



P.O. BOX 484

MYSTIC, CONNECTICUT 06355

---

# WING & WING

Volume XLIV, Number 1 - Spring 2008

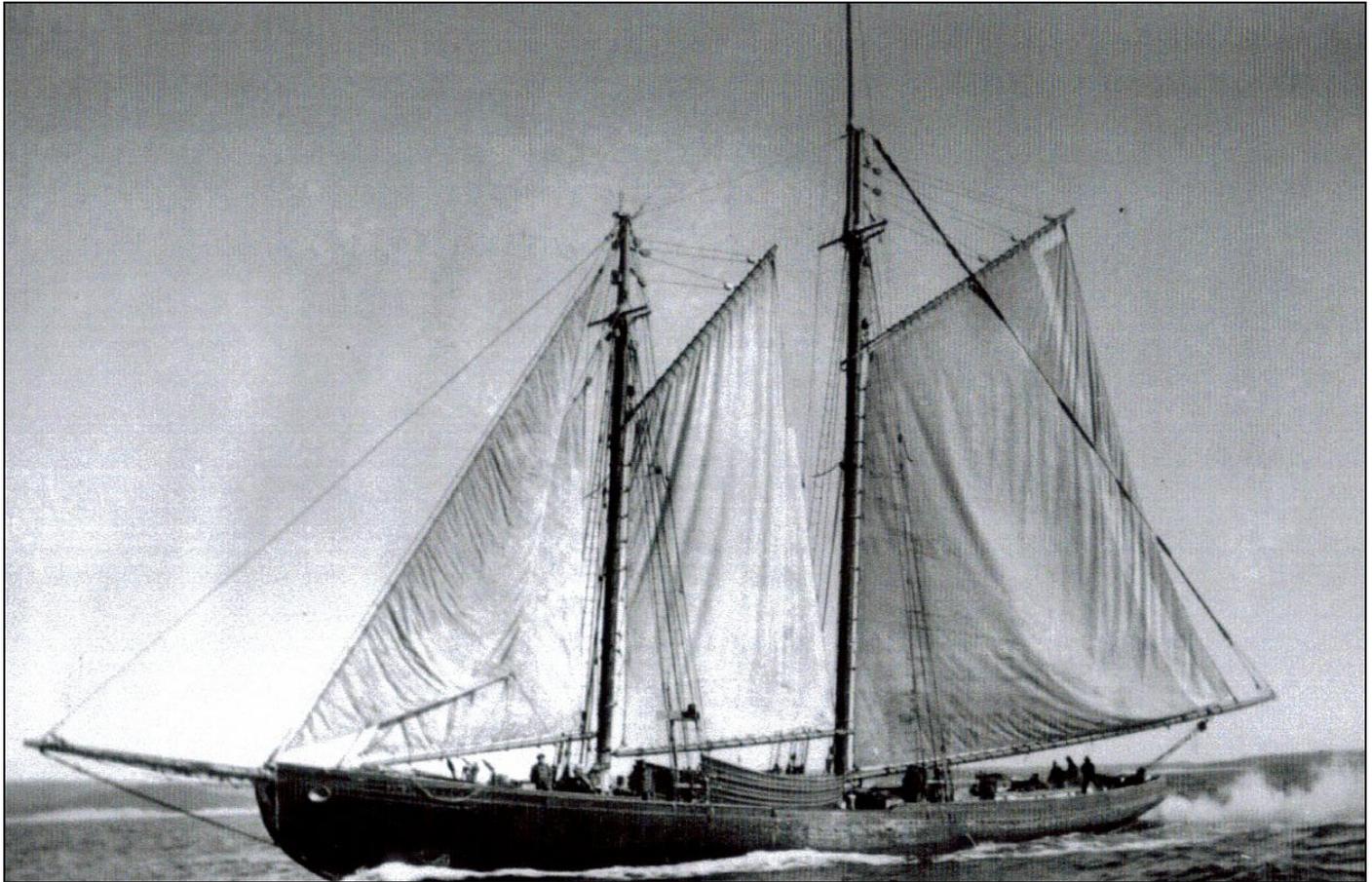
---

The Official Newsletter of the American Schooner Association

---

## Captains Courageous - Words Coming to Life

- Part the Second -



Imperator (We're Here) Heading Out for Another Photo-op

---

### 2008 OFFICERS

COMMODORE  
**JOHN EGINTON**  
VICE COMMODORE  
**AL ROPER**  
REAR COMMODORE  
**SAM HOYT**  
SECRETARY  
**NAN NAWROCKI**  
TREASURER  
**JOANNE SOUZA**

---

While some of the MGM crew were processing the film in the Gorton and Pew fishery processing plant in Canso, Nova Scotia, the two schooners set out so Scott Ewing, the director, together with cameramen Harold Marzorati and Josiah Roberts, their two assistants and a doctor, should he be needed, to catch some more film footage. They were looking for some local scenery to add to the movie. These scenes in-

cluded putting dories over the side, the setting and retrieving of the trawls as well as other colorful pictures. One of their great fears was some of what they wanted in Gloucester would not be available to them. The concern about Gloucester was not so much the scenery, but the wind. Schooners could round Dog Bar Breakwater under sail okay, but once in the outer harbor the breeze tended to slacken so

## Annual Meeting Minutes

The Annual Meeting for the American Schooner Association was held on Saturday, February 2, 2008 at Mystic Seaport. The meeting was called to order at 10:20 am.

