



P.O. BOX 484

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# WING & WING

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The Official Newsletter of the American Schooner Association

## 2010 OFFICERS

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## ASA Award to Harold Burnham



Above: Joanne and Pete Souza  
with Harold Burnham

The annual meeting of the American Schooner Association (ASA) was highlighted by the organization's presentation of its prestigious award to shipwright and boatbuilder, Harold Burnham of Essex, MA. Mr. Burnham was also the guest speaker at the meeting, which took place at Mystic Seaport Museum, 6 February 2010.

The award is presented periodi-

cally to an individual or organization that has contributed to the preservation of schooners and their history. It was presented in Mystic by outgoing commodore John Eginton, owner and skipper of **Mystic Whaler**. Past recipients have included the Mystic Seaport Museum, naval architect George Stadel, Jonathan Wilson, founder of *WoodenBoat Magazine*, Francis E. "Biff" Bowker, longtime skipper of Mystic Seaport's schooner **Brilliant**, and the Northwest Maritime Center and Wooden Boat Foundation in Port Townsend, WA.

Harold Burnham is the 28<sup>th</sup> Burnham to operate a shipyard in Essex since 1819. Essex is the birthplace of some 4,000 schooners in the town where shipbuilding has long been a tradition. He began building boats at an early age, and then by age 10 he was building dories and rowboats with his brother and sister.

After five years at sea in the merchant marine, Burnham opened his boatyard in 1995 on the land his ancestors had used for that purpose until World War II. It is now the only full time shipyard in Essex. He has built the wooden schooners **Thomas E. Lannon**, which sails out of Gloucester, **Lewis H. Story**, **Fame of Salem** and **Isabella**. Additionally, he has worked as a shipwright on the schooners

**Ernestina** and **Adventure**, among others.

Burnham's talk at the meeting recounted his work as supervisor of the rebuilding of **Ernestina**, ex **Effie M. Morrissey**, at the Boothbay Harbor Shipyard in Maine. **Ernestina** was gifted to the Commonwealth of Massachusetts by the government of Cape Verde. The vessel has had four distinct careers: as a fishing schooner, arctic explorer, Cape Verde packet schooner and, at present, a sail training vessel sailing out of New Bedford, MA.

While much of the restoration was completed at Boothbay Harbor, more work on the stern section of the schooner remains to be completed and funds are being sought to that purpose.

## How Dennis Connor

### Bought FAME

by Mike Mulcahy

My friend, Mary Monaire, called me in the summer of 2001. "Would I mind taking this guy named Kevin Reynolds out on my boat for his 35<sup>th</sup> birthday?" "Sure." "When?" "Next Sunday." "How many people?" "Six." "OK."

I didn't mind doing anything for Mary. After all, I took her pretty sister on a 5,000 mile motorcycle ride back in 1981. She trusted me with her loved ones.

(Continued on Pg. 2)

Kevin and the gang showed up on a breezy sunny Sunday afternoon at the lakefront. What a perfect day for a schooner ride. After the sails were up and we set a general direction – we don't set a course in front of Chicago, we just sail – I put the tiller in Kevin's hands. He took to sailing **Fame** like dog hair to a running wet vac. I took a nice nap on the cabin top.



A year later, Kevin and his wife, Susan and family are in Rhode Island for a wedding. In their spare time, they go for a schooner ride on the **Anabel**, or the **Madeline**, he's not sure. It was one of the Classic Cruises boats. While comparing backgrounds and wherefroms, Kevin happened to mention that he'd sailed on the schooner **Fame**. The crew immediately got excited. "You mean the Crowninshield schooner **Fame**?" "Why, yes,

Kevin proudly told them." Kim Paltridge then explained that she has crewed on **Fortune** with Don Glassie and friends. Then she told him that Dennis Conner wants to buy that boat (meaning **Fame**)! "What?"

When Kevin got back to Chicago, he gave me a call. "When are we going sailing next and, by the way, Dennis Connor wants to buy your boat." "You mean the America's Cup guy?" "Yes." So I mentioned this to all my sailing buddies and they just laughed at me. Then the traders at work laughed at me. Then my mom called me a boldfaced liar and sent me to my room.

"But, Mom, I'm not making this up." Then I remembered that I hadn't lived at home for 30-some years and she can't send me to my room any more. Anyway, it was a bit of a compliment that the old girl (not mom) had a fan club out on the east coast.

Two or three months later I come home to a message on my machine. "Mike, Dennis Connor called me up looking for your phone number. I hope you don't mind if I gave it to him." It was Tom Broekel, God rest his soul, one of the best of the old timers. As far as I was concerned, he could do no wrong.

The next message was from Dennis. "Mike, Dennis Connor here. Give me a call." "Yipes!"

I called him and we talked. He's a nice guy, I thought. He wanted to buy **Fame**. There was a bit of a problem, though. I had a job, I had some money and there was no way

I'd ship her off to where? San Diego? Are you kidding? So he asked about the Sound schooner in my back yard, the former **Blue Moon**.

"No, Dennis, you don't want that boat, it's a goner. Her deadwood is quite literally dust. They poured epoxy into the bilge and fiber-glassed her keel and turned her spine into dust! Dennis, you need a fast boat anyway, and **Fame** is gaff-frigged and blah, blah, blah."

"You schooner guys are all very serious about your boats," I remember him saying. Well, Dennis, there's a reason for that. The schooner is quite frankly the loveliest damn boat you'll find anywhere. We parted good friends, respecting where the other guy was coming from. Then, in 2005, I picked up a copy of the March issue of *Cruising Magazine*. It contained an article on Dennis Connor and his newly-rebuilt Q boat, the 1925 John Anker designed **Cotton Blossom**. Oh she looks pretty, I thought. Good on ya, Dennis.

Fast forward to 2006. Job gone. Investments wiped out. Shortly thereafter, I put **Fame** on the ASA website. No takers. Then she went on Craig's List. Nobody. I was trying to generate some interest here in Chicago because her 100<sup>th</sup> birthday was coming up. This is Chicago, though. Wood boats and schooners are dead dinosaurs. Please don't bother us with your silly little boat.

Then, in September, I got a phone call from the front office in heaven.

“Hello, Mike, Maynard Bray here from *WoodenBoat*...” Yes, Virginia, there is a Santa Claus. I sent him some accumulated info I had on the boat and he put together a lovely article that finally hit it right on the head.

**Fame** is something special. Hell, I got nothing to do with it. I just own the boat. Her legacy was all put together long before she fell into my hands. When the issue hit the newsstands mid-December, we braced for phone calls. They came, but not as many as expected. The economy had gout. I got calls from Australia and Port Townsend, Nova Scotia and Scotland. But they just seemed to peter out after the initial excitement.

Then I got a call from Dennis. Let me provide just a little explanation here. The first mate of my all-girl crew had been saying for quite a long time, “Why don’t you call Dennis Connor?” Well, excuse me, but don’t you know that I happen to be in that very large group of people with that special chromosome at the tail end of the alphabet. “You XX types can’t tell us anything.”

