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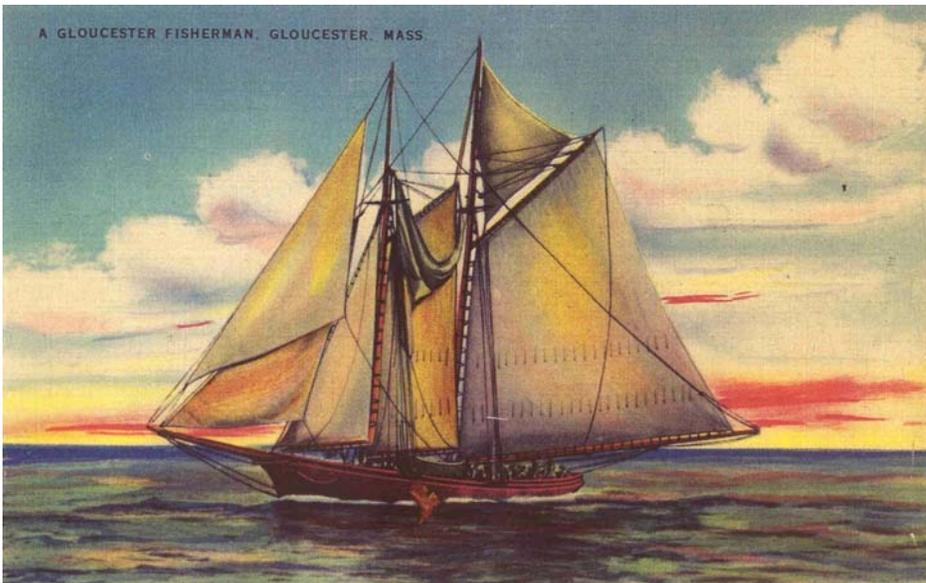
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WING & WING

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The Official Newsletter of the American Schooner Association

GORTON'S SCRAPBOOKS by Allan Bezanson



Undated postcard published by Frank W. Shurtleff, Gloucester, MA—Gorton's Scrapbooks

Our fish are dried in the pure sea air by absolutely natural methods, and are salted in sea salt imported by us in chartered ships. We have the largest fleet of fishing vessels in the world and employ, besides our own fleet, as many more, all of which bring their products to our wharves."

This claim is from an advertisement

2005 OFFICERS

COMMODORE
PETER THOMPSON
VICE COMMODORE
ALEX RHINELANDER
REAR COMMODORE
JOHN SENNING
SECRETARY
AL ROPER
TREASURER
MARY ANNE-MCQUILLAN

"Why you should eat Gorton's Codfish and other sea products" in the *Boston Globe*, 1906. It was found amongst scrapbooks at Gorton's, a fish processor still thriving since its founding in 1849. Gorton's has preserved an interesting collection of documents and copies of newspaper accounts relating to its schooner days.

In 1902, six years after Rudyard Kipling's visit to Gloucester and the publication of *Captains Courageous*, this article appeared in the *Boston Journal*. "Captains and Crews Courageous, The Men of Gloucester Will Have One of the First Pages of the Book of Heroes....The fishermen's life is hard enough, but when you consider that he plies his trade right in the track of commerce and consequently must, besides tending to his trawls in smooth seas and in seas mountain high, in blistering summer and in numbing winter – that besides he must

Continued on page 2

GREAT CHESAPEAKE BAY SCHOONER RACE REMEMBERS LANE BRIGGS

With the passing of long-time member Captain Lane Briggs on September 19, we all lost a good friend who will be dearly missed and who's life was celebrated this year at the GCBSR.



Lane with grandchildren

A Ballad of Captain Briggs By Al Roper, 1992

A mountain man, he left the hills
He sought the stormy seas,
He built an ark of strongest steel
Her mast the tallest trees;
His crew comes on as boys and girls
And goes ashore as men (and women)
When you work with Captain Briggs,
my boys,
Everybody wins.

He dreams of crystal waters
And crabs and fish galore
And not a trace of garbage
To wash up on the shore
He loves the bays and rivers
He knows the tides and winds
When you sail with Captain Briggs, my
boys,
Everybody wins.

Continued on page 2

Ballad continued from page 1

That maestro of all revelry
He parties with the best
He charms the pretty ladies
And teases all the rest
Regattas, beer, and oysters -
Then do it all again
When you play with Captain
Briggs, my boys,
Everybody wins.

A shot of rum to wake you up
And then the day begins
With bloodies up at Reggie's
And kegs to make you grin
Some Yukon Jack to go to bed
And wash away your sins
When you drink with Captain
Briggs, my boys,
Nobody wins

When you drink with Captain
Briggs, my boys,
Nobody wins.

