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WING & WING

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The Official Newsletter of the American Schooner Association

Schooner *Augusta E. Herrick* of Swans Island

By
Ralph W. Stanley



William Pierce Stubbs

Collection of Penobscot Marine Museum

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“The schooner **Augusta E. Herrick** was modeled and built at Gloucester, Mass. in 1877 by Daniel Poland who built many schooners during the eighteen seventies,” so states Howard Chappelle in his book *The American Fishing Schooners 1825 -1935*. Her owner was William P. Herrick, a high line mackerel fisherman of Swan’s Island, Me. Chappelle goes on to say, “This vessel had the distinction of being the only cen-

terboard schooner ever to be employed in the North Atlantic fisheries.” He further describes the vessel saying, “The **Herrick** was an extreme clipper, having a low quarter-deck with the ‘break’ or ‘great beam’ forward of the mainmast. The latter was off-center to starboard, with the centerboard off-center to port, in order to balance the hull and rig by placing the centerboard far enough aft. This was not original in the **Her-**

Augusta E. Herrick (continued from page 1)

rick, of course, for it was used in many centerboard schooners built from Virginia northward. The **Herrick** proved to be a very fast sailor on a reach or running off, but was not very weatherly. Essex connoisseurs in schooner design thought that her centerboard was too small, the case having been shortened by order of the owner while under construction, it was claimed.

“The **Herrick** was designed to be 95’-6” moulded length at main rail cap, 80’-0” between perpendiculars, and 24’-0” moulded beam” (7.6’ – depth of hold). “The dimensions were intended to produce a shoal draft schooner to work out of some shallow Maine ports. The schooner was long and low in appearance, having very moderate sheer, straight keel with little drag, slight rake to the sternpost, a long counter for the date, sharply raking transom, wide and rather shallow with some curve athwartship. The stem rabbet raked and was straight above the load line, much cut away below. The entrance was long and sharp with slight hollow in the fore-foot. The run was unusually long with very straight buttocks. A raking midsection was used, that in the body plan had slightly rising, straight floors carried well outboard, low and very hard turn of the bilge with marked tumble home in the topside.” Chappelle’s book also shows a lines plan of the **Herrick**.

The History of Swan’s Island by Dr. H. W. Small states that Swan’s Island fishermen were leaders in the mackerel fisheries from 1874 to 1889 and their vessels took either first or second place every year in the fleet of the whole Atlantic coast. During this time as many as forty-one men from Swan’s Island com-

manded at different times, at least, one hundred and eleven vessels owned wholly or in part in the town. Some were new, elegant and expensive vessels.

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

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

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

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

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

Perhaps William Herrick inherited some of his rugged individualism from his great grandfather. William grew up on Swan’s Island and married Augusta Edith Gott, the daughter of Joseph and Eunice (Sprague) Gott. Joseph was a brother of Ambrose who married William’s mother, Sarah. They were

Augusta E. Herrick (continued from page 2)

sons of John Gott who was lost at sea at the age of seventy years. John Gott's wife was Ruth Barton of Castine. His parents were Peter and Charity (Kain) Gott, early settlers at Swans Island.

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

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

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

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

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

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

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

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

In 1899, according to the American Bureau of Shipping, a Mr. Crowell was the owner of the **Augusta E. Herrick** and the vessel hailed from Tampa, Florida.

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Dogwatch by Sam Hoyt



It was good to see a number of new faces at the recent annual meeting. But it was even better to see some old faces who hadn't been around at the meeting for several years. This year also saw many former commodores on hand, including Peter Phillipps, Jim Lobdell, Tom Schiller, Brian Beckwith, Dave Clarke, Bob Pulsch, Mark Faulstick and immediate past commodore Alex Rhineland. And the Chesapeake group seems to increase every year as does the stalwart contingent from Joisy. Not too much of the food seemed to make it to the music suite this year, but then it's hard to eat oysters while you're singing. While Peter and Joanne Souza, among others, were in good voice, we still missed Daisy Nell and Captain Stan.

Anyone who thought for a moment that events for schooners and classic vessels were few and far between will be heartened by this year's calendar. A quick glance at the schedule of events on page 6 shows 28 such events including at least 12 for schooners alone. This year also features an American Sail Training Assn. Tall Ship challenge with rendezvous in Charleston, Boston and Halifax. We're looking for schooners to fly the ASA burgee on the leg from Boston to Halifax. Any takers?

