



WING & WING

The Official Newsletter of the American Schooner Association

Volume LI, Number 3 – Winter 2015

An Experience to Remember for Cadets

~ By Captain Sarah Herard

The crew of the *Lady Maryland* started the morning of the Great Chesapeake Bay Schooner Race (GCBSR) early, preparing the schooner to train, house and feed 9 new cadets from Maritime Industries Academy in Baltimore. On the dock, our Education Coordinator, Marie, organized rain gear, type III PFDs and sleeping bags so that our new high-school crew members would be safe and comfortable for the voyage down the Chesapeake Bay. Once onboard and after agreeing to a set of goals, we put dock lines and fenders in the hands of each cadet.



Happy Holidays

Lady Maryland's Goals for the GCBSR:

- Keep all crew and cadets safe, and keep *Lady Maryland* safe
- Have the cadets take an active role
- Do our best to race well and honorably

I looked out towards Fort McHenry and saw that many schooners were already underway. I fired up, turning to the student nearest to me, and said “grab ahold of the wheel.” The young man I addressed looked at me with hesitation. “Oh but I’ve never done that before,” he said. I told him I’d tell him exactly what to do and once we got clear of the dock he could experiment with steering a steady course.

As we departed the dock, I requested that the crew work with their watches to orient them to their duties in the case of a man-overboard, fire, or abandon ship emergency. I also asked that each student take a turn at the helm before the start of the race. The crew of the

Lady Maryland patiently instructed. Sails were set and we even managed to make it wing and wing as we sailed towards 7 Foot Knoll. Our cook, Michael, surprised the crew with turkey legs for lunch - a great meal you can hold in one hand and raise overhead at the competition!

The race started out with a favorable breeze and a fantastic line-up of schooners. I wasn't proud of my start, seeing the sterns of every Class AA Schooner ahead as we crossed the line. But with some great steering and sail-trim, we began to creep up and pass some of those ahead of us, with the course-ordered to "steer for *Pride of Baltimore II*," the only Class AA vessel gaining distance ahead of us. By late afternoon we knew our job through the night would be to hold our position ahead of *Mystic Whaler*, *A. J. Meerwald* and *Liberty Clipper*.

Listening to the marine forecast near dusk gave me a hint to the night that stood before us. With wind coming at us up the Bay and gusting to 20, we prepped our new cadets on how to stay safe in the dark. We faced an all-night battle to clear Cove Point, maneuvering through oncoming tug and barge traffic, staying clear of the LNG Terminal security zone, and steering full-and-by to make good towards the finish line. *Lady Maryland* tacks well when attention is paid to backing the jib and hauling in the main sheet, and mates Dan and Foretek did an excellent job leading their watches through these maneuvers.

At daybreak our new cadets finally felt the kiss of Neptune. The opposing wind and current near the mouth of Tangier Sound built up the sea state and breakfast quickly brought cadets to the leeward rail. I commend these young men for sticking with it, not complaining, and taking advice to hit their racks and get sleep as soon as their watch ended.

Throughout the second day of the race we saw the wind lighten as we neared the finish at Thimble Shoal Light. The closer we got, the slower we sailed. Unfortunately, the sea state did not let up with the wind. With only a few miles to cross the line, the crew grew restless. We needed to try something new. As an inspected vessel, *Lady Maryland* is limited to only carrying a Main, Fore and Jib with passengers aboard (as our cadets are legally categorized). However, if the foresail has a double reef, we are permitted to set our top'sl (a deck-set sail rigged between the main gaff and topmast). I ordered Port watch to rig the top'sl and Starboard watch to reef the fore. Why not try for some neater wind aloft? If nothing else, the cadets needed something to distract them from our slow rate of drift towards the finish line.

Soon after our change in sail plan, we poked across the finish line. As the crew cheered on deck, Michael brought up a pink and green cake to celebrate Johnny's birthday, one of our deckhands. We ate cake and drank fancy coffee drinks, celebrating crossing the line second in our class. Then we struck sail to head towards Portsmouth. The cadets all had sugar-induced smiles on their face as they met the challenge deckhand Will posed to them of completing the "best deck-wash ever." Nothing beats the sunset over Hampton Roads, heading in with a content and proud crew.