Captain Lane Allen Briggs, born on June 18, 1932, recently passed over the horizon of a life replete with accomplishments, and a multitude of people who consider him a close friend or caring mentor. It was commonly said of Lane, if you were not his friend, it was only because



you had not yet met him. Generous to a fault, he leaves behind not only a loving family that includes five more Captain Briggs, but a large community that will keep him close in memory. Recipient of the American Sail Training Association Lifetime Achievement Award, and the American Schooner Association Award, founder of the Great Chesapeake Bay Schooner Race and Rebel Marine, he was an ardent and tenacious community leader and activist that helped reshape the blighted Norfolk waterfront to its present thriving state and in the process reached out to many troubled youth, giving them a leg up, respect and a chance for a career in the marine business.

With his characteristic mutton chops, gold earring and deep accent, he was the red-headed rebel master of the Norfolk Rebel; a unique creation of Lane's that intuitively recombined the age of sail with the age of steam to produce an environmentally efficient working vessel. The Norfolk Rebel, a schooner rigged, steel tugboat, the *Tugantine*[®], was Lane's trademark, always plying the waterfront towing tall ships and old character vessels.

Lane, having passed over a horizon that we too shall follow, you have not left us but rather preceded us on a new voyage. Fair seas. *Photos courtesy of Lane Briggs' Family*

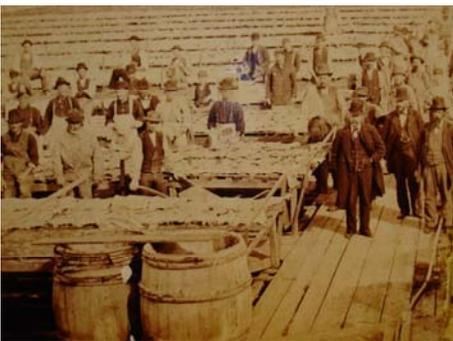
Perhaps she didn't know the danger."



Gorton's continued from page 1

regard himself as an auxiliary life-saver - that if needs be he must let go his catch to take hold of poor fellows dumped overboard out of a sister craft or out of some wayward coaster - when you consider these things you must acknowledge that Gloucester has good reason to be proud of her men and her fleet."

From the *Gloucester Times*, "Today ends one of the most prosperous years, (1901) in the record of the fishing industry, as far as this port is concerned. In this connection, it is gratifying to note that the num-



Gorton's Flake Yards Circa 1900
Courtesy Gorton's

ber of vessels lost from this port, nine, is the smallest for 20 years, and the number of lives lost, 48, the smallest with one exception for 16 years. . . They go and some do not return. Others step forward to fill their place and the never-ending battle of the sea and its toilers goes steadily on. Never a waver is there in the oil-clothed legion. Whole crews go down, but the ranks are always full. Fish is their harvest, the sea their field. From the sea comes the living for them and their little ones.

"Sang on the Wreck" is the headline in a January 1902 Boston Journal article. "Mrs. Clark's Honeymoon was Interrupted. Her Husband's Ship Went Down on Georges. Bride Prayed and Acted the Heroine. When their schooner *Eva L Ferris* was sunk, it was her first trip, her honeymoon, in fact, and yet the shipwreck left her undaunted, quite willing to try it again." . . "Great was our joy when we saw that Gloucester fisherman coming our way. It didn't seem as though any but Gloucester fishermen could have gotten us off that ship, so heavy was the sea. . . Mrs. Clark stood it like a brick. She didn't seem half as anxious as the rest of us.

Perhaps she didn't know the danger."

Gorton's collection includes handwritten diaries of schooner financial records, advertising material and recipes for yesterday's fishery products (messed bloater mackerel), secret radio codes and much more. Radio was at first unwelcome by skippers competing to locate fish and return early to port for the best price.



Gorton's Fisherman

The Cape Ann Historical Museum has a list of Gorton Pew vessels; 1906 to 1954. It totals 154, including beam trawlers as well as schooners. These schooners appear, notable in the history of the fishermen's races; Elsie, Esperanto and Thomas S. Gorton. Esperanto defeated Delawanna, Canada's entry in the first international fishermen's races in 1920, and took the series two straight. Gorton's has loaned its Esperanto cup to the Cape Ann

Continued on page 9

Dogwatch

by **Sam Hoyt**



Photo: Sandy Thompson

Dogwatch finally made it. To Norfolk, that is, and a good thing, too, because it's a great show they put on...at both ends of the Great Chesapeake Bay Schooner Race and a fitting conclusion for a very interesting sailing season.

ASA's continuing push for recognition took a giant step forward with our second appearance at the WoodenBoat Show in Newport where our "booth" was Bob Pulsch's restored 1911 Crowninshield beauty **Heron**. And did it attract attention! Overall attendance at the show was significantly greater than a year earlier at the scenic Fort Adams site. But the Newport Yachting Center attracts a big walk-in crowd and many of them expressed interest in the schooner and also the Association.

