



WING & WING

The Official Newsletter of the American Schooner Association

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Mystic Seaport WoodenBoat Show

~ By Bill Carton, Commodore

The Mystic Seaport WoodenBoat Show was a great success in late June. We had many members and scores of interesting people stop by to see what was going on and what events we were planning to participate in. I would like to personally thank Sam and Jeannette Hoyt, Fred Sterner, Mary Anne McQuillan, Al Bezanson, Andy Bezanson and Amy Beaudet for stopping by and helping man the ASA booth. I would like to thank John Eginton, Susan and Walter Sodon for supplying the ASA gear and booth respectively for the boat fest.



Jeanette Hoyt, host at the ASA Booth

I would like to say thank you to the staff at Mystic Seaport for providing a wonderful shaded area for our booth that was well protected during Saturday night's storm. It appears that a few booths and the vendor's wears wound up in the Mystic River. They had two divers out early Sunday morning treasure hunting!



American Schooner Association Award

Yes, on the left in the picture above is the ASA Perpetual Trophy with all the recipient's names displayed! The Trophy is a half hull of **Malabar II** which Ginny and Jim Lobdell donated many sailing adventures ago. We displayed it at the show and then returned it to its home which is on the second floor in Latitude 41 in Mystic Seaport.

There is plenty of room to add more names on the new design of the trophy which I intend to display at each annual meeting!

Again we met many new people and pets, we signed up a few new members and renewed old friendships. During the entire weekend we were visited by Shark Bait, who was a 7-month old kitten from the boat next door. I do believe having Shark Bait at our booth drew in many more people.



Ice Yacht Rocket 1888

I must confess, I manned two booths this year. The second was at the “**I Built it Myself**” venue on the main paddock at Mystic Seaport. The North Shrewsbury Ice Boat and Yacht Club, Red Bank, NJ, entered the Ice Yacht **Rocket**. On Thursday night, it required eight men 3.5 hours to set the boat up. We had 50 people stop and watch this operation, especially when we utilized a gin pole to raise the 500lb mast. Bob Pulsch, the ram rod of this restoration project, was laid up at home due to some recent minor surgery, so I was filling in for him. However, after my semi-excited phone call to him on Thursday night, Bob ‘come a running’ up to the show!



Shark Bait with Skull & Cross bone collar manning the ASA booth

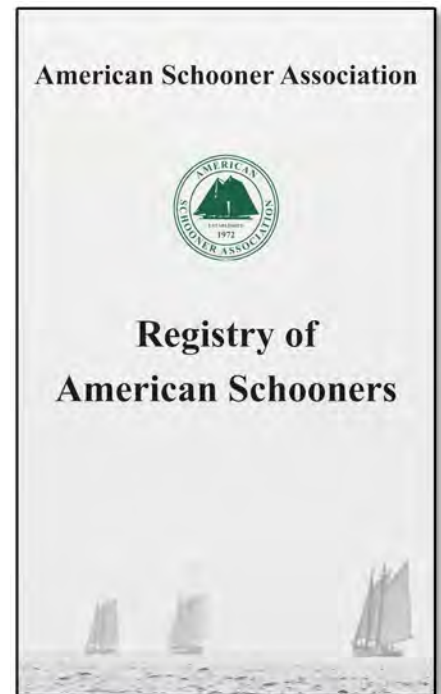
Over the weekend we had many individuals stare at it in disbelief. Many conversations arose on how fast she would go. A few people could not figure out how it would float! Steve White, President of Mystic Seaport, personally thanked us for bringing this behemoth of a yacht to this year’s show. He stated that the Seaport has never seen anything like this at their Wooden Boat Fest in all the years they have had it. At the Saturday evening’s award ceremony, Bob Pulsch accepted a First Place Award for the Restoration of a Sailboat for the NSIB&YC.

Registry of American Schooners Launched!

~ By Paul Gray, ASA Secretary/Treasurer

For many years various members of the Association have been collecting information about currently active schooners in the US and Canada. Earlier this year we started a formal project to organize the information into a structured database, expand the number of schooners listed and look into ways of making the information available to the public.

Our initial approach was to publish an electronic directory, *The Registry of American Schooners* as an Adobe® Acrobat® PDF document through the Association website at <http://www.AmSchooner.org>. The *Registry* contained three sections indexed alphabetically, geographically and by boat designer.



Building on that, we have now released a new web site dedicated exclusively to the *Registry*, <http://www.SchoonerRegistry.org>. The web site mirrors the initial directory structure and presents schooners in three index lists. Selecting a schooner from any of the three accesses detailed information for the selected schooner.

