



P.O. BOX 484

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WING & WING

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The Official Newsletter of the American Schooner Association

SOS - Save Our Schooners

Fred Sterner and Mary Anne McQuillan



Famous Arctic Explorers - Schooner Ernestina (Ex-Effie M. Morrissey) and Schooner Bowdoin (left)

2007 OFFICERS

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VICE COMMODORE
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REAR COMMODORE
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SECRETARY
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TREASURER
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SAVING HISTORIC SCHOONERS

Last year the ASA established the "Save Our Schooners" committee. The financial resources of the ASA are limited but the Association can provide support for local groups seeking to preserve the schooner heritage. We can help reach schooner supporters in your locale and provide a national forum to assist your preservation efforts. If you know of a

schooner that needs our attention please contact sos@amschooner.org. The report below details our efforts for SCHOONER ERNESTINA in 2006. The report was prepared in February 2007.

Concern about the neglect of some historic schooners prompted the 2006 Annual Meeting to establish a "Save our Schooners" committee. The Schooner Ernestina (ex Effie M.

Announcements:

ANNUAL MEETING First and foremost, the annual meeting will be held the first weekend of February at Mystic Seaport which falls on Saturday the 2nd, so mark your calendar. The meeting will be preceded as usual with a rousing gathering at the Best Western Sovereign Hotel and Conference Center in Mystic on Friday night, and is generally replete with cocktails, rum, peanuts, cheese and crackers, and oysters contributed by attending members. The hotel is located at 9 Whitehall Ave. Mystic, CT 06355, one block inland from I-95. For reservations call (860)-536-4281. The annual meeting commences at 9:30 with coffee at the Seaman's Inn in Mystic adjacent to the Seaport entrance. Formal meeting proceedings start at 10:00 and wrap up around noon followed by a luncheon buffet. A meeting notice will be sent out in January. Keep a weather eye on the website for upcoming information.

WING & WING Second, this will be my final issue of Wing & Wing as Editor and I wish to extend, on behalf of myself and the Board of Governors, a very warm welcome to **Donald Alexander MacCuish**, grandson of Captain Donald "Angry Dan" MacCuish, as the new Editor of Wing & Wing. As some may have noticed, *the Don* has made this editor's job much easier and he has made the entire Association look good with the literary quality of his "insider" articles on *Mutiny on the Bounty* and *Captains Courageous*. Wing & Wing is not only distributed to members but also as a complimentary subscription to a number of museums, foundations and publications such as WoodenBoat. Having quality lead articles like these not only makes Wing & Wing more enjoyable to read, but it raises the image of our Association, which contributes in turn to an increase in membership. Don has a growing list of potential articles ripe for research, so if there are any members who wish to contribute to that research effort, or submit articles please contact Don through editor@amschooner.org. I will continue to help Don in a transition period and will write some additional articles for his consideration. Don has indicated he will make every possible effort to attend the annual meeting, so I look forward to introducing him there. The Editor is also a member of the Board of Governors.

TREASURER/SECRETARY And finally, after many years of dedicated, enthusiastic and guiding stewardship in the Treasurer's seat, Mary Anne McQuillan has announced internally her intention to step down as Treasurer of the Association at year end. First let me acknowledge, with great thanks, her dedication and contribution to the Association in this capacity which includes shaking the money tree annually and getting past dues paid up, managing the bookkeeping and finances of the Association, managing and updating our membership database and mailing address list, contributing insightful points of view at Board of Governor's meetings, participating at all the show events and initiating Save Our Schooners (SOS) to name a few items. The Board of Governors is currently seeking a replacement for Mary Anne.

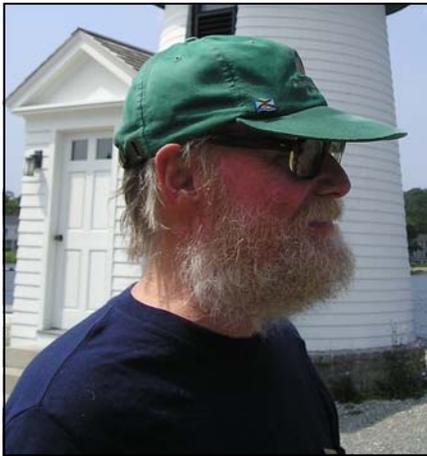
In addition, after several years of service as Secretary, Roberta Pulsch will be stepping down from her position as well this year. Roberta also has been an important contributor to the Association for many years alongside her husband Bobby and we appreciate her efforts over the last several years as Secretary and her many contributions in discussion at numerous Board of Governors meetings, and participation at shows and sailing events for years uncounted. The Board of Governors is currently seeking a replacement for Roberta.

