



# WING & WING

The Official Newsletter of the American Schooner Association

Volume LI, Number 1 – Winter/Spring 2015

## *American Schooner Association Annual Meeting*

~ By Paul Gray, ASA Secretary & Treasurer

The Association annual meeting was held on February 21, 2015 at ASA's normal venue, Latitude 41° Restaurant & Tavern at Mystic Seaport, Mystic, CT.

The meeting weekend started off with the traditional Friday evening "gam" in the meeting room at the Hampton Inn & Suites, Mystic. We had a great turnout, with the room filled to capacity and on occasion overflowing into the hallway. There were many "old hands" present, and quite a few "new hands" joining in for the first time. John Eginton made sure there were oysters aplenty and the BYOB bar was well stocked with a broad assortment of beverages. It seemed a bit weighted toward rum, and the copious amount of ginger beer present would make one suspect that Dark 'n' Stormys' were the unofficial beverage of the night. The conversations and libations went on well into the night.

The meeting room at Latitude 41° opened to members at 0900 on Saturday, giving everyone a chance to peruse the displays.

Corporate member Lee Sails returned again this year and was joined by SMS Distributors. Mystic Seaport was well represented with Matt Otto, lead rigger at Mystic Seaport's H.B. duPont Preservation Shipyard, presiding over a rigging display. Mystic also had architect's renderings of the new state-of-the-art exhibition hall to be built on the north end of the Museum grounds on display.

The meeting was a busy one. Commodore Bill Carton called the meeting to order at 1005 with a very full agenda. The complete minutes of the meeting are published in this issue of *Wing & Wing* and are available on the

Association web site. In addition to the normal review of "old business" activities of the meeting, important "new business" was presented, discussed and acted upon. A change was made to the bylaws to establish additional "at large" members of the Board of Governors. This allows individuals to become members of the Board who are not interested in the "Commodore" track. Al Bezanson and John Eginton become the first two Board "Members-at-Large."

Stefan Edick was elected Rear Commodore at the meeting, replacing Bernt Ruediger who resigned in good standing for personal reasons. A \$500 donation to the **Ernestina-Morrissey** Association wrapped up the new business.

A special award, the *21st Century Maritime Award* was presented to Mystic Seaport in acknowledgement of the efforts of the museum in the restoration of the whale ship Charles W. Morgan and specifically for the 38th Voyage of the **Charles W. Morgan**. Shipyard Director Quentin Snediker accepted the award on behalf of the museum.

A new award, the *Voyager Award*, was established at this year's meeting. The award is named "Voyager" to honor Peter and Jeanette Philipps and their extensive travels aboard their Alden schooner **Voyager**. The award, which will not be given every year, is given to a member who has undertaken significant voyages on their private vessel. The award was given, in absentia, to Richard Hudson in recognition of his extensive travels aboard his schooners **Orbit II**, **Rosemary Ruth** and his current voyage on **Issuma**. Richard is currently in Chile, having sailed down the west coast from Vancouver, with a detour at Easter Island. See Richard's article in this issue.

The *American Schooner Association Award* was presented to Nan Nawrocki for her tireless work on the Great Chesapeake Bay Schooner Race, particularly the recent 25th Anniversary of the Race. Nan accepted the award on behalf of all of the volunteers who make the race possible.

The formal meeting was adjourned and speaker Mike Rutstein, owner of schooner **Fame** and publisher of *Marlinspike* magazine, made a multi-faceted presentation. He started off by

### 2015 ASA Slate of Officers

William Carton,  
Commodore

Paul Brabazon,  
Vice Commodore

Stefan Edick,  
Rear Commodore

Paul Gray, Secretary &  
Treasurer

Susan Sodon,  
Editor, W&W

Sam Hoyt,  
Past Commodore

Al Roper,  
Past Commodore

speaking about his motivation behind starting *Marlinspike*, seeing it as a forum for discussion about “best practices” in the tall ships community. He spoke about schooner **Fame** and the successes and failures occurring in the non-profit schooner fleet. It was a thoroughly interesting presentation.

Mike made a point of starting off his presentation by stating he would only speak until lunch was served and he was true to his word!

After lunch Dana Hewson, Vice President for Watercraft Preservation and Programs, invited any interested attendees to a tour of **Mayflower II**, currently under renovation at Preservation Shipyard. Quentin Snediker led the group on a short detour into the Shipyard workshop to talk about the very extensive renovations currently being done on the Seaport’s steamboat, **Sabina**.

Whit Perry, Director of Plimoth Plantation’s Maritime Preservation and Operations, acted as tour guide on **Mayflower II** for an extremely interesting walk through of the ship.

The entire weekend proved very successful, with a large number of members and guests in attendance. If you’ve been to previous annual meetings, make plans to come back again next year. If you haven’t come on out and join the fun.

### Downwind!

~ By Richard Hudson, January, 2015

It’s such a joy to be sailing a schooner downwind instead of tacking back and forth, spray soaking the deck, or worse-motoring thru windless seas. **Issuma**, [www.issuma.com](http://www.issuma.com), my 50’ staysail schooner, sailed south from the village of Ladner, British Columbia, Canada, on September 1, 2014.



