



P.O. BOX 484

MYSTIC, CONNECTICUT 06355

WING & WING

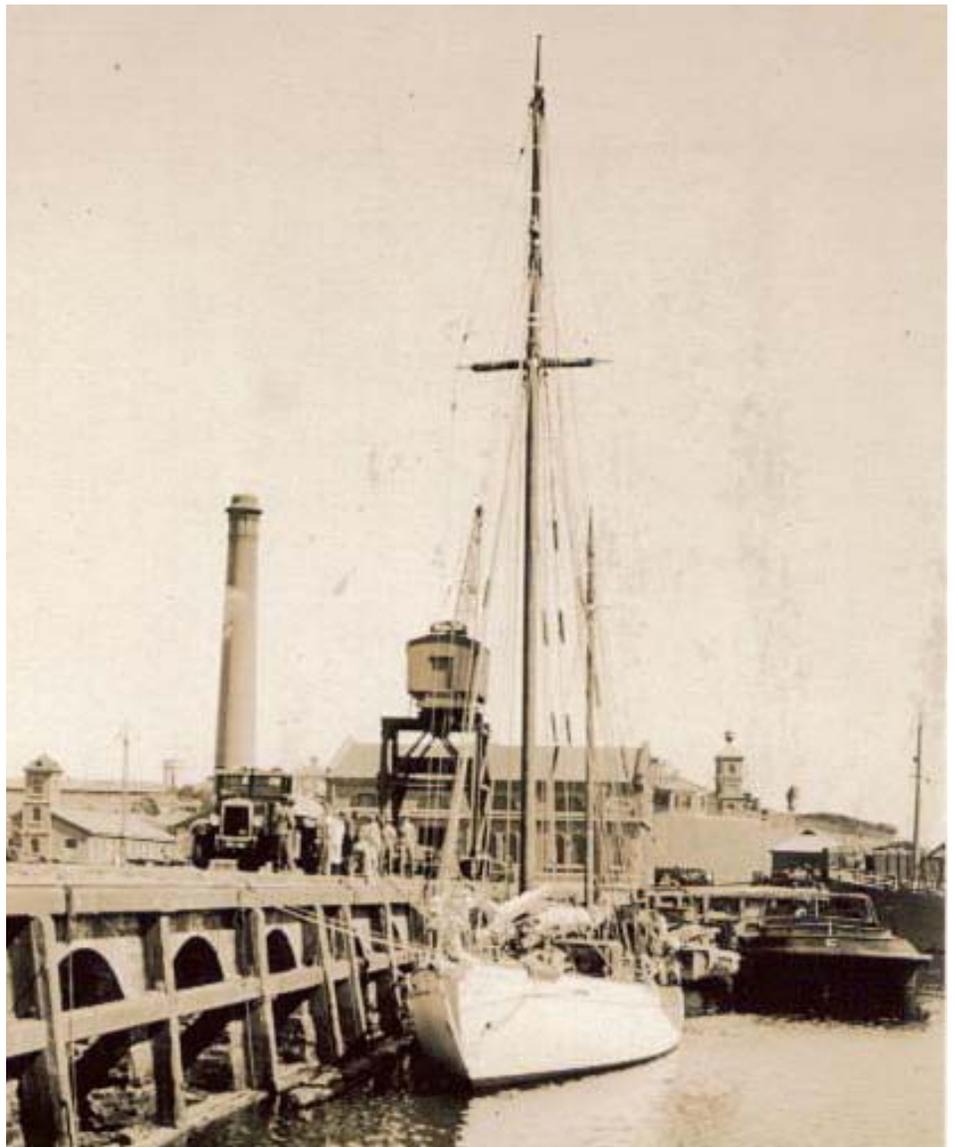
Volume XLII, Number 4 - Winter 2006

The Official Newsletter of the American Schooner Association

Mutiny on the Bounty - The story comes to Gloucester

Captain Dan McCuish took one last look around the ketch Vileehi, smiled, and slowly made his way up the gangway with his cherished copy of *Mutiny on the Bounty*, the first copy of the book that Charles Nordhoff and James Norman Hall signed, tucked under his arm. As he stepped onto the wharf in San Diego he was first greeted by Lou Seu, the cook, then Leland Muller, the radio operator, Gus Randall, George Malloy, and finally Al Stresen-Reuter, Hiram Horton's nephew. He thanked each of the men for their devoted service and extended to each the hospitality of his home should they ever come to Gloucester, Massachusetts.

