances, and admirably making greater profits for shareholders. Orders for new Rams came in so fast they were almost built on an assembly line. The Chesapeake Bay had produced the Pilot Schooner, the Baltimore Clipper Schooner, and her little sister, the Pungy Schooner. While all of these were fast and had fine lines to their hulls, they required extensively more sail and manpower. The Ram was not as pleasant to look at, nor did She sail fast. She was just a plain Jane, but She was inexpensive to build and inexpensive to man.

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THIS DINGHY WITH A LOVELY NAME.....**By Stan Carlstadt**

On Saturday May 21st a rather special party took place at John Marsland's workshop/boathouse in Easton, Maryland - the christening of a new dinghy for the schooner Anitra's Dance took place. The new dinghy was recently built by ASA member John Marsland for Stan Carlstadt, the current owner of Anitra's Dance. John also designed and built Anitra's Dance back in 1985.

The most interesting twist to the new dinghy story is that John is now 98 years young! He is as sharp as a tack, full of energy, always working on a major project and always runs circles around me when I work with him! But his eyesight is unfortunately a bit off these days which makes this recent accomplishment even more special.

A few years ago John Moorshead and I found a lovely old dinghy stored away on the Eastern Shore of Maryland. She was in terrible condition with holes in her bottom and in need of a major rebuild if it was even possible. But I loved her lines and the gentleman who had her sold her to me for \$10! What a deal! I took my prize over to John Marsland's workshop and showed it to him. Between the two of us, we pieced together her history. She has a wonderful past since she belonged to the 1938 Murray Peterson Coasting Schooner "Herandis" which was owned by the now deceased Henry Hock of Long Island and St. Michaels. Henry and his wife Anne were ASA members way back and actively campaigned Herandis in many ASA events. John and I believe that the old dinghy is original to Herandis and was designed by Murray Peterson for his "Coasters".

We wanted to have a christening for the new dinghy so we swept out the big workshop and opened the huge doors at one end of the shop which afford a panoramic view of the Miles River from inside the shop. We took the signal flags from Anitra's Dance and hung them in the rafters, threw a sheet over a workbench and turned it into a table. About 15 people came to the party. We had bottles of champagne on ice, sandwiches, watermelon and deserts.

It was just wonderful. Faith Marsland did the christening with a silver cup full of Miles River water and read a poem which John wrote for the occasion. ASA members John Moorshead and his wife and Greg and Leslie Woods attended the party along with Lad Mills of the Chesapeake Bay Maritime Museum. We all had a great time.

Thank you John for a wonderful gift for the schooner - I promise to take good care of both of them for you!

**Poem for the
"Dinghy Christening"**

This dinghy with a lovely name
Will put inflatables to shame.
She'll ride to every coming swell
And thus will treat her master well.

She'll row to shore with verve and zip
And show her charm with every trip.
She'll tow behind as dinghies should,
Because, of course, she's made of wood!

By John Ely Marsland 5-21-05

Photo of the Schooner Mary Day (from file)



DOGWATCH

BY SAM HOYT

Dogwatch and spouse stole a march on all northern clime schooner sailors by taking to the water on February 27, courtesy of Richard Hudson and his newly-acquired, Tom Colvin-designed pinky schooner **Rosemary Ruth**. It wasn't too cold, mid 30s, and not a whole lot of wind on the Hudson, and we kept busy learning a new boat, as did Richard, this being his first sail on the schooner which he purchased on the left coast and trucked to New Jersey.

As the skipper was determined to sail out of his slip at Liberty Harbor Marina – tight enough even under power – the departure was an amusing schooner exercise, made even hairier because the vessel is missing 500 pounds of ballast up forward and steering is therefore problematical under light wind conditions. Dogwatch manned the foredeck and, between getting the foresail up, then down, and helping fend off the bulkhead, he was ordered to raise and lower the jib no less than five times in 10 minutes. Now we're in midseason form.

Once on the river, it was a delightful cruise upriver against an ebbing tide as far as Pier 40 on Houston Street (where Dogwatch keeps his car). A New York City fireboat came out to give us a once over and it's doubtful that they really thought we might be terrorists, but you never know. More likely, they wanted to see what kind of nutcases would go sailing in February.

Then it was on to the Maine Boatbuilders' Show in Portland where we rendezvoused with the Thompsons, the Pulsches, the Bezansons, Alex Rhineland and Catherine McKinnon, who brought her fiddle, Mary Anne McQuillan and Fred Sterner and Stan Carlstadt, all of whom manned ASA's booth at the show, space generously provided by new member Phineas Sprague and Portland Yacht Services.

And quite a show it was with an exceptional turnout, many no doubt coming to see **Tar Baby**, the Alden design #390 and a sister to **Voyager**, which has been acquired by Portland Yacht Services and will undergo a serious refit. Also on hand, but outside the shed, was **Bagheera**, Alden design #226, whose owners have just acquired **Wendameen**, Alden #21, formerly owned by Neal Parker who wrote a neat book about its rebuild: *Wendameen, the Life of an American Schooner from 1912 to the Present*. Portland Yacht Services seems to be turning into schooner central for the lower Maine coast and Commodore Thompson has broached the idea of a Maine Schooner Race series with one race a month. Great idea.