Among the more notable of these were Captain Bill Pinkney, formerly skipper of **Amistad**, Captain George Moffett of **Brilliant**, Don Glassie of **Fortune** and a Vineyard delegation consisting of Jim Lobdell of **Malabar II** and Nat Benjamin of Gannon and Benjamin. All were suitably

impressed with Bob's craftsmanship.

An unexpected visitor climbed aboard and, in the broadest Maine accent, announced he'd been signed up as a member by Al Bezanson who rented his mother's house on Spruce Head (which a number of us had been planning to "drop in" on but **Green Dragon** didn't make it to Maine this summer so what's the point?). This turned out to be Skip Cornell whose schooner, **Pan**, has been in the family for several generations. Skip is a working lobsterman and, more surprises, when his delightful teenage daughter, Jacqueline, came aboard, it turns out she runs her own lobster boat. And we also met Don Glassie's daughter who was the cook aboard **Brilliant** as well as his son.

ASA Rendezvous events... A week later it was back to Massachusetts for the Gloucester Schooner Festival. Only a two-green-schooner raft this year with **Green Dragon** and **Heron** and it appears that Joe Garland got it all right this year during the parade of sail. And Dogwatch found very little to complain about, due largely to a great deal of effort devoted to the event by a number of people. This group included Kay and Tom Ellis, Daisy Nell and Captain Stan, Al Bezanson and Jay McLaughlin and resulted in better berthing accommodations for the schooners, an additional party at Gorton's, the usual excellent meal and entertainment at the Gloucester House and, most important, a reach-reach course for Saturday's race, resulting in most crews getting back ashore by early afternoon. Astoundingly, this did not result in the expected debauchery that one might expect given this crew, although the dark and stormies where flowing on **Heron**.

One would be woefully remiss if we did not single out, yet again, Mike Costello, the executive director of the Cape Ann C of C, for his efforts in pulling the event together for the 20th or 21st time, for getting the band to tone things down a tad at the Gloucester House so people could talk, for encouraging the race committee

to listen to the schooner people and, just incidentally, for clearing up a minor problem Dogwatch had with the local constabulary.

The big race on Saturday saw a close and exciting finish with the Ellis's **Thomas E. Lannon** trying to edge Mark Faulstick's **Adventurer** below the finish line with **Heron** coming on like a train. But Mark managed to get around the **Lannon** to take first place. In the small class, Daisy Nell and Captain Stan in **Shearwater** thoroughly dominated the class with Al Bezanson's **Green Dragon**, aboard which we were privileged to ride along with Mary Anne McQuillan, Fred Sterner and Al's son, Andy, second and third place going to Bruce Davies' **Estrela**. **American Eagle** took the large schooner class with **Lettie G. Howard** second and **Spirit of Massachusetts** third.

It had become customary for Dogwatch to take the race committee or some of the skippers to task prior to Mary Anne presenting the ASA Rendezvous Award. This year, all we could muster was a thought that, given the course and the fresh breeze, we all might have gone around a few more times. Then Mary Anne presented the Award to Tom and Kay Ellis for all their efforts at making the event a great success.

On to the Chesapeake... Richard Hudson's steel Pinky schooner **Rosemary Ruth** departed the 79th Street Marina on the Hudson River (I don't think it was named after Richard) at 3:50 AM Sunday morning, and, after a wet downwind ride to Cape May, arrived in Fells Point the next Wednesday morning. As usual, the hospitality was terrific, but Latina Palace just doesn't come up to the level of the old Bohager's (now condominiums) as a party site.

Also downwind to the start off Annapolis and for the whole race. **RR** started last and watched as the fleet sailed away, including the tugantine **Norfolk Rebel**.

Continued on page 8

The Gloucester Schooner Festival 2005

By Robert Pulsch, Schooner Heron

On Friday, September 2nd, I attended the Mayor's reception along with Bill Comella (one of my crew). The rest of Herons crew showed up late Friday evening. The reception was attended by schooner captains, crew and a lot of the towns resident's. It was a very friendly affair and enjoyed by all. Al Bezanson sailed past the reception area in Green Dragon in full sail with his son, Andy, and Sam Hoyt....looking good.!!!

Saturday was the race for traditional small schooners. There was a small breeze at the start which eventually died out. None of the little schooners finished due to lack of wind. Saturday afternoon we decided to go out for a practice/fun sail. We enjoyed ourselves that evening at the Gloucester House party. Somehow, whenever schooners get together we always have a great time. The evening was finished with a parade of lighted ships



Heron in the Hunt of all kinds and a fireworks display. It was another good evening.