In our search to fill these positions, we wanted to include a description of responsibilities of these officers which follows from the Association Bylaws. If you have interest to participate in either one of these roles please contact Alex Rhineland at commodore@amschooner.org or John Eginton at vicecommodore@amschooner.org. Interested candidates should have access to a computer, printer, e-mail and possess basic skills in the use of Microsoft Excel™ and Microsoft Word™.

Section 4: It shall be the duty of the Secretary to have custody of and maintain all documents, reports, and records of the Association. The Secretary shall keep and provide accurate minutes of all meetings and shall conduct the general correspondence of the Association. The Secretary shall maintain an accurate roll of the membership and their addresses. The Secretary shall receive applications for membership, and nominations for office. The Secretary shall give notice of all meetings of the Association.

Section 5: It shall be the duty of the Treasurer to receive all monies due the Association and make disbursements as authorized by the Commodore or Governors. The Treasurer shall deposit all monies in a bank approved by the Governors and shall keep correct and ample accounts of all receipts and disbursements in books provided for that purpose. The Treasurer shall provide a detached statement on the financial condition of the Association at every meeting and whenever requested by Board of Governors. The books of the Association shall from time to time be audited in a manner deemed appropriate by the Board of Governors.

Dogwatch by Sam Hoyt



Dogwatch (Yar-be-dar)

Where to start...so many great events and so little space. Let's get the bad news out of the way quickly. We're sorry to report the passing of longtime ASA member Bill Broughton of Pensacola, FL, who sailed the schooner **Venus** for half a century. Bill conducted the interviews with several Florida boat people which led to the article in *Wing & Wing* on the true name of South Street Seaport's **Lettie G. Howard**. Our condolences to Mrs. Broughton.

The WoodenBoat Show...Mystic Seaport is the obvious place for this event, although you've got to get there early on the weekends as the parking lots fill up very quickly. But the ambience is magical and the attendance proved it so. *The New London Day* began its lead article on the show by describing **Voyager's** arrival in Mystic and stating that the customs official who cleared them said, "My office hasn't cleared a boat through customs in Mystic since 1869."

There were four schooners along the wharf at the Seaport, three of them flying the ASA burgee: **Valora**, **Golden Goose**, **John Paul Jones** and **Voyager**. When you add **Brilliant**



Voyager at Mystic – Arrival Home After 15 Years of “Voyaging”

and **L.A. Dunton** on other docks, the rig was well represented. And there was definitely some schooner history at the show when Mary Lou Mendies stopped by and noticed the **Ernestina** jug on **Voyager**. She is the granddaughter of Henriques Mendies, who took **Ernestina** to Cape Verde in the early 1940's. Her father, Arnaldo, brought her mother, Mary Rosa Mendies, to the US and Mary Lou was the first generation of the family to be born here. And we met two of her three children, Angelina, Aidan and Quinn. Too bad Fred Sterner wasn't around to talk with Mary Lou...We also learned that Nat Benjamin of Gannon and Benjamin would launch his own schooner, **Charlotte**, named after his grandmother, in September, which has since happened... And we had a drink or three aboard the beautiful mobjack ketch **Long White Cloud** from New Zealand whom the Phillipps had met in Thailand.

Gloucester Schooner Festival...From the opening night reception where Peter Souza and his chanteymen performed and Mayor John Bell was presented with a beautiful silver-plated model of **Adventure**, whose restoration he had heartily supported, to the light air schooner race on Sunday, this year's Gloucester event was a resounding success. The **Ernestina** contingent, in addition to selling some very neat yellow teeshirts with a map



Old Friends Meet by Chance at Mystic
Peter Phillipps and Ross Gannon

SOS (Continued from Page 1)

Morrissey) was chosen for our first project. She has been called the most historically significant schooner in the US. Ernestina is Massachusetts' Official Tall Ship and in her latest incarnation served thousands of students and represented the state from the Chesapeake Bay to Canada. Sadly, this mission has been "on hold" since 2004. Administrative reorganization and budget decisions for the past two years have put the ship in jeopardy. Ernestina is in a unique position because, unlike many other historic schooners which are owned by independent organizations, she is owned by the Commonwealth of Massachusetts and care for her is constrained by State regulations and policy.



