



P.O. BOX 484

MYSTIC, CONNECTICUT 06355

WING & WING

The Official Newsletter of the American Schooner Association

Volume XLVIII, Number 1 - Spring 2012

2012 Maine Boatbuilders' Show, Report from the GOM Chapter ~ By Peter Thompson

This year's show was different. For one the weather was gorgeous, no snow, no rain, just warm sunny skies. In addition, there were some long lost boat builders of exceptional reputation, who returned or simply came for the first time. Among these were Steve White from the Brooklin Boatyard with the fifty foot Spirit of Tradition sloop **Ginger**, built in 2007, now for sale (owner is commissioning a new vessel). Ross Gannon was also in attendance representing Gannon and Benjamin Marine Railway with a lovely sailing tender. This was their first foray into the show and we hope Ross will be back again next year.



While show attendance may have been off a little from prior years, there was clearly a different buzz in the air. People were more upbeat about the boating economy and orders were up for boats and other items at the show.

This was also the 25th anniversary of the MBBS and Phin and Joanna Sprague (Above right, Phin and Joanna accepting the award. To the left, Phin, Joanna, and Sandy Thompson at the MBBS Party) took the opportunity to throw a great exhibitors party featuring a local jazz band, kegs of beer from Shipyard and a catered buffet dinner. The

party also offered a great opportunity to present the American Schooner Association Award to Phin and Joanna. Phin and Joanna have been huge supporters of the ASA, donating a prime booth space to us for over eight years. Phin was also a critical player, among several, in saving Schooner Bowdoin, having developed a business plan that guaranteed her remaining needed funding when she was being rebuilt in Castine. Without that funding she may have been scrapped.

Phin was also involved in preservation of Lightship **Nantucket**, circumnavigated and restored his Alden Schooner **Mariah**, built the current Alden Schooner **Lion's Whelp** and has graciously made a place for **Tar Baby** until some day when she finds a new owner. A lifelong of preservation and schooner sailing, as well as supporting the ASA, made the Sprague's a deserving recipient of the award. Members present for the award presentation included Fred and Mary Anne (Mary Anne in photo left at the ASA booth), Joanne Souza, Sandy and Peter and Dave Stickney. Phin and Joanna were informed that as schooner



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2012

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29 JUNE—JULY 1,
2012

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sailors, the award must not be allowed to sit on a shelf and collect dust, but should rather be put to good service aboard the boat. In sympathy with that concept it was not long before Joanna was serving beer from the platter and Phin serving dinner. Many thanks to Bob Pulsch, Al Bezanson and Joanna Souza who all chipped in generously to defray the cost of the award to the ASA and allow the largest award available from AGA Correa to be presented.

The annual MBBS meeting dinner was well attended with a crew of around 25, including Ross and a cheerful contingent from Sea Bags, the Stickney's, and other friends, members and neighbors. We were pleased to have a visit from Peter Barr and his wife Jeanine from Minneapolis who are in the midst of rebuilding their Alden schooner **Sagamore**, built in 1925 as Alden No. 236. Dinner venue was true to tradition, 4-inch thick steaks, mushroom stuffed haddock, oysters, asparagus and hollandaise, smoked salmon, smoked fish, beer, wine and of course a little rum. Best of all, great people.

Until next year!

Dogwatch ~ By Sam Hoyt

ASA Award...

In a special vote of the Board of Governor's, the ASA Award for 2012 went to Joanna and Phineas Sprague, proprietors of Portland Yacht Services. In addition to completely rebuilding the schooner **Lion's Whelp** and maintaining **Tar Baby**, the Spragues have supported ASA over a number of years by making it possible for us to exhibit at the Maine Boatbuilders' Show, which takes place at PYS. But Dogwatch also has a link to the Spragues in that Phin purchased **Golden Eagle**, on which we served as mate for a number of years and on which I met my better half, renamed her **Mariah** and sailed her around the world. Heartiest congratulations to Joanna and Phin.



News from the Annual Meeting... And there was plenty of very good news coming forth at this year's Annual Meeting. Several schooners will be sailing again after long rebuilds, including **Adventure** of Gloucester which is nearly ready to go back in the water. Joanne Souza informed us that she thinks Jim Sharp, long-time owner of **Adventure**, will be coming to Gloucester to sail her in the big race at the Gloucester Schooner Festival over Labor Day weekend. And Peter and Sandy Thompson's Alden 309 **Blackbird** will be sailing again this summer after a long rebuild in the Thompson's front yard in Freeport.