Dogwatch had the pleasure of a brief chat with Phin Sprague to catch up on a mutual friend, now long gone.

That would be Alden #456, originally **High Tide**, then **Golden Eagle** when she was owned by Teddy Charles and the Seven Seas Sailing Club and on which Dogwatch not only went offshore for the first time but also met his future spouse. Phin Sprague acquired her from Teddy, renamed her **Mariah** and sailed here around the world. Around 1979 she was sold and the vessel was subsequently lost off Cape Hatteras attempting to go south in November.

Once again, ASA had the liveliest and most interesting booth at the show. Al Bezanson and Alex Rhineland had cabled together two computerized slide shows of schooners that drew many onlookers. Late in the afternoon of the first day, Catherine McKinnon broke out her fiddle and began playing Nova Scotian reels and jigs. Dogwatch turned away to answer someone's question and when he turned back, a second fiddler had joined Catherine. They were quite a hit, especially to a young lad of about two, who actually tried to dance a few steps. On the second day, the group had acquired another fiddle and a guitar.

And, oh yes, ASA signed up a number of new members, including Ralph Stanley and Crocker's Boatyard. The latter ran a raffle with a prize of Sturgis Crocker's terrific book *Sam Crocker's Boats*. Al Bezanson, who keeps **Green Dragon** at the yard, took Dogwatch down and introduced him to all the Crocker folks. We took the opportunity to mention that we'd sailed a Crocker **Aunt Sara** design for a number of years, went by the sobriquet "Dogwatch" (Crocker design #236) and had sailed last summer at Gloucester on **Ms. Reilly**, which had been built at Crocker's. We then entered the raffle. Guess who won?

Master Mariner's Regatta... Captain Alan Hugenot sends word that San Francisco Bay's annual classic yacht race, the Master Mariner's Regatta, was held on Saturday, May 27, in steady 20 knot winds with gusts along the city front up to 25 knots. Over 60 boats in 10 divisions started with the fastest boat in each division starting last. The wind kept building and by 3 pm it was a steady 22 knots with gusts to over 25 knots.

Although there was a lot of wind, there was not a great deal of damage to the boats this year, although Terry Klaus, skipper of the gaff schooner **Brigadoon**, said, "One boat retired due to problems with its gaff jaws." In the big schooner division Billy Martinelli's **Gaslight** took the honors with **Alma**, skippered by Al Lutz, in

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second and Gary Bergman's **Royalist** third.

In the gaff-1 division the race was hotly contested between Terry Klaus' gaff schooner **Brigadoon** and John McNeil's gaff schooner **Yankee**. These two vessels have raced against each other for years, and, according to Klaus, **Yankee** is slightly faster going up wind and **Brigadoon** slightly faster on a broad reach. The lead changed three times between the two. Finally, on the last leg **Brigadoon** crossed the line just 29 seconds ahead of **Yankee**. Skip Henderson's **Aida** came in a few minutes after the first two boats to take third place.

The Master Mariner's Benevolent Association Regatta has its roots back in the late 1800s when mariners went to sea to work, not to play. The regatta was first sponsored in 1867 by the Boatmen's Protective Association, which staged a race between the large coastal schooners and the sailing scows of the San Francisco Bay Area. The purpose of the regatta was to entertain the public and raise money for the widows and families of merchant mariners who had been lost at sea. The sponsoring organization reorganized in 1869 as the Master Mariner's Benevolent Association.

News from Elsewhere... We're glad to report that a rumor heard at the Maine show – that Teddy Charles' schooner **Mary E** was in serious disrepair – is untrue. Teddy is now living in Riverhead, according to Keith McCamy of Greenport, still sailing and playing jazz vibraphone and looking forward to Greenport's celebration sometime this summer of **Mary E**'s 100th birthday. And in Nova Scotia, the Tingley family's **Adare** will also be celebrating its centennial with a party on Tancook Island...Carol Gannon Salquero reports that Gannon & Benjamin on the Vineyard is quite busy with three boats under construction that can be viewed on their website. More important, it seems Nat Benjamin has finally succumbed and is building a 51' schooner *for himself*. Now, what about one for Ross?

When & If is back in the water, **Rebecca** is cruising the British Isles with her Scottish owners and **Juno** has returned from the Caribbean where she swept the Classic Yacht Regatta at Antigua's Race Week...Mike Mulcahy reports that Chicago has a new schooner in the fleet, the 77' **Red Witch** from Port Clinton, Ohio, a clipper-bowed Alden design. Mike's Crownshield **Fame** has been launched for the 95th time and the local PBS station will be doing a short piece on her. Sadly, though, Mike says he'll probably be putting **Fame** on the market in the near future.