We awakened early Sunday morning with beautiful weather and a nice breeze for the parade of schooners in front of the Fisherman's Memorial. The parade was well

organized and well attended. Then off to the race.....and what a great race course this year. It was a broad reach both ways. Everyone commented that they finally got a schooner course right. It was also a good spectators' course. There were always schooners in view, coming and going. The guests on the big schooners had a great view.

The Race: There were three classes on the same course. Class 1 was the "big boys", Class 3 was for the little schooners and I raced in Class 2 which was small schooners for the Cameron Trophy. My tactician and main sheet tender, Bob Wilson, got us right on the line for a good start. Breeze was about 10 knots. As soon as we crossed the line I looked over my shoulder and saw a bowsprit over my stern. It belonged to Adventurer, captained by Mark Faulstick. I said "oh sh—." At that moment we were setting our balloon jib and fisherman and we were able to walk away. It was quite a thrill because Adventurer is a fast boat and Mark is a very good sailor. I had a few good mark roundings with Walt Sodon on the foredeck moving the balloon jib around the forestay, hanging on with one hand and getting the sail around the forestay with the other.

At one time I thought we were going to lose him overboard. He did a good job and stayed with us. On the next mark American Eagle was ahead of me and off a little bit of the mark. I didn't know whether to go around him or underneath him. Tactician, Bob Wilson wanted to know if I was too chicken to put it between him and the mark. Bob remarked that American Eagle could not tack as tight as Heron...That made up my mind.

Heron had a beautiful rounding. The balloon jib came right around. We put the fisherman up on the new tack. We were doing very well when one of the fisherman sheets went flying. Our lead went downhill and in our recovery Adventurer



Adventurer Chasing Thomas E. Lannon, photos: Fred Sterner

WOODEN BOAT SHOW AT NEWPORT RHODE ISLAND, AUGUST 2005

by Peter Thompson

Last year as some may recall, Dog-
watch, the Commodore, Rear Commo-

dore, several past Commodores, the
Secretary, Treasurer, and the ASA

Grog Master were marooned ashore at the Wooden Boat Show in a white tent on the grassy edge of Newport Harbor, soliciting all who went by and fortunately ensnaring a few new members. This year Bobby Pulsch took pity on our sad lot and graciously brought Heron to the Wooden-

Boat Show in Newport Rhode Island as the official envoy of the American Schooner Association. Now for those who know Heron and the extremely high quality of her restoration at the skilled hands and discerning eye of Captain Pulsch, she is not, by any means a 60 grit classic, but a window back to the graceful design and thoughtful construction details of B.B. Crowninshield. It is also rumored that Benjamin Mendlowitz, enjoyed a visit aboard Heron and it would not be inappropriate if she ended up in Ben's lens sometime in the near future.

Not only did Heron's sleek hull and welcome mat showcase the best of what the ASA is all about, but she shined such a spotlight on us, that we healed like dogs, putting on our very best dock-side manners. In any event, Heron hid a sufficient quantity of cold beer stowed

Continued on page 7



Bill Pinkney, Bobby Pulsch and George Moffet by Heron
Photo: Alex Rhineland

Gloucester *continued from page 4*

went right by us. We made another mark rounding and started toward the finish line. Thomas E. Lannon was ahead with Adventurer hot on his heels. Heron was closing the gap.

Adventurer was able to pass the Thomas E. Lannon for first place seconds ahead of The Thomas E Lannon. Heron was a little over a minute behind Adventurer

and took third. All in all it was a thrilling race. For a minute I thought I was back crewing on J 24 buoy races. It was the most enjoyable schooner race I participated in. Everyone got back to the party and award dinner at the Coast Guard Station on time. As usual it was a great time.

An E-mail message that my son-in-law, Bill Carton, sent out after the race follows:

'We came in third to the two other boats. 1st Adventurer, 2nd Thomas E Lannon. We were leading for ¾ of the race, then I blew the lead by losing a line on the last tack and we lost our position. Mark Faulstick gave me the first place trophy at the awards ceremony, thanking me for my fine seamanship. He said "I deserved it more than he did"!!!! Mark then told Bob to fire the whole lot. Bob's reply was "Your not getting my crew that easy"!"

Mayors Trophy Race

New York -- Only six schooners were on hand for the 2005 running of South Street Seaport Museum's Mayor's Trophy Race, now the longest running event for traditional sailing vessels in the northeast, if not the country. A gaggle of yawls and ketches also sailed the race but nobody paid any attention to them, mainly because they outdistanced the schooners very quickly in the light southerly breeze.

The start was delayed by a nasty collision between South Street's **Pioneer** and **Adirondack II** which charters out of Chelsea Piers on West 23rd Street. **Pioneer** was pretty much caught in irons trying to tack right on the starting line. **Adirondack II**, on starboard tack, attempted to bear off but failed to clear **Pioneer**, probably because she was close-hauled and didn't have time to ease the mainsheet. She struck **Pioneer** on the starboard quarter and bounced off quickly since she hit first

Continued on page 7



Lettie G. Howard at Gloucester
Photo: Fred Sterner

Mayor's Trophy continued from page 5

with her bobstay which acted as a sort of springboard. Nevertheless, **Adirondack II** lost her headstay but, fortunately, the rest of the rig stayed up. **Pioneer**, being iron, didn't seem to sustain any damage, but both schooners retired from the race.