ASA will exhibit at the three major boat shows this year, beginning with the

Maine Boatbuilders' Show in Portland. The second will be the WoodenBoat Show at Mystic Seaport in June and, finally the Wooden Boat Festival in Port Townsend, WA, in September. But we won't be camping on Chubb's Wharf at Mystic this year. Instead, plans are for the ASA "booth" to be Mark Faulstick's beautiful Alden Malabar VI design **Adventurer**. We have obviously attracted much more attention when we've had a



Part of the crowd at the Annual Meeting

schooner as our "booth" as shown by previous shows when we were located on **Voyager**, **Heron** and **When & If**. All three of these shows are huge draws altho' Mystic and Port Townsend attract more of the general public. But we usually sign up some new members at them all.

The highlight of the meeting was the presentation of the American Schooner Association Award to Mary Anne McQuillan. Not many members have served ASA for as long and as capably as has Mary Anne in her 12-year posting as treasurer. She brought a great degree of clarity to ASA's financial affairs, also serves as the chairperson of the Save Our Schooners committee and has been a regular participant at the boat shows and schooner events as well as a staunch supporter of **Ernestina**. This award was well-deserved. Rendezvous awards were presented to Bob Fitzgerald of **Talisman** for Gloucester and the Kaye family of **Woodwind** for the Great Chesapeake Bay Schooner Race.

The guest speaker was Bill Pinkney, skipper *emeritus* of **Amistad**. His history-oriented talk, centered around the story of the original vessel of that name as well as



Mary Ann McQuillan receives the 2009 American Schooner Association Award for her 12 years of service

the recent voyages of the current schooner, was fascinating as it was in the context of the slave trade and African-Americans' place in our maritime heritage.

Paul Brawley, executive director of the Schooner Ernestina Commission, gave a brief report on the reconstruction project continuing at Boothbay Harbor Shipyard. He expanded on that report by email after the meeting as follows: "...All futtocks and top timbers are in place and the planking is well underway. New deck beams are being fashioned and installed and thankfully we have managed to re-use a few of the knees. The project remains



Captains Bill Pinkney and John Beebe-Center of Amistad were the Guest Speakers at the Annual Meeting

on budget and the ship is due to return to New Bedford on Saturday, May 9." **Ernestina** celebrated her 115th birthday on February 1. You can get all the news

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Dogwatch (Continued from page 4)

at <http://www.ernestina.org/history/Clark.html>. The project is under the supervision of Harold Burnham of Essex, MA. who was nominated for the ASA Award at the meeting.

Random notes from annual meeting... Adam Henley is rebuilding the Alden 270 design **Revenge** in Pt. Townsend. Peter Thompson doesn't feel so lonely now...Commodore John Eginton chased Vinnie Archetto of **Antonina** around Virgin Gorda during February while running charters from Tortola. Literally; he wanted to collect Vinnie's ASA dues. When finally cornered on Virgin Gorda, Vinnie capitulated and said, "You're not going to have to chase me any more."... Bob Pulsch showed up at the meeting with a broken leg, suffered while helping with an iceboat on the Shrewsbury River. This has severely limited his latest construction effort, building a catboat which will, suitably, bear the name **Roberta P...** Tom Schiller was in attendance and informed us that **Bounding Home** is undergoing a rehab in Maine and will soon be sailing again under her original name, **Savannah...** Looking ahead a bit, Linda Kaye announced that in 2013, the 20th anniversary of **Woodwind**, they'll be taking her south to Antigua Race Week...And R&M Rigging, an ASA sponsor, said they'd received a query as to which was the best hemp to use when binding your wife to the bed. One wag suggested renaming the company S&M Rigging.

Future Events... We had a great email from Thorunn Hardarsdottir who reports that their schooner **Haukur** took almost 32,000 passengers out on Skjálfandi Bay. The vessel is based in Húsavík, Iceland. But Thorunn was writing to, in her words, "...introduce a very special event we're planning for 2011. It's a sailboat festival that will be held in Húsavík July 25th - 31st in the year 2011. I think it'd be very exciting to introduce this festival within the American Schooner Association. Do you

think anyone in the schooner association would be interested in bringing their schooners all the way up to Iceland???" She has certainly given us enough ad-



The Kaye family received a Rendezvous award for Woodwind at the GCBSR

vance notice, so I think it's imperative that someone take up the challenge. After all, **Haukur** is the only schooner in Iceland and she gets lonely. You can check out the details on this link <http://www.schooner.is/sailnorth2011/> for more about the festival/regatta. You can also read some more about Schooner Haukur on www.schooner.is. (We mistakenly announced at the annual meeting that this event would happen next year and now stand corrected.)

