



WING & WING

The Official Newsletter of the American Schooner Association

Volume L, Number 2 – Summer 2014



2014 Block Island Schooner Rendezvous

The American Schooner Association (ASA) **2014 Block Island Schooner Rendezvous** is just over a month away! The Rendezvous is open to all schooners and ASA members.

The rendezvous will be held August 25-26, 2014 at Payne's dock on the Great Salt Pond. If you're not familiar with Payne's, they are at the very southern end of the Salt Pond. See the aerial photo on page 2 for the location.

Mystic Whaler will once again serve as flagship for the rendezvous events.

The schedule is as follows:

- **Monday, August 25**
 - Schooners arrive at Payne's (if you haven't arrived early)
 - 1800: Lobster Dinner aboard **Mystic Whaler**
 - 2000: Sea shanty concert aboard **Mystic Whaler** with Geoff Kaufman
 - 2100: Shanty songs following the concert. Bring your instruments and voices!

- **Tuesday, August 26**
 - Breakfast aboard **Mystic Whaler**
 - Schooners depart Payne's (or stay longer, Block Island is a great place to hang around!)

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Since the purpose of the rendezvous is to get schooners, passengers and crews together for a program, the rendezvous actually starts as soon as the second boat arrives! Last year several boats arrived Sunday evening and caught Walter McDonough performing at the Mahogany Shoals bar on Payne's dock. Walter is legendary on Block Island and well worth an early arrival!

Docking

The folks at Payne's have once again extended a very special rate of \$2.50/foot for docking. Payment is made directly to Payne's. If you prefer, anchoring out or picking up a mooring, is also an option. You can dinghy in for the festivities.

Contact Payne's at 401-466-5572 when you arrive at the Salt Pond. The Dock master will give you specific instructions for docking. If by chance you can't reach anyone at Payne's, tie up at the fuel dock.

If you are a charter schooner carrying paying passengers, contact Paul Gray, ptgray@comcast.net, prior to your departure to discuss dinner and breakfast arrangements.

Fair Winds!

~ Paul

Event Organizers

Paul Gray, **Quintessence**

John Eginton, **Mystic Whaler**



A Great Day on the Water ~ By Bill Carton, Commodore, ASA



3 9 45.866'N 74 6.369'W stands Old Barney, "Barnegat Bay Lighthouse" built in 1859, she stands 171' tall and shines a single beam light that is visible for up to 22 miles. A stone's throw away at the Lighthouse Marina, we boarded the 1928 Schooner **A.J. Meerwald** for an afternoon sail. The **A.J. Meerwald** is the official Tall ship of New Jersey. She is 85' on deck with 70' masts, 22' beam and 6' draft with the board up. She is a restored oyster dredging schooner out of Bivalve, New Jersey. In the early 90's Bob Pulsch, "PC" spent many a weekend volunteering his time during the restoration.

ASA members, Bob Pulsch, Walter Sodon, Ann Marie Carton and I set sail at 12:30pm with a 15mph wind out of the WSW with gusts to 25. The Barnegat Bay was turquoise green, the water



crystal clear down to fourteen feet, yes, we are in New Jersey! With supervision from the second mate and sea shanties from another crew member, we all took part in hoisting the main, fore and a very large club footed jib. With the main reefed heading do south we were met at the entrance of the inlet by a pod of dolphins which stayed with us for a short time. Captain Jesse Briggs was glad we had the sails up prior to the dolphins arriving as many hands tend

to drop the halyards and pick up their cameras for a quick photo op! It was nice to see the boat was three quarters full on a Monday afternoon.

I had the honor of taking the helm at the end of a wonderful beam reach down the coast, tacking her over and sailing her home to the entrance of the inlet. The sky had large cumulus clouds dotted around us with rain storms passing to our North and one starting up to our South. We entered the inlet and motored sailed past a large construction site which was building a new rock groin, everyone noted how expertly the crane operators were moving the large boulders into place. I thought I heard the captain humming the theme song to the Flintstones! The Crew expertly dropped the sails and we watched the **A.J. Meerwald** slide into her berth. We could not ask for a better day out on the water.