South Street Seaport's [yes, that's its name again as the Museum of the City of New York has gone back to the original name after taking over management] **Lettie G. Howard** was hauled out at Mystic undergoing some work and both she and the Seaport's other schooner, **Pioneer**, are scheduled to resume sailing this summer. But perhaps the best news was announced during our members' tour of the Seaport Friday afternoon. And that is that

Mystic Seaport is planning on resuming its annual schooner race next year. That race was one of, if not the first of the races for traditional vessels and probably the first for schooners. The Seaport staff has asked ASA for assistance in putting on the event, and we will be working with Dana Hewson to see what we can do to help.

Unfortunately, there has been some not so good news as well. George Moffett, who skippered Mystic's **Brilliant** for 25 years, passed away in late February at the age of 68 from melanoma. George was an awesome skipper and teacher of young people and it was he who sailed **Brilliant** in the transAtlantic Tall Ships event a number of years ago. Not surprisingly, he won. And Captain J.C. Waters, owner and builder of the schooner **Spirit of Independence**, was killed in a plane crash in Missouri. A long-time resident of Portsmouth, he was a frequent participant in the Great Chesapeake Bay Schooner Race.

Friday night's party at the Hampton Inn was another fine affair, well-attended and with plenty of good food. The most spectacular serving was Susan Pulsch's cookies with a frosting that was an accurate presentation of the ASA burgee. The spash and spaked fish was a bit much...but good. And the surprise of the evening was Roger Worthington and his bass fiddle. Who woulda ever thunk?

Department of big trips... Richard Hudson is now most certainly the most travelled of any current ASA member having completed his epic journey through the Northwest Passage, only the second schooner ever to make that trip and one of very few sailing vessels. (See article elsewhere in this issue.) He had to take a round-about way to get there to take advantage of favorable currents. We were privileged to attend a lecture Richard gave in New York about the trip which was attended by many of his schooner friends from the area. He showed some excellent slides and his presentation was so good that we're hoping he can be the guest speaker at next year's Annual Meeting if he's anywhere near the east coast of this country. He's presently

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wintering in Sitka, Alaska. If he decides to sail back to the east coast, he's considering the Northeast Passage, north of Russia. With Richard, you never know.

This year's Calendar of Events, in addition to the usual schooner events, will be highlighted by the Block Island Schooner Rendezvous, the semi-official marking of ASA's 40th anniversary. Organized by John Eginton, it will take place on Monday and Tuesday, August 27th and 28th at Payne's Dock in Great Salt Pond and will include a lobster dinner and chantey singing aboard **Mystic Whaler** courtesy of John and Pat Eginton and a party at Mahogany Shoals on Payne's Dock, all on Monday evening. Tuesday will feature breakfast aboard **Mystic Whaler**. As of the Annual Meeting, three schooners had already signed up including **Mystic Whaler**, **Quintessence** owned and sailed by Paul Gray, and **Green Dragon**, which will be sailed by Andy Bezançon and Amy Beaudet. The timing is scheduled to attract schooners heading to Gloucester for the Schooner Festival the next weekend, although **Green Dragon** will obviously first be heading in the opposite direction. While this is the semi-official marking of ASA's 40th year, others, particularly the various ASA chapters, are encouraged to put on local events to mark the occasion. For more information, go to block-island-rendezvous.com. The (almost) complete Calendar of Events is listed elsewhere in this *Wing & Wing* and is posted on ASA's website.

Arden Scott has let us know that she and her husband Keith McCamey are working with Sail Greenport to host a classic yacht race the weekend of September 21-23 which coincides with the Greenport Maritime Festival. They are hoping to attract schooners and would create a schooner division if they got enough. So far they have **Summerwind** from the King's Point Merchant Marine Academy and **Leylanta**. Their website is www.sailgreenport.org and the event is sponsored by Gosling's rum, which might attract a few schooner folks.