Ernestina under Winter Cover

During 2006 we have made great progress toward getting Ernestina sailing with full Coast Guard certification again. By bringing together a group of eager volunteers and the expertise of recognized authorities, the administra-

tors of DCR (Department of Conservation and Recreation) now understand the responsibility they have for the ship. Funding of rebuilding and on-going maintenance is still a problem but there is forward momentum toward 2009 in Newfoundland.

The first initiative of SOS was at the ASA booth at the Maine Boat Builders' Show in March. A poster presentation of Ernestina's history and plight solicited signatures for a petition directing Massachusetts to care for the ship. Bumper stickers were available and donations were collected.

In April, a joint meeting was held with the Ernestina/Morrissey Campaign. By that time the petition was on-line

petition and to contact their legislators to support funding for Ernestina.

Although support was building, there was no work being done on the ship. DCR had a policy of "no volunteers" due to liability concerns. Celeste Bernardo, Superintendent of the New Bedford Whaling National Historical Park, was able to persuade DCR to allow a May 13 workday in conjunction with Volunteer Day at the National Park. A good crew turned out in the pouring rain to scrape and oil spars and do a general clean up. It was a start.

Celeste also organized a "Schooner Ernestina Summit" in late May. This meeting brought together officials from DCR with a group of people with broad experience in the care and operation of historic vessels. The summit issued a report detailing the immediate and long-term needs of the ship.

Soon after that meeting, DCR announced that a donation of \$80,000 by David Hildreth would be matched as long as required Coast Guard repairs could be started before June 30.

Ernestina was pulled up on the ways in June to continue replacing the keel bolts and lower futtocks. The work was done in Fairhaven, MA, across the harbor from New Bedford.

When the planks were pulled off, the Coast Guard inspectors determined that the repairs would be more extensive than originally thought. With the news that the project would cost more than planned, DCR considered forgoing the repairs to the futtocks and replanking and re-launching the ship. Through the grapevine we hear that the letter we wrote explaining how foolhardy this decision would be, helped DCR to reconsider and continue with the repairs.

and local legislators had been contacted.

E-mail was sent to all ASA members in Massachusetts explaining the status of the ship and asking them to sign the

SOS (Continued from Page 4)



New Futtocks—Starboard View

Some live oak was acquired that could have been older than Ernestina. It came from a defunct boatyard near the Charlestown Navy Yard. These large curved pieces had been stored in a pond to protect them from insects. When the boatyard closed, the pond was filled in. An excavator for a building project was in for a surprise when he discovered them. They were transported to a small lumberyard in Berwick, ME, and later sold to Ernestina. A futtock pattern was used to select pieces for transport back to the boatyard. Some pieces were large enough to make several futtocks; one piece weighed 3000 pounds. Some of the scraps left from this were too large to pick up with 2 people.

After a long haul out, the futtocks in the aft third of the boat were replaced along with many 3-inch thick white oak planks.

One of the suggestions of the “Ernestina Summit” was to have a full survey of the boat. Through

matching funds from the National Park and donations, Captain G. W. Full & Associates was contracted to complete a survey while the ship was hauled out. The survey, completed by Capt. Paul C. Haley in November, states “ERNESTINA has come to a critical time. She is an important American treasure and needs to be preserved. Without attention to her condition that has developed over time, she will rapidly continue to deteriorate. Conditions come to a point where they get worse quicker as time goes on.” This 13-page survey only concerns the condition of the hull. The condition of the mechanical systems and the rig need to be determined as well.

SOS continued its campaign to keep Ernestina’s story front and center at our “booth” on When & If at the WoodenBoat Show in Newport in August, and at the Great Chesapeake Schooner Race in October.



Caulking the Garboard Seam

Dogwatch (Continued from Page 3)



Gloucester Mayor John Bell receives Adventure model from Martin Krugman, head of the Adventure restoration project

of Cape Verde prominent, also introduced the new executive director of the Ernestina Commission, Paul Brawley. Saturday night's party featured Daisy Nell and Captain Stan who have added considerably to their folk/country band. And we do thank certain members of the **Voyager** crew for helping with the cleanup after the party. (Hint to crews of other schooners for next year.)

Sunday brought very light airs for the

schooner fleet. Dogwatch was privileged to sail with three generations of Bezansons on **Green Dragon** while our good seawife sailed on **Alabama**. We did better. When Al's son, Andy, wasn't dangling grandson, Nate, overboard by the heels, he was ably conning the vessel around the course. But the fleet was literally cooked by **Muñequita**, owned by Charles Shaw and skippered by Mike Lawrence. Newcomers to the northeast events, they hail from Fort Lauderdale, FL, and they literally sailed away from the entire fleet. But **Green Dragon**, even with the wind picking up, hung on to finish second overall and had the fastest corrected time. **Virginia** took first in the large schooner class.