Photos:

Barnegat Lighthouse “Old Barney”

Bill Carton at the Helm, Captain Jesse Briggs, Bob Pulsch and Crew

Bob Pulsch, Walter Sodon, Bill Carton Sailing on the **A.J. Meerwald**

***Celebrating Silver - The 25th Annual
Great Chesapeake Bay Schooner Race (GCBSR)
~ By Nan Nawrocki***

The history of the GCBSR is a pretty well told tale. Twenty five years ago, Captain Lane Briggs and a host of others, put their talent and energy into creating an event

that would grow into one of the premier schooner races in the world. Once again this October, captains, crews and supporters of the race will continue to gather together in



Baltimore and Portsmouth, to share some “friendly” competition.

Sounds like just a couple of parties with a race in the middle... far from it. The magical combination of the schooners, their crews and the host of volunteer supporters and sponsors is a true community event. “Racing to Save the Bay” isn’t just a slogan it’s our mantra.

Soon after its inception the race organizers decided to use the GCBSR to bring focus to the maritime traditions of schooners and the environmental issues around the bay. To that end it was decided that the races’ net proceeds would be donated to support youth education efforts aimed at saving the bay.



These race proceeds are used to educate local youth from both Maryland and Virginia about the treasured estuary we share and its amazing



maritime history. During race week, the schooners generously provide a platform to teach locally organized children not only about the bay and her resources but also allow them a chance to learn firsthand how the schooners work. On a larger scale, the donation made each year to the Chesapeake Bay Foundation is specifically used to put children on the water in active programs that give them hands-on opportunities to learn about the bay.

Celebrating our 25th annual event is a milestone that all involved should be proud to enjoy. As we celebrate this milestone, please join us in renewing the energy and spirit of the race. The friendships made and the experiences shared are something that creates a bond that is truly life changing. We can best celebrate this spirit by making a commitment to keeping the race alive with your participation and support. Please encourage our young schooner sailors and

friends to step up and help us continue our efforts in the “Racing to Save the Bay!” campaign. We can’t do it without you!

I hope many of our ASA friends will take the opportunity to join us on the Chesapeake for this year’s events. It could change your life! It certainly changed mine.

Photo credits courtesy of Mark Talbott / *Spinsheet*, Captain Lane Briggs, founder of the race, Yvonne St. George, George Treiber to the right of Lane and Bill Ripley (GCBSR’s first board chairman) and also the schooners Norfolk Rebel & Pride.

Fair Winds, Nan Nawrocki
Chairman, GCBSR
www.schoonerrace.org

*Mystic Whaler’s Day to Remember
with the Charles W. Morgan*
~By John Eginton, Captain,
Mystic Whaler

For the crew of the **Mystic Whaler** it was one of the most remarkable days of our lives. By late morning we were sailing on Stellwagon Bank when the Charles W. Morgan set her royal, and for the first time in 93 years, she was sailing under every stitch of canvas she has. That sight alone fulfilled our every wish. And then the whales arrived: a pod of humpback whales nearly encircled us, and it seemed that each vessel in our flotilla had its own personal whale alongside. The **Morgan** launched a whale boat, and the crew of rowers were treated to a humpback surfacing within fifty feet of them. And, finally, the film crew zoomed in as a whale showed its flukes right under the **Morgan’s** bow.

It was a day of memories for a lifetime!

Dogwatch
~ By Sam Hoyt

News from the **WoodenBoat Show**...What with all the lousy weather we’ve been experiencing this year, who woulda thunk that we’d have three of the most beautiful days imaginable for the show. And we had the same wonderful booth location we had for the last couple of years thanks to Laura Sherman of the magazine. We arrived Friday morning to find the tent up and Commodore Bill Carton and Al and Andy Bezanson all set to exhibit but for one omission; we had no table on which to put our stuff. I went looking and found a **WoodenBoat** person who told me there were no more tables available. So we went searching for – who else? – Laura Sherman who, sure enough had stashed away tables for just such a situation. Thanks again, Laura. And we were in business.

Despite the wonderful weather, attendance was down compared with a year ago, according to Dana Hewson of Mystic Seaport. Nonetheless, we signed up some new members and heard some fascinating schooner stories. One of the best was as follows: early one day an elderly gentleman stopped by the booth and asked if we had any info on the **J. Lloyd Hawkrige**, built in 1905 and the last all-sail coasting schooner to ply the waters of Long Island Sound. This gentleman was Richard Dewick of New Haven, now 87-years-old, whose uncle had sailed on it and who also owned a schooner named **Starlight**. Then, late in the afternoon, ASA member Roger Walworth was at the booth and somehow the subject of **Starlight** came up. Turns out that Roger acquired the schooner

from Richard, with whom he'd sailed for quite a while. Small world this schooner world.