The third installment of Randy Peffer's trilogy *Seahawk Burning* is due out in April and

Dogwatch is planning on reviewing it. We heard from Randy recently and he reported that he had been commissioned by *WoodenBoat Magazine* to write a piece on a Great South Bay tong boat in Babylon, Long Island. Randy said he had so much fun researching the piece that he immediately launched his catboat and went sailing, this in February. He mentions that there are some good aspects of global warming. But fear not, **Sarah Abbott** was also back in the water in February, so Randy isn't going over to the dark side. He reports that his son, Noah, who teaches at Cal State Long Beach, is the skipper of **Sarah Abbott's** sister ship **Atlantis**, the school ship for USC.

Other news... **Ernestina** celebrated her 118th birthday in February. She's been decommissioned for eight years now, but Mary Anne McQuillan reports that "...the bow aft to the break of the deck has been rebuilt and..." they are awaiting the report and estimates to complete the rebuilding...New lead ballast has been installed on **Martha** and, by now, she should be back in Port Townsend ready to win more races and show folks her beautiful home waters...Word has it that next year's Eggemoggan Reach Regatta will be for schooners only. This year it's for Herreshoff vessels...We received a press release announcing that Ralph Stanley is putting his boatyard and home in Southwest Harbor, Me, up for sale (info at ralphstanleywoodenboats.com.) What will Dave Stickney do next, one wonders...Looking way ahead, July 29, 20014 will mark the 100th anniversary of the opening of the Cape Cod Canal and they are planning on putting on a very large parade of sail through the canal and want schooners...Finally, the American Sail Training Association has changed its name to Tall Ships America.



Visit the ASA Booth at the 2012
WoodenBoat Show
Mystic Seaport, Mystic, CT!
June 29 - July 1, 2012
www.thewoodenboatshow.com

WoodenBoat Magazine has a great new look—check it out!
www.woodenboat.com

WING & WING

ASA Award to the Spragues at Portland Yacht Services ~ By Sam Hoyt

In a special vote by the Board of Governors, the American Schooner Association Award was voted to Joanna and Phineas Sprague, proprietors of Portland Yacht Services. The award was presented to the Spragues by Peter Thompson of the association's Gulf of Maine Chapter at the Maine Boatbuilder's Show at that venue in March.

The award is presented to individuals or organizations which have made contributions to further the goals of the American Schooner Association. These include preserving the national maritime heritage which focuses on the history of schooners as well as actually preserving and recording the vessels themselves.

The Spragues have played a major role in this endeavor. Joanna is the motivating force behind the Maine Boatbuilder's Show which is a major contributor to the Maine boating community and its prominent stature in the marine community. The show has also supported the schooner association's work and activities at the show at which it has exhibited for a number of years.

Phineas has worked at actually preserving schooners after completing a circumnavigation in the Alden schooner **Mariah**. He organized the complete restoration of the schooner **Lion's Whelp** at Portland Yacht Services and the organization is currently maintaining the classic Alden schooner **Tar Baby**.

Previously, the award has been presented to naval architect George H. Stadel, Mystic Seaport Museum, the City of Gloucester, MA, and Jonathan Wilson, founder of *WoodenBoat Magazine* in Brooklin, ME, among many others.

Founded in 1972 at Mystic Seaport, the American Schooner Association supports many events for schooners and other traditional vessels as well as other organizations that also seek to preserve our maritime heritage. Its home port is Mystic Seaport Museum in Mystic, CT.

George H. Moffet, Jr. (1944 – 2012)

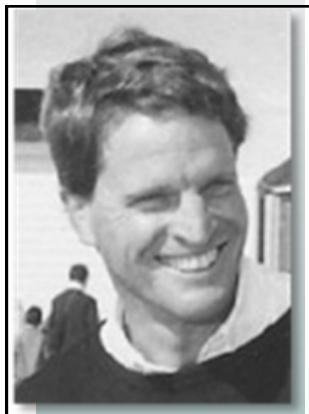
Ledyard - George H. Moffett, Jr., 68, of Ledyard, died on Feb. 25, 2012, at home surrounded by his family after a courageous battle with melanoma.

He was born in Washington, D.C., to George H. Moffett and Margaret A. Truxal. As grandson of Admiral William A. Moffett, who became known as the "father of naval aviation" for having led the introduction of the aircraft carrier to the Navy, George had the sea in his blood. He was the third generation in his family to attend the U.S. Naval Academy, where he studied science

and engineering from 1964 to 1966 at the height of the Vietnam War. He questioned the morality of the war and, much to his father's chagrin, transferred to St. Olaf College where he majored in studio art and developed an intense interest in philosophy. Searching for understanding and hungry to see the world, he went to Germany for graduate school to study theology at the University of Bonn. There he met his wife, Sabine, and they were married in 1971. After completing a Master of Divinity, he moved to England where he and Sabine had a daughter. He served for six years as headmaster of a small boarding school situated on the south coast. It was there that he fell in love with boats after buying a ketch and cruising the English Channel.