I had just figured that Dennis had **Cotton Blossom** and he didn’t need another boat. So, about the first of the year or so, I sent him off the five pages from *WoodenBoat* and a handwritten note letting him know that **Fame** was for sale and did he have any buddies that might like to own the coolest little schooner in America? He called. We talked. Then, just by no particular reason-

ing or plan, we just started emailing each other back and forth. He’d ask specific questions about boom lengths and seam conditions. He got a bit more serious after he went out and bought the issue of *WoodenBoat*. He saw that she wasn’t in that bad shape as most of the vessels that find themselves on the back page.

The rest of the discussion took place entirely by email over the course of three weeks or so. We came to an agreement and began getting the boat ready for truck transport to San Diego. He didn’t want the 50-year-old Westerbeke diesel and Paragon transmission, so I had to pull them out. All her hardware, except for the deck, was packed in suitcases. All her rigging was neatly tagged and bagged. Sails, booms and all the other stuff was packed safely into the boat. The spars were stowed on the trailer and away she went on March 10<sup>th</sup>.

Dennis plans to have her spiffed up and ready to be relaunched for her 100<sup>th</sup> anniversary on July 12, 2010, out in front of the San Diego Yacht Club. She should look beautiful. I think this is the perfect match for the old girl. She’s happy she’ll be in warmer climes where she can sail year round. Dennis plans on taking her to the Mediterranean for racing from San Remo to Ste. Tropez. What girl doesn’t want to go party in the South of France, anyway?

### *Racing ... and Winning*

*To win at something you are not very good at is one thing;*

*To win at something you never had a chance at, is entirely different.*



by Nikki Bregman,  
Schooner Metani

**Above: Nikki, holding her prize.  
With Nikki, front left to right:  
Jackie Swensen, Norie Bregman,  
Emily Tate &  
Sandy Thompson**

**Rear left to right: Tom Beck, Jim  
Bregman, Peter Thompson**

I tutored myself not to get my hopes up as beautiful schooners sailed by us, getting ready for the Gloucester Schooner Regatta. We didn’t have a chance; it would be like Eggmoggin Reach and Antigua Classic before that.

Peter and Sandy, owners and currently restorers of an Alden schooner named Blackbird, were bracing themselves against the pilot house; with them, their daughter, Emily.

Jackie and Tom (girlfriend and boyfriend) were on the foredeck. Dad was steering (as usual) and Mom was somewhere, doing something; what that was, I have no clue.

Then it came across the radio, 10 seconds to Class B, 9,8,7,6,5,4,3,2,1: a cannon boomed and we were off!

After half an hour I was surprised; for the first time in my life, I actually liked racing. Soon though, it settled down into a slow rhythm; sail, start to turn around the mark, hold up the number card, finish the turn and repeat. After the first leg, there was a minor calamity; we didn't know how many legs there were. We only knew how many when American Eagle was announced on the radio with line honors. It turns out there were three legs.

I grabbed the number card for identification and worked my way into the cockpit. "How are we doing?" I asked Dad as we neared the finish line, expecting a "Don't talk to the helmsman" but, surprisingly, he knew; "Fourth overall, first in our class." Then we crossed the line; I held our number card up as the horn they had blown seemed to boom triumphantly. First in our class, Metani had made me proud!

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The following two photos are courtesy of Jeanette Hoyt, taken during her visit to Portland, Maine earlier this year.

The first image is actually a huge painting on the wall of the Marriott Residence Inn parking garage. The

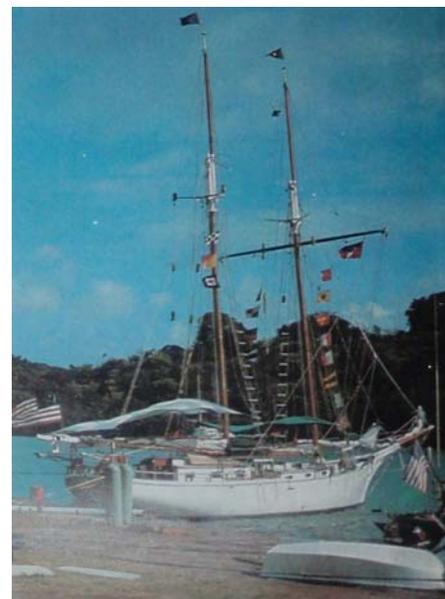


second is on the facade of the Shipyard Brewery.

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The following two photos are courtesy of Peter Carroll taken during the Mid-Atlantic Chapter meeting.

In March 2010, John Marsland, now 103, was the speaker at the Mid-Atlantic Chapter meeting in St. Michaels. He is pictured with Al Bezanson and Al Roper. He entertained the attendees with details of ACTIVE's design (Photo #2 is in the Caribbean) during his 1971 Atlantic crossing.



*ASA 2010 Annual Meeting  
Minutes, Mystic, CT  
6 February 2010*



The ASA Annual Meeting was brought to order by Commodore John Eginton at 10:15 am. All were welcomed. The Board of Governors was introduced, as was Susan and John Senning, the club's Quartermasters for many years. Quentin Snedeker, the former captain of the Mystic Whaler was presented next, followed by the day's guest speaker, Harold Burnham. The microphone was passed and the members introduced themselves.

**Old Business:**

Joanne Souza gave the Treasurer's Report. Copies of the report are available. She also shared that SOS needs funding and that there are a number of unpaid memberships. Her report was accepted by the membership.

Nan Nawrocki requested that the Secretary's Report be accepted as it was written in Wing & Wing. It was accepted.

Al Roper announced the three Rendezvous Awards given this year. Daisy Nell Collinson was a recipient as the organizer of the Gloucester Schooner race; a second award went to schooner **Ceridwen** at the Captain Raynaud International Schooner Race and the third went to schooner **Adventuress** for the Wooden Boat Festival. Each of the winners will receive a silver plate with an inscription.

Commodore Eginton presented Jim Davis to the group as the representative of the Mid-Atlantic Chapter of ASA, speaking for Commodore Roger Worthington, who was unable to attend the meeting due to the snowstorm. Jim told us that ASA-MAC has 36 members. Ten of those members helped to plan the Cambridge Schooner Rendezvous, nine are also members of the Fells Point Yacht Club and two are ASA board members.

The ASA-MAC annual meeting was held in St. Michaels at the Chesapeake Bay Maritime Museum. Carol Weiss was the key note speaker, sharing maritime history in word and song. Privateer Day is held in Fells Point, where for four

years, ASA-MAC has participated in this event that celebrates the fastest commercial sailing vessels ever built.

ASA-MAC's first raftup was held in the Miles River off of St. Michaels. Three schooners and one ketch linked up, shared food, drink and live bluegrass music, among friends and amid thunderstorms.

The Great Chesapeake Bay Schooner Race saw 40-plus schooners gather in Fells Point with fun and festivities beginning the Sunday before the race. The start of the race, which is just below the Chesapeake Bay Bridge, was a real challenge, due to weather. The Fells Point Yacht Club, Town Point Yacht Club, Broad Bay Sailing Association and Portsmouth Boat Club are the sponsoring organizations.

The fourth Cambridge Schooner Rendezvous recorded its largest number of participating boats with 17 schooners, ketches and sloops filling out the roster. The next CSR is October 24, 2010, before the Sultana down-rigging. Check the website for dates.

**New Business:**

Al Bezanson proposed this slate of officers.