Both Nat Benjamin on his schooner **Charlotte** (he still isn't flying any flag halyards) and Ross Gannon on the family sloop were at the show. And with them was a brand new Malarar II named **Incandesa** and its owner Mark Laplume. Mark had spent seven years building the vessel in Surinam and Ross Gannon had spent three months with him lofting the schooner. Then, when she was ready to launch, it turns out that Mark had very little sailing experience. Since the Gannons were in the Caribbean, they offered to sail alongside him on their boat and give him timely instructions. By joining **Malabar II** and **Phra Luang** (and possibly another) in Vineyard Haven, it makes that harbor the home to more Malabar IIs than anyplace else in the world. You should be hearing more about the building of the schooner, either in this issue or the next.

We also learned at the show that Daisy Nell and Captain Stan had become owners of a 32' Redbird brig which they purchased in Portsmouth, VA. Apparently she's not the fastest vessel so it took them a while to get home.

Can't wait to see her at the Gloucester Schooner Festival...Vern Brady has sold **Eastern Passage** to California and, with the proceeds from the sale, purchased a motorcycle with a sidecar. We hear that Cathy has little intention of ever getting in said sidecar...David Cobb, who joined ASA at the show, has just finished restoring the schooner **Great Circle** in Plymouth, MA. It took him five years...And Sam Grant is still working on **John Paul Jones**...A gentleman named Stephen Nevas is

looking for info on the 58' schooner **Privateer** which was designed by Peter Paul Luce and built by Nevins in 1922. She sailed out of Oyster Bay for many years. ..And another gentleman is looking for pictures taken during the Mayor's Trophy races in New York Harbor. Any one with any input on any of these subjects should contact Dogwatch....The schooner **Roseway** will be joining the fleet and racing at the Gloucester Schooner Rendezvous.

We had plenty of help at the booth. Al and Andy were there on Friday and Al came back on Saturday. Mary Anne McQuillan and Fred Sterner were there Friday and Bob Pulsch showed up on Sunday. Thanks to all. And a goodly number of members stopped by to greet us, including Howard and Becky Hopps, Stan Carlstadt, Dave and Cristy Simon, Nicholas Alley, the skipper of Mystic Seaport's great schooner **Brilliant**, and, probably, several others whose names I didn't write down. Sorry. And thanks to Susan Sodon for lending her collapsible tent once again.

Other news...We had a delightful five-hour sail on **Mystic Whaler** at the end of May. She was on the Hudson as part of her annual educational effort with the Clearwater organization and put in at the 79th Street marina. We sailed down the Hudson and were passed by a one-design sloop whose skipper blew us many kisses. She was Denise Meagher, the former skipper of the **Lettie G. Howard**, who was doing a sailing class. As we ghosted around the harbor, John turned up Buttermilk Channel, a short strait between Governor's Island and Brooklyn. (How it got that name is beyond me.) All of a sudden, John directed our attention to the Brooklyn docks, and, lo and behold, there was

the **Lettie G. Howard**, back from Maine after refitting, and the old 142' Gloucester fisherman **Sherman Zwicker**. The Lettie is doing educational work for two organizations and the Zwicker is offering programs on ecology, New York Harbor history and seafood sustainability. Oh, yes, she's also going to be a raw seafood restaurant and bar tied up at Pier 25 in the Hudson River Park in Tribeca. We've signed on to the **Whaler** for the Block Island Schooner Rendezvous and are very much looking forward to that trip. And the **Whaler** is offering discount rates for that trip to ASA members.

Still more news from around the schooner world...The 10th Maritime

Heritage Conference will take place September 17-20 in Norfolk, VA. It is a gathering of people interested in making sure that our incredible maritime history is fun, interactive, memorable and mainstream...Mary Anne and Fred had to get back to New Bedford the weekend of the WoodenBoat Show to get ready for the epic visit of the whaler **Charles W. Morgan**, refloated this year after a long restoration at Mystic Seaport. It is the Morgan's long-awaited return to her home port of New Bedford. On an earlier day sail out of Provincetown, the Morgan made it out to Stellwagen Banks and was videoed right in the middle of a pod of humpback whales. How appropriate.... And some not so good news. The organization running **Spirit of Massachusetts** and **Harvey Gamage** has unfortunately filed for bankruptcy protection.