In 1981, George found a position that allowed him to combine his love of sailing and background in education on the schooner **Brilliant** at Mystic Seaport. During the 25 years that he served as her captain, he introduced over 3,000 teenagers and adults to sea as part of the museum's sail-education program. The job turned out to be a perfect match: as a teacher and mentor, he inspired self-discovery and courage by motivating his crew members to challenge themselves, persevere in hardship and never do things halfway. As an engineer, artist, and steward, he maintained the classic vessel to perfection. As a preservationist and communicator, he garnered appreciation for the yacht's mission and craftsmanship and raised an endowment to make its operations sustainable. As a wanderer and tactician, he took the boat to ever further waters and won races on the New England Coast and to Bermuda. Most notably, he raced **Brilliant** across the Atlantic from Halifax to Amsterdam in Tall Ships 2000 and won first in class and first overall.

George resigned from the Seaport in 2007 to pursue his terrestrial passion for motorcycling and explore the U.S. With friends, he rode a classic BMW motorcycle across country from British Columbia eastward. He was soon lured back to sea, however, by the opportunity to skipper the Fife ketch,



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Belle Adventure, until his retirement in 2009.

In the months before his death, George was honored to receive a Lifetime Achievement Award from Tall Ships America and the William P. Stephens Award from the Mystic Seaport in recognition of an enduring contribution to the history, progress, and appreciation of American yachting.

George was driven by a longing for understanding and knowledge that never left him. He was provoking, persistent, compassionate, witty, and eloquent. He appreciated simple beauty, made a life-long impression on many, and made life more fun for all around him.

In addition to his wife, he is survived by his sister, Elizabeth; by his daughter, Jessica and her husband, Thomas.

Donations may be made in his name to the Brilliant program at Mystic Seaport, PO Box 6000, Mystic, CT 06355.

March 5, 2012 ~ Press Release

Greenport Classic Yacht Regatta

Part of WoodenBoat Magazine's,
WoodenBoat Regatta Series

Saturday, September 22, 2012

What it is: Greenport, New York USA

Classic yachts will begin assembling in Greenport Friday evening September 21st. Classic wooden yachts greater than 24 feet overall will race on Saturday in the September 22 Greenport Classic Yacht Regatta.

The Greenport Classic Yacht Regatta is organized by Sail Greenport, a not-for-profit that encourages the sport of sailing and its historic connection to the Village of Greenport. Interested race participants can find the Notice of Race and entry details at www.SailGreenport.org.

Press opportunities and public viewing: Greenport will be filled with classics the weekend of September 22/23 because the

Greenport Classic Yacht Regatta will take place during the Greenport Maritime Festival. Regatta yachts can be viewed before and after the race along the waterfront. Dozens more Maritime Festival classic boats gather to exhibit all day Saturday and Sunday. Dozens of these classics dress ship to be highly photogenic, ensuring the authenticity of the Maritime Festival. There is no fee for attending the Greenport Maritime Festival or viewing the regatta yachts.

When/Where: Saturday, September 22 – the Greenport Yacht Regatta races in Gardiners Bay. The race starts at 11a.m.

Sponsors: Sail Greenport is a volunteer-based not-for-profit. The Greenport Classic Yacht Regatta is sponsored by: S.T. Preston & Son, Greenport BID, Capital One Bank, Brewer Yacht Yard, Scrimshaw Restaurant, the Triangle Yacht Club, and Regatta Ginger Beer.

Sail Greenport: www.sailgreenport.org

Contact: Jeff Goubeaud
QMIII@aol.com
631-477-9594

Mailing address:
SAIL GREENPORT
P.O. Box 529
Greenport, NY 11944

A Small Fishing Schooner ~ By Richard Hudson

These pictures were taken aboard the schooner **Issuma**, in 2009, while anchored in the Rio Paraguacu, near Salvador, Bahia, Brazil.



Below: Foresail drawing, mainmast stepped.

Dugout canoes like this one are commonly used for fishing in that area.



Most of these dugout canoes have only one mast, this one happened to be a schooner.