Alex Rhineland (Commodore) called the meeting to order with a welcome to all members and guests and made an announcement that lunch for those who had made a reservation would be available in the meeting room. For those who had not made reservations lunch could be secured from the pub. He continued with a hearty thank you for all who put together and participated in the Friday evening social. He offered a special thank you to Al Bezanson and Jay McLaughlin as well as Bill Hamilton and Greg DeCowsky for the oysters and to Bill Comella for the home brew as well as everyone else who contributed.

The current officers then introduced themselves:

Commodore:	Alex Rhineland
Vice Commodore:	John Eginton
Rear Commodore:	Al Roper
Treasurer:	Mary Anne McQuillan
Secretary:	Roberta Pulsch

Attendance at the meeting was just shy of 100. Thanks to all who attended. Alex then asked that everyone provide a brief introduction – each attendee spoke.

### OLD BUSINESS

**Treasurer's report** – The treasurer's report was given by Mary Anne McQuillan. She noted this year started with \$3136.68 and ended with \$6425.53. She passed out copies of collections and disbursements for those interested. Motion to accept the report was made and seconded.

Alex presented Mary Anne with a gift to thank her for her 14 years as treasurer for the ASA. She received a ship's bell.

**Secretary's Report** --Roberta Pulsch asked that the Minutes of the previous meeting be accepted as printed in Wing & Wing. So moved and accepted. Alex also thanked Roberta for her service to ASA over the past two years as secretary.

**Peter Thompson- Wing & Wing Editor, report**– Peter made note that he, too, would be stepping down as Editor of Wing and Wing and that Don MacCuish would be taking on the publication. He read a brief introduction of Don since he was not present at the meeting. He also requested on behalf of Don that everyone take the time to submit interesting articles and info to *Wing & Wing* to ensure the quality and timeliness of information.

### Save our Schooners Committee

Mary Anne opened discussion on the Save our Schooners Committee. The committee was established at the Annual Meeting two years ago. Basically, the ASA supports groups acting to preserve historic schooners. Some ways are providing mailing lists (with zip code sort to target local ASA members), writing

letters of support from ASA, writing articles in W&W, basically any suggestion the group has that doesn't cost a lot of money. She suggested that ASA be a bully pulpit for and encourage the local communities, cities and states to provide grants and special funding to preserve the historic schooners. Questions and discussion about how ASA could better benefit the SOS.

Information presented on upcoming boat shows in both Mystic (WoodenBoat Show) and Portland (Maine Boatbuilders' Show). There was some discussion on finding a schooner to serve as our booth at the WBS. Nothing finalized. Rick Carrion has offered the use of S/V Elf.

### ASA Awards for 2007

Rear Commodore Al Roper acknowledged the following rendezvous awards presented at each of the following ASA sanctioned events:

Mike Lawrence – **Muñequita** - Gloucester Schooner Race  
Linda Meakes – Farewell – GCBSR  
Roger & Paula Worthington – Prom Queen – Cambridge Schooner Rendezvous (Roger acknowledged Ann and Rich Strauss and the entire Wharf Rat crew for all the hard work.

After much deliberation, Sam Hoyt suggested that the Northwest Maritime Center Festival in Port Townsend, Washington, be designated an ASA rendezvous event in 2008.

### New Business:

First order of business: Election of officers for 2008

Thank you to Al Bezanson for chairing the nominations committee and to all the past officers for their time and commitment to the organization.

### Newly proposed officers:

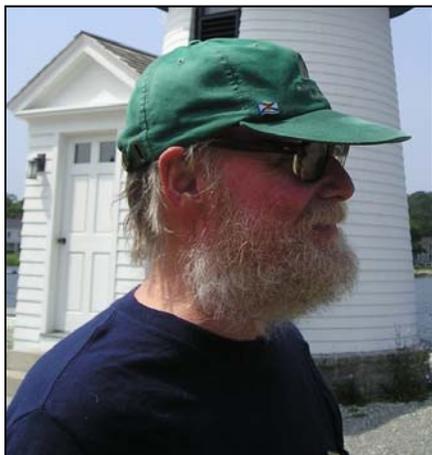
<b>Commodore:</b>	<b>John Eginton</b>
<b>Vice Commodore:</b>	<b>Al Roper</b>
<b>Rear Commodore:</b>	<b>Sam Hoyt</b>
<b>Treasurer:</b>	<b>Joanne Sousa</b>
<b>Secretary:</b>	<b>Nan Nawrocki</b>

A voice vote was taken and the proposed slate of officers was unanimously approved. John Eginton as incoming Commodore offered thanks to Alex for his outstanding service to the ASA. Alex then presented John with the Commodore's burgee.

Jim Cassidy was acknowledged for his service to the organization as he steps down from the BOG.

Nominees for ASA awards for 2008 (this nomination can be added to throughout the year) Bay Shore Discovery Project Schooner Mary E Biloxi Maritime & Seafood Industry Museum <http://www.maritimemuseum.org/> Paul Rollins – York Maine Floor nomination was proposed to the list by Sam Hoyt and seconded by Mary Anne McQuillan.