This mishap enabled **Lettie G. Howard** and **Adirondack** (yes, there were two of them entered) to start cleanly, but **Rosemary Ruth**, which was just a couple of boat lengths to leeward of the collision on port tack, was unable to either tack for the starting line (the two schooners in the collision were in the way) or jibe around (the aforementioned yawls and ketches were all coming down on starboard tack) and so had to wait before tacking twice before starting. This put her well behind **Lettie**, **Adirondack** and **Shearwater** (New York) in a distant last place.

The course was a long beat to a mark just north of the Verrazano Narrows Bridge on the Brooklyn shore. **Adirondack** was first around, followed by **Lettie**, then **Shearwater** and, about 20 minutes later, **Rosemary Ruth**. But things were to change.



One of the Adirondacks from Rosemary Ruth

With a strong ebb tide running, **Adirondack** and **Shearwater** headed straight up the harbor towards the finish line. The two ladies, however, perhaps benefiting from local knowledge, stayed right on the Brooklyn shore. Things got even worse for the Scarano schooners as **Adirondack**

sailed way to close to the Jersey shore south of Liberty Island and managed to run hard aground. This effectively put her out of the race. **Lettie** had now opened up a good lead on **Shearwater** and **Rosemary Ruth**, despite being about 30' shorter on the waterline, was fast catching up to **Shearwater**, making good use of the fisherman staysail wung out opposite the foresail. And just south of Governor's Island, she caught the larger schooner. But both vessels had to tack to make the finish line and, with the ebb tide not helping at all, the larger **Shearwater** was able to outdistance the pinky schooner to the finish line.



Rosemary Ruth and Lettie G. Howard
Photo: Richard Dorman

Lettie G. Howard took line honors and the Mayor's Trophy, **Shearwater** was second and **Rosemary Ruth** took home the gin and cornflakes which were presented to Richard Hudson as "cook" of the last schooner to finish. Fortunately, no great damage was sustained by the Scarano schooners as both were seen sailing in the next week. And the only damage to **Pioneer** is to come this winter when she is thoroughly refinished down below.

Wooden Boat Show *continued from page 5*



MaryAnne McQuillan and Bob Pulsch relax in Heron's spacious cockpit

under her cockpit seats so as to keep the crew occupied and mutiny at bay, which after all is what was really important. The show was blessed with perfect New England weather, though we anxiously listened to the news of the powerful hurricane Katrina that was building in the Gulf of Mexico that weekend.

The ASA is once again very grateful to Carl Kramer and others at WoodenBoat for their continued support of the Association and their charismatic willingness to put up with us at these events. Carl and his staff arranged a front row berth for Heron right across from noted boat builder Paul Rollins, builder of Schooner Tall Cotton, (who we successfully shamed into joining the ASA) and one dock down from Brilliant so that you couldn't walk far without bumping into a good looking schooner.

Paul was but one of perhaps a half dozen folks that signed up as new members and many membership brochures were handed out, after sometimes lengthy conversation with prospective members. All in all, this kind of event is very beneficial to the ASA both in exposure and attracting new members.

The WoodenBoat Show as usual was a great event with a number of notable new yachts from various yards including Brooklin Boat Yard (Equis) and a col-

laboration yacht (Goshawk) built between Brooklin Boatyard and Rockport Marine, as well as several Novi yachts from Covey Island Boatworks. Numerous other boats, big and small packed the waterfront.

On shore, former Commodore Jim Cassidy was inhaling fine cigars and wringing hands with old and perspective clients for Heritage Marine Insurance. Member Phin Sprague of Portland Yacht Services had his crew there with an exhibit showing off their fine projects which includes the recent launch of Lion's Whelp, a large Alden staysail schooner yacht, and the forthcoming restoration of Tar Baby, a well known and very original Alden 390 design, and long time member vessel in the ASA. We were sorry Doug Theobalds was not in attendance this year as Epifanes has been a great supporter of the ASA.

Mystic Seaport was well represented by the presence of Bill Pinkney, the former skipper of Amistad and Captain George Moffet, skipper of Brilliant. Although no drogue was seen in hand, Don Glassie and two of his crew of Fortune, the fastest B. B. Crowninshield schooner afloat came by to visit Heron. Down below, Don's crew members were easily plied with spirits and it is rumored they divulged numerous tips and secrets to

Bobby Pulsch, although Don indicated he would not tell Bobby anything to his own advantage.