Most of the trip has been downwind-after leaving the Strait of Juan de Fuca, we had northerly winds to San Francisco. We went 60-100 miles offshore, to find better winds and avoid a rocky lee shore. Tailwinds varied from a solid Force 7 (28-33 knots) down to light enough that we could only ghost along at 1.5

knots under spinnaker. ASA member John Parker, of the Baltimore schooner **Edelyn Rose** was one of the crew for this leg.

From San Francisco, we again sailed downwind, in light air, to Newport Beach, Dana Point and San Diego, where I surrendered my cruising permit (**Issuma** is registered in Canada, so needs permission to enter and exit ports in the USA) to Homeland Security and got an exit permit (zarpe).

Another short hop in light tailwinds brought us to Ensenada, Mexico, where all the offices one needs to visit to enter the country (Health, Customs, Immigration and Navy) are conveniently located in one building.

It was early in October, in an active hurricane season, as we sailed down the coast of Baja California (Mexico) in light tailwinds. Most cruisers wait until the end of October, and sail to Mexico with a rally called the *Baja HaHa*. I was eager to get to the Sea of Cortez and not interested in joining the rally, so we went earlier, staying cautiously offshore, sailing as fast as we could using the spinnaker often. We kept a wary eye on the weather faxes and GRIB forecasts, ready to race to shelter if a hurricane appeared to be coming our way. At the tip of Baja California, off Cabo San Lucas (hit hard by a hurricane earlier that season), we turned north and up into the Sea of Cortez. We leisurely cruised up the striking Sea of Cortez to Puerto Escondido. Against the crystal clear, deep-blue waters of the sea, the mountains and desert frame an impressive scene. Rock, sea and cactus. Friendly people, and few of them.

We then cruised south to the Puerto Vallarta area. As we approached an anchorage near Puerto Vallarta, a group of dolphins playfully escorted us in. We anchored near another schooner-the wooden topsail schooner *Destiny*, of Port Townsend, WA. More than one schooner in an anchorage is always a reason for socializing and we soon rowed over to meet Mike & Deb and learn the story of Howard Hughes’ former schooner, **Destiny**.

ASA member Maggie Flanagan joined the crew for the leg from Puerto Vallarta to Rapa Nui. After a not-untypical schooner experience of walking several miles at the side of a road in the dark to a gas station with jerry cans and jugs (to get gasoline for the generator), we hitched a ride back in the bed of a pickup truck, which was much more comfortable! The following day we left anchor, and sailed 350 miles west to Isla Socorro, where we met with the Mexican Navy and were not allowed to land (it is now some kind of nature conservatory).



After yet more downwind sailing and an ITCZ (Inter-Tropical Convergence Zone or Doldrums) crossing, we did something entirely different-we went hard on the wind! We sailed close hauled on the port tack for the next 3,000 miles to the remote South Pacific island of Rapa Nui (Easter Island, see photo previous page). So, it's not always downwind sailing!

What's next for **Issuma**? Sailing south, to the Roaring Forties...

### ***A Big Thank You!***

~ By Nan Nawrocki

I always enjoy the ASA meeting in Mystic, and one of my favorite moments of the day is when the ASA award is presented. What a great surprise this year to be the recipient of that award for doing something I enjoy so much. Thank you all so much for the recognition.

The celebration of the 25th Annual *Great Chesapeake Bay Schooner Race* is a milestone that I'm honored to share with all those who have helped make it happen each year. We continue to strive to make it a safe and fun challenge for the schooner crews as well as teaching hundreds of kids to be better stewards of our precious Bay.

It certainly doesn't happen without our dedicated and enthusiastic volunteers in both Portsmouth and Baltimore. I am honored to be in such great company.

Little did I know that back in 1993 when Captain Lane and Yvonne St. George invited me to volunteer, that it would change my life? The first time I got to sail on a schooner was the following year with Captain George Moffett on schooner **Brilliant**. The rest you know - I'm still around and have learned to love and respect these amazing vessels and their captains and crews.

I'm forever grateful for the friendships and the challenges that come with working on the race to *Save the Bay!*

I hope to see many of you this October for our 26th annual event.

### ***Interesting Project in the Brilliant Shop***

~ By Nicholas Alley, Mystic Seaport, Mystic, CT

How do I know spring is here? Because I am stressing out about the unfinished winter maintenance list. One item on the list is "replace stainless steel clevis pins". Seems pretty simple, right?

**Brilliant's** rig has bits and pieces from 83 years of evolution and development. There is bronze, stainless steel, Kevlar, galvanized steel and of course wood. We are replacing the stainless wire due to age and became concerned about the mixing of modern stainless and the original bronze alloy we jokingly call, "unobtainium".

While galvanic corrosion is one concern, another is that stainless is much harder than bronze and will wear out those historic chain plates and turnbuckles. I wanted to replace the stainless clevis pins with bronze but found them hard to find and surprisingly expensive. The larger sizes have to be handmade but fortunately, the Seaport happens to have a well-equipped machine shop. Using silicone bronze rod from Jamestown Distributors and my high school shop experience, we have been turning out pins in about 30 minutes. The best part is we can custom fit each pin for wear and different lengths. "Replace clevis pins", check that one off the list.