## Dogwatch by Sam Hoyt



### Dogwatch

*Annual Meeting...* It was presenting time at the annual meeting as several longtime officers stepped down after years of service and were, perhaps not quite appropriately, rewarded. Not many realize that when someone is named an officer, it entails 10 years of dedication to ASA. Past commodore Jim Cassidy just completed that stretch and is leaving the Board of Governors, although one hopes that he will still make his office in Groton available for BOG meetings.

Alex Rhinelanders completes his service as a flag officer, a term during which he brought ASA into the computer world -- some of us kicking and screaming -- with the establishment of a very nice website which has increased our presence notably and brought us members from several foreign countries. Good job, Alex, even if Dogwatch still can't get on the website.

Roberta Pulsch retires after two stints as secretary and Mary Anne McQuillan steps down after 12 years -- yes, 12 -- as treasurer. During that period, the affairs of the organization have been in extraordinarily good order thanks to their efforts. But we are

most fortunate in securing the services of Nan Nawrocki and Joanne Souza to fill those two important positions. John Eginton moves up to the commodore position and Al Roper assumes the vice commodore slot. Going totally against the goal of attracting younger members to officer positions, yours truly was named rear commodore, for which much thanks. But we assure you that we have now adopted a totally schizophrenic mindset and Dogwatch will retain his own, dare we say, unique personality and mission.

And one would be remiss should we not recognize the efforts of Peter Thompson who stepped into the formidable job of editor of *Wing & Wing* upon completing his duties as commodore. Peter did a great job proving formidable editorial experience was not a prerequisite to improve W&W and we are grateful for his assistance. Peter and Sandy also came up with the sometimes amusing tokens of appreciation presented to the departing persona.

The food on Friday night exceeded all previous menus, with two kinds of oysters, baked mushrooms, Lebanon bologna, cheese, homemade beer and assorted other goodies, for which thanks to all who contributed. There were some important performers missing at the musicale, especially Daisy Nell and Captain Stan who had a memorial to attend. But Peter and Joanne Souza were in fine voice and Catherine McKinnon had her Cape Breton reels going nicely on her fiddle. Dogwatch had to retire his guitar a tad early for some as yet unexplained reason.

*This year's schedule...* The number of events for schooners and traditional vessels just keeps growing (the schedule appears elsewhere in this issue). New this year is a proposed race from

Gloucester to Provincetown right after Labor Day weekend's Gloucester Schooner Festival. And there will be many events at Provincetown the following weekend. This year also mark's the 20<sup>th</sup> anniversary of the Race Rock Regatta, started by none other than Jim Cassidy and which is one of the races in the WoodenBoat Regatta series.

Roger Worthington spoke about the Cambridge rendezvous, the weekend after the Great Chesapeake Bay Schooner Race, and emphasized how important these gatherings of traditional vessels are to the towns that sponsor them. He cited an impressive number of non-nautical people who attend the events, tour the vessels and sail on some of them and generally add considerably to the festivities. **Mystic Whaler** is known in Cambridge, MD, and beyond as the "boat with the clam chowder." No doubt the same is true in Provincetown which offers a commodore's reception, tours of the schooners, a crew party and an awards banquet following the race. Last year all participating schooners sold all available on board seats for the race. So make it a point to get to as many of these events as you can.

*Save Our Schooners ...* Paul Brawley, executive director of the Ernestina Commission, announced at the annual meeting that in December the Commission had received a \$500,000 Save America's Treasures matching grant to be used for repair and restoration. In February, he emailed friends of **Ernestina** that the Commission had received \$290,000 in state matching funds from the Department of Conservation and Recreation. This bodes well but keep in mind that these are *matching funds* and tax-deductible contributions can be made to the Ernestina Commission Trust, Box 2010, New Bedford, MA 02741-

**Captains Courageous** (Continued from Page 1)

much that boats had to be towed, at least to Ten Pound Island where the breeze might again fill their sails. If the typical did indeed turn out to be the actual, they would have a back-up plan.

With enough film in their pockets should the back-up plan be necessary, the two schooners headed for Gloucester. Along the way they shot more film and planned which scenes they would film along the Gloucester water-front during the next week. Among those they hoped to get were the much coveted storm scenes that 'til this point had eluded them. In addition, there was the nagging concern in back of Mr. Scott's mind about footage similar enough to the 'real' Virgin Rocks to keep with Kipling's narrative.

One of the first scenes of trickery were those shots taken at the Fisherman's Memorial statue on George O. Stacy Boulevard with Freddie Bartholomew, Harvey, throwing a wreath of garlands into the canal at the Richard Blynman Bridge. After shooting the scenes of Harvey throwing his wreath with the Fisherman's Statue behind him, the film crew quickly moved the few hundred yards down to the Blynman Bridge where they threw another wreath into the water. There they filmed the footage showing the wreath being taken by the outgoing tide into the far Atlantic, after transiting the outer harbor.

With this task now accomplished they sought to capture the actual home-coming of the *We're Here*. There was a problem with the homecoming though. In the old days it was not uncommon for a schooner to have its hold filled with 150,000 pounds of salt fish, which would add about 75 tons to her. That much weight would

certainly noticeably lower a ship in the water. Without adding sufficient ballast to her hold that would certainly cause a great deal of work loading and unloading that much weight, it was decided to let her come in riding high.