The *Registry* database currently has listings for over 500 vessels. Much of the information has been found using internet searches cross referenced against the National Vessel Documentation Center database. Additional schooners have been identified by looking at vessels participating in major schooner events around the country.

While the *Registry* is a copyrighted product of the Association, it is available to all, member and non-members, as a public resource.

There is still a great deal of work to be done updating and expanding the *Registry* database. While we feel we have done a reasonably good job with commercial schooners, it is fair to say a large number of smaller, privately owned and undocumented boats and Canadian vessels are missing.

We are looking for your help in filling in the *Registry's* missing pieces. If you know of a boat missing from the *Registry*, let us know. If you see inaccurate information, let us know. We will do our best to update the database as quickly as possible. While the *Registry* is currently focused on US and Canadian boats, this is all being done by volunteers and it has been difficult enough to find domestic information, we are happy to include schooners from any other areas as well.

You can reach us with *Registry* related emails at registry@amschooner.org

A Visit to the newest Texas Member of ASA

~ By Kevin O' Cuilinn

My name is Kevin O' Cuilinn, a member of ASA since 2014. My hailing port is Alpine Texas, west of the Pecos, 500 miles up the Rio Grande from the Gulf of Mexico - the portages

with my three-ton Flicka, Desert Star are a bitc*! I was recruited to ASA by Paul Gray and the Black Dog Jay Irwin and bitten by schooner mania after crewing on **Mystic Whaler** during the GCBSR last year and her transit back to her home port New London, CT. I spent February of this year on board the **Whaler** enjoying the sub-zero mornings, ice and snow while learning how to re-plank her quarter deck along with other ship board maintenance tasks. In celebration of my birthday I attended the ASA annual meeting that day and found the members to be most welcoming to this landlocked Texan. I can't express highly enough my deep felt appreciation for the hospitality and friendship shown me by Captain John and Captain Pat (**Mystic Whaler**),



Paul and Jay that makes me feel part of the ASA community.

At this writing there are only four Texans that are members of ASA. One owns a beautiful schooner in La Porte, TX, another is acquiring one from the west coast and will be putting it to commercial use in Houston. Both joined this year and most recently Rick Pratt who joined while attending the WoodenBoat Show held at the Mystic Seaport several weeks ago.

As I write this article I am parked in my truck camper on the hard pack sand 15 feet from the water's edge at The North Padre National Seashore. The area has been my longtime favorite beach camping place in the world. It is located down island about 20 miles south of Port Aransas, TX. Rick is the Director of the Port Aransas Museum and one of the most unique individuals I have had the privilege to meet in my lifetime. He is dogged in his convictions to follow through no matter the odds.

His personal museum scow schooner project baby being a case in point. Rick invited me down as a volunteer to work with his team in the construction of the scow schooner. I arrived Thursday afternoon after a ten hour drive from Alpine. The next morning the team of three- Rick, Amie who is a 39-year old ship right landlocked in Austin, TX and me! Amie had to return to Austin Sunday so that gave us two days. Rick is a master small wooden boat builder. He was trained at Mystic Seaport as a young man. He is legally blind and sees out of one eye with the help of a magnifying sighting device when reviewing plans, etc. One would never know that he is blind. Rick is also a former builder of experimental airplanes and a fellow pilot with an interesting background during that period of his life. Additionally, he restored the Port Aransas light house in years past.

Rick has no problem raising the funds for the scow schooner project, what he lacks is skilled labor to build her. The lumber for the project that Rick has acquired is remarkable. Our two days were spent with Rick supervising along with Amie's expertise laying out the deck beams on one hundred plus year old long leaf that he had acquired from a dead stand tree in Georgia, having had it milled to his specifications.

Rick's vision is the preservation of the Texas Coast maritime heritage and that of Port Aransas. He saved the light house there, he resurrected Farley Boat Works which now teaches wooden boat building and restoration and is responsible for the existence of the Port Aransas Museum.

I look forward to working with Rick on the scow in the future and getting to know him better, he is a great instructor and person to know.

I discussed forming a Gulf of Mexico Chapter with him, as I will with the other two Texan ASA members when I meet them.

I encourage any who read this and can offer encouragement and expertise to contact Rick: rickpratt45@gmail.com, (361)549-6328 P.O Box 677, Port Aransas, TX 78373

Visit their website at: www.portaransasmuseum.org

Sonny wins Ames Cup in Castine Classic Regatta

~ By David Bicks, Castine Yacht Club

In the sixteenth annual Castine Classic Yacht Regatta, **Sonny**, a 53' Sparkman & Stephens sloop built in 1935, sailed by Joseph Dockery, led a fleet of 35 classic yachts to win the coveted Ames Cup.