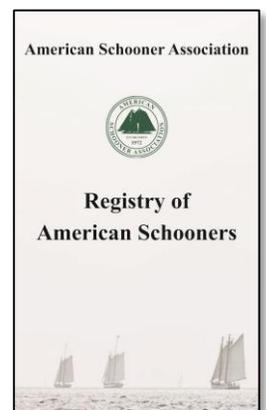
Another problem has been in the areas like bands, bails, and mast irons, where halyards, lifts, down-hauls etc. are shackled in. We are milling bronze bushing material to fit the hole with a press fit and then drilling the center to fit the shackle. We have done this a number of times to great success and hope to do the lifeline stanchions. Guess that starts next year's list.

Well, see you out there on the water and you can see how we made out.

### ***Registry of American Schooners***

~ By Paul Gray, ASA Secretary

For many years, various members of the association have been compiling a database of schooners located in the US and Canada. That database has grown to approximately 450 schooners, scattered all around North America. A few months ago we started using the database to begin publishing the "Registry of American Schooners," a directory of schooners operating in the US and Canada, produced as an electronic Adobe Acrobat "book."



While we feel we have been reasonably successful finding schooners, we know we are missing many, particularly undocumented privately owned and Canadian vessels. We know they are out there and we need your help finding them.

This is a project for crowd sourcing if ever there was one! Please help us find the missing boats! The current version of the Registry of American Schooners is available at:

[www.AmSchooner.org/registry](http://www.AmSchooner.org/registry)

If your boat is missing, please get the information to us! There is an electronic boat submission form you can download and send to us on the Association registry page, [www.AmSchooner.org/registry](http://www.AmSchooner.org/registry).

If you own a boat and there is incorrect or missing information in the registry, let us know. You can take a look at the submission form for all of the complete information being published for each boat.

If you know of a boat that isn't listed, please let us know about the boat with an email to: [registry@amschooner.org](mailto:registry@amschooner.org). Any information you can supply, particularly home port, would help us locate information about the boat. If you know the vessel owner, please let them know what we are doing!

The Registry is being created as a public resource to the schooner community and is available to anyone for personal and non-commercial use. Ultimately we will be creating a web site dedicated to the Registry, which will allow direct access to the Registry database.

Please help us make the Registry even more useful by working with us to "fill in the blanks" in the database!

### ***We Had a First!***

~ By **Bill Carton, ASA Commodore**

As we drove across the drawbridge in Cambridge MD, I spied the schooner **Eldyn Rose** sitting by her lonesome on the North East side of the basin. The **Eldyn Rose** is a 50' schooner owned by John Parker. She is the first schooner with crew to actually come to an annual schooner meeting! The occupants in our car were saying that the Chesapeake has a boating ban until April 15<sup>th</sup> due to the ice flows down the bay but there she lay comfortably off the Bulkhead. We hailed the boat but there was no answer.

Our plan was to meet a few members at the High Spot Restaurant at 1800 hours but many were still tacking up highway 50 on this Friday evening. The High Spot is known for their nice beer selection and great food, we choose to have an old fashion to smooth our nerves from the long drive down. We knew we were not going to get a good Old Fashion when the waiter asked us if we wanted the Southern or Northern style. Panicking we quickly said Northern! We were disappointed as we established on the first sip that there were no bitters in our drink. We were seated at a smaller table with drinks in hand when in walks natives to the area, Roger and Paula Worthington. We say our hello's and they are seated four tables away. We chatted with our company across the room waiting for our dinner, we all selected the special, which was rockfish stuffed with king crab over risotto. Top Shelf! It could not have been cooked any better!

At desert, the Worthington's joined us at our table and invited us over to their home. We made a few calls over to the **Eldyn Rose** and to the other travelers to meet us at our next adventure. Roger provided a tour of their beautiful home which is a 3 story 1905 Victorian that Roger and Paula have been lovingly restoring to its present day beauty. At the end of the tour we meet in the kitchen to fill our goblets and in walks first mate Jay Irwin with a large bottle of rum connected to his wrist and Captain John Parker. Many stories and laughs were spun and at O-Dark thirty we "Quietly" departed to get some shut eye!

The Mid-Atlantic Chapter of the American Schooner Association (MAC) was called to order at 10:00am by Commodore Jim Davis at the Richardson Museum with approximately 30 members in attendance. Everyone introduced themselves and their vessels; a round of applause was given to John Parker for being the first to bring a schooner to the annual meeting! The treasurer's report was read, voted on and accepted, the secretary's report was read, voted on and accepted, the slate of officers was read, voted on and accepted. Roger provided updates for the Tenth Annual *Cambridge Rendezvous* and that this year it will be a grand event. The MAC provided their schedule of events for the upcoming season and then opened up to the floor for guests to present updates on their events. Megan Briggs asked if any one new of some good lumber for the **A.J. Meerwald** and to please give her a call or drop her an email as they have to re-plank much more of the boat than originally planned. The meeting was adjourned at 10:45am.

Our guest speaker was Andy Shaw, a master shipwright and custom woodworker. He provided a wonderful story and photographs of his work on building the **Kalmar Nyckel** and his supervision on the maintenance of the **Maryland Dove**. Andy specializes in historic preservation of wooden boats and handmade furniture. Andy had many props to show such as a slice of **Hackmatack** from one of the standing knees on the **Kalmar Nyckel**. He had wonderful examples of rotted lumber to show what fresh water can do in just a few

years and showed the beautiful color of a freshly cut Osage Orange timber. Andy has over 16 years of experience in traditional woodworking and wooden shipbuilding and is well versed in the use of traditional and modern tools. An excellent presentation!