*Captains Courageous* promo poster from Editor's family files

Preparing for her arrival at the wharf was a much easier task. They quickly rounded up Charles W. "Barnacle Bill" Elwell, an 84-year-old veteran of the fishing fleet, and colorful waterfront figure, I might add, to be the chief greeter. He was assisted by eleven other old seamen. To give the whole scene some color, they asked Mrs. Fletcher Burnham if she could round up some women in period costume. She mustered up twenty-one women from her Judith Murray Guild Society of the Independent Christian Church. Each of them hit the keep-sake trunks and dusted off dresses that had not seen the light of day for over twenty-five years. They also brought along 9-year-old Robert Low so they would have a child represented as well.

As soon as they finished the filming of the home-coming they turned things around and filmed bidding a sad farewell to the ship and crew of the *We're Here* as they began their five month trip to the fishing grounds. The only errant happening in the homecoming portion of the shoot was when 73-year-old John O'Neil was coming up out of the companionway. The wind had died when he was down below. He just happened to emerge as the auxiliary engine kicked in, at which time the boom swung around and knocked him to the deck. A quick trip to Addison Gilbert Hospital and the setting of his newly broken leg brought the unfortunate mishap to a conclusion.

After they had completed shots of the home coming, they turned their attention to the unloading of fish- from an actual schooner. Good photography solved the problem of the *We're Here's* empty hold. Director Ewing did not think the first few shots were interesting enough so he asked a Gorton-Pew employee how to add some excitement. The employee, whose name is long forgotten, said he'd take care of it. He went next door to the Gloucester Electric Wharf with a small bucket of bait. He soon had a bunch of sea gulls numbering in the hundreds squawking and diving to pick up the free handout.

With these shots now complete, the only shots needed were the infamous storm scenes and the shots of the fore-sail being carried away. Both had proved elusive as Thanksgiving 1935 approached. On Saturday, 23 November, Old Salt, the local forecaster stated that a storm had developed off the North Carolina coast and it was headed towards Gloucester. Director Ewing's hopes began to rise. Maybe,

**Captains Courageous** (Continued)

from Page 4)

just maybe he and his crew could wrap everything up and be home for Thanksgiving!



The Captains Alfred Williams, 'Dan' MacCuish and Moore on board the *Mary F. Curtis* during the filming of *Captains Courageous*

He awoke Sunday morning to a 40 knot breeze. He and his camera crew hurried out of the Hotel Savoy and made haste down to the Gorton-Pew wharf. There they found the crews of the two schooners already hard at work. They were bound and determined to make that foresail tear as well. They left nothing to chance. Someone found a foresail that was over a quarter-century old. Then they greased the halyards with acid to eat away the rope. Well, that was how they understood it would all work. Out past Eastern Point the two schooners sailed.

The camera crew on the *Mary F. Curtis* was ready. They were up in the rigging filming, waiting for that darn foresail to tear.

On the *We're Here* Captain Albert Williams did his part. He jibed. He tacked. He did everything he could think of short of making the schooner stand on her head, but the sail refused

to tear!

On the way home from Nova Scotia, both boats, the MGM crew, and Director Ewing looked all along the coast for something that was close enough to pass for the rocks off Newfoundland. As they approached Rockport, MA, they thought they found their substitute rocks. Thus, the next day, Wednesday, 27 November, director Ewing along with his camera crew set out on Reginald Jackson's *Victor X* heading straight for the unfinished Rockport breakwater. The *We're Here* as close behind. As they rounded Thatcher's Island and her twin lighthouses, they were not disappointed. They were able to take several pictures of water breaking over the rocks, presumably the Dry Salve Ages, as well as several shots of the *We're Here*.

That night the Captains MacCuish and Williams were guests of the Lions. Captain MacCuish was the invited speaker and told the crowd about all the happenings of the film-



Captain MacCuish emerging from the wheelhouse of the *Mary F. Curtis* during the filming of *Captains Courageous*

ing of *Captains Courageous* that had taken place to that point.

Both boat and camera crews enjoyed Thanksgiving in Gloucester. Friday became a rest day, too. Saturday found them again off Rockport trying to capture suitable footage of water breaking over rocks in hopes of resembling the famed Virgin Rocks. These shots, upon closer examination, were deemed unsuitable as a substitute for the 'real' Virgin Rocks. Several of the old Gloucester skippers suggested that the crews might want to venture out to Cashes Ledge as that was the only local area that could be a suitable double for the Virgin Rocks.

Thus, November turned into December. Things began to look bleak for the cameramen as they came to realize that they might be spending Christmas in Gloucester, far away from home and family.

Things, however, began to look up in early January 1936, three months after they had begun filming in the Northeast. A gale blew in on Friday, 3 January, 1936. Boats and camera crew quickly put to sea. They shot some great storm footage off Thatcher's. The sea had been whipped into an angry frenzy by a thirty-six knot breeze. They had finally gotten the long sought after storm scene. But the tearing of the foresail still eluded them in spite of their efforts. They continued to use the ultra-vulnerable canvas. This time they made sure that they used super strong acid on the halyards. Despite all their efforts the only thing they were able to accomplish was having one corner of the sail finally give way.