A last word...Late in the 19th Century, the British Empire was not really looking out for its colonies. The post office in British Guiana

ran out of postage stamps, so the postmaster there printed up some of his own design. One was recently sold for auction at Sotheby's for all of \$9.5 million, and, wouldn't you know it, the stamp featured the outline of a schooner on it. It's a small schooner world. Or maybe it's a bigger schooner world than we thought.

###

The Tale of the 1803 Schooner Independence

By the beginning of the 19th century, whale & seal numbers were on the decline in the Atlantic and Northern Pacific oceans. The demand for whale and seal oil was still immense, so companies engaged in the trade sent their boats and brave crews into southern Pacific waters and in particular the Southern Ocean around Australia.

These waters were largely unknown and charts of the region were scarce. The entire southern coast of Australia was in fact only charted in 1802 by the English navigator Matthew Flinders.

Such was the lust for oil however, that many North American vessels made the arduous and lengthy journey to the South Seas.

The Brig **Union**, owned by a Stonington man Edmund Fanning and under the captaincy of 25 year old Isaac Pendleton, also a product of Stonington, was one of the first ships to encounter this region. The 99-ton Brig left New York in October 1802, rounded the Cape of Good Hope and headed for the rich whaling and sealing grounds of the southern ocean.

In his search for seals, Pendleton was advised by a French navigator, Nicholas Baudin to try his luck at Kangaroo Island, recently visited by

the French, who had in turn received charts from a meeting with Flinders.

Pendleton and the crew of the **Union** wintered in a sheltered lagoon on Kangaroo Island during 1803. It was here that the first vessel ever constructed in the as yet unnamed colony of South Australia occurred.

Named the **Independence**, the 35-ton schooner was built using, as we believe, both local and American timber; probably the furthest US vessel built from the shores of the U.S. She was launched into the placid waters of Pelican Lagoon, close to a spot which later became known as American River, below.



The **Independence** remained in these waters, engaged in seal hunting, while the **Union** sailed to Sydney and then became active in trade in the region.

Upon her return to Kangaroo Island in 1804, she met up with the **Independence** and they filled their holds with seal oil and skins from islands in the Bass Strait. Both vessels returned to Sydney at the end of June of that year.

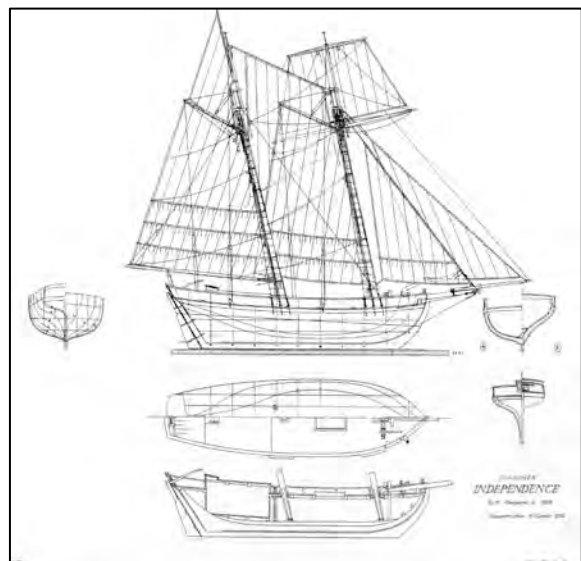
While in Sydney, the ownership of the new schooner was settled. She became the property of Pendleton and a group of Sydney merchants.

Before this point, she had always sailed under the American flag. The *Sydney Gazette* of the time reports “the American schooner **Independence** entered the harbour”.

Within a month, both ships left Sydney, the **Union** to a date, with destiny in Tonga and the **Independence** took a southerly route for the sealing ground of the Antipodes Islands, over 500 miles south east of New Zealand.

Her master was Isaiah Townsend and his task was to land a sealing party on the islands, led by Owen Folger Smith. This was accomplished and she once again returned to Sydney, gathered stores and returned to the Antipodes for the men left there. She was never seen again, lost in that wild ocean.

The sealers managed to survive and were rescued by another American ship, the **Favourite** in 1806, together with over 60,000 skins!



The Town of American River, South Australia grew from the same area in which the **Independence** was built and was named after that early visit. It is understood to be the only place in Australia, with the name “American” in it. The town has become a renowned fishing and

holiday destination, yet still retains an unspoiled and natural ambience. The town boasts fewer than 300 permanent residents, most with strong connections to the sea.