As always no one wants to leave a good party with great friends and new acquaintances. We mingled and caught up on who is doing what and met a new couple who is restoring a 50' steel haul German schooner named **Panther** on the Sassafra River. Half of the guests headed over to the High Spot for lunch the other half went down to the Richardson Pavilion for an Oyster and Beer fest and the third half had obligations to attend too. After lunch we headed south to Virginia to complete a project we started two years prior. Let's see how many math wizzes we have!

### ***Secretary's Meeting Minutes for the American Schooner Association Annual Meeting***

**~ Submitted by Paul Gray, Secretary & Treasurer**

The meeting was called to order by Bill Carton, Commodore at 1005.

#### **Introductions**

Commodore Carton asked all members present who had never attended before to stand and introduce themselves. After those introductions, the traditional "round robin" was done with all members present introducing themselves, ending with the Board of Governors.

#### **Approval of 2014 Minutes**

Commodore Carton called for a motion to approve the minutes of the 2014 Annual Meeting as published in the spring issue of *Wing & Wing*. A motion was made, seconded and approved.

#### **Committee Reports**



#### ***Treasurer's Report***

Treasurer Paul Gray reviewed the 2014 financials. Commodore Carton called for a motion to approve the Treasury Report. A motion was made, seconded and approved.

#### ***Secretary's Report***

Secretary Paul Gray reviewed the then current break out of members as follows:

- 148 Active Members
- 8 Corporate
- 39 Family
- 18 Complimentary (Non-Profit Organizations)

Secretary Paul Gray reviewed the progress made with the Membership Directory, displaying a current copy of the directory and explaining the organization of the directory.

Secretary Paul Gray introduced a new project underway, The "Registry of American Schooners", an electronic publication of the association of American and Canadian schooners. There are currently around 400 schooners in the database. The membership was asked to help collect and confirm the information needed for the registry.

Commodore Carton spoke briefly about the on-line store in the works for the association. Secretary Paul Gray spoke briefly about the need to upgrade the web site versions in use before the store could be implemented.

Commodore Carton called for a motion to approve the Secretary's report. A motion was made, seconded and approved.

#### ***Quartermaster's Report***

Quartermaster John Eginton presented the current merchandise inventory and mentioned the new logo duffle bag available.

Commodore Carton called for a motion to approve the Quartermaster's report. A motion was made, seconded and approved.

#### ***Wing & Wing***

Susan Sodon explained that due to the nature of the sailing seasons, we will be publishing three issues of *Wing & Wing*,

April, July/August and November. Bill Carton and Paul Gray will continue to assist Susan with the collection of material for publication in the newsletter.

*Save our Schooners (SOS)*

Sam Hoyt announced that a donation of \$500 will be made to the Ernestina organization. It will be made up of the \$175 currently in the SOS “fund” with the balance coming from the general treasury. This will liquidate the SOS fun and end the SOS program.

Commodore Carton called for a motion to approve the SOS report. A motion was made, seconded and approved.

**Old business**

*Non-profit incorporation*

Commodore Carton informed the membership that the Association was incorporated as a Connecticut non-profit corporation and recognized the assistance of John Senning in the work done.

John spoke briefly about the nature of the incorporation, that we have filed for IRS tax exemption as a “501(c) 7” a social club. We are awaiting the confirmation by the IRS. He also noted that as a “7” club, donations made to the association are not tax deductible.

**New Business**

*Amendments to Bylaws*

Change to the make-up of the Board of Governors. As per the notification made to the membership prior to the meeting, the BOG is suggesting a change to the Bylaws to add additional board positions, Members-at-Large.

The specific language change is as follows:

Article VI Governors (Currently Reads)

*Section 1: There shall be a Board of Governors consisting of the Commodore, the two immediate past Commodores, the Vice Commodore, the Rear Commodore, the Secretary, the Treasurer and the editor of the newsletter.*

Article VI Governors (Proposed Changes to Read)

*Section 1: There shall be a Board of Governors consisting of the Commodore, the two immediate past Commodores, the Vice Commodore, the Rear Commodore, the Secretary, the Treasurer, the Newsletter Editor and the Members-At-Large.*

Commodore Carton called for a motion to approve the change to the Bylaws. A motion was made and seconded. Commodore Carton called for any discussion.

Comments were made about the fact that there was no number of Members-at-Large specified. Commodore Carton informed the membership that we were looking for two Members-at-Large. It was suggested that the number be added to the amendment. A motion was made to alter the language to limit the number of Members-at-Large to no more than three.

The motion was seconded and approved. The revised language is as follows:

*Section 1: There shall be a Board of Governors consisting of the Commodore, the two immediate past Commodores, the Vice Commodore, the Rear Commodore, the Secretary, the Treasurer, Newsletter Editor and the Members-at-Large which will not exceed three Members-at-Large.*

A motion was made to accept the change to the Bylaws as amended. Motion was seconded and approved.

There was additional discussion about whether there was a need to change any other Articles in the bylaws to reflect bog of governor’s changes. Membership felt no other change was necessary.