On Saturday afternoon after a good night of sleep the crew of the *Lady Maryland* headed to the Awards Ceremony. Busy eating oysters and catching up with old friends, we were happy and proud to accept second place in Class AA. In addition, I was surprised and honored to receive an award from the American Association. I'm so glad to have made so many new friends over the course of the race and events. I'm counting the days until the 2016 GCBSR. A huge thanks is due to

the leaders and organizers for an amazing experience. See you all next year!

2015 Great Chesapeake Bay Schooner Race Baltimore Educational Session

We were all very excited when we got the news that the GCBSR would be the first organization to benefit from the newly proposed grant option for organizations that provide an educational component associated with schooners.

As many of you already know the proceeds from the race are donated to the Chesapeake Bay Foundation and earmarked to be used directly within their on the water programs. In addition to this donation each city, Baltimore and Portsmouth have created local education programs that invite city school children to have a hands on experience on Wednesday in Baltimore, MD and on Saturday morning in Portsmouth, VA.

The \$500 grant to the GCBSR Baltimore Education program was a tremendous bonus. It gave us the resources we needed to make sure all the children that participated in our Baltimore Education session had a healthy and fun lunch to finish out the Wednesday morning events in Baltimore. The lunch includes a sandwich, piece of fruit, snacks and a drink.

I'd like to take the opportunity to thank Carol Kooloff and her team of volunteers for the great job they did at pulling the program together. As most of you already know we work on a shoe string budget so we knew we had one of two ways to spend it wisely. It would either cover the cost of transportation (if needed) to get the children to the marina or cover the cost of the lunches so that they had a fulfilling end to their experience. We were fortunate in that the schools did not need transportation. One was close enough to walk and the other was able to provide bus service.

A Brief Recap of the Baltimore - 2015 GCBSR Educational Session

Everyone involved felt it was a tremendous success. We had six schooners participating with 80 students and several teachers joining us from two Baltimore City schools, one home school family, and six GCBSR volunteers. The students arrived approximately 8:45am and were put in to groups of 12. Each group was escorted to one of the participating schooners by a volunteer guide, where they spent 25 minutes aboard before rotating to the next vessel (six total rotations). Each vessel takes a unique approach in their presentation. Some are education vessels that have a specific focus while some are giving up their early morning routines to spend some time teaching the children about their schooners.

There are lots of WOW's and excited chatter as the kids get a chance to have the hands on experience of being on a schooner. Sadly they don't get to leave the dock but they do get to raise and lower sail, learn to tie knots and talk with the crews about life on board and the importance of the schooner to the Chesapeake Bay. The GCBSR Educational Session is a wonderful occasion for the students, some of which have never been on a boat. It's also a great opportunity for the captains to influence young minds on the importance of these beautiful, historic schooners. A win-win all around.

At 12:00 noon, the students, teachers, chaperons and volunteers congregated on the patio outside the Boathouse Restaurant for a recap, where they were given a box lunch (thanks to ASA) and a GCBSR T-shirt. When the buses arrived for pick up, the students, teachers and chaperons were very thankful, and left with big smiles and promises to watch the schooners race down the bay. Each vessel carries a transponder and can be tracked

online thanks to the sponsorship of Baltimore Marine Center that also hosts the vessels while they are in Baltimore.

Demographics of the Students

We prefer 3rd-5th graders, and the teachers must be engaged prior to the actual day of the program. Adult volunteer chaperons are included so that a ratio of 1 chaperon to 10 students is reached. The event provides volunteer guides.

Future plans

We would like to produce a learning guide that can be available in advance of the program. In the past we used a book provided by the SULTANA Foundation but unfortunately as learning has changed they are no longer available. This is the foundation for discussion as we look at our planning for the 2016 event.

Feedback

Meredith Pica, 5th Grade Teacher from Hampstead Hill Elementary:

“I just wanted to say THANK YOU so much for coordinating our trip to the marine center last week. The students had a wonderful experience and many of them commented that it was the best trip they had ever taken! We will definitely be tracking the schooners in the race online this week. Thank you again!”