ASTA...Executive Director Peter Mello sent the schedule for ASTA's west coast event and it's impressive, with participating vessels sailing between Vancouver, B.C. and San Diego. Schooners taking part include **Adventuress**, **Zodiac**, **Lynx**, **Californian**, **Pacific Grace** and **Pacific Swift**. ASTA honored Keith Stokes, executive director of the Newport C of C, and Tom Roos, president of IDC, for their work in bringing the Tall Ships Challenge series to

Newport last summer. The festivities included a pre-dinner wine-tasting sail on the schooner **Aurora**...Stan Carlstadt reports a christening party for a Murray Peterson-designed dinghy, built by 98-year old John Marland, for Stan's schooner **Anitra's Dance**. Details to follow...Kay Ellis says that **Blue-nose** will be visiting Gloucester July 4-7. And Daisy Nell advises that the first meeting of the committee for the Gloucester Schooner Festival produced some encouraging news concerning moorings for smaller schooners. Also, Jay McLaughlan is now co-chair of the Saturday race and Tom Ellis will be working on the Sunday (all schooners) race.

We reported last issue of the business problems that Captain Buzz and Ardie Nichols had from last summer's Florida hurricanes. It's worse, and they had to put the business and the schooner **Wanderer** up for sale. Check their website at www.schoonersails.com...The World Ocean School's **Roseway** will be spending the summer in the Straits of Mackinaw, between Lakes Huron and Michigan, where it will offer educational daysails to adults...SEA's brigantine **Corwith Cramer** rescued 49 Haitians at sea 45 miles north of Jamaica... And the **Ernestina** situation isn't getting any better. Massachusetts is not coming up with the funds to make the final repairs on the stern. This summer's activities will be limited to dockside programs at State Pier in New Bedford. Guess who's going to get the Golden Rooster Award this year?...There will be a special schooner class at the Governor's Cup Race in Essex, CT, and participants who are members of both ASA and the Connecticut River Museum will be offered free dockage from September 6-12...Richard Hudson had a sail on Reid Stowe's schooner **Anne** and says that Stowe is bound and determined to carry out his "1,000 Days at Sea" project, although one wonders why.

The Rolex Trans-Atlantic Challenge went off a day late due to adverse conditions and, would you believe it, the 140', carbon-fiber **Mari-Cha IV** handily beat **Atlantic's** transatlantic monohull record by two days, 12 hours and 5 minutes. The marvels of modern technology!...Among the events on Penobscot Bay: the Great Schooner Race the week of July 4; Maine Windjammer Parade on July 15 at Rockland; Camden Windjammer Weekend for the week of August 29; and Wooden Boat Sail-in at Brooklin the week of September 12...And the brigantine **Black Pearl** has been put on the market by the Acquaculture Foundation of Bridgeport, CT. The brigantine, of course, was the founding vessel of the American Sail Training Assn. when it was owned by Barclay Warburton.

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Finally, we thank Keith McCamy for our not so irrelevant historical fact this time around, and it concerns Teddy Charles' **Mary E**. It seems that the schooner was named after one Mary Epstein who reportedly baked bagels for Washington's soldiers at Valley Forge that very cold winter of...whichever. Seems entirely appropriate to us.



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Out of Necessity

They were soon sailing everywhere in and out of the major harbors and it seemed one was always seen on the horizon. Rams were always working. Once they became the norm, they no longer looked slab-sided or awkward. While the time of sailing commercial vessels was nearing the end, many boatyards produced advanced designs with finer lines, more masts, but always the high freeboard of the Ram.

Rams were built to work and work they did. Loaded to the sheer, they were sailed or shoved by push boat in all sea conditions. Outside Rams sailed in conditions their design was never intended for. Yet they sailed and many sailed into the 1950's.

This is a great tribute to J.M.C. Moore, who designed and calculated the dimension of her timbers. Mr. Moore's yard crews must have been the top of their field and skill. From the first, other designers and shipwrights followed the basic design and scantlings in relation to size.

Rams had a variety of ways to slide into history. Some went very quietly to the mud flats, while others were lost at sea or fetched up on a lee shore along the coast. Then there are the Rams that made their mark in the history books.

Take the story of the *Edward R. Baird, Jr.*

North of Chesapeake Lightship loaded with lumber bound for New York, the crew of a World War I German submarine boarded her. After taking Captain Robert Coulbourn and crew aboard the U-boat as prisoners of war, a shot was fired into Her port bow. Remember that an all wood boat carrying an all wood cargo will not sink. So the *Baird* proudly floated until the U.S. Coast Guard found her. Towed to Norfolk, she was reclaimed by none other than J.M.C. Moore. She had the distinction of being the finest Ram built by Mr. Moore and the first merchant sailing vessel attacked in American waters in World War I.

But it didn't end there.

While being held prisoners on the sub, the German captain bragged to Captain Coulbourn and his crew about how he had walked around freely ashore and had even attended a show in Norfolk. Once put ashore near Fenwick Island, Captain Coulbourn informed the Navy immediately. Investigators located a German saboteur operating out of Virginia Beach.

The *Baird* sailed for another ten years once Mr. Moore made repairs.

Although Rams were not used as war time privateers such as the Baltimore Clipper or Pungy, many became victims of war.