Below: Both sails set.



Photos by A. Andresakis.

WING & WING

*Corralejo Fuertaventura, Canaria to
English Harbour, Antigua*

~ By Captain Lee Werth

Capt. Lee Werth, schooner Renegade of Ohio
Writing from English Harbour, Antigua, West Indies
Schooner Renegade: 35 days solo, Nov. 26 - Dec. 30

All passages are different and none are without incidents. I am either a very good sailor or the gods were kind. I rather think it was the latter, but **Renegade** and I were a bit worse for wear upon arrival. The autohelm bracket sheared off, the genny needed stitching, the paint was abraded off the hull, and my knees were so bad from constant rolling I could hardly walk. I have since recovered after two months. **Renegade**, too, looks good again and is fit.

The first day out the autohelm which I had tested failed. I could have put into a port but the thought of getting gear out, either the anchors or the fenders, was unsupportable. I told myself I could abort to Gran Canaria or later to the Cape Verdes. I put the back-up autohelm on and it worked until a week from Antigua at which time the bracket sheared. The pin sheared earlier, but I replaced it. I carry spares and tools for almost any problem. The psychological effect of waiting for the autohelm to break was unnerving. A wind vane would have been better, but the boomkin and backstay intrude.

What was more unnerving was my lack of adequate provisions...plenty of cooking gas, fuel, water, but not enough food. Why? I was not allowed to stay in Corralejo the extra days I needed; I am not sure why, so I set sail thinking I had enough food. I had 38 days worth it turned out, and it required 35 days for the crossing. After the autohelm broke and I steered with the headsails, I started rationing food. I read Anne Davison's account of her crossing in Felicity Anne. If my crossing encountered calms or contrary winds, I would have starved to death. But, the pilot chart was accurate and the wind was often between force 6 and 7, so using just the staysail and partially rolled genny worked. Earlier, during the first two weeks I had great sailing sometimes carrying five sails and often leaving them up too long. I seem never to learn.



What went wrong? A bottle of olive oil lost its cap and the carpet by the companionway ladder became saturated which led to the ladder being well lubricated. That was made worse by **Renegade** rolling her bulwarks under...a 45 degree roll each way, 90 degrees total. I believe the autohelm made the rolling worse. When I steered she rolled less, but she still put her bulwarks under from time to time. It was a difficult time compared to earlier passages. The wind almost always roared and sometimes shrieked. The waves formed endlessly new patterns which I found hypnotic and even beautiful. **Renegade's** stern always managed to rise and only once did the cockpit get filled, but the manual pump cleared it in about 75 strokes, so the cockpit drains aren't too bad. There was one knockdown just when I had pulled the companionway hatch back to see what was causing the violent motion. A waterfall poured into the cabin and binoculars, eyeglasses, nav. instruments all went flying across the cabin as water swilled across the cabin sole. It was demoralizing; I needed my glasses to find my glasses.

A killer whale of about 25 feet came up alongside and I was too incredulous to be frightened. I said, "Hello" but it swam away in supreme indifference. It encouraged me in that it must eat something, so I might survive by fishing if necessary. I never found a fresh flying fish, but many were found hidden in corners.

When I closed in on Antigua the weather deteriorated. I dropped all sail and waited for daylight. The final day had sequences of squalls obliterating visibility so I had the handheld GPS in my hand and for the first time ran under power. The waves were almost abeam and the water shoaled. The depth gauge malfunctioned and read five feet causing a moment of panic. I



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remembered Steven Crane's words in "Open Boat." I became greedy for success but was aware that **Renegade** could be rolled in the shallower water. It was not over until the hook was down. The hook (actually three) is down in Ordinance Bay of English Harbour, Antigua. **Renegade** has completed her circuit. I am somewhat integrated into the local scene and was asked to crew on an island schooner in a workboat race. But, I can't allow **Renegade's** bottom to foul like adjacent boats that once sailed here and will likely never sail again. "Men and ships rot in port." What next?

B log Spot

Steve Lauermann writes: Don't know if you are the correct person to hit, but...here goes it. Does the ASA have any plans of Coasting schooners?

I am just finishing up on a Friendship (Pemaquid) 1/2 model and am looking for a dramatic vessel (my 1/2s are of a "presentation" type, having bowsprit and its rigging and a few representative pieces of hardware) to follow up...I'd love to do the **Alice Wentworth**, perhaps the **Grace Bailey** for personal reasons... but a distinctive representative of any vintage would be nice...