Winds of Change

~ By Paul Gray

“Does anyone have any change?”

There are many circumstances in which Sarah’s, (Sarah Armour, crew on board *Mystic Whaler*) question would seem a perfectly reasonable one. If we were standing in front of a bank of vending machines, for example.

Given the current circumstances however, her question was met by blank stares. We were at the tail end of the 2015 Great Chesapeake Bay Schooner Race. We were a half dozen miles from the Thimble Shoals finish. Thimble Shoals light was in sight, and had been for some time. There was virtually no wind. The seven of us on watch were on *Whaler’s* quarterdeck, waiting for some wind so we could finish the race.

Hence the blank stares.

I was watch captain on *Whaler* on the Friday noon to six watch. It should be the last watch of the race. If the wind ever came back. Sarah had been pacing. Every time she checked our finish ETA, it was later than the last time. She was very unhappy. Somehow, this frustration had spawned the question.

She glanced at me, and I guess there was enough of a question mark in my expression, that she explained.

“I heard you can buy wind. It is an old superstition” said Sarah.

“I’ve never heard that. How does it work?” I asked.

“You take a coin, turn in circles, and through it over the side.” she explained.

“I’ve got some change.” said one of the passengers on our watch, diving into his pocket and coming up with a handful of coins. “What do you need?”

Superstitions on boats can be tricky things. I didn’t want screaming winds out the south so I wanted to make sure Sarah thoroughly understood the ritual.

“Which side do you through the coin over?” I asked.

Now Sarah had that blank look on her face. Ok, time to make some command decisions.

“You better do one on each side, and one fore and aft.” I volunteered.

The passenger presented Sarah with four pennies and she went starboard.

“You have to turn circles before you throw it.” She said.

“Which way?” I asked. Tricky stuff here!

Sarah wasn’t sure.

“Better make it clockwise,” I suggested. We were in the northern hemisphere after all and I really didn’t want to risk calling up a tropical depression or something!

Sarah moved to the starboard rail, dutifully making clockwise turns and threw a penny over the rail symbolically making an offering to Poseidon, Aeolus, Njord, Stribog or any other god associated with the sea or wind you choose. In a moment of panic I realized we didn’t know how many turns to make! It was too late; we were committed to our course of action.

Sarah dutifully repeated the ritual to port, over the bow and over the stern, making graceful turn and throwing pennies it beautiful arcs!

Then we waited. Was our offering to be in vain? Did our passenger waste four cents?

Moments later we all felt air strengthening slightly from astern. The helmsman had steerageway! We were moving!

Apparently we had gotten it right!

But alas, a few minutes later the wind eased off once again to nothing.

“Does anyone have more change?” asked Sarah.

“I don’t know Sarah. Four cents didn’t get us much wind. You may have to up the ante.” I suggested. “And you don’t want to insult the gods.”

Our passenger gamely offered up four dimes and Sarah solemnly repeated the ritual. Once again we waited. Once again the wind built up slightly, propelling us toward the finish line. And after a few minutes, once again the wind eased to nothing.

No one suggested repeating our ritual. Because we are all thoroughly rational people and knew the fluky wind was a result of the front moving through? No, no real sailors will ever deny the superstitions of the sea, whether they admit it or not. It was just that we would soon be tossing tens and twenties overboard. So we sat and waited for the wind.

Since it seemed to fit with the spirit of things, I had Sarah read aloud a very informative article about superstitions located toward the back of the Eldridge Tide and Pilot Book. It explained a lot!

The wind finally picked up as the back of the front came through, and we crossed the finish near sunset at the very end of our watch.

Fourteenth Annual Great Provincetown Schooner Regatta

Monday to Thursday: September 7-10, 2015

~ By Cheryl Andrews

The weather. It’s always about the weather.

We spent Labor Day Weekend on Cape Ann, in Massachusetts, and enjoyed the Gloucester Schooner Festival’s *Parade of Sail* Sunday morning under a brilliant sunny sky. Stage Fort Park is our favorite vantage point and local drone owner Martin Del Vecchio had his flying machine up in the air to capture the 2 dozen schooners as they proudly displayed themselves. Cannons were fired. Boats were everywhere.