Be Very Aware... As of Feb. 1, only distress signals on digital 406 MHz EPIRBs will be received. Satellites will no longer process EPIRB signals from 121.5 or 243 MHz bands. So make sure your equipment is up to date. No need to tell you of the 6/12 deadline for digital TV.

Publishing news... The second volume of Randy Peffer's *Seahawk Trilogy* will be coming out in November. Titled *Seahawk Hunting*, it follows *Southern Seahawk*, which, reportedly, has been getting strong reviews and selling well. Randy is hoping to be at the Wooden Boat Show in Mystic to sign copies of

the book...Speaking of books, we received a copy of the official OpSail '76 commemorative program from a good friend. At the risk of being immodest, I have sailed on six of the participating vessels listed and been aboard another nine. (Which sort of dates me!)

Random notes... Captain Brenda (nee Walker) of the **Isaac H. Evans** is now Captain Brenda Thomas, having tied the knot last year. She and Brian have also acquired another schooner so they'll be sailing two this summer. Brenda is also asking members to help select Rockland, Maine, as one of the "coolest small towns in America" by voting at *Budget Travel Magazine's* website www.budgettravel.com. Brenda and Brian nominated Rockland and it was one of 22 towns selected from well over 100 nominated...Al Bezanson has heard from Brenda and David Hattery in the San Diego area who are rebuilding the 1931 Crocker-designed schooner **Mahdee**, design #131. Apparently, when they have a question, they go straight to the source, Crocker's Boatyard in Manchester, MA, where they get fast and accurate advice. Their website, which is linked to ASA's, is asa@startupanywhere.org...The Gray Lady (aka *The New York Times*) ran a



Jeannette Phillipps, Jim Lobdell, Fred Murphy and others at the meeting

good piece in its Sunday Travel Section on arctic explorer Bob Bartlett which made mention and pictured the schooner **Bowdoin**. It referred readers to a web-

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Dogwatch (Continued from page 5)

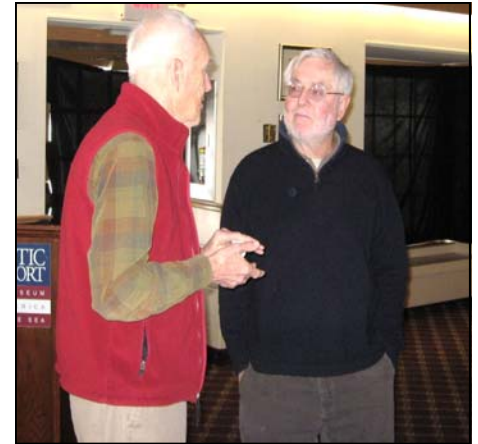
site which also featured a section on **Ernestina** and its role in Bartlett's explorations of the arctic...The email from Paul Brawley, cited above, also contained news from Laura van der Meulen that her father, Donald Clark, the radio operator on the **Effie M. Morrissey** in 1938 and 1939 with Bob Bartlett, passed away on January 19 at the age of 93. He was the youngest crew member.

We would be remiss if we did not express our admiration for the New York/New Jersey watermen & women who responded so rapidly and efficiently when US Air 1549 ditched in the Hudson. What a job they all did, including the 20-year-old female skipper of one water taxi who'd only been a skipper for six months. She was the second boat to get to the plane. And we should add that also participating were individuals from both Gloucester and New Bedford who just happened to be in the area. Hats off to you all!

Art news from the schooner world... Arden Scott of Greenport, NY, builder and owner

of the schooner **Annie** (see the last issue of *Wing & Wing*) had an exhibition of her nautically-inspired sculpture in New York recently. Titled "Various Forms of Mischief," heavy slabs of steel combine with the lightness of sails and rigging in the eight vessels presented. While none are technically schooner rigged, there is little doubt that all were schooner-inspired, at least in this reviewer's eyes...And former member and **Mystic Whaler** crewperson Christy Georg's kinetic sound sculpture "Punctuation for M.M. Anderson" was part of the show "The Sight of Sound" & Machines with Magnets to run in Pawtucket, Rhode Island, in March. Christy is working on her "Nautical Body" of sculpture, drawings and photos which will be "revealed" in a solo show at the Trustman Gallery in Boston in September.

Finally, our irrelevant historical fact comes from *Sea of Glory*, America's Voyage of Discovery, the U.S. Exploring Expedition 1838-1842, by Nathaniel Philbrick, Viking Penguin, New York, 2003. In September 1842, fresh from commanding the successful exhibition to the south seas, Lieutenant Charles Wilkes found



Peter Phillipps listens patiently as Al Bezan-son discusses the recent repairs to Green Dragon's caprail with old fossilized Salt Cod

himself in a New York courtroom accused of lying about the discovery of Antarctica and "other outrages." Irrelevant, I guess, except to Wilkes. Keep those cards and letters coming.