He then approached the Horton family and said goodbye to Mrs. Vie Horton and their daughter Lee, both of whom had participated in the around the world venture. The Captain took Mr. Horton's hand, shook it heartily, and both men turned one more time to look at the vessel. "Mr. Horton," the Captain said, "she's a bonny ship, and now you're a Master Mariner. Take care of her and



Ketch Vileehi tied up at the wharf in South Africa

2006 OFFICERS

COMMODORE
ALEX RHINELANDER
VICE COMMODORE
JOHN EGINGTON
REAR COMMODORE
AL ROPER
SECRETARY
ROBERTA PULSCH
TREASURER
MARY ANNE MCQUILLAN

she'll take care of you. She's a fine vessel." With that, Mr. Horton opened the door to his auto car so the Captain could get in. After closing the door, the

chauffer put the auto car into gear and off they drove to the San Diego train station.

John Turner — In Memory

We regret to report that John Turner of Newport, RI, died last fall after a long fight against a brain tumor. John, known as the "Greatest Sailor of the Western World" by dint of his victory against other schooner captains in dinghy races during an ASA rendezvous at Mystic Seaport, sailed many miles with his wife, Jan, on **Eastern Passage**, their Lazyjack schooner which John sold to Vernon Brady early last year. John's never-failing sense of humor and quick wit will be missed by all who knew him.

ANNUAL MEETING MINUTES

February 3, 2007

The American Schooner Association was called to order at 10:15 a.m. by Commodore Alex Rhinelander with an introduction of Officers. This was followed by membership introduction and mention of their vessel.

Old Business:

Treasurers Report was given by Mary Anne McQuillan. It was noted that as of 2/2/07 the ASA has a balance of \$3,13.68 on hand. She also explained the membership fee as \$35.00 for members requesting Wing and Wing through the postal service and \$25.00 for members who choose to receive it electronically (e-mail). The report was accepted by the membership.

Secretary Roberta Pulsch noted that the minutes of the previous annual meeting were published in W&W. She also noted three Board of Governor meetings were held during the year along with many e-Bogs between members. She mentioned that an updated roster list will soon be available in the Members Section of the website. It will be a version suitable for printing.

Wing & Wing: Peter Thompson (editor)

put in a request for members to send articles for printing in W&W. He also noted the need for someone to volunteer to be Editor. He explained he will be leaving the area in a few years and he would like to help the new editor in the transition.

Save Our Schooners Committee: Mary Anne McQuillan passed out a report on the Ernestina that was also noted on our website. The SOS committee was successful in helping the Ernestina get recognition from the State of Massachusetts. Much more needs to be done to keep this famous vessel floating.

Boat Show Report: Peter Thompson noted that ASA will be at the Maine Boat Builders Show, March 16-18 in Portland. We thank the Sprague family for their support of the ASA. The ASA will also be represented at the WoodenBoat Show in Mystic, Ct., June 29th-thru July 1st. Sam Hoyt noted that we see a lot of interest at these boat shows and sign up membership at the same time.

Rendezvous Reports and Awards: Al Roper noted that Ian Thomas of When and If won the Gloucester Schooner Race and also received the ASA rendezvous award. The ASA also gave Richard Hudson of Rosemary Ruth an award for persistence at the Great

Chesapeake Bay Schooner Race. The annual ASA award was given to Robert Pulsch for his rescue of Heron and perseverance and completion of the restoration.

New Business:

Commodore Rhinelander noted that we would accept new nominations to be added to

our current list for the annual ASA award. Dave Stickney nominated Paul Rollins, builder of several schooners, one being Rosalind.

Commodore Rhinelander announced that ASA will be celebrating a 35th anniversary this year and the Board will decide on a celebration rendezvous site. Sites up for discussion at this time are Cambridge, St. Michaels and New York City.

Steve Briggs noted that the Sultana Down Rigging Party in Chestertown was a great

affair and was well attended. In the same light, Mark Faulstick commented that the Provincetown regatta was also well attended and enjoyable. Representatives of Provincetown Schooner Race noted that they expanded the event to include a feeder race from Gloucester. The Harbor-master of Provincetown will help find dockage or moorings for vessels. Roger Worthington thanked the ASA for promoting the Cambridge Festival in W&W. He said Cambridge has a great party and plenty of deep water. He invited everyone to come down this year. John Senning noted that the Essex Governors Cup was moved to the second weekend after Labor Day. Nan Nawrocki extended an invitation for all to attend the Great Chesapeake Bay Schooner Race. Greg Bell of Amistad is planning their first transatlantic voyage on June 21st. There will be a farewell ceremony at New Haven, then a sail to Halifax and then across to West Africa. Dennis Berg talked

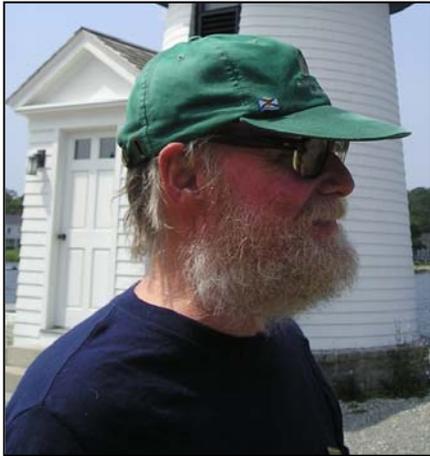
about Bugeyes and their relation to schooners. Jesse Briggs invited any boat to visit/tie up in Bivalve on their way south to the Great Chesapeake Bay Schooner Race. Sam Hoyt announced that Dirk de Rover was trying to organize a visit to Europe for ASA members to be centered around the Brest 2008 event.