Monday evening, the Gloucester House Restaurant was the place to be. The Race Committee for the 8th Annual Fishermen's Cup Challenge hosted the Captains meeting and dinner for Tuesday's race to Provincetown.



finish line 8 hours later to capture the Class A First Place trophy. This was *Narwhal's* first appearance in the Challenge.

She led the fleet all day and enjoyed a sunny pleasant sail across Massachusetts Bay while being followed closely by Dan Hall's Schooner *Apella*.

First Place Class B was awarded to Capt. Dave Collier in his Schooner *Renegade*. The fun continued with the traditional crew party at the Squealing Pig Restaurant in downtown



The Challenge, a schooners-only destination race, kicks off the Great Provincetown Schooner Regatta, an annual gathering which includes small boat racing, cultural events, crew parties and the all-vessels-welcome Long Point Schooner & Yacht Race in Provincetown on Thursday.

Just after 6am Tuesday morning, the race committee gathered at the end of Eastern Point Breakwater and seven schooners set their sails for the tip of Cape Cod. The breeze was steady but light from the southwest.

Robert Bernert's Cherubini Schooner *Narwhal* crossed the



Provincetown. Wednesday's Rhodes 19 series was postponed due to heavy weather of all



things. The United States Coast Guard Station held their annual Open House and the movie of the week was *Captain Phillips*. Thursday's Long Point Schooner & Yacht Race proved to be as exciting as ever. The Gulf Stream sent a pile of precipitation up the coast. The race committee watched the radar and crafted a creative answer.

With pockets of heavy torrential rain expected at 9 am, and later beginning at 1 pm, the committee cancelled the Parade of Sail and called for an 11 am start and shortened course. With a solid 12 kts from the northeast, the fleet of 9 schooners, 12 medium sized yachts, 4 smaller sloops and 2 Catboats, raced around the harbor under light rain and an overcast sky in record time.

It was, indeed, a race to remember.

Gloucester's Fishing Schooner *Adventure*, a 121-foot 1926 recently-restored classic took First Place and the Rose Dorothea Cup. This was her first appearance in the Provincetown Schooner Regatta and we were honored she chose to join us. She is one of the last of the famous Grand Banks fishing schooners and one of only two knockabouts surviving that era. She was declared a National Historic Landmark in 1994 and was skippered by Capt. Stefan Edick.

Schooners that raced on Tuesday were: Fishing Schooner *Adventure*, *Apella*, *Narwhal*, *Irena*, *Renegade*, *Adventure 40* and *Adventurer 56*.

Thursday's schooner fleet (above) was: Tall Ship *Mystic*, Fishing Schooner *Adventure*, *Apella*, *Renegade*, *Adventure 40*, *Reveler*, *Istar*, *Hindu* and *Bay Lady II*.

Eighteen other vessels joined in on Thursday for what will be remembered as the "window of opportunity" race.

Congratulations to all the sailors and see you next year for the 15th Annual Great Provincetown Schooner Regatta.

Gloucester Schooner Festival

Labor Day weekend in Gloucester featured perfect weather and a stellar collection of schooners. *Columbia* was the star attraction.



***Columbia* arrives from Sable
(AB photo)**

She arrived a week early directly from Sable Island, near which in aptly miserable weather a ceremony had been held for her namesake who was lost there with all 22 hands in 1927. Early arrivals were treated to close-up views of *Columbia* at Maritime Gloucester. The workmanship in this beautiful yacht is breathtaking, and if you looked close you might have noticed the labor-saving innovations that allow the 141 foot schooner to be sailed with as few as six crew. Tom Ellis, who spent a little time at *Columbia's* helm, is still marveling about making 10.4 kt in a 15 kt breeze. And to most everyone's delight *Columbia* was the winner of the Mayor's Race. At the awards ceremony owner Brian D'Isernia gave us an emotional, passionate talk about how his boat came to be.