Two hundred and eleven years after those original visitors, a small, yet enthusiastic, group of residents plan to build a working replica of the **Independence**, to celebrate the lives of the men who built and sailed her, yet also to generate interest and income for the town.



It is a daunting project for such a small town. However, with hard work and fair winds we feel certain that **Independence** will sail again.

The attached painting was done some 100 years after the event, depicting the **Union** and the **Independence**. How accurate, it is we do not know.

Follow our progress on:
www.theindependence.org

Further reading:
www.heritageaustralia.com.au/pdfs/Heritage%2000606_Issac%20Pendleton.pdf

Mystic Whaler Offering Members Discounted Rates for the August 2014 “Block Island Schooner Rendezvous”

The **Mystic Whaler** is proud to return as “flagship” for the American Schooner Association’s 2014 Annual “Block Island Schooner Rendezvous”. We expect to see many familiar faces and some new ones at this year’s event.

As an added bonus, we are extending a 50% cabin discount for ASA members to sail with us on the **Mystic Whaler** for our 3-Day Cruise from August 25-27. Prices start at \$270 per person, all inclusive. We board in New London, CT, on the evening of Sunday the 24th and arrive at Block Island on the 25th for lobster dinner, followed by shanty man Geoff Kaufman entertaining. We return to New London around 3pm on the 27th.

Call our offices at 800-697-8420 to speak with David or Georgiana for details and to make your reservation. We hope you’ll be able to join us for another wonderful Schooner Rendezvous. Fair Winds!

Even if you don’t have a boat, or can’t get yours there, you can still attend the rendezvous!

**Not an ASA member? Join at
www.AmSchooner.Org/join for
\$25 and get the discount!**

What Happened to Ocean Classroom?

~ By Capt. Michael Rutstein,
Publisher, "Marlinspike"

With the apparent dissolution of this important sail-training institution, many readers have been expressing their regret and frustration that the OCF programs will no longer be offered. Our goal for the fall issue is to put together a story examining what happened to OCF, and what lessons can be learned.

Many sail-training professionals continue to believe strongly that semester-long sail-training programs for high school students should be a viable business plan. So what can we take away from the OCF experience?

Marlinspike is asking those with experience at OCF -- as staff, deck officers, crew, trainees, business partners -- to write to us to share

experiences, both good and bad, that might be helpful in this effort.

We're not looking to dump on OCF, but to create a body of constructive comments and criticism and analyze what went wrong. What can be improved upon by an organization coming in to fill this void?

I encourage readers to call me, post to our Facebook page, or e-mail us at:
Marlinspike1812@gmail.com

2014 Calendar of Events

- **Block Island Schooner Rendezvous** Great Salt Pond, Block Island, RI
August 25 & 26
www.BlockIslandSchoonerRendezvous.net
- **Gloucester Schooner Festival** Gloucester, MA Labor Day weekend
August 29 - 31
www.gloucesterschoonerfestival.net/
- **Fishermen's Cup Race**
Gloucester to Provincetown, MA
September 2
- **Great Provincetown Schooner Regatta**
Provincetown, MA
September 2 - 5
www.provincetownschoonerrace.com/index.html
- **Connecticut Schooner Festival**
Mystic to New London, CT
September 10 - 14
www.schoonerfest.com/
- **Star Spangled Spectacular**
Baltimore, MD
September 12 - 16
200th Anniversary of the "Battle of Baltimore" and the writing of the "Star Spangled Banner"
- **Virginia Children's Festival**
Norfolk, VA
October 4
- **Epic Philadelphia to Baltimore Race**
Philadelphia to Baltimore
October 12 - 14
- **Old City Seaport Festival**
Philadelphia, PA
Independence Seaport Museum
October 10 - 12
www.phillyseaport.org/seaportfestival

- **The Great Chesapeake Bay Schooner Race**
Baltimore, MD to Portsmouth, VA
October 13-19
www.schoonerrace.org/
- **Town Point Virginia Wine Festival**
Norfolk, VA
October 19
- **Cambridge Schooner Rendezvous**
Cambridge, MD
October 23 – 26
www.cambridgeschoonerrendezvous.com
- **Sultana Downrigging Weekend**
October 30 – November 2, Chestertown, MD
- **Pride of Baltimore II**
Star-Spangled Celebration in St. Michaels
August 9
www.pride2.org/come-aboard/sa-schedule
- **Sultana Down Rigging**
October 31 – November 2
www.sultanaeducation.org/public-programs/downrigging-weekend/

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