Photo of the Castine Classic Regatta start off Dyces Head (courtesy of Kathy Mansfield)

The Ames Cup honors the memory of Richard Glover Ames and Henry Russell Ames who were lost at sea on June 9th, 1935 south of the Grand Banks in an unsuccessful effort to save their father, who was washed overboard during the Newport to Bergen, Norway yacht race. The Ames family hailed from Castine.

This year's Castine Classic Regatta celebrated schooners. The Castine Yacht Club, in cooperation with Mystic Seaport and the American Schooner Association, sponsored an exhibition of significant schooners at the Town Dock, as well as a symposium at the MMA.

A large group of visitors were treated to an exhibition of historic schooners, including the 88' **Bowdoin**, built in 1921 to explore the Arctic, now owned by MMA; the 61' **Brilliant**, built in 1932, designed by Olin Stephens and gifted to Mystic Seaport which has introduced

generations of young people to sailing at sea; 42' **Malabar II**, designed and originally owned by John Alden in 1922; and three recently built schooners designed by Nat Benjamin and built at the yard of Gannon & Benjamin in Martha's Vineyard: 60' **Rebecca of Vineyard Haven**, 65' **Junno** and 50' **Charlotte**. These schooners represent the best of the breed, developed over centuries, commented David Bicks, Chairman of the event.



*Photo of schooner winner, Brilliant
(courtesy of Kathy Mansfield)*



*Photo of Ames Cup winner, Sonny, rounding
Robinson Rock (courtesy of Kathy Mansfield)*

The symposium, chaired by Dana Hewson, senior curator at Mystic Seaport, included presentations by Nat Benjamin, designer and builder at Gannon & Benjamin; Andy Chase of the MMA, former captain of the **Bowdoin**; Nicholas Alley of Mystic Seaport, Captain of; Harold Burnham, master shipwright, part of a Massachusetts boatbuilding tradition dating back to the 1630s; Kip Files, owner and captain of the three-masted windjammer **Victory Chimes**, originally built in 1900 to haul lumber and freight; and Sam Chamberlain, designer and project manager at Rockport Marine, which recently restored 1924 William Fife designed schooner **Adventuress**, and 1940 Concordia schooner **Mya**. The discussions ranged from the history and significance of these boats, the backbone of world commerce in their time, to the need to not only build replicas for the future but to restore and maintain these original gems.

In the Classic A Class, **Sonny** was followed by **Spartan**, a 72' Herreshoff NY 50 built in 1912 and skippered by Victor Paul. **Black Watch**, a 67' Sparkman & Stephens yawl built in 1958 and sailed by John Melvin, last year's winner, took third place. The Class A Class included a Richard Armstrong, which finished just two seconds apart.

In the Classic B Class, **Leaf**, a 38' Luders 24, built in 1946 and sailed by Chris Bouzaid, bested **Rogue**, a 37' Herreshoff/Newport 29 sloop built in 1953, sailed by Savill Simonds. **Thora**, a Little Harbor 36 built in 1960, skippered by Vince Todd, followed in third place.

In the Spirit of Tradition Class, **Isobel**, a 68' sloop designed by Stephens-Waring and built in 2011, sailed by Richard Schotte, claimed first place honors. **Lynette**, a Stevens-Taylor 48' sloop, also built by Brooklin Boatyard in 2013, skippered by Michael Cook, took second, followed by **Vortex**, a 52' Reimers design built in 1990, sailed by Steve White.

In the Schooner Class, the 1921 schooner **Brilliant** skippered by Nicholas Alley led, followed by 65' **Junno**, built in 2003 and sailed by Scott DiBiaso. **Rebecca of Vineyard Haven**, a 75' Gammon & Benjamin schooner built in 2001, owned and sailed by Jesse Smith, took third place.

At the awards ceremony at the WoodenBoat School in Brooklin, following the Eggemoggin Reach Regatta, Bicks presented the Ames Cup and the Sparkman & Stephens trophy to Joseph Dockery of **Sonny**. The Phalarope Trophy, awarded to the top Concordia yacht in memory of Thomas G. Ashton of Castine, was presented to Robert Keefer of **Otter**.

Castine Classic Yacht Race 2015 results.