My brother worked on the **Defiance** when owned by Rose Dolan...I skippered a Pete Culler boat for 20+ years and I had 2 very good friends who spent years on Integrity, and I spent many hours aboard before her fatal trip south...

I'm partial to an "historic" vessel, but if good plans are not extant, would go for a current Coasting type... Any help would be much appreciated.

Feargus Bryan writes: I am the new owner of the schooner **Troubadour**, Alden design number 248B launched in 1926. She had spent the last 30 years lying in St. Johns, USVI, under the name **Liberty**.

We are lying in Grenada at the moment after a winter down in Trinidad rebuilding

the bottom of the boat. We are going to sail her across the Atlantic next spring and eventually to test her mettle against the European classic yacht fleet, and complete the restoration, before heading off around the world with her.



**History Meets
Technology on the 1926
National Historic
Landmark
Schooner Adventure**
~ By Joanne Souza

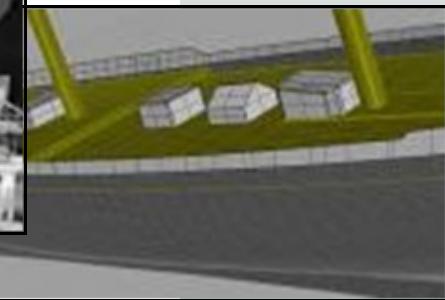
**They didn't take lines
like this in 1926!**

Andrew Williams of 3Marine Measures, LLC in Rhode Island,

land, performed a 3D laser scan on the National Historic Landmark Schooner *Adventure*. While a vessel is dry-docked, 3D Measure can laser measure the outside of the hull and deck, collecting "As-Built" data. This data is then turned into an "As-Built" 3D surface model. Naval Architects John and Fritz Koopman of Propulsion Data Systems of Marblehead will then use the "As-Built" 3D model together with an internal scan to produce stability calculations, tonnage and other documentation which can be submitted to the US Coast Guard.



Photos Joanne Souza.



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New Spars for Adventure

Schooner **Adventure** was awarded \$25,000 from Gloucester's Community Preservation Act Fund for new gaffs and booms. Master Shipwright Harold Burnham, Bruce Slifer and Wenham, MA arborist, Pierre Erhard, cut down **Adventure's** new spars on Hog Island, part of the Trustees of Reservation's Crane Estate. Along with **Adventure's** Bill Holmes and Bill Whitney, the trees were limbed and muscled to the water's edge. Waste slabs were then cut off making it easier to float them down to the Essex River to the Burnham Boat Yard. Adventure has really lucked out with this winter weather.



Photos:
Top left,
center and
right,
Harold
Burnham

Photo
below left:
Len
Burgess



Q.: How do you get 92' and 86' masts out of a 121' schooner, up on the ways, 30' in the air?

A.: With a really big crane!

On a beautiful clear winter day, Mayer Tree Service of Essex pulled **Adventure's** masts while she was still up on the cradle. After dangling a climber from the crane to release the stays, the sticks were pulled and set gently on the pier. Schooner **Adventure** has been relaunched while calculations for the engine bed, engine installation, ballast and other below deck structures are calculated. The vessel will be back on the ways in early April to begin the projects to achieve the goal of **Adventure** sailing in the 2012 Gloucester Schooner Festival. Come down the Gloucester Marine Railways and see the progress.



Photo left: Len Burgess Photos: Below, right and bottom right, Joanne Souza

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Issuma Transits Northwest Passage

ASA member Richard Hudson sailed his 50' steel schooner through the Northwest Passage across the Canadian Arctic last summer, becoming the second schooner ever to sail the route and one of very few sailing vessels to make the passage.

Richard was in the north Atlantic a couple of summers ago and headed south with the intention of visiting South Africa. Wind and weather conditions pushed him west and he ended up in Brazil where he spent a winter. Then north back to the states, a winter in Toronto, then back north to Labrador. After some repair work there, he decided to try the Northwest Passage last summer.