Although *Columbia* was the star, the real story is about the reunion of Essex schooners ... *Lettie G. Howard* (1893), *Roseway* (1925), namesake- in-spirit *Columbia* (1923), *Adventure* (1926), the trio built by Harold Burnham: *Thomas E. Lannon*, *Fame* and *Ardelle*. *Heart's Desire* (1925), which sailed in the first Gloucester race 31 years ago was once Essex-owned by race chair Daisy Nell's grandmother who was born the year *Lettie* was launched. *American Eagle* (1930) was built for fishing in Gloucester, and that's close enough to Essex.

The Schooner Festival is a signature event for the City of Gloucester, with organized social gatherings throughout the weekend, so it's easy enough for crews to mingle with the townsfolk, many of whom are schooner-savvy and proud to show off their historic city. Gloucester is a walking-around kind of place, with great food, music, art, scenic architecture, natural beauty, the Cape Ann Museum and plenty more.



**The Parade of Sail before the race packs the Boulevard with spectators
(Len Burgess photo)**

You won't be getting a thorough report here. For that you need to go to the Annual Meeting in Mystic and catch up with the stories. Your correspondent with an octogenarian brain is

recalling in December what happened back in September as best he can. The race and liaison activity consumed a lot of time, so there is much that escaped his attention. Regarding the liaison fun, the Woodlings (*Adventure* of Shady Side, MD.) were an attentive audience and we had a busy weekend making the rounds. In the course of it they were amazed to learn from Tim Perkins that their schooner, when the late Dave Holmes owned it, was renamed *Adventure* out of admiration for the Gloucester fishing schooner of that name.



***Adventure*, Capt. Stefan Edick, Boston rising (Len Burgess photo)**

Every boat has a story that could fill this space. Preparations, schedule adjustments, getting to Gloucester and home again involve a serious commitment. David Collier sailed *Renegade* from Connecticut by way of Newfoundland. It took three years for Mark Faulstick to reach Gloucester from the Chesapeake in *Adventurer* as a result of trips aborted halfway the two previous years, and it was no easy matter getting there this year. His strategy, aided by John Santos, was to preposition at Flyer's in Provincetown. It all proved worthwhile when *Adventurer* (1926) again won the Ned Cameron Trophy in the Medium Class.

This was a boat-for-boat no-handicap race with three classes based on LOD, set up with a reach-reach course, three times around a pair of marks about two miles apart, in a figure eight, so there would be no need to jibe. The breeze was just right - about fifteen knots. It was a glorious spectacle, sailing in close company with schooners coming and going all the while.

In this list the top three finishers in each class are shown. Marconi rig is indicated by ^M. Participants included (Large > 80 ft, for Mayor's Race Esperanto Cup): *Adventure*, *American Eagle*², *Columbia*¹, *Lettie G Howard*³, *Liberty Clipper*, *Mystic and Roseway*; (Medium 45-80 ft., For Ned Cameron Trophy): *Adventurer*¹, *Ardelle*, *Fame*, *Hindu*², *Narwhal*^{1m} and *Thomas E. Lannon*³; (Small <45 ft., For Betty Ramsey Trophy): *Adventure (Woodling)*, *Apella*^{1m}, *Bald Eagle*, *Eileen Marie*, *Green Dragon*², *Heart's Desire*¹, *Irena*, *Redbird*, *Renegade*³ and *Sugarbabe*.



***Heart's Desire* with *Green Dragon* in pursuit (Len Burgess photo)**

So the oldies ruled - the Esperanto Cup to a replica 1923, the Cameron Trophy to a 1926 and the Ramsey Trophy to a 1925 schooner.

One more thing Let's not forget this Essex connection ... *Elsie*, built there by A D Story in 1910, and still sailing over Gloucester's City Hall. She was first to race *Bluenose*, whose

namesake will be back in Gloucester for the festival next year.



(AB photo)

Works in Progress

~ By Paul Gray

I know there are many of you with your own "works in progress." Send me a summary and some photos for the next issue of *Wing & Wing*!