David Bicks,
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Castine Classic Yacht Race 2015							
Boat Name	Design	LOA	Yr Blt	Skipper	Elapsed Time	Corrected Time	Corrected Position
CLASSIC B							
Leaf	Luders 24	38.0	1946	Chris Bouzaid	4:53:06	3:58:56	1
Rogue	Herreshoff S&S	37.0	1953	Seville Simonds	4:57:19	4:02:09	2
Thora	Little Hbr 38	36.0	1960	Vinco Todd	5:04:48	4:03:39	3
Otter (4)	Concordia	41.0	1954	Robert Keefer	5:00:28	4:08:01	4
Winnie of bourne	Concordia 39	39.8	1952	Jeff Gonsalves	5:17:48	4:21:26	5
Alera	Herreshoff NY30	43.5	1905	Claas van der Linde	5:17:46	4:22:24	6
Katrina	Concordia 41	41.8	1963	Joe Harris	5:59:58	5:03:36	7
Phalarope	Concordia 39	39.8	1952	Tom Ashton	6:18:24	5:19:16	8
Afikomen	John Alden	37.0	1930	Jonathan Weinstein		DNF	DNF
Eagle	Concordia 41	41.0	1962	C. Daniel Smith		DNF	DNF
Sinbad	S&S	30.0	1959	Peter Conover		DNF	DNF
Jolie	Ralph Winslow	36.3	1920	Charles Haines		DNS	DNS
Classic A							
Sonny (1),(2)	S&S	53.0	1935	Joseph Dockery	4:22:41	3:44:53	1
Spartan	NY - 50	72.0	1912	Victor Paul	4:18:26	3:52:26	2
Black Watch	S&S	67.8	1938	John Melvin	4:19:39	3:53:12	3
Falcon	S&S NY32	45.3	1936	Bob Scott	4:43:03	3:57:46	4
Isla	S&S NY32	45.3	1936	Henry S. May, Jr.	4:45:34	4:00:17	5
Gentian	S&S NY 32	45.0	1936	Richard Armstrong	4:45:36	4:00:19	6
Joyant (5)	Herreshoff	58.0	1912	Robert McNeil	4:28:49	4:04:04	7
Marilee	Herreshoff	63.0	1928	Dennis Gunderson	4:43:39	4:08:05	8
Palawan	S&S	47.5	1952	G. Scott Gazette	4:58:00	4:10:18	9
Gesture	Francis Kinney	43.5	1967	Malcom Bromilow	5:08:09	4:17:21	10
Easterly	S&S	45.0	1961	David Kriegel	5:23:33	4:35:21	11
Mermaid	S&S	45.7	1957	Brooke Parish	5:58:52	5:10:20	12
Mickey Finn	Paul Rollins	48.0	1998	Rob DesVrais		DNF	DNF
Schooners							
Brilliant	S&S	72.0	1932	Nicholas Alley	5:03:12	4:28:17	1
Juno	Nat Benjamin	65.0	2003	Scott DiBiasi	5:13:41	4:34:03	2
Rebecca of Vineyard Hav	Nat Benjamin	75.6	2001	Jesse Smith	5:56:28	5:10:43	3
Charlotte	Nat Benjamin	50.0	2007	Nat Benjamin		TNT	TNT
Sadie G. Thomas	Nimphius	47.0	1985	Brian Leaker		TNT	TNT
Malabar II	John Alden	41.3	1922	James Lobdell		TNT	TNT
Spirit of Tradition							
Isobel	Stephen Waring	68.7	2011	Richard Schotte	3:46:43	3:32:56	1
Lynette	BBY custom	47.0	2013	Michael Cook	4:14:56	3:39:50	2
Vortex	Reimers	52.5	1990	Steve White	4:19:28	3:44:08	3
Lark	Stephens Taylor	47.5	2012	Patrick Wilmerding	4:22:28	3:45:53	4
Anna	S&S	56.0	2007	Sam Rowse	4:35:13	4:04:46	5

(1) Winner of Ames Cup awarded to the overall winner Classic Classes A,B, and Schooner Class
 (2) Winner of the Sparkman & Stephens Trophy awarded to the S&S yacht with lowest corrected time.
 (3) Winner of Mitch Gibbons-Neff Trophy awarded to top New York 32 in three race series.
 (4) Winner of the Phalarope Trophy awarded to the Concordia Yacht with lowest corrected time.
 (5) Elapsed time includes 5 minute penalty for no dinghy