Dogwatch

2009 Calendar of Events (remaining in 2009)

June 6 Great Biloxi Schooner Race, Biloxi, MS
 June 7 Bay Day, Oyster Bay, NY
 June 26-28 WoodenBoat Show, Mystic Seaport, Mystic, CT
 June 26-29 Charleston Harbor Fest***, Charleston, SC
 July 2-5 Privateer Days, Liverpool, Nova Scotia
 July 8-14 Sail Mass '09/Tall Ships Boston***, Boston, MA
 July 12 Captain Raynaud Int'l Schooner Race*, Port Townsend, WA -Orcas Is, BC
 July 16-23 Tall Ships Festival***, Halifax, Nova Scotia
 July 25 The Great Schooner Race, Lunenburg, NS
 August 1 Eggmoggin Reach Regatta, Brooklin, ME
 August 2-8 Nova Scotia Schooner Assn. Race Week, Chester, NS
 August TBA Corinthian Classic Regatta**, Marblehead, MA
 August 16 37th Annual Opera House Cup, Nantucket, MA
 Sept. 4-7 25th Annual Gloucester Schooner Festival*, Gloucester, MA
 Sept. 5-6 Classic Yacht Regatta**, Newport, RI

Sept. 8 Fisherman's Cup, Gloucester to Provincetown, MA
 Sept. 11-13 Provincetown Schooner Regatta*, Provincetown, MA
 Sept. 12 Moffett Cup, Vineyard Haven, MA
 Sept. 11-13 Wooden Boat Festival*, Port Townsend, WA
 Sept. TBA Race Rock Regatta**, Stonington, CT
 Sept. TBA Governor's Cup**, Essex, CT
 Sept. TBA Greenport Classic Yacht Regatta**, Greenport, NY
 Oct. TBA Heritage Cup Regatta**, Glen Cove, NY
 Oct. TBA New York Classic Yacht Regatta Week**, New York, NY
 Oct. 10-13 20th Annual Great Chesapeake Bay Schooner Race*, Baltimore-Norfolk
 Oct. 17-18 Oyster Festival, Oyster Bay, NY
 Oct. 23 Cambridge Schooner Rendezvous*, Cambridge, MD
 Oct. 29- Nov. 1 Sultana Downrigging, Chestertown, MD
 *American Schooner Association Rendezvous event
 **WoodenBoat Regatta Series
 ***American Sail Training Association Tall Ships Challenge

Cambridge Schooner Rendezvous (2008)



Cambridge Schooner Rendezvous, and the Down Rigging of the Sultana in Chestertown . It has only taken us three years to achieve the title of being a major event.

Thanks go out from your Commodore to everyone who was involved in any way to make this event a success. We are all looking forward to next year. Those who would like to become involved please contact me via e mail or any other method. We will need more help the larger this event becomes. We even had a float plane land on Sunday, right in the harbor, another first. Most likely Paula and I will be attending the ASA National Meeting in Mystic this coming February. We are also looking forward to our local chapter meeting in March in St Michael's MD.

Thanks From the MAC-ASA Commodore, Roger Worthington: This year's Cambridge Schooner Rendezvous , in spite of a fairly inclement weather on Saturday that forced all ships to remain securely attached to Long Wharf, was as successful as could be hoped for.

The fund raiser aboard the three masted schooner Mystic was well attended even with a nice thirty knot breeze blowing across her upper decks. Amy and her fine crew are to be commended by all for providing their beautiful vessel for this occasion. Fine food, great music, dynamic crowd, and of course a wonderful concoction dubbed "schooner punch" consumed to the very last drop.

This year set a record for the event and most likely for Cambridge har-

bor. Five tall ships attended; Pride of Baltimore II, Mystic Whaler, Mystic, Amistad, and Virginia, and of course Martha White and her musical entourage. A total of twenty one other vessels including the beautiful English lugger Rosalind, and our very own Rick Carrion gracing the event with ELF. To see her coming up the Choptank River Sunday afternoon full and by was absolutely stunning.

The ASA mid Atlantic members showed up in numbers as never before. We also gained a good many new conscripts thanks to volunteer efforts tending our booth.