Continued on Page 7

### Dogwatch (Continued from Page 3)

2010.

Mary Anne McQuillan, chairperson of the SOS committee, suggested that ASA consider making donations to worthwhile schooner restoration projects if the recipient project had already received grants which would verify the project's authenticity. One such recipient could be the Bayshore Discovery Project's planned restoration of the oyster schooner **Cashier**, built in 1849 and believed to be the oldest extant commercial vessel in the country. The south Joisy delegation was on hand distributing brochures on the project.

Also present at the meeting and joining as a new member was Rick Carion, the founder of the Classic Yacht Restoration Guild and the guiding spirit behind the restoration of the 1888 gaff cutter **Elf**. A spring re-launching of the vessel is scheduled on the Chesapeake and she will attend classic yacht events between New England and the Chesapeake this summer. Rick acquired the vessel in 1971 when she was yawl-rigged and named **Flying High**. Four years later, while working on a deck beam, he found the original documentation number which subsequently identified the boat as **Elf**. Rick, who plans to attend the WoodenBoat Show at Mystic Seaport, has volunteered **Elf** as ASA's booth if we can't come up with a schooner.

*Schooner News...* We heard from former (and hopefully renewed) member Bill Barnum recently with some more good news. After selling the family schooner **Sagamore** many years ago, it apparently sat in a cornfield for some 10 years and the hull pretty much rotted away. Fortunately, the rig was protected. Bill now tells us the schooner was purchased by two English shipwrights, a father/son team, who are now about ready to replank

her in Duluth, MN. Bill hopes to write about the project and we hope he does. Bill is the son of founding member and parliamentarian Humphrey Barnum and the grandson of Walter Barnum who commissioned and sailed **Brilliant** to victory in an early trans-Atlantic race.

Richard Hudson has had a change of plans and will not be sailing **Rosemary Ruth** to Europe in May, as recounted in the last Dogwatch. Instead, he has purchased a new schooner, a 45-meter Damien II design by Michel Joubert, a steel centerboard staysail schooner, presently located in France. The original design was intended for wintering in Antarctica and Richard bought her from a man who had singlehanded her some 48,000 miles in three years. So Richard will be doing a westbound Atlantic crossing instead of the other way. And **Rosemary Ruth** is up for sale.

A phone call from Brian Beckwith disclosed that Bob Pulsch's **Heron** has been acquired from the insurance company by another former member, Oliver Jones, and taken to his facility in Connecticut. Older members may remember that Ollie converted a large catboat into the schooner **Metamora** which had the biggest main cabin in schoonerdom where he hosted many a great party. One hopes that Ollie will get **Heron** sailing soon and get back involved with ASA.

*News from the Vineyard...* Nat Benjamin's new schooner **Charlotte** was launched at Gannon and Benjamin last September. They now have under construction a sloop and catboat plus one powerboat. Ross Gannon related that **When & If** broke loose from her mooring during a winter gale suffering minor damage but needing a new bowsprit. Gannon and Benjamin (G&B) is also repowering her. And the beauti-

ful topsail schooner **Shenandoah** is undergoing a major overhaul in Boothbay Harbor, believed to be the first such since the Douglas family had her built. Many thanks to Carol for conveying this news.

G&B is also involved in a major project which actually provides an excellent opportunity for someone to acquire and restore a classic yacht of Edwardian era design and to own a piece of yachting's golden age. The 55' ketch **Venture** was designed by G.L. Watson and launched in 1924 by J. Samuel White in Cowes, England. She was featured recently in Maynard Bray's column, "Save a Classic" in *WoodenBoat Magazine's* July/August 2007 issue; and, as a result, acquired by an American banker, who had the boat moved to G&B, where the boat was taken apart in order to prepare a detailed cost estimate for **Venture's** restoration. **Venture's** restoration is a significant, but eminently viable project. The boat has been disassembled to have a clear picture of the work that needs to be done. Now an owner is needed who can carry out this project. See G & B's website at [www.gannonandbenjamin.com](http://www.gannonandbenjamin.com).

ASA member Christy Georg, who crewed on **Mystic Whaler** last summer and is a Fellow at the Fine Arts Work Center in Provincetown, opened her new art show "Nautical Body: Part 1" there in March. As the title implies, her art is very much influenced by her experience on schooners. ASA now boasts two nautical sculptresses, the other being Arden Scott of Greenport, NY, who sails the schooner **Annie** which she built herself.

*Department of Corrections...* The picture in the last *Wing & Wing* labeled **Martha White** was, quite obviously, not that schooner, as several readers were quick to point out. Dogwatch

**Captains Courageous** (Continued from Page 6)



Spencer Tracy (Manuel) and Freddie Bartholomew (Harvey) on the deck of the *We're Here*

By 2:30 that afternoon they had returned to port. That night, they sent all the film they had by Railway Express

to Boston and thence from the East Boston airport to Culver City, California, the home of MGM. They finally decided to call it quits. With the storm scenes finally in the bag, efforts were transferred to the West Coast where the remainder of *Captains Courageous*, those parts involving the actors, was filmed.

The movie was finally released in 1937 and members of the MacCuish family attended the New England opening in Boston as guests of MGM Studios. By that time, Captain Dan was out on another of his ventures bringing the Brigantine Florence C. Robinson to the United States from the island of Cyprus in the Mediterranean.