- Commodore: Al Roper
- Vice Commodore: Sam Hoyt
- Rear Commodore: Billy Carton
- Secretary: Pat Brabazon
- Treasurer: Joanne Souza

Commodore John Eginton moved for passage of the slate. The move-

ment was seconded and passed. At that time, the new Board of Governors moved to the head table. New Commodore Al Roper performed his first official duty by presenting the American Schooner Association Award to Harold Burnham, the 28<sup>th</sup> Burnham to build boats and the key note speaker for the meeting.

Sam Hoyt spoke regarding Wing & Wing. He requested members to send in entries to be published. He commented that the past year saw a good response by contributors. Sam cited Cheryl Andrews', stating that these are the types of things needed. Sam encouraged all to send pictures and stories. He shared that there will be four issues and a regular schedule for publication.

Susan Sodon has taken over as the Wing a& Wing Editor. She can be reached at: [graphicsgirl0503@gmail.com](mailto:graphicsgirl0503@gmail.com)

Al Roper asked about ASA Award nominations. Sam Hoyt responded that he remembered only two. Nan Nawrocki provided a more complete list. The award goes to those whom we perceive as worthy and the floor is open all year. John Eginton proposed Alex Rhineland. This was seconded and approved, and comments made from the floor supported the nomination, due to all that Alex does for the club. The American Schooner Association Award is not necessarily given each year.

Commodore Roper presented the official list of schooner rendezvous in preparation for the next Rendezvous Award.

The list is as follows:

- Captain Raynaud International Schooner Race
- Gloucester Schooner Festival
- Provincetown Schooner race
- Great Chesapeake Bay Schooner Race
- Cambridge Schooner Rendezvous
- Port Townsend Wooden Boat Festival

Al explained that whatever criteria attending members feel is appropriate, shall be used to determine the award recipient. That information is sent to the Board of Governors stating who was selected as the winner. The process will appear in *Wing & Wing*. Member Mark Faulstick proposed publishing a list of past award winners, as a show of honor. Sam Hoyt said that information does not exist in one place and he will try to put together what he can. The commodore thought this was a great idea. Mary Anne McQuillan stated that the information is on a plaque in Mystic, but the plaque needs to be updated. The issue was tabled for the next Board of Governors meeting.

Commodore Roper discussed upcoming events and stated that 30-plus events are on the website. The WoodenBoat Show is scheduled for June 25-27 in Mystic. The ASA booth will be set up and the membership was asked to provide a boat, as that helps to bring in new members. Mark Faulstick said that his was the most recent schooner to

attend WBS. He found it to be very enjoyable, and he highly recommended someone representing ASA.

Al asked Sam to begin the open discussion. Sam shared SAIL NORTH, being held in Husavik, Iceland. He referred the membership to the last Dogwatch and he said that he would like to see an ASA boat attend this event.

Al requested that the members push for new members, suggesting that memberships be given as gifts. He also discussed SOS, saying that when the club has extra money, an account will be kept from which funds can be drawn to be given to historic vessels, set up with matching grants.

John Eginton thanked everyone for attending the Ramada party and reminded the group of the Captain Daniel Packer Inne tradition. He thanked John and Jonathon Jabinski for photos, Coastal Catering for preparing lunch, and Mystic Seaport for opening the Seaman's Inn for us as it undergoes renovations. He also plugged the house concert given by Jane Meneely and her partner in the evening.

Greg Decowski recommended going to Iceland. He did so his first time on a schooner and it is "like no place you've ever seen".

Nan Nawrocki mentioned the Maritime Conference being held Sept. 15 – 19. She also provided information on the commemoration of the War of 1812 in Baltimore, June 13

– 19, asking folks to "please come join us". Nan also extended the invitation for all to participate in the Great Chesapeake Bay Schooner Race, with events beginning on Sunday Oct. 10, and the race start on Thursday, Oct 14.

A member talked from the floor about the Sweet Chariots Arts Festival on Swan's Island, which brings many schooners from Rockland.

The 40<sup>th</sup> anniversary of ASA is coming up. The membership was asked to gather information on what has made this organization work. Mark Faulstick agreed, asking that we not let this moment pass, suggesting that it should be organized on paper, and asking that the commodore form a committee.

Peter Thompson discussed the Maine BoatBuilders' Show, saying that a booth is provided and encouraging people and boats to attend. The membership can contact him for accommodations, assuring us that there should be no snow by March 19-21.

Darlene Alexander, the secretary for ASA-MAC, commended Commodore Roger Worthington on his untiring efforts. She said that she had membership cards and encouraged all to join ASA-MAC. She also mentioned a new chapter event, the Great Chesapeake Bay Pajama Party, an overnight gathering of schooner friends, designed to break up the winter doldrums. The ASA-MAC Annual meeting is scheduled for March 13, 2010.

Peter brought up the Eggmoggin Reach Event, Cruising the Coast of Maine on August 7, hosted by *WoodenBoat* Magazine.

Cheryl Andrews told the group that she was in shock at landing the front page of *Wing & Wing* with her article on the Lipton Trophy and the week-long events associated with it along with the parties, parades and art shows.

Greg Decowski said that rumor has it that the state park at Fort Delaware, Pea Patch Island, may be hosting a pirate party. Contact Greg for personal notification.

Sam Hoyt said that he neglected to thank Peter for years of doing great work in getting *Wing & Wing* out.

Commodore Roper thanked all for coming and attending last night's party. This part of the meeting was adjourned at 11:28am.

John Eginton introduced the key note speaker, Harold Burnham, who gave a presentation on the schooner **Ernestina**. At the conclusion of the presentation, Mary Anne gave an update on the project and Al opened the floor to questions for Harold. You can e-mail Mary Anne to access to timeline, however; the website is being overhauled. Commodore Roper presented a silver engraved plate to Harold.

This part of the meeting adjourned at 12:38pm.



**Barnacle Bill Hamiton listens 'politely', whilst Blackbird (aka Peter Thompson), tries to deny the Maine Windjammer fleet is populated with Delaware Bay drudge boats.**

*The Basics of a Wooden Boat Survey*©

by Bianca Hein

(Part 1 of 2 Installments)

*Editor's note: the following piece is intended by the author as a basic outline of how she will conduct the survey of a wooden vessel and is sent to her prospective survey clients. Used as a maintenance guide, particularly by first-time or prospective owners, it can enhance the understanding applied to the economics of return on a marketing investment in a wooden boat.*

*Bianca Hein is an accredited marine surveyor based in Oregon who works in that state, Washington and California. She holds the USCG*



**"Better put out more fenders and lock up your daughter."  
Illustration by BJ Nartker.**

*Merchant Marine Credential for 100 ton motor and sail and the Lloyd's Maritime Academy Small Craft Marine Surveyor Diploma Course 09-10. This article is copyrighted by Bianca Hein.*

**A hull inspection guideline:**

The main body of any survey is the hull. I would like to share my thoughts on certain “red flags” I will look for. To better assess your survey requirements please answer the issue questions below.

For a complete survey, the vessel will have to be hauled out of the water and the interior opened. The boat should be clean. The vessel below the waterline should NOT be filled, faired or painted before it is examined. Even cosmetic work should NOT be attempted. This includes painting, coatings and varnishes which could cover the purpose of the visual inspection.