Meeting adjourned at 11:30 am and was followed with a lecture and slide show by Jan Miles of Pride of Baltimore II.

Respectfully submitted,

Roberta Pulsch, Secretary of ASA

Dogwatch by Sam Hoyt



Despite weather forecasts predicting a miserable weekend, this year's annual meeting was not encumbered by storms or 'zards and went off very nicely at Mystic Seaport. Once again kudos to many people who provided sustenance at the social get-together Friday evening, but especially to Al Bezanson who organized and set up the board room at the Best Western, Jay McLauchlan, who brought oysters from Gloucester, Bill Comella, who supplied a keg of his homemade brew, Fred Sterner, Mary Anne McQuillan and Jim Cassidy, who provided more robust beverages, and many others who contributed edibles.

And we were again serenaded by the accomplished Peter and Joanne Souza from Gloucester who seem to know every sea chantey ever written and even brought along a book with most of the lyrics. They were joined in song by several members with varying talents and whose voices seemed to improve as the level of the rum bottles subsided.

Two newcomers to the party were Eric VanDormolen and Graham Milosz who announced that a company called Hal-yard Limited had purchased the schooner Mary E but were still chartering her for daysails out of Greenport. Eric, who holds a 200-ton license and is a new member of ASA, is about to join Liberty Clipper in Key West. They presented Dogwatch with a terrific tee shirt advertising the vessel and a short

verse under a pirate with crossed swords:

A Schooner boy is forged in hell.

He knows no pain for his stomach is lined with iron

And there is salt water in his veins.

R. Olsen

Of greater note, they informed us that Captain Ted Charles is still sailing a small Skipjack and playing jazz at local clubs but is now living ashore in Riverhead. Unfortunately, Eric and Graham could not stay for the annual meeting. Check out the website at www.schoonermarve.com.

There was a good turnout for the meeting where the main focus of business seemed to be a revised and reinvigorated schedule of schooner events centered around the WoodenBoat series. Things seem to be kicking off earlier and earlier (yes, Rosemary Ruth did complete her annual New Year's day sail out of Liberty Landing, but without Dogwatch this year) and there's a new event in Fells Point in April called "Privateer Day." There follows an event in June in Providence and there will be "schooner passenger service" between Newport and Providence for that event. Also new to the schedule

will be a feeder race from Gloucester to Provincetown for that regatta and the Governor's Cup in Essex has been moved to an earlier date.

The main development, schedule-wise, concerns the Mayor's Trophy race in New York. Last year, South Street Seaport was forced to cancel the race due to a lack of sponsorship and a continued dearth of suitable dockage for participating vessels. Coming to the rescue are the owners of North Cove Marina on the Hudson in lower Manhattan, who will provide dockage and a series of events in an attempt to bring the schooners, for which the race was originally run, back to New York. Former commodore Jim Cassidy is working with the sponsors and it looks like this event will also be the "official" 35th anniversary rendezvous for ASA, although others will probably take place in the Chesapeake area.

As one who may possibly have sailed in more Mayor's Trophy races than anyone, having done the first 22 before missing one, we can say that New York Harbor is a great place for a schooner race. The commercial traffic, particularly the Staten Island ferry, has done a terrific job of staying out of the racing vessels' way, whenever possible, and the scenery is inspiring. We've done



Papeette (Continued from Page 1)

The Captain's baggage had already been placed aboard the steam engine by the time the two men arrived. They both got out of the auto car and shook hands one last time. As they parted ways, the Captain told Mr. Horton to let him know how he does in the upcoming Trans Pacific Yacht Race that was but a little over a year away. Further, he asked Mr. Horton to thank both the Nordhoffs and Halls for their hospitality and gift. The Captain asked him to relay his offer of hospitality to the two authors should they ever come to Gloucester. With an affirmative reply from Mr. Horton, the Captain climbed aboard the train that would eventually take him home. First he would go the San Francisco, then on to Denver, next to Chicago, then New York, and from their to Boston and finally home.