Schooner Blackbird

Now in her 85th year, *Blackbird* (Alden 309Q) was launched quietly on September 18th after fourteen years and some 16,000 hours of restoration. Sporting her new keel timber, centerboard trunk, centerboard, sternpost, horn timber, rudder, garboards, floor timbers, frames, deck beams, deck, oval mahogany cockpit, ceilings and sole, she is as good as new but retains much original fabric and remains essentially unchanged from her original design and construction. As testament to Sandy's superb caulking job, her bilge pumps have not cycled since her first week back in the water. Her original interior will be re-installed over

the winter. We are thrilled to have her deck under foot once again.



~ Peter and Sandy Thompson, Freeport, ME

Schooner Cassiopeia

I've been balancing my schedule and making slow progress on the restoration but the work includes replacing both masts, the rig, installing an AC electrical system, installing a worm gear steering system on deck to replace the tiller, and general finishing out of the interior (finish work, new cushions, the usual suspects), getting the refrigeration running, getting a hot water system... the list never seems to end!~ William Davies, Savannah, GA/Dutch Harbor, AK

Havre de Grace Schooner Project

I am currently building a one off, 50ft LOA schooner in Havre De Grace, MD. I am hoping to have her in the water for the Chesapeake Schooner race next year [2016]. All that I need to finish her is time and money! I like to tell people that I have a schooner...Some assembly required!"

In 1973, two buddies who were engineers at Aberdeen Proving Grounds, MD set out to build the "ultimate offshore boat". They decided on a true double ender, and got a set of plans for a Samson C-farer. That is what the hull is based on. These guys did nothing on the

cheap and everything was analyzed to death. They decided not to do chicken wire and Portland cement, so they did a lot of research and went with wire plank and Feralite. Feralite is an aggregate that mixes with polyester resin, so the result is a hull that is as strong as cement and flexible like fiberglass. They then put two coats of epoxy and cloth over it for good measure. Feralite is about half the weight of Portland cement, so when they did the weight calculations, they were 5000 pounds under design weight. So they added that in encapsulated lead in the keel. These guys did an enormous amount of research and planning and everything they did was to the highest standards available. Then one guy moved to Norfolk in the 80's the other kept working on the project until he died of cancer. That's when I came onto the boat. It was sitting for about 4 years in the yard where the hull was laid and had been covered with tarps. I took on the project about 3 years ago.

~ Jeff Peacock, Millersville, MD

Scow Schooner Lydia Ann

Turning a set of lines and an idea into a schooner is a brobdingnagian task. One should address it one day, one step, at a time.

Here at the Farley Boat Works in Port Aransas, Texas, our Gulf Coast Scow Schooner *Lydia Ann* is gestating nicely. We recently turned the boat over, (a big job and somewhat anxiety inducing) using Reuel Parker's method of building square wheels onto the hull. We decided to combine the wheels and the cradle into one structure to simplify things.

The giant crane arrived and the rigger went to work hooking us up. The lines took up the strain, and slowly the boat began to roll over. When the hull reached top dead center, the entire structure left the ground...to a chorus of concerned "Whoas"...but all ended well as the boat settled back down on its wheels and continued to rotate. Finally it settled on the

built-in cradle and a prolonged and relieved sigh issued from the schooner crew; safe at last and now right side up for the first time.



We fired our cannon, played the bag pipes and served good red wine and Mexican beer all around. A video of the event will soon be available on our website portaransasmuseum.org.

After this major event, we began installing the deck framing, starting with the Sheer clamps and deck beams. All the framing will be of mature Long Leaf Pine, a treasure that is hard to find these days. Once the deck beams are in place, we will deck the boat with Ocoume plywood and cover it with Dynel set in epoxy resin.

One of these days, the first Gulf Coast Scow Schooner to be built Texas in over a century will be launched, and begin taking visitors on historical tours of our local waters.

PortAransasMuseum.org/schooner, Farley Boat works on Facebook. Stay tuned for more.

~ Rick Pratt, Port Aransas Museum, Farley Boat Works, Port Aransas, TX

Schooner Porcupine

This past Saturday [November 14, 2015], Team Porcupine and some hearty volunteers made short work of removing the old fiberglass from our Gunboat come Schoolship. There's still some odds and ends to clean up, but *Porcupine* is really taking shape. The deck is off! Soon, we'll be laminating and installing the beams, frames, and clamps that will support the new deck itself. We will keep you posted as things progress.