Of note was a visit by Captain George W. Crowninshield, great grandson of B.B. Crowninshield and Newport Harbormaster. Other notables included a visit by Jim Lobdell, member and owner of Malabar II, accompanied by Nat Benjamin of Gannon and Benjamin, Martha's Vineyard. Nat is finally working on a schooner project for himself and we can't wait to see the result. He hinted it will be a practical schooner designed for sailing and easy maintenance, and like Paul Rollins' vessel, may sport more paint than varnish than their yachting customers would demand.



Canvas Floor Covering by Bluenose Kate (aka Catherine McKinnon)

Next year, we'll be back in Newport, and members are encouraged to attend. It's a great boat show and a fantastic opportunity to bump into old acquaintances, or make a few good contacts.

Two years running we have congregated at a well attended dinner in Newport on the Saturday night of the Show. This has become an annual event requiring several hours to take in cocktails, dinner, desert and coffee. So join us in 2006. It is guaranteed to be fun !

Dogwatch continued

With Dogwatch at the helm and sailing wing and wing, we finally managed to pass the **Rebel**, for which we entertained fantasies of awarding ourself the ASA Rendezvous Award for this event. Al Roper subsequently disabused us of this notion.

If anything, the reception for the fleet in Portsmouth (which is one heck of a long way up Norfolk Harbor and the James River from the Bay) was even more lavish than Baltimore. Each boat was presented with a large fruit basket, a bottle of rum and a bottle of champagne and, for some the most important, enough boxes of Krispy Kreme doughnuts for the entire crew. And we must, yet again, express our thanks to John Eginton and the crew of **Mystic Whaler** for not only providing bunks for those whose own boats didn't have enough for the whole crew but also put over their small boat and pushed **RR** into a raft alongside, then fed us dinner. Very much appreciated.

The event, of course, was clouded by the recent death of Lane Briggs and there was no escaping the fact that he was sorely missed. His family had scattered half of his ashes at the finish line and did the other half at the start of the race. So Lane will always be part of the Bay for which he did so much.

In presenting the ASA Rendezvous Award, we were able to announce that the Schooner Association, thanks to the instigation of Commodore Peter Thompson, had made a donation, joined by several members, to the American Sail Training Association in Lane's name. Members wishing to contribute to this fund can send their checks to Mary Anne.

It was rather obvious that the Award would, in some way, go to remember Lane. In discussion with Al Roper, who did a masterful job of emceeding the awards ceremony after the pig roast, we first considered Lane himself. But that was the past. For the present, we thought

of making the award to the tugantine, **Norfolk Rebel**, which has been so much a part of the race. But we went on to the future and, in the likelihood that the Briggs family and the tugantine will continue to play a large role in the event and the Bay's future, we made the award to Delbay Briggs, four months old, who sailed his first schooner race on **Norfolk Rebel**. Parents Jesse and Meghan had to take Delbay back to Joisy but Uncle Steve was there to accept on his behalf and mentioned that the lad now had his first hours towards his captain's license.

We have yet to hear from the folks in Port Townsend, WA, about the results of the Wooden Boat Festival and who might have been awarded the ASA Rendezvous Award for that event. Stay tuned.

News from elsewhere... Lane Briggs' passing was not the only bad news this summer. John Turner of Newport underwent surgery for a brain tumor and is now in chemotherapy, his wife, Jan, reports. We all wish John and Jan the best for a speedy and complete recovery...Given this development, the Turners decided to sell **Eastern Passage** and the vessel is now located in the backyard of one Vernon Brady of Port Monmouth, Joisy. I'm sure the "Greatest Sailor of the Western World" rests easier knowing the schooner is in very good hands...And Vern's former schooner, **Sebim**, was acquired at salvage auction by Veselko Buntic of Long Island City, NY. We plan to follow up with him to try to ensure that the schooner stays in the association...

Dogwatch trudged down to North Cove Marina in the Financial District when he heard that the **Lois McClure** was in town. We had a nice chat with Art Cohn who mentioned that the schooner had now been traveling for two months and had brought the story of the barge schooners of Lake Champlain to some 15,000 people. We also took some neat pictures, including one of the schooners unique

block and tackle steering rig, not unlike the Hudson River sloop **Clearwater** but on a much smaller scale. But we lost the pics, as well as others from the summer's activities, when the computer crashed a couple of weeks ago.

While in North Cove, the 82' schooner **Shearwater** (the other one) came in and we hustled over to recruit them for the organization. Met the owner, Tom Berton, who expressed his willingness to try to help South Street Seaport make the Mayor's Trophy race more attractive to schooners and we plan to work with him in that effort. **Shearwater's** first home port after her building was Oyster Bay, NY, and the vessel is 76 years old this year. We had a delightful sail on the schooner a couple of weeks later. We also had a couple of nice sails on the oyster sloop **Christeen** out of Oyster Bay and the captain was one Gary Cassidy, the brother of none other than our former commodore, Jim. Small world. And speaking of oyster vessels, the Delaware Bay Project is working to refloat an oyster schooner which is said to be the longest continuing vessel in service in the country although its present service is somewhat limited. More on this project later.