On the long train ride, he thought about the many memories accumulated over the past several years. First, was his review of Edson B. Schock's design of



Captain Dan MacCuish standing on the wharf

the Vileehi followed by his supervision of her construction at San Diego Marine. Next, there were the sea trails where he learned all of her characteristics, then came circumnavigation, and finally their arrival back in San Diego where it all began. He smiled to himself, opened his book once more, and began to read.

He arrived at South Station in Boston, took a tram to North Station, and boarded a train for Cape Ann to an enthusiastic homecoming and a waiting family of Mable, his wife, Francis, the oldest boy, and Wilson and Donald, the twins. It was a joyous occasion for the McCuish clan who had not seen the Captain for several years. It was good to be home. After a little rest, the Captain would assume his captain's duties with Gorton-Pew, the internationally known fish processor that continues to operate to this day.

After his rest, the Captain returned to sailing out o'Gloucester for Gortons. Although there was not much time available to think about the Vileehi, the Hortons, or his two author friends, there were letters exchanged every now and again.

He awoke the morning of the 4th of July 1934 with a chuckle and smile on his face; he wondered how his student, Mr. Hiram T. Horton, would do this day for it was the day the Trans Pacific Sailing Race began. At 6:48 in the morning, fourteen days later there was a knock a 5 Lookout Street, Gloucester. Wilson answered the door. It was a Postal Telegram from Mr. Horton. Wilson took the stairs to the second floor two at a time, yelling, "Dad. You've got a telegram from Mr. Horton!" The Captain took the unopened cable from his son, opened it, and let out a big laugh. "He did it. He actually did it," howled the Captain. Mr. Hiram T. Horton and his beloved Vileehi had the fastest lapse time, 13:03:42:26, of the fleet of twelve vessels sailing from San Francisco to

Honolulu during the 1934 Trans Pacific Yacht Race. The whole family was filled with joy at Mr. Horton's feat.

Celebration, however, soon gave way to reality Captain Dan headed down to Gortons to skipper schooners either hauling salt cod from Nova Scotia and Newfoundland, or other such duties required of him. In addition, he was sharing his around the world ventures with the various Masonic, Moose, Lion, and Elk Lodges across Massachusetts, as well as with Boy and Sea Scout units throughout the Bay area. Mable continued to spend her time either tending her garden beside the house or working with the other Master Mariner Association wives caring for the needs of Gloucester's widowed and orphaned seaman. As the days of August came to a close, Francis went back to Northeastern University and both Wilson and Donald their high school studies. Things got back to normal, but only for a time.

Sarah Webster, the secretary of Thomas Carroll the president of the famous Gorton-Pew Fisheries Company in Gloucester, was typing a memorandum when the ring of the telephone interrupted her concentration. She stopped typing, picked up the receiver, and said "Gorton-Pew Fisheries, Mr. Carroll's Office, Sarah speaking. How may I help you?"

"Mr. Carroll," said his secretary, "there is some gentleman on the telephone from Hollywood in California. He would like to speak with you. I could not really understand his name, but he said he was from the movie picture company Metro-Goldwyn Mayer."

"Okay, put him through and thank you."

"Thomas Carroll here, how may I help you?"

"Yes, I know Captain Dan McCuish quite well. He's been one of our high-line skippers for years."

Papeette (Continued from Page 4)

"Well, of course he's a first rate seaman. Of all the Masters who have been associated with this Company since we have been in business, there is none for whom we have a higher regard than Captain McCuish."

"You want to what?!"

"You want to charter one of our schooners and have Captain Dan take out one of your film crews to find a storm so they can film it and use it in a motion picture movie? My, Lord, what will you guys think of next?"

"Yes I know that he took the Vileehi around the world a year or so back, who do you think recommended him to Mr. Horton? I did, that's who!"

"Okay, okay, I'll ask Captain Dan when he gets back from the trip he is on, if he'll do it."

"Oh, you want me to tell him it would be a personal favor for Misters Nordhoff and Hall who also highly recommended him. Okay, I'll ask him; he should be back in about two weeks."

"But, let me get this straight, you want to charter one of our Gortons' schooners provided Captain McCuish is the skipper. You then want him to take a camera crew with no ocean experience, out to find a Nor'easter, and film the storm so you can use the footage in one of those moving pictures of yours. Is that right? What did you say your name was again?"

"Okay, I'll be back with you in a couple of weeks, three at most. Goodbye."

"Sarah, did you here that? They want Captain Dan to take one of their filming crews out to find a Nor'easter so they can use the footage in a movie called Mutiny on the Bounty. Isn't that the title of the book the Captain talks about all the time? By gory by gosh, what will those folks think of next?"

Less than two weeks later Captain Dan sailed the schooner Thomas S. Gorton back into Gloucester harbor with a hold full of salted cod. No sooner did they have the ship tied up to the Gorton-Pew wharf when a runner approached the Captain telling him that Mr. Carroll wanted to see him, pronto. This was an out of the ordinary request, so Captain Dan knew it must have some importance to it. He hurried up to see the President. Sarah promptly led him in to Mr. Carroll's office that overlooked the wharf and thusly, Gloucester harbor.