**ISSUE:**

- ***What is the basic purpose of this survey: insurance, purchase, sale, on/off hire, discharge/delivery, pre USCG marine inspection, valuation?***
- ***Has the vessel been active?***
- ***If not how long has it been laid up?***
- ***Will this survey be conducted in dry dock / at the boat slip / at anchor / shipwrecked?***
- ***Are you seeking a periodic or complete survey?***

Personally, I prefer to stay overnight on the vessel BEFORE it is hauled out to examine the vessel under normal – in the water – con-

ditions and to “stay ahead of the survey.”

Is this possible?

**What I am looking for in the wooden hull inspection:**

My objective is to determine that the vessel is safe and has a reasonable chance of remaining safe until the next scheduled survey inspection. What I will be looking for with regards to the wooden hull are facts. The top three areas of concern for a wooden hull vessel are:

1. Time (between last periodic 2-year survey OR complete 4-year survey)
  - Decay
  - Wood Borers
  - Corrosion
2. Stress
  - Cracks
  - Broken frame members
  - Failure of fastenings and fittings
  - Failure of caulking
3. Damage
  - Hull damage due to collision, grounding or normal usage
  - Fresh water damage from leaky decks or condensation
  - Mold damage from lack of ventilation

**ISSUE:**

- ***What is the age of the vessel?***
- ***When was the last survey taken?***
- ***Are records available?***

**What I am looking for in structural problems:**

Whether a vessel is old or new, wooden vessels’ structural problems can develop from poor selection of wood structural materials or lack of ventilation.

**ISSUE:**

***Do you know...?***

- ***Structural frames, keels, stems: Douglas Fir / Pine / Teak / Oak / Elm***
- ***Planking: Philippine or South American Mahogany / Cedar***
- ***Spars: Sitka Spruce / Pine / Poplar***

**What I am looking for in bilge inspection:**

Sufficient access should be made for the examination of the internal bilge to inspect the condition of floor frames, fastenings, keel bolts without damaging the hull or internal structural members.

**ISSUE:**

- ***What type of ballasting do you have?***
- ***Poured concrete/ingots/ external/ fixed keel?***

**What I am looking for in inspection for decay and wood borers:**

Deterioration caused by decay and wood borers can happen rapidly. Serious deterioration of a wooden hull can occur within the wood itself with little or no outward sign until it is well advanced.

**Decay:**

Decay in wood is caused by fungi - living organisms - better known as

mold. Mold is promoted by poor ventilation and fresh water accumulation.

**Borers:**

Shipworms, mollusks, termites and ants can play havoc and attack practically every species of wood. Borers can get under canvas deck coverings, make a trail under the mast boot and between the mast wedges and burrow in compression cracks in spars, and nest between the boom jaw and mast and under leather laced protectors.

Samplings will have to be taken where decay is found. Probing and boring should be done carefully and only where there is an indication that the wood is unsound. Please note, probing and boring are not a matter of routine. Additionally, I will check for tightness of randomly selected screw fastenings.

**ISSUE:**

- *My job is surveyor, not sampler.*
- *If decay is found, will you be the person to take a sampling of your wooden boat or will you use a qualified wooden boat builder to take the sampling and plug where the sampling took place?*

**What I am looking for in corrosion:**

Most wooden boats rely on metal fastenings for structural integrity and those fastenings are subject to corrosion. Because of the great structural importance the inspection of fastenings is crucial. Many casualties to wooden vessels involve structural failures caused by corroded fastenings. The top three corrosion culprits are:

Simple corrosion is caused by oxygen and exposure to the fastening which is in the water or in the water absorbed by the surrounding wood.

Galvanic corrosion is when two or more metals are connected and the interaction between metals causes wood damage around the metals.

Replacement corrosion occurs from the fastenings' contact with the copper content in pressure treated wood.

Then, we move to corrosion as caused by stray current. Typical sources of stray current are externally from the drive shaft connected internally via the battery system to submersible bilge pumps, bilge pump float switches and electrical wiring connections that may become submerged in bilge water.

**ISSUE:**

- *Do you have a 12-volt system?*
- *How many thru-hull fittings do you have?*
- *What are their purpose and location?*
- *Do you have zinc anodes on the drive shaft?*
- *Where else?*
- *Do any electrical wiring connections run through the bilge?*

**What I am looking for in inspection of fastenings:**

A boat is no better than its fastenings. The most common type of fastenings found on wooden boats are screws and most hull fastenings are concealed from view, being countersunk and covered. Thus, their inspection is difficult. Inspection to

ascertain the condition is necessary on plank on frame boats.

Often the head of the bolt will break away and be completely wasted in the middle. This is caused by moisture accumulation which wastes the fastenings and forms an excellent place for wood decay to start.

The scope of the random sampling of fastenings is this:

1. Remove a minimum of eight (8) fastenings preside below the waterline.
2. Concentrate sampling in the following areas:
  - Garboard seams
  - Stem joints
  - Plank ends in areas of bent planks and butts
  - Shaft thru hull
  - Under engine bed where vibration is maximum
  - Inspect fastenings at the keel and chine joints
  - Transom
  - Over the propeller

**ISSUE:**

- *Is the hull of your vessel plank on frame, composite, cold-molded, laminated, copper sheet metal, fiberglass sheathed, lap - strake, longitudinal or diagonal planked, plank on composite steel/iron frame?*
- *Are your fastenings mainly screws of galvanized steel / bronze / brass / copper nails / or doweled?*

### What I am looking for in inspection of fittings:

Rudder and propeller struts and fastenings should be examined carefully. The steering arrangement should be inspected from the wheel to heel pintle. Propeller shaft cracks are sometimes found at the keyway.

### ISSUE:

- *Is your main steering system a wheel or tiller?*
- *Your emergency steering system will need to be set up and inspected.*
- *Can you do this?*
- *Do you have any dew or wet spots round your fittings? (Note: a dye penetrant test is relatively inexpensive and can be useful in locating surface cracks on the drive shaft.)*
  - *Would you like this test done?*

### What I am looking for in inspection of caulking:

A leaky deck is worse than a leaky boat – you can pump out a leaky boat. But in the Pacific Northwest where it rains, deck leaks from fresh water cause rot to cotton caulking and wooden decks. Extensive trouble with caulking above or below the waterline may indicate structural problems. This often includes broken or deteriorated fastenings, possibly broken or deteriorated frames.

*Stay tuned for Part 2 of Biancas' series to appear in the next issue of Wing & Wing.*

- Editor

### Dogwatch

by Sam Hoyt



Yes, there was a 'yard this year, but it stopped well short of New England and just dumped tons of snow on the Chesapeake area and Joisy. Despite that, those two areas were well represented at the ASA Annual Meeting at Mystic Seaport. And the Seaport is to be thanked profusely for making the River Room available to ASA considering that the Seamen's Inne has been totally closed down for restoration for a while. (But we have been coming there every February since 1972 so they almost had to let us in.) And their new caterer, Coastal Gourmet, did a good job feeding us.

Friday night's entertainment suites, now run by Ramada, which has taken over the Best Western, featured the same good food and drink as we have become accustomed to. The music suite lasted 'til almost midnight, and marked the return of Daisy Nell and Captain Stan who played a number of Daisy's original songs. There was a solid core of chantey singers altho' we missed

Peter and Joanne Souza, who didn't arrive until Saturday.

A new group of officers took their seats and the average age came down considerably with the addition of Bill Carton as rear commodore and Pat Brabazon as secretary. Thanks were offered to retiring commodore John Eginton and secretary Nan Nawrocki as well as Peter Thompson who is exiting the Board of Governors.