ASA 2015 Slate of Officers

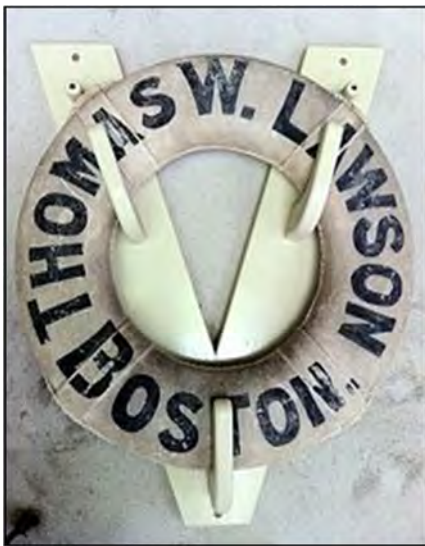
William Carton, Commodore - Paul Brabazon, Vice Commodore - Stefan Edick, Rear Commodore
 Paul Gray, Secretary & Treasurer - Susan Sodon, Editor/W&W
 Sam Hoyt, Past Commodore- Al Roper, Past Commodore

From the “Bangor Commercial” published on: 16
DECEMBER 1907, 7-Masters Fated

*Shipping Men say LAWSON is the Last of
its Kind. Are too Unwieldy.
H.M. Bean of Camden has said that Steam
Vessels can Discount Large Schooners*

~ Part 2 of 2, courtesy of Sandy Thompson

The chief topic of conversation among shipping men in this city is the wreck of the seven-masted schooner **Thomas W. Lawson** at the Scilly Islands off the coast of England Friday night. Although the **Lawson** was never seen in Maine waters, shipping men felt more than an ordinary interest in it owing to its size and much regret is felt for its loss.



ABOVE: Life ring at the National Maritime Museum, England.

The **Thomas W. Lawson** was the world's largest schooner and the only seven master in the world. She was built of steel and in every way an experiment which as the steamship **Great Eastern** was in her day. She was an enormous carrier, being able to take nearly 8000 tons of coal, but she seldom carried this amount

because it made her so deep in the water that she was unable to get over the shoals off Cape Cod, or across other shoals along the coast in the regular traveled path of coastwise shipping.

The **Lawson** never came to Portland [Maine] but she was well known to Portland sailors, who have seen her in other ports. The fact that she should have turned turtle, loaded as she was with a big cargo of oil, was a source of great surprise to local shipping men today. It was believed that so long as she remained off shoals

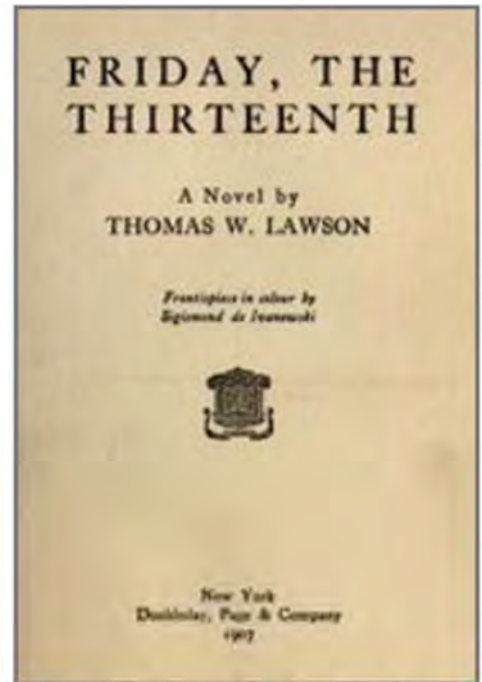
and rocks that a person on her would be almost as safe as he would be on land.

Shipping men in this city are of the opinion that another seven-masted schooner will never be built if the **Lawson** proves a total loss as now seems probable. The **Lawson** was built as a sort of experiment and its loss will probably decide ship builders in favor of smaller craft.

According to shipbuilders, the six master is about as large as can be handed with any degree of facility or profit. Over that limit, a schooner borders on the freak and its worth is questionable.

H.M. Bean of Camden, a well-known shipbuilder in this section of the state, some time ago prophesized that the seven master would prove a failure and that another one would never be built.

Mr. Bean said that a schooner of the size of the **Lawson** was unwieldy and that the difficulty would be in finding harbors and docks large enough to accommodate it. He further stated that steam vessels were rapidly discounting the large-sized schooners, owing to their speed in getting from port to port and other advantages which rendered them much to be preferred to the sailing craft.



ABOVE: Mr. Lawson, the financier and part-owner of the schooner LAWSON, wrote and published this book before the LAWSON sank. It is a shady tale about Wall Street in which the main character takes revenge on his enemies by finagling booms and busts in the market.

AMERICAN SCHOONER ASSOCIATION CLASSIFIEDS

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ARE YOUR ASA DUES CURRENT?