An interesting point about the east coast shots is that the *We're Here* was dressed with the long bowsprit and sported a topmast on her main. These two features marked a Grand Banker during the summer season so she could carry the extra sail needed in the light summer winds. All the shots filmed in Newfoundland were during the winter season. I hope that the member of the American Schooner Association noticed this as they viewed the movie, the original version, of course.

© Dr. Donald A. MacCuish, grandson of Captain Donald A. MacCuish, approved for unlimited use by the American Schooner Association.

**Trip to Mystic**

By Ken DiGregorio  
2008 Co-chair

**Great Provincetown Schooner Regatta**

This was my first trip to Mystic as I joined six other committee members from the Great Provincetown Schooner Regatta. As one of the new Co-Chairs of GPSR, I looked forward to taking part in the annual American Schooner Association meeting and becoming a member. Upon returning home I can only report, Wow! On the first night, the songs were of great epics that swayed like the sea, the oysters were plenty and the spirits were flowing. The next morning we were surprised by the size of the crowd gathered to call business to order and let everyone speak out loud.

The GPSR committee had a mission for the day, to throw down the gauntlet for a schooner challenge across Massachu-

setts Bay. Our rendezvous was accepted and four schooners signed on right off the bat. Now the race is on! Several more captains seemed encouraged and are now charting their courses.

The guest speakers came next with a slide show in tow. It was something incredible and unimaginable to know. They told of a fifteen year journey that captivated the room. Onboard their schooner Voyager, Peter & Jeanette Phillipps circumnavigated the globe, sixty nations in all they hailed for safe harbor. Their challenges were many but their blessing were more, a tale to be remembered and a treat for us all.

I began to realize what this gathering is all about. An association it's called, but a calling it may be, a love for old schooners and the call of the sea. My trip was amazing and made worthwhile. I hope all will remember -- and on your calendar GPSR will be -- to visit us this September for a new chapter of schoo-

ner history.

**The Race is On!**

The Great Provincetown Schooner Regatta & Yacht Race is slated for September 3-7, 2008. In addition to the splendid sailing and magnificent vessels this annual race brings to Cape Cod, this year marks the restoration of the cross-bay challenge from Gloucester to Provincetown in the great tradition of the historic Fisherman's Cup. Interrupted by the outbreak of World War I when these vessels patriotically joined the war effort, the last time this race was held was over one hundred years ago. In that challenge the silver cup commissioned by Sir Thomas Lipton rewarded the fastest fishing schooner competing in a race from Boston to Gloucester and back during Boston's Old Home Week festivities in August 1907.

Provincetown's **Rose Dorothea** won the cup, establishing the reputation of

### 2008 Maine Boat Builders Show

By Peter Thompson

Many thanks to members who spent their weekend tending booth at the 2008 MBBS including Roberta and Bobby Pulsch, Al and Phyllis Bezanson, Alex and Catherine Rhineland, Peter and Jeanette Phillipps, Fred Sterner and Mary Anne McQuillan, Sam and Jeanette Hoyt. As always a heartfelt ASA thank you to Phin and Joanna Sprague who host the show and who graciously provide the ASA with a booth.



handed out. Dave Stickney, who was helping out at Lowell Boats, saved the Friday night dinner by bringing it to our attention, that the grill was very much on fire. This gathering of good friends and schooner discussions was complimented by oysters, smoked salmon and turkey, properly charbroiled steaks, a big caesar salad and a great selection of rum. On



Once again the show was a sea of marine related businesses, new boat builders and boat restorers, antique tool vendors, marine photographers, and on and on....something for everybody and a great place to just walk around and talk.

There were quite a few folks interested in joining, and about 100 applications were



Saturday, the dinner venue shifted to RIRAs at which 18 attended.

The show was well attended by visitors and businesses who have also become ASA members and friends, including, Frank Luke with Paul Luke Inc., Harold Burnham with Burnham Boat Building and Design, the crew at R&W Traditional



Rigging, Doug Theobald et. al. with Epifanes, Inc., in addition to Jim Cassidy of Heritage Marine Insurance, and Ted Pike of Edensaw and Dave Clarke, as well as other members, were seen wandering about at various points in the show. Included are a few images from the show. It's a great show so plan to attend next year, and it's a fitting way to get ready for the sailing season. For info see <http://www.portlandcompany.com/>.



**Trip To Mystic** (Continued from page 7)

this Portuguese fishing village as the swiftest fleet sailing the Grand Banks. The cup is proudly displayed in the Provincetown Public Library along with a half-scale replica model of the historic **Rose Dorothea**.

The GPSR is a destination and experience like no other boat race in the world. Visitors and competitors feel as if they have stepped back in time as they race alongside majestic schooners in full sail in a race where historic schooners and modern vessels come to Provincetown for a week of fun and lively competition. Four classes of modern boats race the same course alongside two classes of schooners in what can only be described as visually spectacular for those who love sailing. Seating on board the schooners is available for purchase offering spectators to be in the race alongside the crew. This is a rare chance for the sailing novice to experience one of the world's greatest sporting events. Last year the event boasted the largest turnout in the regatta's history. The Figawi.