The Governor of Maryland, due to the efforts of Colleen Bell , has officially proclaimed October as Maryland Schooner Month, mainly for the three major schooner events, The GCBCR,

Before you know it will be sailing season. Paula and I are planning to attend Privateer Days in Fells Point, our first destination for Prom Queen around the end of April. For those who have not attended this event I highly recommend it. loads of fun, especially if you have young uns. The dates are well published, check it out. Fair winds and fair seas Commodore Worthington signing off. rogerworthington@verizon.net



A Tale of Two Taney

Visitors to Baltimore's Inner Harbor can't help but notice the large number of historic ships scattered around the harbor. The frigate *Constellation* is probably the most obvious, but several others are moored nearby, including the retired high endurance Coast Guard Cutter *Taney*.

The *Taney* was constructed at the Philadelphia Navy Yard and launched in 1936. She was named after Roger B. Taney (1777-1864), who served as US Attorney General and Chief Justice of the United States. The *Taney* was based in Hawaii and has the distinction of being the last ship floating that fought in the attack on Pearl Har-

bor. She saw action in World War II, Korea and the Vietnam conflict. The *Taney* was also involved in the search for Amelia Earhart. She was decommissioned on December 7, 1986 and turned over to the City of Baltimore for use as a museum.

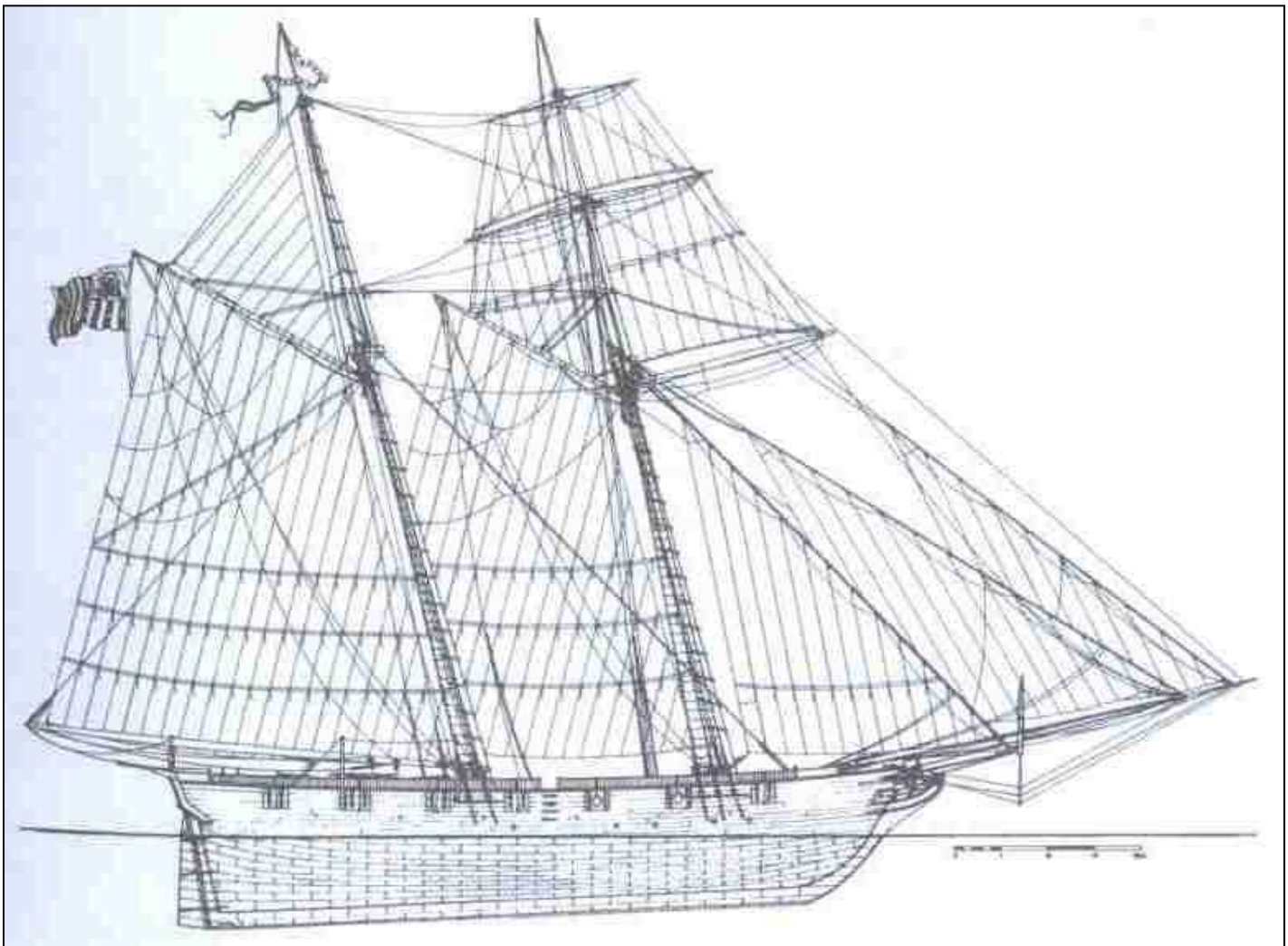
The Coast Guard Cutter *Taney*, was not, however, the first coast guard vessel to bear that name. The original *Roger B Taney* was a much different vessel. Completed in 1834, the original *Taney* was one of thirteen "Morris-Taney" class topsail schooners built for the US Revenue Service.