The first ram built, the *J. Dallas Marvil* sank off Sandy Point, Maryland, in June 1910 after colliding with the steamship *Everett*.

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Schooner **Augusta E. Herrick** of Swans Island

By

Ralph W. Stanley



William Pierce Stubbs

Collection of Penobscot Marine Museum

"The schooner **Augusta E. Herrick** was modeled and built at Gloucester, Mass. in 1877 by Daniel Poland who built many schooners during the eighteen seventies", so states Howard Chapelle in his book *The American Fishing Schooners 1825 -1935*. Her owner was William P. Herrick, a high line mackerel fisherman of Swan's Island, Me. Chapelle goes on to say, "This vessel had the distinction of being the only centerboard schooner ever to be employed in the North Atlantic fisheries." He further describes the vessel saying, "The **Herrick** was an extreme clipper, having a low quarterdeck with the "break" or "great beam" forward of the mainmast. The latter was off-center to starboard, with the centerboard off-center to port, in order to balance the hull and rig by placing the centerboard far enough aft. This was not original in the **Herrick**, of course, for it was used in many centerboard schooners built from Virginia northward. The **Herrick** proved to be a very fast sailor on a reach or running off, but was not very weatherly. Essex connoisseurs in schooner design thought that her centerboard was too small, the case having been shortened by order of the owner while under construction, it was claimed.

The **Herrick** was designed to be 95'-6" moulded length at main rail cap, 80'-0" between perpendiculars, and 24'-0" moulded beam. (7.6' – depth of hold) The dimensions were intended to produce a shoal draft schooner to work out of some shallow Maine ports. The schooner was long and low in appearance, having very moderate sheer, straight keel with little drag, slight rake to the sternpost, a long counter for the date, sharply raking transom, wide and rather shallow with some curve athwartships. The stem rabbet raked and was straight above the load line, much cut away below. The entrance was long and sharp with slight hollow in the forefoot. The run was unusually long with very straight buttocks.

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A raking midsection was used, that in the body plan had slightly rising, straight floors carried well outboard, low and very hard turn of the bilge with marked tumble home in the topside." Chapelle's book also shows a lines plan of the **Herrick**.

The *History of Swan's Island* by Dr. H. W. Small states that Swan's Island fishermen were leaders in the mackerel fisheries from 1874 to 1889 and their vessels took either first or second place every year in the fleet of the whole Atlantic coast. During this time as many as forty-one men from Swan's Island commanded at different times, at least, one hundred and eleven vessels owned wholly or in part in the town. Some were new, elegant and expensive vessels.

William Herrick, like many of the vigorous and hardy young men of Swan's Island in that era, was a rugged individual with quite a flamboyant character. He became a highline fisherman and commanded the schooners **Pioneer, Glad Tidings, Amos Cutter, Rebecca S. Atwood, Augusta E. Herrick, Effie T. Kemp** and possibly more.

While in command of the **Herrick** he carried a cannon for protection. When United States vessels fished near Canadian territorial waters, Canadian Fisheries Patrol vessels some times seized vessels claiming they were fishing within Canadian waters. The treaty between Canada and the United States forbid U. S. Vessels to fish within three miles of land. Some overzealous patrol officials seized vessels claiming they were inside the limit when the vessels were outside. Their word was law and it took lengthy and costly litigation to get a vessel back, if at all. Herrick allowed the Canadians wouldn't take his vessel without a fight and he even had rifles with plenty of ammunition for his crew. The cannon is now located at the Swan's Island Museum. William's son, Charles Freeman Herrick, wrote a series of interesting and well written articles in the 1927 June through December issues of the *Atlantic Fisherman*, about the **Augusta E. Herrick** fishing for mackerel in the Canadian waters of the North Bay. He writes of some instances when the cannon and rifles were brought into play but did not have to be fired.

William P. Herrick was born Nov. 6, 1841 at Swan's Island, Me. His mother, Sarah Herrick, was only seventeen years of age at the time of his birth. He was brought up by his mother's parents, Kimball and Abigail (Babson) Herrick. Kimball was born in 1803, the son of Eben and Priscilla (Bridges) Herrick of Brooklin, Me. Kimball grew up in Brooklin and married Abigail M. Babson. They moved with their three daughters to Swan's Island in 1839 after living for several years on Marshall's Island.

William Herrick's father was Thomas Ross, eight years older than Sarah. I don't know why they did not marry but Ross married Dianna Norwood of Mount Desert the same year that William was born. Two years later Sarah married Ambrose Gott of Swan's Island. Both lived on Swan's Island and had large families.

Thomas, born in Brunswick, Me. was the son of John and Mary (Kench) Ross. Mary Kench was the daughter of Thomas and Jane (Maker) Kench. Thomas Kench had survived Arnold's disastrous march to Quebec, deserted the army and lived as a hermit on Harbor Island at Swan's Island for a number of years after which he removed to Brooksville where he married Jane Maker from Cutler, Me.