Race Weekend in Hyannis kicks off the Cape Cod and Nantucket summer season just as GPSR celebrates the official close to the summer season.

Located at the outermost tip of Cape Cod, Provincetown was the first great fishing port on the eastern coast dating back to the time of the Norsemen; she was home port to a star-studded cast of vessels plying the Atlantic and Pacific Oceans throughout America's fishing history; her skippers were famous in every port, their sailing ability unrivalled anywhere; her harbor once held 200 fishing schooners riding at anchor in a single day. She is said to be, by some authorities, the home of the whaling and lobster fisheries, and today she is still one of the best of the fresh fishing ports. Her natural beauty and the fact that Provincetown is the first landing place of

the Pilgrims, should make even the most experienced sailor as well as the casual visitor sit up and take notice. Mindful of the important role 19<sup>th</sup> and 20<sup>th</sup> century schooners played in the maritime commerce of Provincetown, the GPSR's mission is to celebrate not only the importance of Grand Banks schooners in the town's history but her fishing heritage and the cultural impact of this industry.

**2008 Race Week Schedule**

**Sept 3.** The Schooner Challenge kicks off the week with a race from Gloucester, Massachusetts to Provincetown, across Massachusetts Bay

**Sept 4.** Commodore's Reception welcomes all visitors. The presentation of the trophy and a cash purse for the winning schooner will be handed down from the bow of a half scale replica of the Rose Dorothea Fully rigged with full sails, she sits inside the historic library next to the Lipton Cup she won in 1907.

**Sept 5.** Free Tour of Schooners alongside MacMillan Pier 4-6pm. This is an opportunity to learn the history of these great vessels and

meet the captains and crews and tour the decks and hulls of these floating museums.

**Sept. 5** Crew Party on Fisherman's Wharf. The whole town turns out to join the fun with live music, dancing and food.

**Sept 6.** The 7<sup>th</sup> annual Great Provincetown Schooner Regatta & Yacht Race commences. The Morning begins with a Captain's breakfast. At 11:30am the Parade of Sail passes the gathering of spectators in the reviewing stand on MacMillan Pier before heading to the start line. The race is followed by an Awards Banquet.

The GPSR races are organized with expertise supplied by the venerable Provincetown Yacht Club, one of the oldest yacht clubs in America. If the burgee looks familiar, this is because the Provincetown Yacht Club was organized in 1867 by members of the prestigious New York Yacht Club who loved to race in our magnificent harbor.

For more information please visit [www.provincetownschoonerrace.com](http://www.provincetownschoonerrace.com)



## **Annual Meeting Minutes**

(continued from page 2)

### **Nominated ASA sanctioned rendezvous for 2008:**

Gloucester Schooner Race (Labor Day Weekend)  
Great Chesapeake Bay Schooner Race (Oct 15-18)  
Cambridge Schooner Rendezvous  
Northwest Maritime Center Festival  
Suggested: Provincetown Schooner Regatta (2nd Sept weekend)  
Race Rock Regatta and Rendezvous XX (2nd Sept weekend) – contact Jim Cassidy for details  
Privateer Day – Fells Point – April 19

### **Discussion:**

Mary Anne opened discussion about ASA sanctioning some rendezvous and not others. She hoped that ASA would consider openly announcing all rendezvous and events that featured schooners as a way to encourage membership. There should be some communications with the event coordinators and ASA to determine the viability of the event.

Mary Anne presented information about SOS committee: proposed the question as to how ASA can better help the organization -- perhaps by adding an option to donate to SOS on the ASA membership form. Discussion continued on how to possibly distribute funds to historic schooners that needed help. Suggestion: If historic schooner had won a competitive grant with matching funds that ASA would make an appropriate donation. COMMENT: Put your money where your mouth is! She asked for a vote of confidence. She then made a motion to establish an SOS participating fund. The ASA shall establish "The SOS Fund" funded by excess money in the Treasury and donations received for The Fund. The Board of Governors shall award these grants to historic schooners to match funds of matching grants the vessels have been awarded by other organizations or government agencies.  
Commodore: Any discussion – NO.  
The motion was seconded and approved by the membership present.

### **Commodore: OPEN DISCUSSION**

Provincetown Schooner Regatta  
Susan Avella - information was presented on the Provincetown Race (Rose Dorothea Cup). The Provincetown committee would like to establish a run from Gloucester to Provincetown possibly Tuesday - Thursday.

Rex McKinsey, the Provincetown Harbormaster, presented information on the activities that will be offered in Provincetown. The regatta will feature the opportunity for each participating vessel to be tagged with a GPS unit so that real time data can be made available. Twelve schooners participated in the event in Provincetown in 2007. Mark Faulstick (**Adventurer**) challenged those vessels participating in Gloucester to make the run from Gloucester to Provincetown.

Roger Worthington presented information about the Cambridge Schooner Rendezvous and then meandered into a discussion of why someone would join ASA. He asked what ASA had to offer? Comments: Schooners are a link between the past and future; How the vessels are a beacon in the places they choose to visit; He left us with the question – What is our message? He also added a comment that we need to incorporate some of the crews and younger people into ASA to keep it going.

Roger then invited everyone to come to the Mid Atlantic Chapter ASA meeting on March 8 in St. Michaels, Maryland. Please contact Roger for additional details.