Dogwatch and spouse visited daughter, Megan, in Seattle and took a day trip down to Tacoma where, in his never-ending search for schooners, we found two up a narrow inlet off Commencement Bay. Lost that picture, too...And we have been unable to learn the fate of the Biloxi schooners and the Maritime and Seafood Industry Museum in the wake of hurricane Katrina. Any news from there would be welcome. And Captain Buzz reports that his schooner **Wanderer** was declared a total loss due to hurricane Wilma. His other vessel, **Wind Rose**, is safely back in St. Augustine.

Former member Tommy Thompson, sometime skipper of **Christeen**, has acquired the large ferro-cement schooner **Corsair**, on which he plans to live full time. We saw the schooner, which has a real salty look and an imposing rig, and is reportedly quite comfortable down below, as we were passing through Cape May on the way to the Chesapeake. Tommy will

Dogwatch *continued from page 8*

take her to St. Thomas for the winter. We'll make sure we sign him back up and hope that he still plays the bagpipes.

Our irrelevant historical fact this time around reveals that Dogwatch has been living closer to schooner history than even he suspected. Just three-plus blocks down 16th Street from our domicile, between 10th and 11th Avenues lies the former National Biscuit Company building. This imposing structure, designed by Albert G. Zimmerman, was

built on landfill in 1913. And when the landfill was excavated, the timbers, chain and anchor of a two-masted schooner were discovered. We also attended a pre-auction showing of maritime art at Christies and almost all the paintings were mislabeled as to the rigs of the vessels. And a model of **Bluenose** had a clipper bow and a very short main boom. So much for artistic accuracy.

Editors note: Dogwatch has, for many years, been a hallmark article in Wing & Wing providing news and updates, information, rare facts, and rumors from schooner races, cockpits, waterfronts, boat shops, mud banks, gin mills or just about anywhere you might find schooners and schooner news. If you have any schooner news that Dogwatch should be aware, please feel free to send an e-mail including photographs to him at Dogwatch@amschooner.org.

Dogwatch

Gorton's *continued from page 2*



Esperanto, Circa 1920

Chamber of Commerce, and each year presents a replica to the winner of the Mayor's Race at the Gloucester Schooner Festival.

Gorton's beloved (to some of us seniors) fishcakes are no longer available, but the company has retained its leadership in retail frozen prepared seafood. And, if you've had a McDonalds fish sandwich, it likely came from their Gloucester plant.

Visitors to Gloucester will find abundant historical information on schooners and fishing at the Cape Ann Historical Museum, Gloucester Maritime Heritage Center, schooner Adventure, Gloucester Public Library and the Essex Shipbuilding Museum. Gloucester historian Joseph E. Garland has published several excellent books on the Gloucester fishing schooners.

Allan Bezanson was Gorton's Plant Engineer in 1964, when his first task was the removal of the last of the flake yards and an old mug-up shack, to enable expanded production of frozen fish sticks and portions. He has been sailing Green Dragon since 1962.



Early Bloater Mackerel Advertisement Courtesy of Gorton's



Elk at Gorton Pew Machine Shop circa 1919 - Courtesy Cape Ann Historical Museum, Gordon Thomas Collection

ASA WELCOMES NEW MEMBERS !

Since February 2005, the time of our annual meeting, we are fortunate to have the opportunity to welcome the following new members into the American Schooner Association. Welcome !

John Abbott Sprague, Houston, TX vessel: Lions Whelp
Phineas Sprague Jr., Portland, ME vessel: Tar Baby
JoEllen Reed and Robert Macaleer, Pownal, ME vessel: Ziggs
Harold Burnham, Essex, MA vessel: Chrissy
Ken Camadeco, Newport, RI
Nathan Cohn, Ferrisburgh, VT
Francis Newton, Easton, MD
Madelyn Launer, New York, NY
Linton Harris, Veronia, OR
Captain Alan Hugenot, San Francisco, CA vessel: Vagabond
Dave Fahlstrom, Worcester, MA vessel: Summer Salt
Karla M. Smith Suffolk, VA vessel: Singing Gypsy
Capt. Brook Smith Norfolk, VA vessel: American Rover
Ralph W. Stanley, Southwest Harbor, ME vessel: Seven Girls
Ted Romanosky, North Kingston, RI vessel: Good Fortune
Rodney McColleston and Gordon Laco R&W Traditional Rigging New Bedford, MA
Patrick Dole, Cape Porpoise, ME
Mark Pedersen, Southboro, MA vessel: Dauphin
Maine Maritime Academy, Castine, ME vessel: Schooner Bowdoin
John Worth, Belfast, ME vessel: Bowdoin
Adam Henley, Port Townsend, WA vessel: Revenge
Kevin McCafferty, Shelter Island Heights, NY vessel: Squall
Rodney McColleston & Gordon Laco
Capt. Armand Michaud, Jr. West Kingston, RI vessel: Dirigo
Peter Barr Minneapolis, MN vessel: Sagamore
Crocker's Boat Yard, Manchester, MA vessels: Many!
Douglas J. Griffin, Sandusky, OH vessel: Mystica
Thomas Thompson Huntington, NY, vessel: Corsair
Skip Cornell Spruce Head, Maine vessel: Pan
David Clark-Coller, Hamden, CT vessel: Renegade
Michael W. Santos, Lynchburg, VA
Cape Ann Historical Museum, Gloucester, MA