The highlight of the meeting was the presentation of the American Schooner Association Award to Harold Burnham whose shipyard in Essex, MA, has been in the family since 1819. While there were at one time many boatbuilders in Essex, Harold is now the only one remaining. He was recognized not only for building such vessels as the **Thomas E. Lannon**, **Lewis H. Story**, **Fame of Salem** and **Isabella**, but also for his work on the schooners **Adventure** and **Ernestina**. Harold was also the guest speaker and his talk focused on the work he supervised on the latter schooner, where he had to be both diplomat and slavedriver with the workers and management at Boothbay Harbor Shipyard.

A good segment of the meeting was devoted to the calendar of events for schooners and traditional vessels for the year. It just seems to be expanding by leaps and bounds every year. It now lists almost 40 events, including six that have been designated as ASA Rendezvous events.

They are:

The Captain Raynaud International Schooner Race which will run this year from Victoria, British Columbia, in July; the Gloucester Schooner Festival on Labor Day weekend; the Provincetown Schooner Regatta the week after Gloucester; the Wooden Boat Festival in Port Townsend, WA, in September; the Great Chesapeake Bay Schooner Race in October followed a week later by the Cambridge Schooner Rendezvous in Cambridge, MD.

Looking ahead 'til next year, Dogwatch put in a lengthy plug for the Sail Husavik 2011 event in Husavik, Iceland. It would be terrific, altho' somewhat daunting, if an ASA vessel could represent us there. Dogwatch is planning on attending but he probably won't be travelling by schooner.

*Heard at the meeting...* Some ASA members, though, are sailing to far off places. The word around the meeting was that Richard Hudson, whose article on Brazilian schooners in the last *Wing & Wing* was a genuine surprise, is now heading for the Antarctic. We've got to try and catch up with Richard's blog. He will undoubtedly be the first ASA member to take his schooner that far south. Good luck, Richard.

Speaking of meetings, Al Bezanson reports that the Mid-Atlantic Chapter had a good turnout of some 40 members at their last meeting. The guest speaker was 103-year-old John Marsland. Al reports that John was "...sharp as a tack." Apparently there was some serious socializing in connection with the meeting at the Norfolk Boat Club.

*Notes from the Maine BoatBuilders' Show...* Doug Hazlitt, former owner of **Malabar X** who has run Hazlitt Vineyards in Seneca Lake, NY, is on the verge of acquiring the noted Windmere Vineyards. Doug's still sailing, though. He's building a John Alden designed S Class sloop and, now and again, rehabbing the Tancook Whaler **Whisper**... Bill Womack of Wareham, MA, is building a Jack Wilbur Noank schooner... And Block Island Maritime Funding of Falmouth, MA, has acquired the 48' Red Nymphius-designed gaff schooner **Thomas P. Hoyne**, which will be put up for sale eventually.

Friday night's annual get-together at the Thompson's, in addition to the good food and fine rum, included a monster strawberry, cultivated by Sandy Thompson, which Al Bezanson dubbed the 'schooner strawberry.'



### Schooner Strawberry at the Thompsons.

We talked at the ASA booth with Will, Jeremy and Sarah, three young folks from Maine Maritime, who are trying to start a program to get young people out on schooners, a concept we heartily endorse.

We'll stay in touch... We heard of a Malabar II schooner named **Tao** out of Port Jefferson, NY, and just missed seeing Peter Neill, former director of New York's South Street Seaport Museum. He is now a director of the World Ocean Observatory in Sedgwick, ME.

..Finally, we had a good chat with Tom Whitehead, formerly a manager at Portland Yacht Services, who has formed an 18 piece "swing band," the Fogcutters. Tom is keeping himself in the schooner world and will spend some time on the **Stephen Taber** this June playing guitar and singing... A great show and thanks to Joanna and Phin Sprague for doing a great job.

*Schooners on the Move...* We received a surprise email a while ago from Mike Mulcahy in Chicago. Seems he's sold his classic Crown-inshield schooner **Fame** and to none other than Dennis Connor who usually sails larger vessels, most often in international competitions. As Mike reports elsewhere in this issue, Dennis plans to relaunch **Fame** on the anniversary of the 100<sup>th</sup> year since her launching, and then take her to San Remo on the Mediterranean for some serious racing. We suspect she'll be a standout, if a tad smaller than most of the sailing yachts in that sunny clime. Mike was in San Diego recently and let us know that the old schooner **Rose of Sharon** had whipped Dennis' Farr 60 racing machine **Stars and Stripes**. What's new about schooners beating modern boats?

And, courtesy of an email newsletter issued by the WoodenBoat

Show, we've learned that the U.S. Merchant Marine Academy at King's Point, NY, has recently been the recipient of the 100', 1929 John Alden designed schooner **Summerwind**. The vessels owners, Mr. and Mrs. J. Don Williamson, had her completely rebuilt to the tune of \$8 million completed in February. She is an absolutely beautiful vessel which will travel the East Coast as the Academy's flagship and ambassador. We could not find a listing of a Summerwind in *John G. Alden and His Yacht Designs* so it must have had a different name originally. There were many designs of large schooners turned out by the Alden office during the period from 1928 to 1930. The schooner will be at the WoodenBoat Show in Mystic in June. Pete McAndrew, the skipper of the oyster sloop **Christeen** in Oyster Bay, NY, recently attended a get-together of sailing masters in Newport. **Summerwind's** skipper was also there and Pete is trying to arrange for his crew to get a ride on the vessel, given the proximity of Oyster Bay to King's Point. Dog-watch may have to get himself invited if that happens.

On a much sadder note, Mary Anne McQuillan and Fred Sterner forwarded us an article from the News Times of Newport, OR, which detailed the demise of one of the last of the New England schooners built as cod fishermen. This was the F/V **Helen McColl**, built in Maine in 1911. Veteran local fisherman George Morford brought the schooner to the Pacific coast in 1974 to fish for salmon. The salmon fishery suffered greatly during the last four years and the McColl sat idle during that period, and she sank at the dock in November, 2009. She now

sits ashore behind the International Terminal in Port Newport awaiting deconstruction.

*The irrelevant historical fact for this issue comes from *The Last Tall Ships* by Georg Kåhre, Mayflower Books, New York. Did you know that big schooners worked longer in North American waters than they did in Europe? What a surprise. Seems there were still 30 to 40 of them working the East Coast of North America and the Caribbean until about 1939. Maybe not so irrelevant after all...Keep those cards and letters coming.*

***A Sail on the Sheepscot for a Visit with Mudd Sharrigan, Master Bladesmith***  
by Allan Bezanson

Mudd Sharrigan. Who could forget that name? In the early 50's Mudd was renowned throughout the hot-rodding community as a pioneering founder of the Watertown, MA No-Mads and the New England Hot Rod Council. The No-Mads, working in backyards around Boston, had the coolest custom cars outside California. Mudd's craftsmanship was already evident with his show-piece bronze-colored '32 Ford roadster.



**Mudd at Orange, MA 1953**

Back then I was a Marlboro, MA Piston Pusher and my shipmate on this trip, Jay Irwin, was building race cars in Baltimore. In August 2009 we had sailed in **Green Dragon** from Boothbay through Townsend Gut to the Sheepscot, up to Wiscasset via the Little Sheepscot and Goose Rocks Passage, to pay Mudd a visit. He was waiting for us at the Town Landing just below the Route 1 Bridge.