At the awards ceremony, Joe Garland presented Al Bezanson the Howard Blackburn Seamanship Award and for sailing **Green Dragon** for 45 years. It is a chunk of lead-shot ballast that crossed the Atlantic with Blackburn in his sloop **Great Republic**, beautifully mounted by Tom Ellis. Harold Burn-

ham was going to get a piece of the rock that Al ran aground on just off his boatyard and present it to him as well but that will have to wait. Many moons ago, Al also ran aground in the Annasquam Canal. (One wonders how he got a "seamanship" award.) He was there for 11 hours. When he got to work the next day, hoping no one had noticed, his boss, an old timer, asked him if he'd had his clam rake with him. The ASA Rendezvous award went to **Muñequita** for the impressive performance and the long trip north.

Great Chesapeake Bay Schooner Race... "This isn't a race, it's a very fast parade of sail," said Jan Miles, skipper of **Pride of Baltimore** to John Egington, skipper of **Mystic Whaler**, over the radio early Friday morning after a Thursday start. With 15-20 knot west-northwesterlies, gusting higher, it was indeed a fast trip down the Bay and John said later, "I never want to do this trip this fast again."

Once again, the parties at both ends were great. Walking back to the boat Wednesday evening, we were attracted to some great bluegrass music coming from the schooner **Martha White**. It turned out to be Bob Kay and his wife who bill themselves as "bluegrass music on a bluenose schooner." And they're good.

The Kays weren't the only musicians around. Among the crew of **Mystic Whaler** were Kevin Brooks and Jeff Holland, the two founding members of the Oyster Boys who sing non-traditional songs of the sea. Dogwatch promptly invited them to participate in the musicale at the annual meeting. Others among the Whaler's excellent crew included two crewmembers of the USCG barque **Eagle** and our appreciation of the Coasties only went up after sailing with them.



The Blackburn Seamanship Award Presented to Al Bezanson

SOS (Continued from Page 6)



Planking Progresses

As of the second week in May, the Massachusetts House of Representatives had adopted a budget for the Fiscal Year 2007 (July 1, 2006 to June 30, 2007). The budget contains a so-called earmark authored by Rep. Antonia Cabral for \$175,000 in the State Parks budget line, 2810-0100. It also contains an earmark authored by Rep. Eric Turkington for \$185,000 in the Tourism, Cultural Development and Arts line, 7007-0900. The latter provision has potentially important significance because it recognizes, as does the Schooner Ernestina Commission enabling legislation, that the ship has important cultural and tourism value to the people of the state.

The Massachusetts Senate Ways and Means Committee intended to announce its own budget proposal on Monday, May 15. The Senate will debate this bill beginning on May 22. The results in the House and Senate will then be combined in conference committee and sent to the Governor.

Ernestina was re-launched in November and is waiting for the next haul out. It still needs a new stem and transom work, but the money has to be acquired first. Although doing some dockside programs in New Bedford is likely, Ernestina probably won't sail this summer with kids aboard doing educational programs. She may travel to a few nearby ports for dockside programs.

The Schooner Ernestina Commission was finally revitalized and they appointed a new Executive Director. This should give more direction and focus to the ship than she has had for the last 2 years.

Finally, DCR has relented and is allowing volunteers to help on Ernestina. We had a volunteer workday Saturday January 27 and 30 people showed up, although the temperature was in the teens. One of the newly appointed Commissioners

came down from Boston. It was the first time he had been on the ship and he was amazed at what he learned from Fred's tour. Then he settled down with a scraper to work on the loose paint on the bulwarks.

Ernestina spies found that the notes to brief the new governor stated that because of its incredible background, Ernestina was one of the most significant boats on the planet.

She celebrated her 113th year on Monday, February 5, 2007.

A lot has changed in the past year. I think the direction and momentum Ernestina has now is very encouraging. It will take ongoing vigilance to be sure DCR is living up to the responsibilities of owning such an important ship.

According to the Ernestina Website

Given the drawn-out pace of political action and the steady pace of decay the following announcement is exceptionally good news for Ernestina and her ardent supporters.