There was only one man Thomas Carroll got up out of his chair to greet, and that man was now standing before him. After the greetings and handshakes were exchanged, Mr. Carroll bid the good Captain to sit by the window, which he did. Then he told the story of the phone call from Hollywood, California. After he was finished, he waited for a reaction. The Captain seemed lost in thought, and then slapping his knee he let out a howl.

"Mr. Carroll," the Captain began. "How long have we known each other?"

"Well, I don't know exactly Captain, but it has been quite some time. I'd say at least a good thirty years."

"Something like that, I don't likely remember, but in all those years I've never gone lookin' for trouble. I've never lost a ship nor have I ever lost a man, and I am proud of that record. Do you know why I am one of the few with that kind of record? Well, I do not take chances and I avoid bad storms; and if I find myself in one, I get my boat and crew out of the area as quickly as I can. Now you tell me that those California folks want me to go lookin' for trouble so they can take some moving pictures and use those in a storm. What will those folks think of next?"

"That was exactly my reaction Captain, but that movie fella kind of thought that

would be your reaction so he asked if I would let you know that both Mr. Charles Nordhoff and Mr. James Norman Hall recommended you for the job and would appreciate it if you would look at this as a personal favor to them."

"Well, those folks certainly know how to twist a man's arm, don't they? Okay I'll do it, but only because of Mr. Nordhoff and Mr. Hall asked. You get back to that moving picture fellow and tell him I'll do it. Now let me think about this a bit..."

"Captain, why don't you take a couple of days to plan this out. In the meantime, I'll call those fellas at MGM and tell them we'll do it, but as a favor to the authors. I'll let them know you are planning things out and I'll be back to them within a week with the particulars. Tell me when you want their camera crew here and which of the schooners you want and for how long you think it'll take them to get the footage they'll need. When I have that information, I'll give them a call back and set-up the dates. I'll tell them how much it will cost to charter the boat. You tell me what you want for a skipper's fee and I'll take care of everything from our offices here. Good luck Captain, good luck."

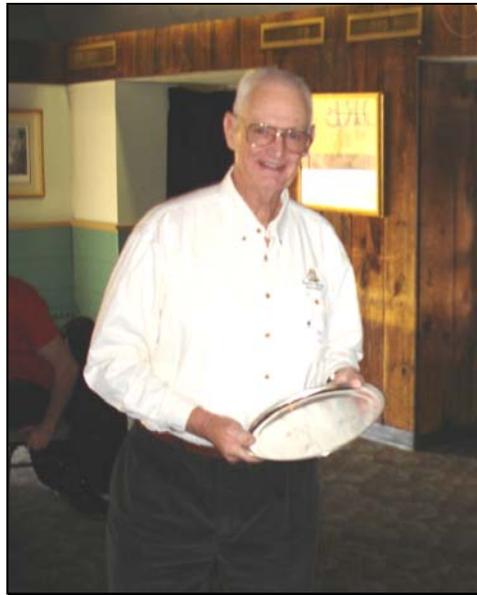
With that, Captain Dan left Mr. Carroll's office and returned to the Thomas S. Gorton. After everything was unloaded, the ship cleaned-up and buckled down, the Captain began his customary walk home to 5 Lookout Street to plan the action scenes for Mutiny on the Bounty. It did not take him long.

Several days later, Captain Dan called Sarah and asked her for an appointment to meet with Mr. Carroll to discuss his plan for filming their portion of the Mutiny on the Bounty. She set one up for the following day.

Dogwatch (Continued from Page 3)

the race on at least 12 different schooners, and it's always been fun, even when the weather hasn't been the best. The biggest drawback recently has been the lack of dockage, forcing the boats to Liberty Landing at an exorbitant cost. With that problem fixed, the Mayor's Trophy is well worth attending, and there will still be time to get to the Chesapeake.

Notes from the annual meeting...It was great to see Jan Turner at the meeting but we certainly missed John, who died last Fall. Hang in there, Jan...Ian Thomas was on hand to receive the ASA rendezvous award for his performance at Gloucester where When and If sailed circles around the fleet. Ian (and Kate) are taking some time off from schooner-ing and planning a hiking trip to Peru... And Richard Hudson received his rendezvous award for Rosemary Ruth's "perseverance" in the Great Chesapeake Bay Schooner Race...Dave Stickney is now associated with the schooner Tall Cotton and reported that Paul Rollins of York, Maine, who built that vessel and rebuilt Heart's Desire, is working on a new schooner to be named Magnolia... Greg Ballinger reported that Amistad will be undertaking its first transatlantic



Bob Pulsch Receives the ASA Award

voyage this summer, leaving New Haven on June 21 for Halifax, then to England and finally Africa...And Dogwatch was honored to be asked to present the American Schooner Association Award to Bob Pulsch for his many contributions to the schooner world and ASA, but primarily for his superb reconstruction of Heron. A richly-deserved award to Bob.