*Current Association Officers*

Commodore Carton informed the membership of the resignation of Rear Commodore Bernt Ruediger in good standing and that Stefan Edick was nominated for the position. The current slate of officers was presented as:

- |                  |                     |
|------------------|---------------------|
| • William Carton | Commodore           |
| • Paul Brabazon  | Vice Commodore      |
| • Stefan Edick   | Rear Commodore      |
| • Paul Gray      | Treasurer           |
| • Paul Gray      | Secretary           |
| • Susan Sodon    | Editor, Wing & Wing |
| • Sam Hoyt       | Past Commodore      |
| • Al Roper       | Past Commodore      |
| • John Eginton   | Member @ Large      |
| • Al Bezanson    | Member @ Large      |

Commodore Carton called for a motion to approve the current slate of officers. A brief discussion ensued in which it was noted that the membership does not vote on the Past Commodores or Members-at-Large. Commodore Carton called for a motion to approve the current slate of officers, excluding the BOG members:

- |                  |                |
|------------------|----------------|
| • William Carton | Commodore      |
| • Paul Brabazon  | Vice Commodore |
| • Stefan Edick   | Rear Commodore |
| • Paul Gray      | Treasurer      |

- Paul Gray Secretary
- Susan Sodon Editor, Wing & Wing

- Connecticut Maritime Heritage Festival – Bruce McDonald
- Great Chesapeake Bay Schooner Race – Nan Nawrocki
- Schooner Cambridge Schooner Rendezvous – Jim Davis
- Sultana Downrigging weekend – Jim Davis

A motion was made, seconded and approved by the membership.

#### Chapter Reports

##### Mid-Atlantic Chapter

MAC Commodore Jim Davis spoke about the upcoming MAC meeting to be held at the Richardson Museum, Cambridge, MD on Saturday, March 28, 2015. Jim also encouraged membership to attend the Cambridge Schooner Rendezvous being on 10/23-25, and the Sultana down rigging weekend festival the following weekend. Jim expressed his appreciation to John Eginton of *Mystic Whaler* and *Pride of Baltimore* for their participation in the educational activities at the Cambridge Rendezvous.

##### Gulf of Maine

Peter Thompson informed that there will be meeting to discuss activities within the Gulf of Maine Chapter

##### ASA Scholarship

Commodore Carton informed the membership that the scholarship funds suggested by Paul Brabazon at the 2014 meeting, and approved for investigation by the membership is still under consideration. Paul commented on the number of ways this could work, including direct granting of funds to individuals and working with organizations or events that provide educational activities.

A motion was made to create an initial fund of \$1000 that the BOG would be authorized to use for Scholarship purposes, allowing the BOG to move forward prior to the next meeting.

After a brief discussion about the reluctance of the board to establish a “fund” until such time as a decision on how the scholarship program would actually work was made, the motion was withdrawn.

##### Calendar of Events

Commodore Bill Carton asked representatives of upcoming events to give a brief overview of each event. The following events were mentioned. Complete details of each event are available on the association web site and in *Wing & Wing*.

- Block Island Schooner Rendezvous – Paul Gray
- Gloucester Schooner Rendezvous – Daisy Collinson
- Fisherman’s Cup – John Santos
- Provincetown Schooner Regatta – John Santos

In addition to these “traditional” events, Tom White, President of Mystic Seaport, encouraged members to attend the *Eggemoggin Reach Regatta*, which will be held 7/29, 30, 31. The Reach consists of a number of activities, including feeder races.

#### New business open to floor

Mary Ann McQuillan expressed her appreciation, on behalf of the Schooner **Ernestina-Morrissey** Association for the \$500 donation from the association

Greg DeCowsky made a motion that the Association continue to evaluate education opportunities. Motion was seconded and approved.

#### American Schooner Association Awards

##### 21<sup>st</sup> Century Maritime Award

Commodore Carton announced a special award to be made, the **21<sup>st</sup> Century Maritime Award**, to be presented to Mystic Seaport in acknowledgement of the efforts of the museum in the restoration of the whale ship **Charles W. Morgan** and specifically for the 38<sup>th</sup> Voyage of the **Charles W. Morgan**. Quentin Snediker accepted the award on behalf of the Museum.

##### The Voyager Award

Commodore Carton announced the creation of a new award, **The Voyager Award**, to be presented to a member who has undertaken significant voyages on their private vessel.



The award is named in honor of Peter and Jeanette Phillipps, who traveled extensively aboard their Alden schooner **Voyager**. Fred Sterner spoke briefly about the Phillipps’ accomplishments, including their fifteen-year circumnavigation. Commodore Carton

announced that the first recipient of **The Voyager Award** would be Richard Hudson in recognition of his extensive travels aboard his schooners **Orbit II**, **Rosemary Ruth** and **Issuma**. Past Commodore Sam Hoyt spoke about Richard's Northwest Passage through the Arctic from New York to Alaska aboard **Issuma**. Paul Gray spoke about Richard's current continuation of this voyage from Vancouver to Antarctica by way of Easter Island and Chile.

#### *The American Schooner Association Award*

Commodore Carton announced the 2014 Association Award was being presented to Nan Nawrocki, above for her work organizing the *Great Chesapeake Bay Schooner Race*, and particularly noting the recent 25<sup>th</sup> Anniversary of the Race.

### **What Day Is It?**

#### **~ A Schooner Adventure**

#### **~ By Leigh Woodling**

There are definitions of what determines a schooner. It can be a two-masted sailing vessel, typically with the foremast being smaller than the mainmast, it can be a large beer glass, or even the prairie schooner making its way across the plains decades ago. My personal definition is that a schooner is adventure.