Jay and I, with a combined age of 150, thought we were pretty hot stuff, but Mudd was 82, and a champion Masters Swimmer to boot. Nowadays Mudd is re-knowned for his hand-made seaman's knives, favored by professional riggers and tall ship sailors. I had bought one from him at the Maine BoatBuilders' Show earlier in the year.

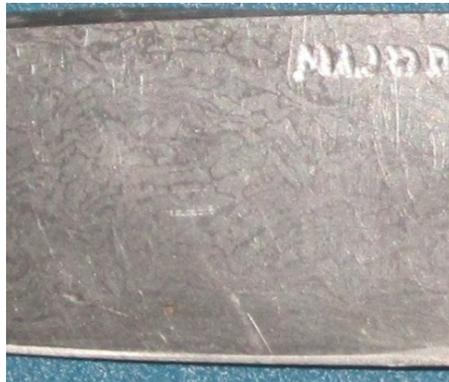
Over the years Mudd has crafted over 600 seaman's knives, along with many other useful styles. He has accumulated all the skills it takes to manufacture a durable, practical knife – an understanding of metallurgy, refined methods of heat-treating, machining, wood-working, and leather work. It's done in a compact home shop.

In the photo below, Mudd's signature four inch seaman's knife with marlinspike and sheath. The SAE 1095 high carbon steel blade is tough enough to withstand healthy whacks on the spine from a hammer because only the cutting edge is hardened. At last count there were five of these on **Bounty**. You hold it in your hand and it just feels right.



**Hunting knife of Damascus steel**

The forge, pictured below Old saw and lawnmower blades, leaf springs, bulldozer scraper blades, motorcycle drive chain, assorted machine parts – you name it. Mudd knows which alloys work and has devised ways to forge and heat-treat blades that will hold a very keen edge.



**Future knife handles**

Above, assorted ends and pieces, many with an interesting history. There are a few chunks here from the old four-masted schooners **Hesper** and **Luther Little** that nestled in the mud just below the Route 1 Bridge at Wiscasset until 1995.



The 10-inch knife Mudd is holding here was made from 52100 ball bearing steel, hand forged and selectively heat-treated for use in competitive events. With a single swipe it will sever 5/8" maple dowels two at a time, or a golf ball, or free-hanging one inch rope, or stacked empty soda cans. It will chop through a 2x4 in a few seconds. After all this the competitor must shave with his knife.



Jay and Mudd are reminiscing about ways to make racing rims back in 1951, when you couldn't buy them or afford them even if someone else made them. This discussion had to be cut short or we would miss the ebb in the Sheep-

scot. It was time to resume our passage from Spruce Head to Baltimore.

*Mudd has no website, but he's not hidden from Google. The Maine BoatBuilders' Show is the best place to find him with a good inventory of seaman's knives. If you miss the show, look for him at the pool in the Wiscasset Community Center where he works out on a regular basis. For more about his hot rod days, see the book, "Cool Cars Square Roll Bars." His telephone: 207-882-9820.*

### The Sheepscot River

If you're driving down east toward Rockland on Route 1 you will pass right through Wiscasset. It is well worth a visit and there is no trouble finding good food. You'll know you are in Wiscasset when you see *Red's Eats* at the bottom of the hill, but the traffic creeps like cold molasses here at times. So the thing to do is stay off Route 1. Sail! By Schooner!

The Sheepscot is but one of Maine's scenic rivers. And what a beauty. That morning, from Boothbay, we had slipped through Townsend Gut, where you can sometimes sail through the swing bridge, although you must give your name to the bridge tender and determine his mood. We arrived in the Sheepscot an hour or so before the flood, with time to meander between islands. Much of the shoreline is bold, with deep water right to the edge. The shores on both sides are mostly wooded and free of development. Wiscasset is 10 miles upriver from Townsend Gut.

We had considered sailing up the

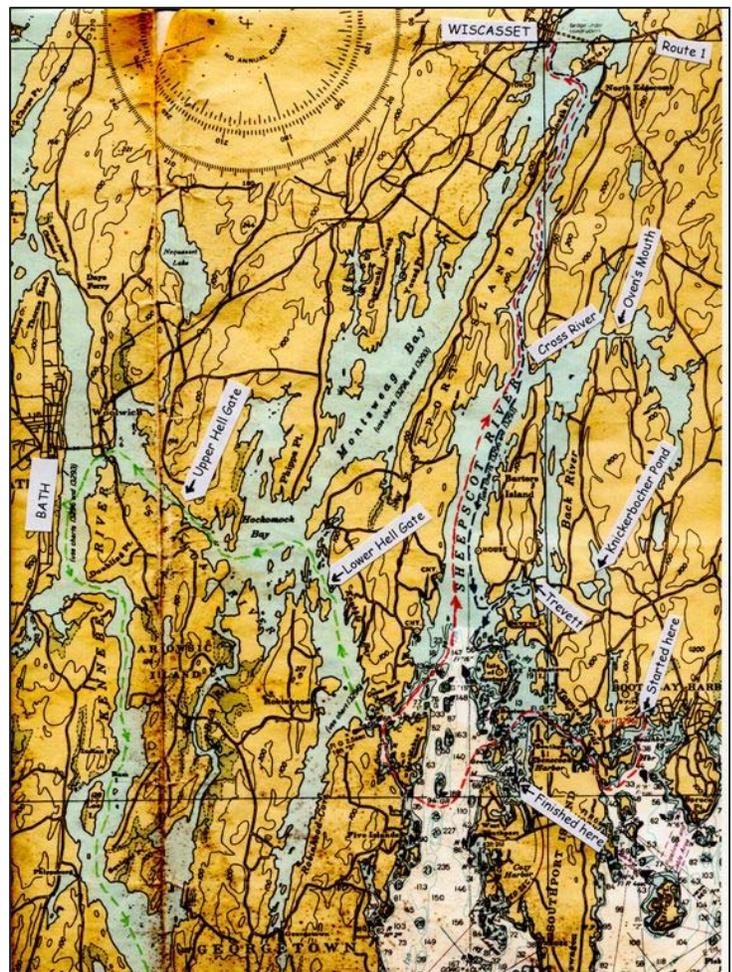
narrow Back River east of Barters Island to the Cross River and back into the Sheepscot, but were advised we might have an indeterminate wait for the swing bridge at Trevett. We'll do that another time, and sail up the Cross into Oven's Mouth, where I've had a feeling of being lost in the deep woods in a schooner. My indispensable *Cruising Guide to the New England Coast* notes that schooners used to go into the Back River to load ice from Knickerbocher Pond, then have to be towed out backwards.

On days when it's too thick or lumpy out in the Gulf of Maine for your liking you will often find agreeable conditions in the Sheepscot. The Maine saying, "You can't get there from here" doesn't apply when you are in this river, for it is 'wired' with a network of passages from river to river. You can wander for days without going outside.