Built from designs by Samuel Humphreys and Issac Webb, the lines of the Morris-Taney class were based on Baltimore Clippers. They were spe-

cifically designed to combat a growing problem of revenue cutters being outgunned and outsailed by privateers and pirates of the era.

These vessels became the backbone of the US Revenue Service in the 1830's, with most in service through the 1840's and 50's. One of the class, the *Gallatin*, was in service until the outbreak of the Civil War, when she was seized in Savannah, GA and became one of the Confederacy's first privateers.

The original *Taney* was built by Webb & Allen in NY, along with other Morris-Taney Class schooners *Crawford*, *Ingham*, *Jefferson* and *Rush*. The remaining schooners were built at various yards including the



Taney (Continued from Page 8)

New York Navy Yard and Washington Navy Yard.

The vessels ranged in length from 71' to 80'6" on deck, with beams of 19'6" to 21'3" and drafts from 6'8" to 7'8". Design displacement was 112 tons. The *Taney* was one of the smallest with a 71' length and 19'6" beam. Ironically, in 1845 she carried the largest armament of the class, with six 12-pounders as compared to a typical armament of 4 6- to 9-pounders.

Immediately after her launch, the *Taney* was used for a round robin inspection tour of cutters and light-houses, traveling the east and Gulf coasts from Maine to Texas. She took up her first duty station in Norfolk, VA in November of 1834, relieving the cutter *Jefferson*. By 1837 her cruising grounds had been extended as far north as Baltimore. 1843 found her in New York for repairs.

In 1847 the *Taney*, attached to the Navy as a result of hostilities with Mexico, was dispatched with two naval vessels to the Mediterranean to prevent the outfitting of Mexican pri-

vateers in Spain. She remained on the Mediterranean Station until the middle of 1849.

Upon her return the *Taney* conducted Atlantic soundings out of New York and was transferred to the Coast Survey in 1850. The work done on these survey cruises required immense physical efforts. Contemporary records talk of it taking 100 men almost an hour and a half to haul in 1000 fathoms of sounding line. During her 1850 survey cruise, the *Taney* set the record for the then deepest sounding recorded, playing out 5700 fathoms of line.

She returned to New York in 1852. On August 3 the *Taney* capsized. She was eventually righted and repaired at the New York Navy Yard. She then took up station in Eastport, ME. She remained in Eastport until being transferred to Savannah, GA in October of 1855.

While cruising off Tybee Island, GA in August of 1857, the *Taney* was severely damaged by a lightning strike. She was not deemed worth repairing and in January of 1858 the *Roger B*

Taney was sold out of the service. There is no record of her final fate.

So next time you are admiring the *Taney* in Baltimore, take a moment to remember her elegant forbear.