Six years ago when my husband, Dick, and I purchased our schooner, **Adventure**, it was always the plan to live aboard. There were a few things that we had to clear up first. Rust, learning the rig after sailing sloops all our lives, retirement, how to afford retirement, the house, the kids, the animals. Then all of a sudden it all happened.

Rust, to go along with the definition theme, is considered to be a flaky, reddish-brown coating of iron oxide. It gets considerably worse when you involve moisture. My definition runs more along the lines of needle guns, anti-corrosion chemicals, and lots and lots of hours of elbow grease. We are still learning the rig. We have retired and can kind of, mostly, afford the life. The kids rented the house, and we brought our eighteen year old cat, Princess, with us. And on October 4<sup>th</sup>, 2014, we moved on board. We were also preparing for the 25<sup>th</sup> *Great Chesapeake Bay Schooner Race* (GCBSR), and yes, we did tell our crew that **Adventure** would be somewhat heavier this year. The myriad of things to do was overwhelming at times. Finish packing the pod at our house, take care of paperwork, sell the truck, provision, haul the boat, launch the boat, say our farewells, move out of our slip in Galesville, make sure all the crew for the race was ready to go. We did our best to stay focused, and departed for the race festivities in Baltimore on October 14<sup>th</sup>.

It was after the 2008 GCBSR that we first laid eyes on **Adventure**. We had been part of the race for several years, sailing with Captain Dan MacCleod on the schooner **Sally B. Adventure** came into Portsmouth, VA, after the finish that year with a sign attached to her lifeline saying "Reluctantly for Sale". Watching her come into the dock was when I first knew in my heart that this would be our boat, somehow or another. We signed the papers in February, 2009, and began the labor of love that would make her our own. There was much to do, and we did most of it ourselves. We sailed the race each year, and each year the boat, and her owners, were a little better prepared.

Knowing our boat has been an important factor throughout this transition from land to sea. It has been an advantage to "know the dragon at your door". There was barely one square inch of space of our vessel that we did not know intimately. For the mechanical, nuts and bolts end of things, this was a big help as we planned our lists of spare parts to have on board. The galley space, clothes storage, and places for miscellaneous stuff was already pretty well mapped out. **Adventure** is loaded with stowage space, and there was room for everything we decided to bring.

When I was first approached about writing something about voyaging on schooners, I was told "three to four paragraphs would be fine". This missive about our **Adventure** e has already exceeded that considerably, so after beginning with some history, I would like to finish with some of the things that have made this such a memorable journey so far. I love that everywhere, and I mean literally everywhere, we go people make a point of coming by to tell us how beautiful our boat is. Bridge tenders, other cruisers, people on docks, people riding by in sports boats. With her traditional rig, and graceful lines, **Adventure** draws attention. This was good for me...many times I will see the long list of cosmetic work that she needs instead of her grace and beauty. I love that we have become comfortable with living and traveling on board. There is much change, some of it fully anticipated, some not so. It was expected that we would run into many new and different situations, but at times we found ourselves somewhat thrown by the nomadic life. After 38 years together, always in a house and always with a job, it was initially a little disconcerting to realize that your property was steadily moving under your feet. I love that we meet such wonderful new friends in every port, but I do miss seeing those who are near and dear on a regular basis. Most of all, I love that we are doing this together. That our time as "retirees" is not trying to decide what to do without a job to fill our hours. We have very important tasks every day as we wake up. First, to make coffee and then to determine...what day is it?

## Chirps and Trills

*Blogs from Sailing Mahdee, Life Aboard a 1931 Schooner*

~ By Brenda Hattery

Posted on March 5, 2015 by Brenda under living aboard, The Crew

We have a Newport diesel heater in our main saloon. It uses very little fuel – something like a gallon a day – and has a little overflow / return line in case the fuel pot does overflow or we're underway and it is rough enough for the pot to spill. We purchased it used on Craigslist in 2011, installed it in 2012 but really didn't use it a lot until 2014.

The photo below was taken in early 2013 when we'd finally gotten around to plumbing the fuel lines and testing it. The previous owner of the heater had, for some reason plumbed the copper overflow pipe out the front of the heater and we set it up, tested it with a glass mason jar secured to the bulkhead, sitting inside a plastic shoebin – as shown here. Very "Rube" but functional. We liked how it worked so David just plumbed the overflow behind the heater tray, drilled a hole in a mason jar lid for the copper pipe to go into and there we had it – a visible system that we could watch but yet contained (though small). Originally, I had planned on enclosing (in a box under the heater) the small gas can shown in the picture sitting in front of the temporarily plumbed overflow. But we worried that we wouldn't see the overflowing fuel until it was too late so kept the "clear" system in place.

The fuel has rarely ever overflowed. For about a year I've had 1/2" of diesel fuel in the bottom of the mason jar from an "oops!" on the pre-start fuel. I could see it through the clear jar and clear bin. I keep a single paper towel and another (empty but capped) mason jar in the bin next to the overflow jar. Sometimes the empty jar has diesel fuel in it because David bleeds the fuel system into the jar and I used that bled fuel as a starter for the Newport heater.