Perhaps William Herrick inherited some of his rugged individualism from his great grandfather. William grew up on Swan's Island and married Augusta Edith Gott, the daughter of Joseph and Eunice (Sprague) Gott. Joseph was a brother of Ambrose who married William's mother, Sarah. They were sons of John Gott who was lost at sea at the age of seventy years. John Gott's wife was Ruth Barton of Castine. His parents were Peter and Charity (Kain) Gott, early settlers at Swan's Island.

Augusta (Gott) Herrick's brother, Freeman Gott, in 1872, while commanding the schooner **Highland Queen**, was the first Swan's Island fisherman to use a purse seine for catching mackerel. Capt. Gott, while in command of the clipper schooner **John Somes** on a trip east from Portland for frozen herring was lost over board when the schooner capsized in a squall while entering Boothbay Harbor on Nov.29, 1875. He was 37 years old.

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Clipper schooners were meant to be fast in order to get their catch of mackerel to market as soon as possible for the best price. They were really over rigged carrying a lot of sail and had to be sailed very carefully. For winter work the topmasts were taken down and the rig was shortened but, even so, clipper schooners were ill suited for winter weather.

William P. Herrick owned the **Augusta E. Herrick**, named for his wife, for about ten years before he sold her. He fished for mackerel in summer and traded among the Caribbean islands in the winter. In his (Materials for a History of the Mackerel Fishery) G. Brown Goode writes, "On April 13, 1879 the schooner **Augusta E. Herrick** of Swan's Island, Maine caught the first mackerel (*of the season*) (130 barrels) in latitude 37 degrees 37 minutes N., longitude 74 degrees 23 minutes W." "In 1881 the **Herrick** sailed July 22 for mackerel. She cured 2280 barrels worth \$13,674.00."

The mackerel fishery went into a decline after 1885. By 1891 the fishery became unprofitable and one by one the Swan's Island vessels were all sold or disposed of. Some of the Swan's Island fishermen went west to Washington state and fished on the west coast, some went as crew on big schooner yachts, while others stayed home and took up lobster fishing. After William Herrick sold his vessel he went into the fish business in Boston, eventually returning to Swan's Island. In 1898 he held the office of Postmaster of Swan's Island.

Many of the mackerel fleet in the winter engaged in the frozen herring trade, bringing the fish from Newfoundland and the Gulf of St. Lawrence to Gloucester and Boston. This was hazardous as the clipper schooners were ill suited for the winter storms. Herrick may have realized that his vessel, being a centerboarder, was not suitable and took her south instead. The **Herrick**, however, was used in the winter herring fishery after he sold her. I have found some disaster reports in the New York Maritime Register concerning the **Herrick**. "On Feb. 10, 1895 she arrived at Gloucester from Newfoundland having had the decks swept and sprang a leak. On Oct. 10, 1894 the **Augusta Herrick** fouled another schooner during a gale at Provincetown and was obliged to slip her anchor and run ashore at the eastern side of the harbor. She was floated without material damage. In 1893 the vessel, commanded by Capt. McIntyre, arrived at Philadelphia from Prince Edward Island on Jan 9th and was slightly damaged by being forced on the dyke below Newcastle." At this time, according to the American Bureau of Shipping, W. F. Green & Sons are the owners of the **Herrick**.

About 1898 The **Herrick** appears to have been sold south and hails from Tampa, Florida. According to the New York Maritime Register disaster reports of Dec. 21, 1898, "The **Augusta Herrick** along with another schooner loaded with lumber, gun carriages and other Government supplies were stuck in the mud at Tampa for the four days previous to Dec. 12 awaiting the tide to float them."

"On Jan 17, 1900, the schooner **Augusta E. Herrick** sprang a leak off the coast of Cuba recently and returned to Tampa, where she was hauled out on the railway for repairs. The work was completed and the vessel left Port Tampa Jan. 12 for Honduras."

"March 28, 1900, **Augusta E. Herrick** (sc.) from Tampa, Feb. 24, was wrecked at Hog Island, off the coast of Honduras, recently, during a heavy storm. Crew saved."

The ASA would like to acknowledge our appreciation to Mac Deford, Executive Director of the Penobscot Marine Museum, in permitting re-publication of this article by Ralph Stanley in *Wing & Wing*. The Penobscot Marine Museum, located in Searsport Maine, has a multi building campus housing exhibits of fine marine art, ship models, a regional watercraft collection, and exhibits concerning the history of the bay from native Americans to present. It's a great place to visit so please stop by the museum or visit on line at www.penobscotmarinemuseum.org.

The last Ram built, the *Granville R. Bacon*, while sailing light was driven ashore in a blinding blizzard in 1933. Sailing under forestaysail and spanker, Captain George Jones could not claw her off the lee shore. A strong southeaster beached her at Weekopaug, Rhode Island.

These fine vessels were never yachts or thought of as classic boats. Yet, as Captain Harvey Conway put it, "She raised me and my ten children." This is the sentiment of many captains and owners. They were not only the workplace, but home to many. Captain and wife teams were common. Rams freighted everything marketable. But the mechanical machinery of the industrial age was no match for wind-driven technology. Pick up and delivery times could not be guaranteed under sail. An irreversible decline for working sail was well on its way by 1940. Even as boat after boat lay idle, some captains could not give up sailing.