Another interesting trip, made previously in **Green Dragon** – get around to the west side of Macmahan Island into Knubble Bay, through Lower Hell Gate and across Hockomock Bay into the Sasanoa River. Hold on tight and zoom through Upper Hell Gate. You

will be flushed into the Kennebec at Bath just south of the bridge (Route 1 again). On that occasion, while waiting for the ebb, we managed a quick visit to Maine Maritime Museum in Bath. Then another scenic ride right out of the river by Seguin. But be advised the mouth of the Kennebec is narrow, and when the ebb gets flowing into a good breeze from the southwest it gets rollicky there. The sail that day concluded in the cove on Jewell Island off Casco Bay.

On this day, from Wiscasset we tacked back downriver with a nice lift from the ebb. Jay, a Chesapeake sailor accustomed to giving the beach a wide berth, was a bit tense as we sailed between ledges and



came right up on the bold shores. I won't deny the chart plotter was quite handy. We made a side trip into the little cove north of Sawyers Island to scout out the swing bridge at Trevett. Then down alongside Isle of Springs, weaving between small islands until we dropped the hook for the night in Ebencook Harbor to resume our car talk and figure out where the current might take us the next day.

*Jay Irwin worked in the crew that built and raced #88, a pre-NASCAR '36 Ford. He was captain of the 52' 1933 Bluenose schooner Variant. In 1989 he helped organize the Great Chesapeake Bay Schooner Race, and has continued to work tirelessly for the race from Fell's Point.*

*Allan Bezanson, after the abrupt end at Westboro Speedway of #14, his '34 Ford stock car, turned to sailing. Green Dragon came into his life in 1962.*

*Green Dragon, 33 ft. on deck, was designed by Scotty Gannet and built by Chester Spear between 1939 and 1951 in Scituate, MA. Previous names were Lady Millie and Brenda Lee. She is berthed at Rebel Marina in Norfolk, VA and escapes to Maine in the hot months.*

**From Gaff Schooner to Staysail Schooner**

*Observations on the differences in sailing some small Gaff and Staysail schooners.*

**by Richard Hudson**

These observations are based on my experience with sailing three schooners:

- 12 ton 35' Tom Colvin "Tamarack" design gaff schooner,

**Orbit II**

- 12 ton 40' Tom Colvin "Ying Yang" design gaff schooner, **Rosemary Ruth**
- 21 ton 53' Michel Joubert "Damien II" design staysail schooner, **Issuma**



**Orbit II**



**Rosemary Ruth**

They are heavily biased towards singlehanded and shorthanded sailing (mostly offshore) of these small schooners, so should be considered in that context, not as a comprehensive comparison of gaff and staysail schooners in general.



**Issuma**

The biggest difference between the boats I have the most experience on is in the hulls, not the rigs, as the gaff-rigged Colvin designs had full-length keels. The Damien II staysail schooner design has all the ballast (4.5 tons) in a lifting keel, so draft can vary from 1.3m (4.3 feet) with the keel all the way up, to 3.1m (10.2 feet) with the keel all the way down. Sailing this staysail schooner is only possible with the keel all the way down and locked in position, in which case the boat has all its ballast very far down, so is able to carry a lot of sail, which makes it significantly faster, especially upwind.

Overall, since all the sails are bigger on the (21 ton vs 12 ton) staysail schooner, it is much more physical work to sail. Winches are very useful for pulling a line quickly for most of its length, and then being able to apply a lot of force with the winch for the last few metres. While faster to use, I'm not sure that manual winches are much less overall work to use than block and tackle arrangements that use low-friction blocks.

At some point I am likely to get some kind of power assist for winching, to make things easier on smaller crew members (or for me as I get older ; ) ).

Reefing is generally easier on the staysail schooner. Everything is roller-reefing on the staysail schooner, except the main, fisherman and spinnaker. The roller-reefed staysails I generally either set or furl, not reef. The jib or genoa (depending on which sail is on the furler--I don't set both at once) is a lot of work to roller-reef. In moderate and higher winds, I often put the jib/genoa furling line on a winch to roll it in. I have old, out-of-production furlers for the jib/genoa and for the fore staysail, and put a new Facnor furler on the main staysail. After ten thousand miles of sailing, I don't detect any great difference in ease of furling between the old furlers and the more recent furler.

On the gaffers, the headsails were much smaller (both because the boats were smaller and because the foremasts were smaller), and I walked forward to set or douse them. Because of their small size, there were no difficulties in handling that could justify adding roller reefing. I learned to set the jib flying (not hanked on) so I didn't need to go out on the bowsprit (a wet and dangerous place on a small boat at sea) to set or douse the jib. There was no problem with going forward at any time, as the boats never went all that fast to windward, so there wasn't white water or much spray coming across the foredeck (on a

long voyage, where one doesn't carry enough freshwater to wash the salt out of clothes and dry them, one tries hard not to get their clothes wet).



**A wet foredeck makes roller-reefing a very nice thing to have**

On the staysail schooner, which goes quickly to windward (6-8 knots), the foredeck can be a very wet place, with a lot of white water and spray coming across the deck. Some of this speed difference results from the taller foremast and consequently longer luffs on the headsails, some of it is from the ballast being carried so far below the water (3.1m/10.2 foot draft when sailing) in the lifting keel of the Damien II design. It is very nice to be able to reef and furl the headsails from the protection of the cockpit. That is the great thing about roller reefing.

The downsides of roller reefing are the complexity of the gear, the problem of what to do with a partly furled sail and broken gear (not so common, as roller-reefing has been used for many years and countless miles and the bugs have been worked out), the cost and the increased windage forward (for roller-reefed headsails). The increased

windage forward isn't a big deal in handling the boat, but does result in more sailing around when anchored (schooners are generally good for not sailing around at anchor, because the windage of the biggest mast is aft...roller reefed headsails remove much of this advantage).

The main staysail (which is roller-reefed) is an easier sail to set and furl than the foresail on a gaffer. I liked the foresails on gaff schooners because the boats (at least the ones I sailed on) were balanced on any point of sail with the foresail alone, so the foresail was always the first sail up and the last sail down.

On the staysail schooner, the previous owner taught me to use the sails in the middle of the boat, the main staysail and the fisherman, for adding and reducing power, and I find this works well. This means the headsail(s) and main are set first, and if more sail is needed, the main staysail is set, then the fisherman if necessary. The main staysail is a lot smaller than a foresail would be on a gaff schooner of the same size. In force 7, the main staysail alone is barely able to move the boat to windward (it requires some forestaysail and a reefed main to sail well when it is windy).



**Fisherman on gaff-schooner**

Reefing the mainsail is much easier on the staysail schooner. With the relatively short boom the Bermudian mainsail has, reef points are not used. Color-coded tack and clew lines for each of the three reefs are permanently attached to the sail and led to the cockpit. Putting in a reef takes about a minute, and is done from the cockpit.