A few days ago Beryl began to act...peculiar. She is normally a calm and quiet cat, frequently happy and trilling in that Norwegian Forest Cat way and infrequently complaining about her little life aboard. But she has been whining in a cat-like meow way – no trill, no happy, no fun little chirps. Checking the usual food bowl and water bowl culprits, I could see all was good for Beryl. We petted her, we played with her but still the whining persisted.

Beryl has a habit of covering things up when she finds them unpleasant. So, if she upchucks a hairball, she will wander around until she finds a bit of paper or a napkin. A Kleenex, or paper towel from the trash will do to cover up the offending mess

as well. She is consistent in this. If I see papers on the sole, I know what will be under them.

I often give David a paper towel to use as a napkin and he will set it on the main salon seat next to him. Beryl has recently been taking these paper towels, shredding them a bit and placing them in the clear shoe bin where I keep the lone paper towel that I tear a strip off of to use as a wick in lighting the heater. I thought "Oh, how cute, she knows this is a place to keep a paper towel", and I looked at the bin noting that the diesel was a tiny bit over an inch in the mason jar. Huh, wonder how that happened?



Yesterday, the diesel heater was running a bit strangely and I thought it must be time to clean the pot – an occasional affair as the pot fills with a lava rock looking type material that takes up space in the bottom of the pot. I also thought that perhaps that was why the Mason jar had risen an inch in diesel. I thought to myself – this diesel is road diesel, almost clear without the familiar red tinge of fuel dock diesel. It's harder to see this diesel and I'd better be careful to watch the jar.

Fine intentions. When we leave the boat, I turn off the diesel heater. We went to the YMCA last night so the heater was off. As I turned it back on as we returned to a somewhat cold boat, I saw that Beryl had placed all the paper towels and napkins she could find into the shoe bin and I thought – this is nuts, at this rate she'll be raiding the trash for more! And she whined at me, taking one of the paper towels out of the shoe bin, shredding it and looking at me in a meaningful way that I was missing entirely. I put the paper towel back in to the overflow shoe bin automatically not even putting it in the trash instead!

Today, David and I puttered a bit in the morning, dealt with phone calls and then took the dingy out for a little trip around the nearby surrounds. We did leave the heater on during our brief time away and as we returned to the boat I smelled diesel and thought "odd." A few minutes later I saw the mason jar was completely full with the overflow going into the shoe bin which was also at the brim! Yikes. I turned off the heater and fuel pump, and I emptied the mess into one of my enamelware kitchen pots noting that it would be less of a mess without all of Beryl's "extra" paper towels now diesel soaked.

We turned off the bilge pump, opened up the sole and placed a diesel absorbent mat into the bilge directly below the heater as a few ounces of fuel had actually made it onto the sole. David vacuumed the floor as I inspected the area and emptied the

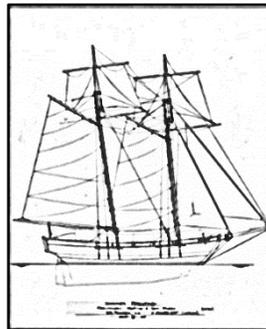
diesel-filled shoe bin to the enamel pot. Beryl sat watching the activities with her usual interest in everything we do. When we were done, David and I looked at each other and said “Whew! That was close!” as Beryl chirped and trilled happily that we’d finally dealt with the mess she’d been warning us about for three days.



**The Schooner Porcupine,  
School Ship of Presque Isle Bay**

~ By Richard Eisenberg, Executive Director, Bayfront Maritime Center

The Bayfront Maritime Center (BMC) is designing and building the schooner **Porcupine**, School Ship of Presque Isle Bay, in Erie, Pennsylvania. The finished schooner will expand BMC’s reach as a hands-on education platform with a STEM, ecology, and history curriculum which allows teachers to select from a menu of interactive stations.



**Porcupine** will also be a sustainable, high-profile Bayfront asset offering access to Presque Isle Bay through day sails and charters that are also infused with education. While **Porcupine’s** launch is planned for April 2016, her voyage into Erie’s Maritime History has already begun.



**Porcupine in 1813**

The original **Porcupine** was built in Erie by Daniel Dobbins as part of Oliver Hazard Perry’s Squadron for the Battle of Lake Erie. She continued in government service in the Navy, the Coastal Survey Office, and

Revenue Cutter Service until 1825. She was then refitted and sailed as a merchant schooner under the name **Caroline** until 1873. Her 60-year career spans much of Erie’s formative era.

**Porcupine Reborn**

The **Porcupine** Project began in the summer of 2014, when BMC was offered the generous donation of a 40-foot, semi-finished fiberglass hull and 85hp diesel engine. The traditional lines of the vessel captured the imagination of BMC’s leadership and a team of maritime professionals was quickly assembled to transform the hull into a living representation of **Porcupine**.

With a commitment to student participation at every stage of construction and operations, **Porcupine** will be a vessel with deep community ties. Her programs will highlight the cultures, technology, history, and natural forces that created Presque Isle Bay and the City of Erie. BMC hopes **Porcupine** and her programs will foster a stewardship of our Bay for generations to come.

*The Campaign*

To launch be on the 203<sup>rd</sup> anniversary of her historic namesake, BMC is seeking \$200,000 in contributions to complement \$212,000 already pledged in donated services. All contributions are tax-deductible.

Come Join the Voyage!