Other than oyster dredging, dude sailing is all that's left to commercial sailing. But it's not over yet. In 2000, I had the honor of securing the mooring lines thrown down from the *Victory Chimes*. She sailed into Fell's Point, Maryland, and made fast to Broadway Pier. Built in Bethel, Delaware, in 1900 as the *Edwin and Maud*, She was renamed *Domino Effect*, then *Victory Chimes*. She was in Baltimore to celebrate Her 100th birthday. One hundred years of working. She was also participating in The Great Chesapeake Bay Schooner Race. With paying passengers, She is still a true commercial sailing vessel. No motor or iron jenny in her hull.

Still a free-spirited sailor



Pinky Schooner "Rosemary Ruth"

On her first sail

February, "05"

Photographs By

Jeanette Hoyt & Richard Hudson



2004 ASA Annual Meeting Minutes

Call to Order

The annual membership meeting of The American Schooner Association was called to order by Commodore Peter Thompson at 1000, Saturday February 5, 2005, at the Seaman's Inn, Mystic, Connecticut. Over 50 members and guests were in attendance. Introduction of the officers included Vice Commodore John Senning, Rear Commodore Alex Rhinelander, Treasurer Mary Anne McQuillan, and Secretary Stan Carlstadt. The membership then introduced themselves.

Reports

Treasurers Report. Treasurer Mary Anne McQuillan presented the Annual Report (attached) indicating Income of \$5671.70, Expenses of \$4575.35, Cash on Hand of \$4103.28, and Liabilities of \$210.00.

Secretary's Report. Secretary Stan Carlstadt gave his report. The 2004 minutes, as published in Wing and Wing, were approved. The 2005 Roster is in the final stages. All members are invited to review their information for accuracy. The Board of Governors has met five times since the last Annual Meeting.

Old Business

Chapter Report. Secretary Stan Carlstadt reported that the ASA Mid-Atlantic Chapter Commodore Art Birney had resigned for personal reasons, and that he, the secretary, had to resign for want of available time. Vice Commodore Dennis Berg and John Moorshead are working out the transitions necessary.

Awards

Commodore Thompson presented the ASA Award to John Moorshead for his work on behalf of the establishment of the Mid-Atlantic Chapter of ASA.

Rear Commodore Rhinelander presented the Rendezvous Awards :

2004 Great Chesapeake Bay Schooner Race Rendezvous award to Jim Lobdell (Malabar II) who was a class winner, and finished a grueling race under appalling conditions.

2004 Gloucester Schooner Festival Rendezvous Award to Robert H. Pulsch (Heron) who was a class winner on his beautifully restored vessel.

2004 Port Townsend Rendezvous Award to John "Sugar" Flanagan and Leslie McNish (Alcyone) for innovation in race course creation.

2004 Wooden Boat Show

Sam Hoyt reported on the ASA Booth at the Wooden Boat Show, 2004, and discussed the exposure we received, as well as new members. We do have a Junior Membership at a reduced rate.

New Business

Election of Officers

The slate presented by Sam Hoyt on behalf of the Nominating Committee was:

Commodore- Peter Thompson

Vice Commodore- Alex Rhinelander

Rear Commodore- John Senning

Treasurer- Mary Anne McQuillan

Secretary- Al Roper

2004 ASA Annual Meeting Minutes (Continued)

ASA Newsletter Wing & Wing. Editor Greg Woods reported that Wing and Wing would be changed to incorporate color options in the future, and encouraged members to submit articles and information to him at his website.

2005 Membership Initiatives. Commodore Thompson related that Phin Sprague of Portland Yacht Services kindly offered the ASA a booth at the Maine Boat Builders Show and that he would ask WoodenBoat for their support again via a booth at The WoodenBoat Show in Newport, RI. There is also an internal initiative, agreed to by several members, to offer examples of Classics Saved (schooners of course) as a possible companion page to WoodenBoat's fine Save A Classic article.

ASA Award Nominations. Rear Commodore Senning accepted new nominations to the existing list of worthy candidates for the ASA Award. The Lake Champlain Maritime Association was nominated. Nominations are still open and may be communicated to any of the Board of Governors as they may arise during the year

Annual ASA Rendezvous. Al Roper reported on the 2004 Great Chesapeake Bay Schooner Race, which resulted in 12 of 42 participants actually finishing due to gale force winds. 2005 hopes to see a challenge between the Pride of Baltimore II and the Schooner Virginia if the Pride is in port. GCBSR is looking for about 40 Schooners, for a total of 3000 feet. GCBSR has requested that they be named as an official ASA Rendezvous, and that we try to have a meeting and exposure at both ends of the race, Baltimore and Portsmouth, VA. The dates are October 13-17, 20. GCBSR has raised almost \$100,000 for the Chesapeake Bay Foundation Educational Fund since 1990.