Paul J. Brawley, Executive Director of Schooner Ernestina, recently announced December 14, 2007 that Senator Kerry, in conjunction with Senator Kennedy and Congressman Frank, is announcing that Ernestina is the recipient of a federal matching grant of \$500,000 from Save America's Treasures (SAT). *"This is just the beginning folks. Other efforts are taking place behind the scenes so there will be more forthcoming. The goal is to have her in the yards by late spring. Surveys of the mechanical and electrical systems are being scheduled for next week with the rigging scheduled for after the first of the New Year."*

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Dogwatch (Continued from Page 6)



Pride of Baltimore II Going Like a Train



Bluegrass Schooner Martha White Prior to the Start

Winners included **Virginia** in class A, narrowly over **Pride of Baltimore II**, **Woodwind** in class AA over **Antonina** and **Muñequita**, former commodore Mark Faulstick's **Adventurer** over **Martha White** and **Sally B** in class B, **Quintessence** over **Farewell** and **Libertate** in class C. John Egington of **Mystic Whaler** received a special "Black Dog" award for contributions to the event and Linda Meakes of **Farewell** accepted the ASA Rendezvous Award, not just for her good performance in class C. A while before the race, **Farewell** had been hit by lightning and it was touch and go whether Linda would have her back in commission for the race. But she did. Needless to say, the pig roast in Portsmouth was great fun, but emcee Al Roper has to lighten up a bit on squeezing the awards ceremony into one hour. There are important things that need saying, Al.

Brest 2008... Elsewhere in this issue is a proposed itinerary from Dirk de Rover for the Brest festival next year. While there are some questions that need answering and possible revisions to the agenda, it sounds promising, especially the chance to sail on traditional Dutch vessels in the Netherlands. Those interested in joining the tour should contact Dogwatch at dogwatch@amschooner.org.

Other schooner news... Richard Hudson plans to leave New York City on **Rosemary Ruth** on May 1, bound for the Baltic with a stopover in Brest for the festival. While sailing on the Hudson River with Richard on a recent Sunday, his cell phone rang and a friend informed him that the schooner was on national television. Seems the Jets were playing at the Meadowlands and the blimp had flown over the river and shown the traffic... While preparing to sail on the oyster sloop **Christeen** at the Waterfront

SOS (Continued from Page 7)



Rudder and Stern Section Prior to Launch

More than 100 years ago, Grand Banks schooners were a common sight in New England ports. Today, the Schooner Ernestina, which also played a role in the exploration of the Arctic, is one of the last of these graceful fishing vessels. She is one example of the exceptional artifacts that will be restored with an award from Save America's Treasures and, in this case, the SAT funds will allow her to again provide first-hand experiences to students and adults on America's Age of Sail. The Ernestina like every SAT project is at-risk of being lost, whether to structural decay, rot, water damage

or a host of other threats, but with these funds these cultural and historic treasures can continue to contribute to our national narrative.

In 2007, Save America's Treasures received 340 grant applications from eligible federal agencies; state, local, and tribal governments; and nonprofit organizations. A panel of federal experts representing preservation and conservation disciplines reviewed the applications and made final recommendations to the Secretary of Interior. To be successful each applicant project must be of national significance, demonstrate

an urgent preservation need, make the case as to how they will address the threat, and demonstrate the likely availability of non-federal matching funds.

Editors Note: It appears the Ernestina Commission has found good leadership in Paul Brawley. And we wish him and E's many supporters all the greatest success in the care and maintenance of this treasure. For further information on Ernestina please consider going to www.ernestina.org or the link to the site on the ASA link page.

Center in Oyster Bay, we got a good look at the square topsail schooner **Unicorn**. Quite a rig. She was built in Germany from steel left over at the end of the war that was originally intended for a U-Boat.

At the Maine Boat Builders Show in Portland, we acquired a copy of *Points East*, the boating magazine for coastal New England. The feature story concerned two young men who purchased a 57' Alden schooner in Greenport, Long Island, at an undisclosed date and took her to Lake Champlain to rebuild. While they made repairs, they never got her re-rigged and ran out of money and so sold her. The schooner world is a small one, indeed. The schooner was **Volante** which was owned by Ted Charles and the Seven Seas Sailing Club of City Island, NY, and was the first schooner on which Dogwatch ever set foot. We'll try to track her down and see if she ever got sailing



A.J. Meerwald and Sultana Shortly After the Start

again.