Bayfrontcenter.Org/Schooner-Porcupine/

**From the “Bangor Commercial” published on:  
14 DECEMBER 1907**

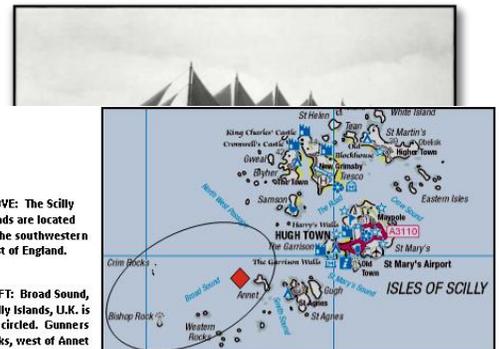
Maine Coastal News, P.O. Box 710, Winterport, ME 04496 (www.mainescoast.com) reprints columns originally published from 1872—1956 by the *Bangor Commercial* (or *Bangor Daily Commercial*). Copies of the newspaper are available on microfilm at the Maine Newspaper Archives, Fogler Library, University of Maine; Bangor. The following articles on the **Lawson** were found in the *Maine Coastal News*—worth subscribing to at \$20/12 issues.]

**Sch. T.W. LAWSON Lost in Gale**

**Seven-Master Wrecked Near Scilly Ids.**

**- All But One  
Crew  
Perished**

**Hugh Town,  
Scilly  
Islands  
(U.K.),  
December  
14.** was  
wrecked in  
Broad



ABOVE: The Scilly Islands are located off the southwestern coast of England.

LEFT: Broad Sound, Scilly Islands, U.K. is circled. Gunners Rocks, west of Annet

Sound, Scilly Islands, during a fierce gale Friday night, and so far as known, all of her crew, excepting one man, were lost.



ABOVE: The Scilly Islands are located off the southwestern coast of England.

The schooner turned turtle during the night and is now floating bottom up. Three dead bodies have been found off Annet Island, an inhabited islet of the Scilly group. The sole survivor, who has been landed at St. Agnes life boat, is only partly conscious at this writing.

Signals of distress were heard at the Bishop Rock lighthouse at 4 o'clock Friday afternoon. Two lifeboats at once put out and found the **Thomas Lawson** anchored in a dangerous position just north of Gunners Rocks. Great seas were running and the lifeboats, although they stood by the **Lawson** for several hours, were unable to render assistance on this account.

At the request of the captain of the **Lawson**, the St. Mary's lifeboat, the masts of which had been broken off in attempting in rescue the crew of the schooner, put back with the purpose of telegraphing for a tug to come to the assistance of the **Lawson**. The St. Agnes lifeboat was left standing by. A little later, however, this lifeboat had to leave as one of its crew was believed to be dying of exposure while the others were completely exhausted. At about 10 minutes of 3 Saturday morning, the lookouts at St. Agnes and Bishop's Rock lighthouses and the coast guard missed the lights of the **Lawson** N at the same time, and when a lifeboat returned to the scene, oil floating on the waves indicated a disaster. A few minutes later, the lifeboat crew found the **Lawson** bottom up.

Searching in the vicinity, the St. Agnes lifeboat picked up the solitary survivor, a man named George Allen of London and found three bodies off Annet Island. The survivor and the dead were brought back to St. Agnes.

The gale is still blowing fiercely and the seas are running mountain high. A doctor from St. Mary's has gone out in a lifeboat to render assistance to any possible survivors.

The search up to noon failed to reveal any further survivors and it now seems to be established that Allen is the only member of the crew who did not lose his life. The number of drowned is said to be 18. Allen was very seriously injured and the doctor in attendance is doubtful he will live out the day.

From scraps of information that have been obtained from the semi-conscious man, it seems that the **Thomas W. Lawson** encountered prolonged bad weather and lost all her boats on the trip from Philadelphia. She sighted the Scilly Islands Friday afternoon and finding herself in a dangerous position, dropped both anchors, the captain hoping that the weather would

moderate.

At midnight the wind rose to hurricane force and the vessel battered by the waves finally turned over. Allen said he last saw the captain and mate of the **Lawson** and the pilot lashed to the rigging.

### Carried Oil Cargo

Boston, Massachusetts, December 14. The seven-masted schooner **Thomas W. Lawson**, the only vessel of her rig ever constructed, was owned by the Coastwise Transportation Co. of this city. She was designed by Bowdoin B. Crowninshield of Boston, and built at the yards of the Fore River Shipbuilding Co. at Quincy, being launched in 1902. Thomas W. Lawson, the well-known financier, was part owner in the boat. Mr. Crowninshield having designed his yacht **Independence** the year before.

For three years after the **Lawson** was put into commission, she was used steadily in the coastwise coal trade between southern ports and this city and carried cargos which averaged over 7500 tons. She met with a number of minor accidents, and although it was claimed that she paid over 22 percent on her investment, the Coastwise Co. chartered her two years ago to the Sun Oil Co. of Philadelphia.

The **Lawson**, shorn of her topmasts, was used as a barge for carrying oil between Port Arthur, Texas and northern ports. Recently, her topmasts were set up again and the Sun Oil Co. started her across the Atlantic under sail with a cargo of oil from Philadelphia. It is a singular coincidence that the **Thomas W. Lawson** was wrecked on "Friday the 13th", the title of Mr. Lawson's book.

~ This article courtesy of Sandy Thompson (1 of 2).



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