Daisy Nell and Al Bezanson discussed the plans for the Gloucester Schooner Festival, including member initiatives and parties. There are some revolutionary plans underway to make this an even better event. Al showed off his belt buckle for winning the GCBSR, as a challenge to the GSF to top it.

The Gloucester Maritime Heritage Center, represented by Amanda Madeira, Ann Nichols, and Jay McLauchlan, is working with the ASA to find ways to improve the GSF. The GMHC spoke of their mission, facilities, and left open some options for collaboration.

Lane Briggs reported that the Delaware Bay Race is being reinstated after a lapse of 79 years, on October 7-8-9, a convenient time for boats on their way to Baltimore for GCBSR.

Mark Faulstick suggested the Essex Race (Governors Cup Regatta), and the NYC Mayors Cup. More details will be forthcoming in the future. Sam Hoyt will touch base with the West Coast concerning a possible Port Townsend event in 2005.

Open Discussion. The Schooner Virginia has been launched in Norfolk, VA, christened, and will be commissioned this spring in Yorktown. Paul Moore reported that there will be an exhibit of 35+ pictures by the famous maritime artist John Mecray in Philadelphia, June 15, 2005, at the Maritime Museum. The Essex Society and Historic Museum was recommended as well worth a trip. Dennis Berg highly recommended the Video "Captains Courageous" which has been made from the 1938 movie. Alex Rhinelander stated that plans for next year might include a concert and singing on Friday night prior to the next annual meeting to encourage more people to come to the meeting sooner and stay longer. Susan Funk of Mystic Seaport suggested the Charles W. Morgan 'tween decks as a possible location.

Closure of Formal Session. Sam Hoyt declared the meeting to have been excellent and moved that the formal proceedings of the ASA be closed. Jim Cassidy discussed the importance of our relationship with other Maritime organizations and how we as an organization can benefit developing relationships with these groups. Susan Funk, a Vice-President of **Mystic Seaport**, was introduced and welcomed us back to their wonderful town for our annual meeting. Susan supported comments by Jim and spoke eloquently on the importance and mutual benefit of a cooperative relationship between Mystic and the ASA. We agreed to seek ways to enhance involvement between the two organizations.

Guest Speaker. Art Cohn, Director of The Lake Champlain Maritime museum, with help from his son Nathan, presented a fascinating lecture and slide show on the Lois McClure, a full size replica of an 1862-class canal schooner. The schooner is named for Lois McClure who has been a major supporter of this project, as well as others in the Greater Burlington area. There was also much information concerning the evolution of shipping on the Lake and its canals, the military history there, and the status of the Museum, which has unparalleled underwater exhibits accessible to divers. As an aside, Art was once a commercial diver, working for our own Lane Briggs over 30 years

ago in Norfolk.

(continued on page 14)

2004 ASA Annual Meeting Minutes

The session was formally adjourned at 12:15 following a question and answer period and hearty applause. The ASA Annual Luncheon was held in the private dining room of the Seaman's Inn which never disappoints. In lieu of a formal afternoon program, a retreat was held, at the Riverwalk Pub-Restaurant, for a number of hardy souls who wished to continue in the atmosphere of congeniality, conviviality, and occasional tale-telling which had begun the previous afternoon, and was to continue until the wee hours of the morning at the motel venue.

Respectfully Submitted,

A. L. Roper, II

Secretary, ASA

**Dogwatch's birthday cake. Guess the schooner.
(It's Malibar II)
Courtesy of Jeanette Hoyt**



**Al Bezanson greets long lost friend Captain Steve Bunker at the Main Boatbuilders' Show
Courtesy of Jeanette Hoyt**



**"Dinghy Christening"
John Marsland
long time schooner enthusiast
and builder of Anitra's Dance as
well as the new dingy pictured.
Photo courtesy of Stan Carlstadt**





DUES ARE DUE!
The American Schooner Association
needs your support today.
Please pay your dues to avoid
a lapse in your subscription!

OFFICERS

COMMODORE
Peter Thompson

VICE COMMODORE
Alex Rhineland

REAR COMMODORE
John Senning

TREASURER
Mary Anne McQuillan

SECRETARY
Al Roper

EDITOR
Greg Woods

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.

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) _____

Deadlines for Wing & Wing

Summer June 1

Fall October 1

Winter February 13

Spring Optional

Web Address:
amschooner.org

They mark our passage as a race of men. Earth will not see such ships as these again.
John Mansfield

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Please help to support the organizations and individuals who support the American Schooner Association

21st Annual
Gloucester Schooner Festival
September 2-4, 2005

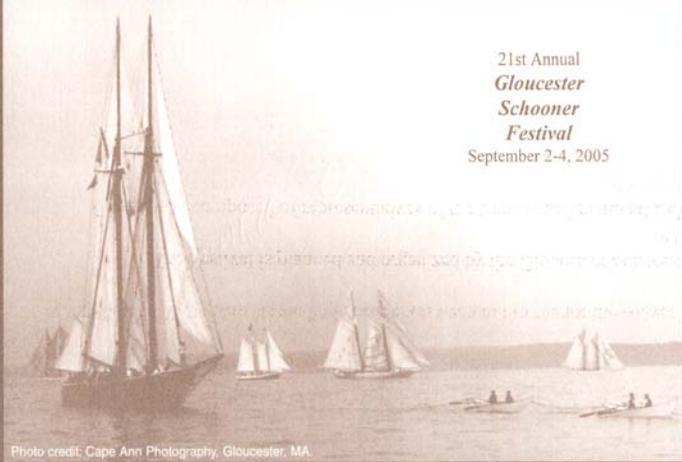


Photo credit: Cape Ann Photography, Gloucester, MA.