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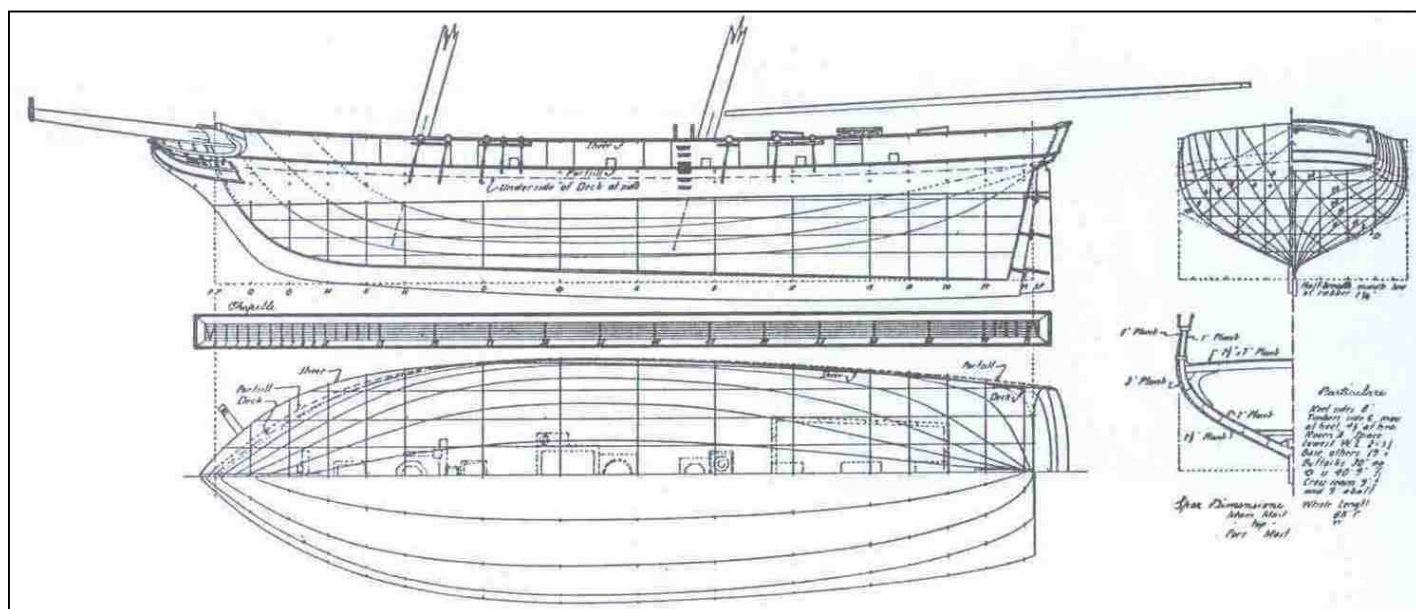
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Minutes of the 2009 American Schooner Association Annual Meeting

Commodore Captain John Eginton called the Annual meeting to order at 10:03 am on Saturday, Feb 7, 2009 with the Introduction of Officers

Rear Commodore - Al Roper
Vice Commodore - Sam Hoyt
Treasurer - Joanne Souza
Secretary - Nan Nawrocki
Quartermaster- Susan Senning
W&W Editor – Don MacCuish

Approximately 76 attended the meeting. Last year's paid membership was listed at 125 including those belonging to GOM and MAC.

He then introduced the speakers for the event: Captains Pinkney and John Beebee-Center who talked about *Amistad's* voyage to Africa followed by a round robin of introductions by the full membership present.

Call for a reading of the Treasurer's Report 2008:

2008 beginning balance: \$7,703
2008 membership drive: \$3,600
2008 ending balance: \$8,967

The majority of the expenses were related to printing of *Wing & Wing*, and the prior annual meeting. The report was accepted and seconded by the membership present.

Mary Ann McQuillan discussed the SOS project. There had been a proposal sent to the Board of Governors to establish criteria for an organization or vessel that wanted ASA support via this fund. To date none have been established. This is on the agenda for the next BOG meeting. Sam Hoyt then proceeded to discuss

the awards that would be presented:

Three rendezvous awards were presented in 2008:

- Robert d'Arc Schooner Martha and the Port Townsend Wooden Boat Festival;
- Bob Fitzgerald for Schooner Talisman and the Gloucester Schooner Race;
- Ken Kaye and Jen Kaye for Schooner Woodwind and the Great Chesapeake Bay Schooner Race. The latter two were then presented at the meeting.

Discussion then turned to *Wing & Wing* and a thank you for the hard work it takes to put together.

Some suggestions that editor Don MacCuish solicit material and set a scheduled date to produce the publication. This date would be published in advance so that anyone interested would know when to send material.

Commodore Eginton announced BOG meetings for the upcoming year:

The first was held on Saturday, Feb 7 prior to the annual meeting in Mystic. then:

- March 21 at the Maine Boatbuilders' Show.
- August 22 at the Mystic Whaler office in New London, CT.
- October 14 in Fells Point (tentative date GCBSR week).

Al Roper announced the nominated candidates for the American Schooner Association Award for 2008:

- Mary Ann McQuillan,
- Bay Shore Discovery Project,
- Schooner Mary E,
- Maritime & Seafood Industry Museum, Biloxi, MS,
- Paul Rollins.

The Award for 2008 was then presented to Mary Ann McQuillan for her 12 years of dedication to ASA as Treasurer and Chairperson of the SOS Committee:

Additional nominations for the 2009 ASA Award were solicited from the floor: Harold Burnham – Essex Shipyard was nominated, seconded and approved to be added to the list of candidates.