Since the tides along Canada's northeast coast run south, Richard sailed east to the coast of southern Greenland, then north with favorable tides until he was across from the entrance to the passage, then west across Baffin Bay and off he went. With the prevailing winds from the northeast, he was able to sail **Issuma** most of the time, only turning on the engine when he didn't think he'd make the day's planned run under sail only. At the west end of the Beaufort Sea he rounded the northwest tip of Alaska and sailed south through the Bering Strait, finally ending up in Sitka, where he spent the winter.

Richard was in New York in January where he gave lectures on the trip two nights in a row, both of which were very well attended. Since then, he has done some research on vessels that have transited the passage. The first to do so was Roald Amundsen in 1903-06 in the sloop-rigged **Gjoa**. Richard found a painting of that vessel in Farley Mowat's book, *Ordeal by Ice*, in which it appeared she was schooner-rigged, but that proved not to be so. The first and only other schooner was the Royal Canadian Mounted Police schooner **St. Roch**, the first vessel to transit the passage in both directions, west to east in 1940 and east to west four years later.

Richard has now sailed **Issuma** almost 50,000 miles in the last several years. He has not decided whether or not he will stay on the west coast but it is a certainty that he will keep exploring new waters under sail in his schooner.



Come join us for the First Annual Block Island Schooner Rendezvous*

*A celebration of the 40th Anniversary
of the American Schooner Association!*

Date: August 27-28, 2012

Location: Payne's Dock / Great Salt Pond

133 Ocean Ave., Block Island, RI 02807

Marina Phone: 401-466-5572 Position: 41.18127 N, 71.5744 W

Mission: Our mission is pure and simple: to bring schooners together in a spirit of community and camaraderie, to enjoy each others vessels and company at a wonderful location.

Schedule: Mystic Whaler will serve as the "flagship" for the rendezvous, hosting the events as listed:

www.blockislandschoonerrendezvous.net.

If you wish to host an event, of some kind on your vessel, let us know!

2012 ASA Annual Meeting, 4 February 2012

~ By Secretary, Susan Pulsch

Call to Order: Al Roper, ASA Commodore, calls meeting Annual American Schooner Association to order

Introductions: The traditional go around, all in attendance introduced themselves, the Schooners they are associated with and any personal announcements.

Old Business

Treasurers' Report – Joanne Souza: Started the year with \$3600. Major expenses where the Wing & Wing. Other costs included events we participated in. The Port Townsend event had cost over \$1000. The ASA will not be participating in the 2012 Port Townsend event. Ending the year as of 12/31/11 at \$1939.00. Treasures Report moved to be approved by Sam Hoyt. Motion was second and all in favor. No opposed. Motion passed.

Secretary's Report – Susan Pulsch: Motion to approve last years minutes as were published in Wing and Wing by Al Roper, Seconded by Sam Hoyt. All in favor. No opposed. Motion passed.

New Business

Wing and Wing – Susan Sodon: Cost to publish Wing and Wing has

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increased. The Wing and Wing averaged about 33 issues a year and about 12 pages per issue. Cost last year to publish was \$1100, plus postage. To reduce the print cost the request was made for members to opt for electronic membership. The board has decided the electronic membership will be \$25 and a postal member will be \$45 starting on February 5, 2012.

Request for the missing 6-7 copies of past Wing and Wings was made in order to have a comprehensive collection.

Wing and Wing electronically be distributed through means of member email and posted on ASA website.

Request was made from the members for the membership directory to be updated. Explanation of our use of Google docs to maintain membership info was offered.

Roger Worthington Commodore of the Mid-Atlantic Chapter: Three major events in October, Maryland Schooner Month.

- The Great Chesapeake Schooner Race
- The Cambridge Schooner Rendezvous
- The Down rigging of the Sultana

March 24, 2012, the annual gathering of the Mid-Atlantic Chapter at the St. Michaels Maritime Museum. Appreciation was stated for museums; Mystic Seaport, St Michaels Maritime and the Richardson Maritime Museum in Cambridge for the support they provide.

John Eginton: 2014, July 29 100th year anniversary of the opening of the Cape Cod Cannel. ASA is planning to be involved.

40th Anniversary of the ASA. Rendezvous Block Island, RI August 27 & 28, 2012. www.blockislandschoonerrendezvous.net See page 9.

Events for the 2012 season East Coast OpSail Events, East Coast Tall Ship Challenge, Tall Ships Greenport NY (no parade of sail), Tall Ship Newport, RI a special offer has been made to bring your schooner to Newport and participate in the parade of sails July 9, 2012, and provide space for some people to sail with you, dockage for 4 days will be comp along with an invitation to the captains ball and all the privileges that go along with that event. Tall Ships Halifax, July 19-23, 2012. Part 2 of Tall Ship Halifax, July 23 -30, 2012. The fleet will be split each with a separate destination.