Annual Meeting Guest Speaker Presentation by Jan Miles

Dogwatch reported briefly on Dirk de Rover's plans to arrange a visit for a group of ASA members centered around the Brest 2008 festival in July of that year. He envisages an ambitious itinerary taking in some sailing in Friesland and visiting Belgium and the UK before and after the Brest event. There, of course, is much to be worked out before this takes place, but six or seven people at the meeting expressed interest.

Captain Jan Miles' of *Pride of Baltimore II* was the guest speaker and gave a fascinating report on the vessel's tumultuous 2006, complete with excellent slides. The main focus was on the dismasting in the North Sea while on the way to Lisbon and the subsequent riggering in St. Nazaire, France. Jan was highly complimentary of the work of local craftsmen and the hospitality of the town's residents which made the stay more pleasant than it might have been. It was significant that *Pride's* entire crew stayed to work on her. Jan, it turns out, is no stranger to Mystic, having served as mate on *Brilliant* under captain Biff Bowker.

Speaking of transatlantics, *Voyager* was preparing to leave Spain when we received an email at the end of January from Peter Phillipps saying they were hunkered down in Almerimar waiting for a break in the weather. Peter also informed us that there was no room for Dogwatch on the trip since his entire family had decided they wanted to do it and had descended en masse to the point where there was little room for clothes. They plan to be in Antigua for race week in April. In any event, it will be great to have the Phillipps and *Voyager* back in the neighborhood.

News from the Northwest...The Northwest Maritime Center and Wooden Boat Foundation has a new executive director. Stan Cummings, who has developed a number of highly successful maritime education programs in the northwest, has replaced Dave Robison. Dave continues with the organization as

Papeette (Continued from Page 6)

The next morning Captain Dan was escorted into Mr. Carroll's office. Mr. Carroll rose from his desk, greeted the Captain in his usual manner, and invited him to sit at the table overlooking the Gorton-Pew wharf and Gloucester's inner harbor. The Captain indicated that the best month to catch a good storm off Gloucester was April. This would enable him, if his luck held out, to be able to be in every night and should the weather get bad rather quickly, as it was prone to do that time of year, a safe haven was not too far away.

He said that for a vessel, he'd like to use the schooner Elk and there were several reasons for this. First, the great Captain Thomas McManus of Boston designed her. Second, the notable A.D. Story built her in Essex. Third, she had a length of one hundred two feet and a breadth of over twenty-four feet, which made her a comfortable ride in just about any sea they would encounter. Besides, if the camera crew were a bunch of landlubbers, the Captain didn't want any sick people aboard if he could help it. Finally, he added the Elk had an auxiliary gasoline engine that would be invaluable if things really got bad.

Mr. Carroll asked the Captain to stay around while he had Sarah call the movie studio. During the conversation, Mr. Carroll explained Captain Dan's plan and rationale behind it. They agreed to all the particulars of the plan. A letter containing the particulars of the agreement would be mailed to Hollywood by the end of the week. Mr. Carroll and Captain Dan could expect a three-man camera crew to be in Gloucester on 1 April 1935 to begin filming the action scenes for *Mutiny on the Bounty*.

The months seemed to drag on and on, but April finally arrived, as did the "three Bills." They were Bill Jones and Bill Kelly the two cameramen, and their electrician Bill Myerhoff. The "Big Boy" on the West coast they said, gave them explicit instructions. "Go out in a

fisherman and look for a storm and when you find it head directly into it and shoot 2800 feet of film." The task would not be as easy as it sounded.