The Annual Rendezvous for 2009 were discussed and process for awards clarified. At each Rendezvous an award is given to a participant in an event supported by ASA and the recipient is determined by ASA members present at the event. There is no specific criteria for the award. The proposed events for 2009 include:

- Gloucester Schooner Festival,
- Provincetown Schooner Regatta,
- The Great Chesapeake Bay Schooner Race,
- Cambridge Schooner Rendezvous,
- Port Townsend Wooden Boat Festival,
- Captain Renaud International Schooner Race, Sperry Topsider City Challenge.

It was suggested that each of these events have someone submit an article and pictures to *W & W* in a timely manner.

Next Roger Worthington, Commodore – Mid Atlantic Chapter, talked about the MAC organization and the increased membership. Thanks to all who participated in the Great Chesapeake Bay Schooner Race. Roger stated that MAC would once again

(Continued on page 11)

Annual Meeting (Continued from page 10)

petition Governor O'Malley (MD) to declare October Schooner Month in Maryland. Open discussion about schooner events on and around the Cheesecake ensued. Roger also invited all ASA members and guests to join the Mid Atlantic Chapter of ASA (MAC) annual meeting on Saturday March 14 at the St. Michaels Maritime Museum.

Open discussion from the floor: INFO AND EVENTS of interest to the schooner community. Sam Hoyt offered up some information about an opportunity in Charleston, SC. It may be another opportunity for an east coast schooner rendezvous since the most recent launching of the Spirit of South Carolina makes her home there. Charleston will be one of the host ports for the Tall Ships Challenge in June 2009 (check ASTA website for details). Other events of interest to ASA members:

- Maine Boatbuilders Show, Portland, Maine - March 21-22.
- Wooden Boat Show in Mystic, CT, June 26-28. Thanks to Mark Faulstick for agreeing to have *Adventurer* serve as the ASA "booth" at the show.
- Sail Boston, July 8-14
- Port Townsend (WA) Wooden Boat Festival, Sept 11-13

Some questions were raised about the *Around Prince Edward Island Schooner race*. No details were available.

Schooner event planners from Gloucester, Provincetown and the Chesapeake were on hand to promote their events and encourage ASA members to share their vessels and their talents to promote the events. This is the year for big event anniversaries: The Gloucester schooner

event is celebrating 25 years.

Paul Schaub (Maryland Race Chair) and Nan Nawrocki presented information about the upcoming 20th Annual Great Chesapeake Bay Schooner Race. Check out the website www.schoonerrace.org for current info. We are hoping to make this the biggest and best race event ever hopefully topping last year's 57 registered entrants, 47 of which participated in the race - making for an amazing sight on the Chesapeake. Pat Brabazon (Education Chair, MD, GCBSR) asked for some help with collecting info from the various education-based schooners involved with ASA to help with planning for the education program associated with GCBSR. Pat will be sending out a questionnaire soliciting information on these programs. This is strictly voluntary but the insight into how many children help learn about maritime history and the ecological impact we all have on the bodies of water we all love would be appreciated.

Lori Steward presented some exciting news about the Provincetown Schooner Events and the Fisherman's Cup.

Nan Nawrocki also mentioned that in 2012 (just a blink away) there will be big doin's in and around Baltimore relating to the 200th anniversary celebration of the War of 1812. More to come as plans unfold.

Mark Faulstick made an announcement that Schooner Inc. based in New Haven, CT, was in search of an executive director if anyone had a contact. Please forward info/resume to Schooner Inc.

Paul Brawley provided a status report on Schooner Ernestina: work is going well.

And even further into the future: 2013 will be the 20th anniversary for Schooner Woodwind. Jen Kaye is looking at taking Woodwind to the Antigua Race week events.

Toby from Chicago talked about an organization in Chicago, Old Man Old Boat, that manages vessels that are out there when an owner dies and/or is no longer able to care for it. He offered up the model of his 501c7 nonprofit to anyone interested. For more information check out maritime-machines.org.

Sam Hoyt informed the group of an upcoming event in Iceland in 2011 (not 2010 as announced at the meeting) hosted by Thorunn Hardarsdottir and the schooner Haukur. Contact Sam for additional information.

The meeting was summarily adjourned and guest speakers Bill Pinkney and John Beebe-Center gave an fascinating and informative talk on the history of the original Amistad and the activities, voyage and mission of the current Amistad. A buffet luncheon followed the talk.

Respectfully submitted:

Nan Nawrocki, ASA Secretary.



I need material for W&W!

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