Peter and Jeanette Phillipps didn't make the GCBSR because, after 15 years of circumnavigation, they're making some lifestyle changes. Seems they've bought land on the heights overlooking Rockland, ME,

and are in the process of designing a house for the site. At the same time, they're berthed in Newport, RI, after receiving a commission for another design project. But that's close to Gloucester, Pete...In the last Dogwatch we noted several books that we suggested would teach you all you needed to know about the history of Gloucester schooners and the Gloucester-Lunenburg competitions. We neglected to include *Fast and Able* by Gordon W. Thomas, a serious omission, especially since there are two copies in our library. This was pointed out to Al Bezanson by the author's son, ASA member Jeff Thomas.

And Barry Nickerson of Boston Nautical Heritage has directed us to a website that ran a story on the fate of **Wawona**, a three-master that is "... one of only two remaining of a once grand Pacific fleet." The ship is in such poor condition that the City of Seattle and Northwest Seaport have decided to restore her for exhibition ashore. **Wawona** is 110 years old and will be displayed in a park on the shore of Lake Union...Our, only somewhat, irrelevant historical fact



Captain John Eginton Aboard Mystic Whaler

comes from *New England and the Sea* by Albion, Baker and Labaree (Mystic Seaport Museum, revised edition 1994). A young man named Richard Henry Dana interrupted his education at Harvard and shipped as a foremast hand on the brig **Pilgrim** around Cape Horn to California. From that voyage, you might have guessed, came *Two Years Before the Mast...* Just changed our phone service to ATT/Cingular because they say they have more bars everywhere. We'll see!

Dogwatch

Editors Note: For those interested in the history and the fabled life of the Schooner Wawona and the history of the Pacific northwest cod fishery, I would highly recommend the book titled Shipbuilders, Sea Captains and Fishermen; The Story of the Schooner Wawona written by Joe Follansbee. The book was published in 2006 by iUniverse and may be ordered through book sellers or through www.iuniverse.com. For more information visit www.wawonabook.com.

Proposed Itinerary for Brest '08

Dirk de Rover has proposed the following itinerary for a 14-day group tour centered around the Brest International Maritime Festival in July 2008. While there are some questions to be answered and possible revisions to the itinerary, this is certainly a good start. Transportation by minibus.

July 13: Arrive Heathrow Airport; minibus to Tower Bridge Hotel; visit Greenwich Maritime Museum; dinner at Royal Yacht Club.

July 14: To Chatham; visit Chatham Maritime Museum; to Dover; ferry to Calais and rendezvous with de Rover; to Caen hotel.

July 15: To Brest; reception by Festival Committee.

July 16: Brest festival.

July 17: Brest to Caen; spend night in Caen.

July 18: To Rotterdam; Rotterdam Nautical Museum; dinner at Royal Yacht Club.

July 19: To Amsterdam; lecture: Gerard Dijkstra on schooners; canal tour.

July 20: Amsterdam.

July 21: To Enkhuizen; sailing barge trip.

July 22: Sailing on traditional barge in IJsselmeer.

July 23: Sailing barge to Stavoren.

July 24: Sailing on small boats in Heeg.

July 26: To Heerenveen for connections to airports for return trip.



SPECTACULAR—YOU HAD TO BE THERE !

Were the comments of Ginger Marshall Martus on the **2nd Annual Cambridge Schooner Rendezvous**. Excerpt (s) from an article forwarded by Ginger to the ASA follows. (full article posted to the website)

“This new event, the 2nd annual Schooner Rendezvous, held over October 19-21 was the idea of Roger Worthington of Cambridge, MD, owner and captain of the 56 ft Schooner PROM QUEEN. Roger wanted to help revitalize the downtown and waterfront area of Cambridge, which is in need of attention. With the strategic location and the second deepest port on the Chesapeake Bay and well marked channel, the citizens of Cambridge felt strongly that a commercial viability of their harbor can become a destination through events like this.

Eleven schooners came to Cambridge including the 157 ft PRIDE OF BALTIMORE II, the 100 ft MYSTIC WHALER, the 58 ft beautiful Cherubini, ANTONINA, the 65 ft MARTHA WHITE fashioned after the famous BLUENOSE of Nova Scotia, the newly built (2007) 170 ft 3 masted schooner MYTIC, homeported in Mystic, CT and PROM QUEEN.

There was live music all day and the ships were open to the public. The weather was perfect and that evening there was a huge buffet, under a big tent and at each table was a tray full of steamed crabs; with the moon out, the boats lit up and the music played on into the night. It was spectacular. I wonder what the 3rd event will be like...can't wait”.



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