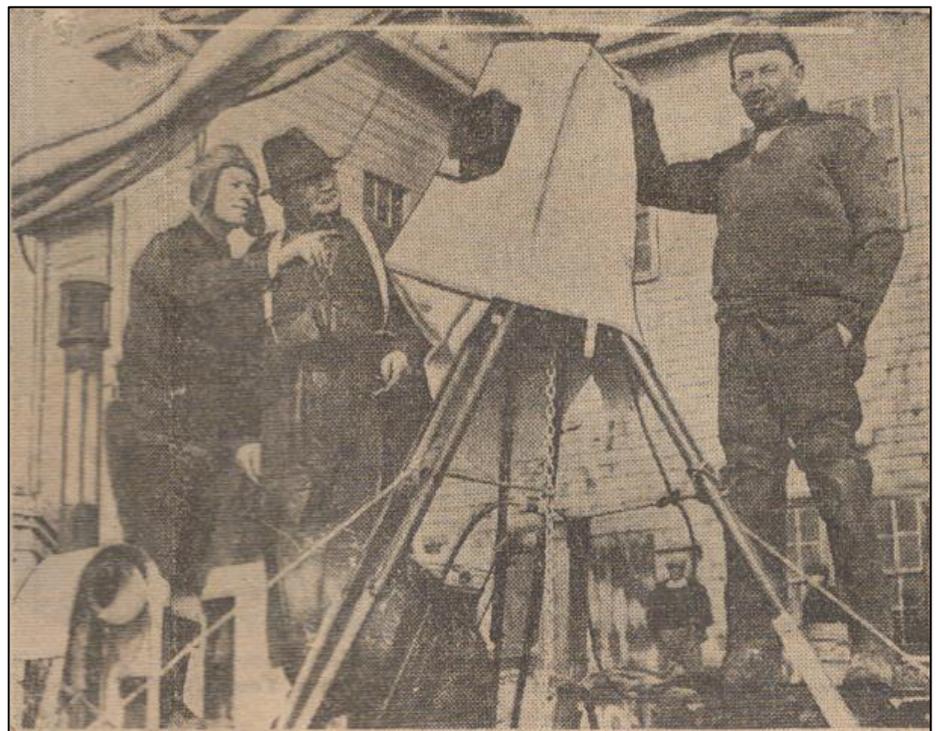
No sooner had the crew arrived in Gloucester than the storm warnings sprang up. The crew knew their expensive cameras and half mile of film footage would have to be protected from the salt air and ocean spray that would most certainly be present throughout their voyage. Little did they realize what it would really be like.

At 10:30 A.M. on Tuesday April 9th 1935, the schooner Elk left Gloucester harbor, as the Gloucester Daily Times reported it "to flirt with gales and storms in order to shoot rare scenes of tremendous seas." The next day the Times informed her readers that the thrill seekers had little success on the ninth because their work was hindered for the reason that the driving snow and sleet iced over the camera lenses and made shooting footage near impossible.

Of their efforts, Captain Dan said of the camera crew, "they were pretty fair seamen, none of them got sick in spite of the fact they caught the brunt of the storm, a 60 mile gale that howled through the riggin'. Captain Dan said, "they headed out of the harbor down toward Thatcher's Island, known for its twin lighthouses, and despite the pitching and heavy seas, did all they could to capture pictures of the mountainous waves. They were all over the rigging in their efforts to get the best position, and they only stopped by the wet snow which covered their lenses and ruined their chances for pictures."

Exhausted from their ordeal they went below to eat. Of their enthusiasm for a hearty meal, William McLoud, the cook, remarked, "It was a sight that would cheer any cook to see how they relished that meal."

Back into the harbor they sailed to wait for the storm to subside. The three Bills told newspaper reporters how upset



Bill Myerhoff shows Captain Dan McCuish how the Camera must be covered so that spray won't injure the film. (courtesy Boston Sunday Post 14 April 1935)

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Papeette (Continued from Page 7)

they were that Captain Dan ordered the vessel back into port. They told reporters from the Gloucester Times and Boston Post how frustrated they were about not shooting footage of the storm. They informed the reporters that earlier in the year they spent over six weeks trying to shoot storm footage in the Pacific, but without success. They were not too pleased that they were back in when they were so close.

At that point Captain Dan walked up to the bunch of them and listened to their complaints, one more time. He started to laugh and according to the Boston Sunday Post said, "She'll be letting up in a couple of days. By Thursday we'll be out to sea again and you folks will have all the footage you want."

"That's great!" said Bill Jones, "but that'll mean we'll have to go 'way out to sea before we find any rough water, won't it?"

Then story in the Post continued, "Cap'n Don laughed."Lad,' he said 'the wind is going to keep up and you'll get all the sea you want right off the Massachusetts coast."

On Thursday, April 11th the schooner Elk and her film crew again rounded Dog Bar Breakwater and right into rough weather. The snow and sleet were gone, but not the high winds and rough seas. The Post reported, "They encountered them at the breakwater. On they went. Straight into it and on and on. By the time they were out of sight of land, 2000 feet of film was shot."

Time after time the Elk which bore the Hollywood cameramen plowed into the high seas so that they might complete their assignment (courtesy Boston Sunday Post 14 April 1935)

They stayed out at sea that night and on Friday, April 12th 1935 shot the remaining 800 feet they needed for the film.

The film was rushed out to the movie studios in Hollywood, California. Word was soon the "Three Bills" waiting back in Gloucester that everyone at MGM was greatly excited about the storm scenes.

According to the Sunday Post "All this was done to film a scene of heavy seas which will last but three minutes, when you see it, on the screen in your favorite theatre."