The mainsail reefing process is:

- Ease halyard
- Pull on tack line until tack is in the right position
- Raise and secure (flip handle on rope clutch) halyard
- Pull and winch in the clew line, then secure it in rope clutch



**Fisherman on staysail-schooner**

Reefing the mainsail on the gaffers took about ten minutes, and the process was:

- Taking up the topping lifts (which were married and had the lazy-jacks attached to them)
- Easing the gaff throat and peak halyards
- If using a boom crutch, lowering the boom into the boom crutch with the topping lifts
- Tightening the mainsheets to keep the boom in the crutch (if not using a crutch, tightening the main-

sheets to keep the boom under control)

- Sometimes put a quick sail tie on the peak of the gaff to the boom to keep the gaff under control (the combination of topping lifts and lazy jacks kept it under a fair amount of control)
- Tie the tack down
- Haul in (sometimes with help of block and tackle) and cleat the clew line
- Tie reef points
- Set the sail, ease the topping lifts

The gaff schooners had conventional fisherman sails--the fisherman was attached by two halyards, the tack downhaul and the sheet (or sheets). The fisherman on this staysail schooner has its luff attached to a sailtrack that is on the aft side of the foremast. This fisherman has an odd shape as a result of its originally being made for use with a custom roller furler that fit on the aft side of the foremast (this never worked well due to a design problem). Because the staysail schooner has a much bigger fisherman than the gaffers had, I felt it should have the luff attached to the foremast (which happened to have an unused track on it) to simplify setting and dousing. The luff being attached to the foremast reduces the likelihood of the throat halyard getting snagged, and overall, the fisherman on the staysail schooner is not much more difficult to handle than the smaller fisherman sails on the gaffers.

There is a spinnaker (conventional spinnaker, as seen on many boats,

not asymmetric) on the staysail schooner. I never put a spinnaker on either of my gaff schooners because the gaff rig puts a lot of sail area up fairly high, so I didn't think a spinnaker would justify its handling complexity on the gaffers. The spinnaker on the staysail schooner is as much work as it is on any other boat, and I must admit I need a lot of motivation to set it singlehanded, so I don't get a great deal of use out of it (off the wind in light air, though, it is a really good sail).

I recall replacing the wires of the standing rigging on one of my gaff schooners. I used galvanized wire and swaged ends. I'm currently replacing the standing rigging wires on the staysail schooner, some with stainless wire and bronze turnbuckles, some with synthetic (Dux) rope and deadeyes/lanyards. There is a huge difference in cost...the simple galvanized wire (requiring annual painting) rigging is about a fifth of the price of the stainless & synthetic rigging that is going on the staysail schooner. While the staysail schooner could have the standing rigging wires inexpensively replaced with galvanized wire, with two spreaders per mast, painting all the wires would be a lot of work.

Overall, my staysail schooner is both faster and more work to sail than the gaffers. The lifting keel (the reason I bought the boat), which is not common on schooners, adds a fair amount of complexity, but allows motoring into shallow places to escape ice or get into shallow harbors. On the whole, the gaff

schooners were prettier, more fun, and slower to sail.



***For the Love of Rat Cheese***

**by Allan Bezanson**

I recollect Steve was around 17 at the time. A city boy from Southern California, my nephew. His first-ever sail and first visit to Maine would be with me as we delivered Green Dragon from Cape Ann down to Stonington, Maine.

The two of us had sailed about 110 miles through a night and a day. I

was a mite sleep-deprived, and it seemed like a good notion to put into Port Clyde for a night's rest. At the General Store we could pick up a few bottles of Moxie and a tasty chunk of rat cheese. A Perfect Maine Breakfast for tomorrow morning. It was 1991, before the PCGS got over gentrified, and they would carve whatever you liked off the pungent wheel.

"Now Steve, here's the deal. There's a PCGS mooring a ways off the store, and we're going to pick it up under sail. No iron jib for us. The locals here won't be expecting much from a boat hailing from Boston, but when we round up smartly into this brisk breeze and scoop that mooring we'll earn a little respect. Remember, we've got to get it on the first pass, and above all, be nonchalant. We'll drop the fore and main once we're made fast."

It was going nicely. I got the jib down at the right moment, headed up with good way on, and scandalized both peaks as we glided toward the mooring. But then it got gusty, and suddenly the wind was coming at us from all over the place. It was apparent that the fore-

sail needed to come down right now. No problem, the halyards were laying neatly on the deck, ready to run free. That is until the peak halyard block ate the tip of the house flag. It was plain to see the block had been undeterred by the dragon's fiery breath. How the Sam Hill the flag halyard got so slack I don't know, but one thing for sure, that foresail wouldn't go back up and it sure wouldn't come down. The gaff was akimbo and fore and main were both driving us again. But without that jib we had no steerage. And the outgoing tide was setting us swiftly toward one of the nearby ledges. OK.

No problem. We'll just crank up the iron jib for a moment and revert to Plan B.

Steve was being nonchalant as directed. Easy for him, since he was not totally aware of the potential consequences of the unfolding situation. The old Graymarine fired right up though. Whew. But it took only a moment to wrap a pot warp around the screw.

Well, that's what anchors are for, and I would have ours over in a flash. Abandoning my nonchalance, I set about readying the anchor, which was not quite exactly ready. At that moment a lobsterman suddenly materialized off the bow.

"Appears you might use a hand", said he.

"Things have taken sort of a bad turn", said I.

"Gets worse", said he as he tossed a tow line.



## Calendar of Events

\**American Schooner Association Rendezvous Event*

\*\**WoodenBoat Regatta Series*

June	Great Biloxi Schooner Race, Biloxi, MS
June 6	Bay Day, Oyster Bay, NY
June 25-27	WoodenBoat Show, Mystic, CT
July 1-4	Privateer Days, Liverpool, Nova Scotia
July 11	*Captain Raynaud Int'l Schooner Race, Victoria, BC to Pender Island, WA
July 17	The Great Schooner Race, Lunenburg, Nova Scotia
August 4-6	Camden and Castine Feeder Races
August 7	Eggemoggin Reach Regatta, Brooklin, ME
August 8-15	Nova Scotia Schooner Assn. Race Week, Lunenburg, NS
August 13-14	Sail Nantucket Regatta, Nantucket, MA
August 15	Annual Opera House Cup, Nantucket, MA
August 27-29	**Herreshoff Classic Yacht Regatta, Newport, RI
Sept. 3-6	*Gloucester Schooner Festival, Gloucester, MA
Sept. 3-6	**Classic Yacht Regatta, Newport, RI
Sept. 8	Fisherman's Cup, Gloucester to Provincetown, MA
Sept. 11-12	**Race Rock Regatta, Stonington, CT
Sept. 10-13	*Provincetown Schooner Regatta, Provincetown, MA
Sept. 11	Moffett Cup, Vineyard Haven, MA
Sept. 11-12	**Race Rock Regatta, Stonington, CT
Sept. 10-12	*Wooden Boat Festival, Port Townsend, WA
Sept. 17-19	**Indian Harbor Classic Yacht Regatta, Greenwich, CT
Sept. 24-25	**Greenport Classic Yacht Regatta, Greenport, NY
Sept. 24-26	Greenport Annual Maritime Festival, Greenport, NY
Sept.	Governor's Cup, Essex, CT
Oct. 2-3	**Heritage Cup Regatta, Glen Cove, NY
Oct. 2-3	**New York Classic Yacht Week, New York, NY
Oct. 8	Philadelphia Wooden Boat Festival, Philadelphia, PA
Oct. 10-17	*Great Chesapeake Bay Schooner Race Week, Baltimore-Norfolk
Oct. 16-17	Oyster Festival, Oyster Bay, NY
Oct. 22-24	*Cambridge Schooner Rendezvous, Cambridge, MD
Oct 28-31	Sultana Downrigging, Chestertown, MD
Feb. 5, 2011	American Schooner Assn. Annual Meeting, Mystic, CT
July 25-31, 2011	Sail Husavik 2011, Husavik, Iceland



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