This event was timed to accommodate schooners heading to Gloucester.

Nan: Invite for all to attend OpSail 2012, Baltimore. Expectations are about 15 Navy vessels and 10 Tall Ships. See Nan for any info regarding bringing your schooner to this event.

Cape Cod Cannel Centennial, end of July 2014, will be a series of festivals to celebrate the 100-year anniversary of the opening of the canal. A commitment has been made from the **Charles W. Morgan** to tie up to the state pier. The committee would like to have a parade of sails that coincides with Morgan's arrival and departure. A request was made to have the schooners from ASA to participate.

Peter Thompson encourages all to participate in the Nova Scotia Race Week. The Nova Scotia Schooner Association and the Main Chapter of the ASA will be joint hosting, the Saturday Night Dinner during the Maine WoodenBoat Builder Show in March.

Elections for 2012

- Commodore: Sam Hoyt
- Vice Commodore: Bill Carton
- Rear Commodore: Paul Brabazon
- Treasurer: Joanne Souza
- Secretary: Susan Pulsch

Motion to approve slate as presented, Motion second, all approved, no opposed, motion passed.

Sam Hoyt a member since 1973 and accepts gave.

Clarification of the Golden Parrot: Peter Thompson was given it from Past Commodore Jim from Heritage Marine. The purpose of the Parrot was for the Board to award it to a member of the association who screws up so badly that it simply has to be awarded. This award has failed to be ever been awarded to anyone by the board.

Motion to have nominations for the award is accepted by the members at the annual meeting.

Motion second, all approved, 1 oppose (Sam Hoyt). Motion passed.

Motion to Adjourn, motioned second, all approved, no opposed. Meeting Adjourned.

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Calendar of Events

June 13 - 19	OpSail Baltimore and Annapolis, MD	Sept. 7-9	Wooden Boat Festival, Port Townsend, WA
June 29-July 1	WoodenBoat Show, Mystic, CT	Sept. 17-19	**Indian Harbor Classic Yacht Regatta, Greenwich, CT
June 28-July 1	Privateer Days, Liverpool, Nova Scotia	Sept. 22-23	**Greenport Classic Yacht Regatta, Greenport, NY
June 30-July 5	OpSail Boston, Boston, MA	Sept. 21-23	Greenport Annual Maritime Festival, Greenport, NY
July 15-20	Captain Raynaud Int'l Schooner Race, Victoria, BC to Pender Island, WA	Sept. 29-30	**Heritage Cup Regatta, Hempstead, NY
July 30-Aug 4	Nova Scotia Schooner Assn. Race Week, Lunenburg, NS	Oct. 6-83	**New York Classic Yacht Week, New York, NY
August 2-3	Camden and Castine Feeder Races	Oct. 8	Philadelphia Wooden Boat Festival, Philadelphia, PA
August 4	Eggemoggin Reach Regatta, Brooklin, ME	Oct. 7-14	*Great Chesapeake Bay Schooner Race Week, Baltimore / Norfolk
August 11-19	Sail Nantucket Regatta, Nantucket, MA	Oct. 15-16	Oyster Festival, Oyster Bay, NY
August 19	**Annual Opera House Cup, Nantucket, MA	Oct. 21-23	*Cambridge Schooner Rendezvous, Cambridge, MD
August 24-25	**Herreshoff Classic Yacht Regatta, Bristol, RI	Oct. 25-28	Sultana Downrigging, Chestertown, MD
August 27-28	ASA 40 th Anniversary Rendezvous, Block Island, RI	Feb. 2, 2013	American Schooner Association, Annual Meeting, Mystic, CT
Sept. 2-5	*Gloucester Schooner Festival, Gloucester, MA		
Sept. 1-2	**Classic Yacht Regatta, Newport, RI		
Sept. 8	Fisherman's Cup, Gloucester to Provincetown, MA		
Sept. 1-7	*Provincetown Schooner Regatta, Provincetown, MA		
Sept. 11	Moffett Cup, Vineyard Haven, MA		

*American Schooner Association Rendezvous Event
**WoodenBoat Regatta Series



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