Paul Rollins of York, Maine



Portland Schooner Company: Wendameen and Bagherra



Pan at anchor in Maine

We are excited to have all of you as members and look forward to getting to know you. If possible, please make the annual meeting in Mystic!!

Commodore's Letter

This is my last letter as Commodore and I wish to thank all the members for their support over the last several years. Hopefully, we have accomplished a few things that will help the Association prosper in the future. In particular, I wish to acknowledge the unwavering dedication of our faithful Quartermaster Susan Senning in managing all our ASA products *aka the Schooner Gear*. Greg Woods, who did an outstanding job with Wing & Wing for the past two years, unfortunately got promoted twice and was forced to tender his resignation as Editor this summer, due to a massive time crunch. Greg, thanks again for all the many long hours. I also would like to express special thanks to Bobby Pulsch and Al Bezanson for their huge volunteer contribution this year in time and enthusiasm, participating at all the boat shows and all the races they could, and the effort they put into this issue of

Wing & Wing.

Increasing our exposure has helped immensely in attracting new members. The Association has enjoyed solid growth this year and I just can't wait to get to know these new members over the next couple of years.

Four years ago as Rear Commodore, I built the first ASA website, and it has served us well. I am pleased to announce Alex Rhinelander, our Vice Commodore, has been building an entirely new website that will serve our future needs better. The new website will be highly interactive with special password protected areas for members and guests. This will allow folks to interact with one another, post and reply to information. The member side will also have electronic access to downloadable PDF copies of Wing &

Wing, and eventually, our entire archive. Please see the announcement below.

At the Board of Governor's meeting in Newport when Greg's resignation was officially accepted I agreed to stay on as editor. We foresaw that this transition would affect the efficiency of getting W&W produced and published and therefore made the Summer issue double sized. Next year we will be back on track to produce W&W on a quarterly basis.

Lastly we are pleased to announce the formation of a Gulf of Maine Chapter of the ASA. We hope to have the charter in place by the Annual Meeting. In the meantime, have a very merry holiday season with friends and family, and don't forget; write Santa about that new suit of sails. Cheers! Peter Thompson

Notice of Annual Meeting and Guest Speaker

The Annual Meeting will once again be held in 2nd floor – Morgan Suite East at the Seaman's Inn, 105 Greenmanville, Ave, Mystic, CT. (Phone 860-572-5303) on the first Saturday of February (4th). Accommodations will be arranged at the Best Western Sovereign Hotel – Mystic located just off the highway at 9 Whitehall Ave. A separate notice will be sent in early January.

We are pleased to announce **Dr. Mike Santos** as the speaker for our meeting this year. Mr. Santos, a history professor at Lynchburg College in Virginia, is an avid historian of the fishing industry under sail and has extensively researched the International Fisherman Races between the US and Canada in the 1920's and 1930's in his book *Caught in Irons*. The book uses the fisherman races as a window into the changing social and economic realities that redefined the North Atlantic fisheries. The complications in running the Fishermen's Races between the US and Canada then are just as germane today! **This should be a fascinating talk, so please plan to attend.** Mike is so excited about coming that he has even joined as a member!!!

The New ASA Website is Already Here !!

Thanks to Alex Rhinelander, our esteemed Vice Commodore, by the time you receive this newsletter you will have access to our new website. Visitors can register on the Homeport page at <http://www.amschooner.org> and receive an e-mailed password within minutes, 24/7. Members in good standing (politely said "paid up") can request by e-mail to be added to the site's 'Members List,' and then will be able to post Forum messages (News & Announcements, Classified Ads, Chapter News), Schooner Listings (descriptions, pictures and historical information for your vessel), and visit the Member Area (download the current and recent past Wing & Wing issues in color, the current membership directory). Later this year we will PDF and upload all the past archived W&W editions. Directions are on the website for accessing these features. We have saved this announcement for last, because its our present to you. **Happy Holidays ASA.**