Suggestions for member vessels: A discount for boarding by ASA members.

### **MISC:**

Report on Brest Maritime Festival in July 2008 – Sam Hoyt  
Dirk De Rover is the primary contact.

### **S/V ELF**

Bill Hamilton introduced information about s/v ELF and Rick Carrion and his offer of white oak. Rick has a tree farm (and has offered wood for anyone interested) and has been working on ELF for 16 years to bring her back to museum quality. She will launch on April 11, 2008 in Rockhall, MD. Please contact Rick or Bill for more information.

Greg DeCowsky – Classic Boat rendezvous 1st weekend in Oct. Contact Greg for details.

Paul Schaub – GCBSR invited everyone to come south to participate in the race and the Parade of Sail.

Reminder: Mid Atlantic chapter meeting March 8 – Ed Stemmler from Gazela will speak. Contact Roger Worthington (Commodore ASA Mid Atlantic for details).

The business meeting was adjourned.

Guest Speaker: Peter Phillipps – VOYAGER trip presentation. Peter commented on several of the stops he and Jeanette had made during the 15-year circumnavigation and how they had been treated like "visiting royalty" virtually everywhere they went. Seems there's nothing quite like the attraction of a traditional schooner. He mentioned that several ASA members had joined Voyager for passages during the trip. His talk was accompanied by many excellent slides taken by Jeanette. Despite some problems with the sound system, Peter's talk was delightful as well as a brief review of an historic passage. Is there a book in the future?

**Dogwatch** (Continued from Page 6)

sent the wrong picture caption to the editor and apologizes since he knows as well as anyone that **Martha White** has bright bluish topsides and he can't figure out how he mis-identified the picture. It seems equally obvious that the schooner in the picture is Mark Faulstick's **Adventurer**. Apologies to Bob Kay and Mark.

Since this column has focused primarily on restorations this time around, it seems appropriate that, for once, we include a rather relevant (and recent) historic fact. And that is that the Heritage Lottery Fund has provided a pile of pounds to restore the badly damaged tea clipper **Cutty Sark** and another for King Henry VIII's flagship **Mary Rose** which sank in 1545. One wonders how we could start up a lottery for schooner restorations.

**Schedule of Events '08**

- 4/11 Launching of Elf, Rock Hall, MD
- 4/19 Privateer Day, Fells Point, Baltimore, MD
- 5/10 Ancient Mariner's Yesteryear Regatta, San Diego, CA
- 5/16-18 Billy Creel Memorial Wooden Boat Show, Biloxi, MS
- 5/31 Great Biloxi Schooner Race, Biloxi, MS
- 6/1 Bay Day, The Waterfront Center, Oyster Bay, NY
- 6/27-29 WoodenBoat Show, Mystic Seaport, Mystic, CT
- 7/11-17 International Maritime Festival, Brest, France
- 7/19 The Great Schooner Race, Lunenburg, Nova Scotia
- 8/2 Eggemoggin Reach Regatta, Brooklin, ME
- 8/4-8/9 Nova Scotia Schooner Assn. Race Week, Shelburne, NS
- 8/9 Corinthian Classic Regatta\*\*, Marblehead, MA
- 8/17 Opera House Race, Nantucket, MA
- 829-9/1 Gloucester Schooner Festival\*, Gloucester, MA
- 8/30-31 Classic Yacht Regatta\*\*, Newport, RI
- 9/3 Schooner Challenge, Gloucester to Provincetown.
- 9/3-9/4 Great Provincetown Schooner Race\*, Provincetown, MA

- 9/5-9/7 Wooden Boat Festival\*, Port Townsend, WA
- 9/6 Race Rock Regatta\*\*, Stonington, CT
- 9/8 George Moffett Race, Vineyard Haven, MA
- 9/13 Governor's Cup\*\*, Essex, CT
- 9/20 Greenport Classic Yacht Regatta\*\*, Greenport, NY
- 9/27 Heritage Cup Regatta, Glen Cove\*\*, NY
- 10/4 New York Classic Yacht Regatta Week\*\*, NYC
- 10/13-14 Oyster Festival, Oyster Bay, NY
- 10/15-18 Great Chesapeake Bay Schooner Race\*, Baltimore-Norfolk
- 10/25 Cambridge Schooner Rendezvous, Cambridge, MD

*\*American Schooner Assn. Rendezvous*

*\*\*WoodenBoat Regatta Series*

**Dorymate Needing Help**

Looking for information on the oyster schooner Maggie S. Myers. She is said to be the oldest continuously working oyster schooner under sail in the Delaware Bay. A dorymate is looking to document this fact. If you can help verify this please write to the editor@amschooner.org.

Looking for information on an old schooner named Yawl-Challenger, which was active in circa 1863. If you can help please write the editor@amschooner.org

Additions, corrections and articles of interest may be submitted through Dogwatch at Dogwatch@amschooner.org or directly to Dan MacCuish the Wing & Wing Editor at Editor@amschooner.org.



AMERICAN SCHOONER ASSOCIATION CLASSIFIEDS



American Schooner Association  
P.O. Box 484  
Mystic, Connecticut 06355

<http://www.amschooner.org>  
E-mail [asa@amschooner.org](mailto:asa@amschooner.org)