August 26-28

The 2005 Wooden Boat Show



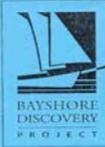
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Newport, Rhode Island
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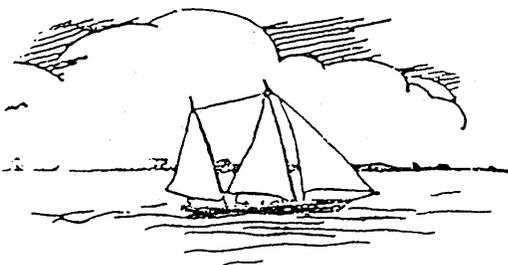
401 454 8300 Tel
401 454 8455 Fax

 **RACE ABOUT THE BAY**

SAVE THE DATES
Oct. 7-8, 2005

On the Delaware Bay Bivalve, New Jersey
Home of the Schooner A.J. MEERWALD
856-785-2060 x129
info@bayshorediscoveryproject.org
bayshorediscoveryproject.org

Mid-Atlantic Chapter Information and Message



WHAT SHALL WE DO?

We should take our cue from our name. We need to associate. We would like to know more about and learn from other schooners and schooner owners. If we are planning a cruise, what schooners might we meet up with?

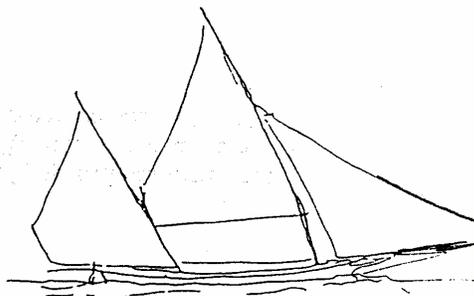
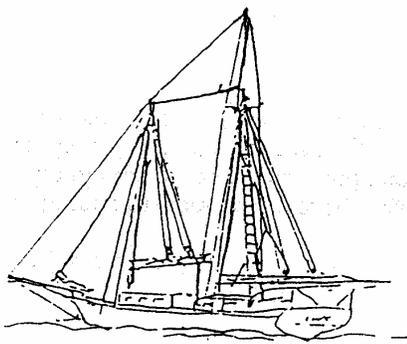
ASA rules prohibit formal races but if 2 or more schooners are lying in the same anchorage, nothing says they can't weigh anchor at the same time in the morning and see who works out the river best under sail. When they feel like it they can start the engines and proceed.

We would like to hear about each other and each other's maintenance and rigging projects as well as the history of other schooners.

Schooner owners can be encouraged to make up 8 1/2" X 11" pages about their boats with photos of the boats, family and crew members. Hopefully someone with computer skills will volunteer to make up the pages into booklets which can be sent out to all members. Won't this make our organization more interesting?

With these projects and others we think of, ASA - Mid-Atlantic will become a valuable asset to its members and the national organization.

Dennis Berg





AMERICAN SCHOONER ASSOCIATION MID- ATLANTIC CHAPTER

From: Dennis Berg, Vice-Commodore Mid-Atlantic Chapter
American Schooner Association

Dear Schooner Enthusiasts;

The Mid Atlantic Chapter of the American Schooner Association schedules it's meetings at the Chesapeake Bay Maritime Museum, St. Michaels Md. We have a schedule as follows:

09:00 to 09:45 Gather at the meeting room in the Steamboat Building for coffee 09:45 to 11:15 Tour Museum

11: 15 to 12:00 Lunch at the Crab Claw

12:00 to 1: 30: Scheduled/Annual meeting. This meeting is the only official part of this program. The other activities are optional.

By the rules of the American Schooner Association, members of a chapter must also be members of the national association. Both chapter and national dues must be paid to the national association, which remits chapter dues to the chapters. National dues are \$25.This includes 3 issues (one optional) of *Wing and Wing*. Chapter dues are \$15. This should be taken care of before the meeting.

The positions of commodore and Secretary/Treasurer are open at this time. We will accept nominations from the floor.

This letter is being submitted to *Wing & Wing* as an open invitation to encourage communication among members about ASA Mid- Atlantic. We would like to hear from you at the mail or Email address below about your plans to attend a future meeting and answer any questions.

Sincerely,

Dennis Berg P.O. Box327

St. Michaels Md. 21663 djberg @drnv .corn



American Schooner Association

P.O. Box 484

Mystic, Connecticut 06355

Email us through: amschooner.org