And how much did it cost to charter the boat and do all the filming for the Academy Award winning Best Picture, *Mutiny on the Bounty*, a paltry \$10,000.

Afterwards, olde timers told the reporters for both the Gloucester Daily Times and the Boston Sunday Post that Captain Dan was a good choice to skipper the Elk on this venture because he never took unnecessary chances, and always came through. Perhaps that is why he was not only a highline skipper, but in his fifty odd years as a sea captain, he never lost a ship or a crewmember. He was my Grandfather.

Mutiny on the Bounty starring Charles Laughton and Clark Gable, 1935 (family photo collection)

And so, many months later, November 22, 1935 to be exact, a limousine drove up the hill to 5 Outlook Street in Gloucester and turned into the vacant lot beside the house and stopped. The Captain, his wife, Mable, Francis, my father, and Wilson and Donald came out the front door turned right and got into the motor vehicle. The chauffer put the car into reverse went back down the hill, to Beacon Street, turned right and then left on to Centennial Avenue to the Boulevard. Turned right again and drove across the cut bridge and on to Route 133 that took them through the shipbuilding community of Essex and on into downtown Ipswich. The town center was filled to overflowing with crowds of people watching the goings

on. The limousine turned left onto Market Street, stopped in front of the Strand Theatre, and discharged her passengers. The McCuish clan was amongst the myriad of VIPs who attend the New England Premiere of the Academy Award Winning Best Picture of 1935, *Mutiny on the Bounty*.

What a night it must have been! And to think, it all started several years earlier when the ketch *Vileehi*, proudly flying the burgee of the San Diego Yacht Club sailed into the harbor of Papeete, Tahiti and two World War I fighter pilots met a sailing master Out O' Gloucester half-way around the world.

But, we are getting a little ahead of ourselves because much had happened since shooting those action scenes. For earlier in November MGM paid another visit to Gloucester this time for the filming of *Captains Courageous*.

© by Donald Alexander MacCuish, the grandson of Captain Donald A. "Angry Dan" McCuish

Editors note:

We thank Don for his wonderful contributions to *Wing & Wing* and look forward to the continuation of *Papeette*.

Please send any submissions for *Wing & Wing* to Editor@AMschooner.org. We currently have the next edition in preparation and it should go to print in late April.

Being a member publication we welcome your input and stories of your schooner exploits. Schooner related News and Rumors may be submitted to Dog-watch@AMschooner.org.

Fair Winds

Peter Thompson

Dogwatch (Continued from Page 6)

project manager with oversight of the planning and construction of the organization's and town's ambitious new waterfront. The 2007 Wooden Boat Festival, managed by Kaci Cronkhite, is scheduled for September 7-9. Check out their website at www.nwmaritime.org.

Other big news...We've heard from Stan Carlstadt in connection with a birthday party for John Marsland. Not just any birthday party, but his 100th on January 19. John built Anitra's Dance when he was in his '70s and, when he could no longer sail her at the age of 92, passed her on to Stan, who maintains that the schooner keeps him busy 12 months a year. Best wishes to John.

Odds and ends...ASA hosted a booth at the Maine Boatbuilders' Show in Portland in March and heartily welcomed numerous members who stopped by at this excellent show. The ASA enlisted about 10 new members at the show, and our thanks are extended to members Phineas and Joanna Sprague for their support. And the WoodenBoat Show will be at Mystic Seaport this year and it is expected that our "booth" will be a member vessel again...We have a new member from Texas, Thomas Burnett of Austin, who is having a 44' aluminum schooner,



Pride of Baltimore II

Tesha, built in Canada. She is a Michael Kasten "Redpath" design and is under construction at Yachtsmiths International. Check out www.schoonertesha.net...And Zoltan Istvan of Brookings, OR, is looking to sell or trade the historic 92' schooner

Lion's Whelp, not to be confused with the schooner of the same name owned by Phineas Sprague in Portland, ME. Zoltan is open to offers to either sell or trade and has a website, www.lionswhelp.org...The wreck of the 93' cargo schooner Milan, believed to have sunk in 1849, has been discovered by two amateur divers in Lake Ontario, Soundings reported in its March issue. The vessel is sitting upright on the bottom, still fully sparred and appearing intact.

Our maybe not so irrelevant historical fact this issue concerns the fishermen's race to commemorate Gloucester's 250th anniversary in 1892 and for which we are indebted to Mike Santos' Caught in Irons. One of the 10 schooners entered in the race was Caviare, skippered by Frank Stevens and known to us these days as the Lettie G. Howard sailing out of South Street Seaport.



Bobby Pulsch, ASA Award Recipient Sailing Heron

Dogwatch

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GCBSR Pig Roast (opposite page) and Annual Meeting and Annual Meeting Activities by Al Bezanson of Green Dragon



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