~ Captain Jamie Trost, Bayfront Maritime Center, Erie, PA

1975 Penguin

My *Penguin* is being restored, after many false starts by Jenn Kuhn and her apprentices at Chesapeake Bay Maritime Museum, ably aided by the inimitable Dr. John Hawkinson and somewhat less ably by me when I can get there. They are doing an excellent job! Thinking about a gaff rig as an option, since I have a spare one. This may turn out to be the world's most expensive free boat, but I should be sailing it by spring.

~ Greg DeCowsky, Earlville, MD

Flicka Desert Star

I have been working on *Desert Star* every day since my return [from the Great Chesapeake Bay Schooner Race]. Her interior is finished. Now I need a weather window to repaint her coach, cockpit and deck which I had to block sand because of orange peeling due to the temp dropping into the 30's the night after I painted her last year. Once the exterior painting is finished, I can install her new Newfound Metals port lights, 7 in total – the cut outs are done. A 4 year restoration project interrupted by upper east coast schooner adventures!

~ Kevin O'Cuilinn, Alpine, TX

**American Schooner Association
2016 Annual Meeting**

Saturday, 20 February 2016

**Latitude 41, River Room
105 Greenmanville Avenue, Mystic, CT**

(Meeting starts promptly at 1000hrs)

This year, our Guest Speaker will be Jonathan Boulware, Executive Director of New York's South Street Seaport Museum.

Meeting Cost: \$35 per person advance payment due by February 12th OR \$40. per person at the door.

An afternoon member program will be announced at a later date.

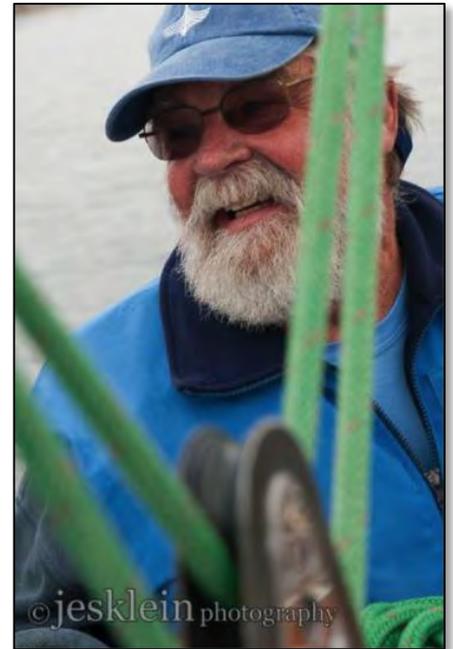
The ASA has a block of 25 rooms set aside at the Hampton Inn, 6 Hendel Drive, Mystic, CT (860) 536-2536 on Friday, February 19th and (for those who wish to stay another night), Saturday, the 20th. The room rate is \$94. per night. This price will be locked in until January 20th. You can make reservations either online or by phone using the code: ASA.

As usual, we have complimentary use of the conference room for the weekend. Bring your music, beverages of choice and good eats!

**In Memory of Ted Pike,
Port Townsend, WA**

~ Brenda Hattery, Schooner *Mahdee*

Association member Ted Pike passed away on Monday August 24, 2015, unexpectedly after a short illness. He was 65. He touched many lives around the country—and around the world—and will be missed by all who knew him. He enabled countless boat builders, DIY and professional alike, to follow their dreams to build and restore as well as to sail.



In our case, he helped us to bring Schooner *Mahdee* back to her former glory by providing us with the important—and so hard to find—top quality wood for her planking, floors, frames, and deck beams. During the project, he called to chat and check on things and he visited us in San Diego to check on the progress of our rebuild and gave us cheerful and enthusiastic praise—as well as advice—as we progressed with the large project. Only towards the end of the rebuild as she was going back together did Ted

exclaim—I KNOW this boat, it's Privateer, and then told us a number of stories about Robert Goss and the days Privateer spent (in the 1970's) in Port Townsend. Ted thus became an important part of our gathering information about *Mahdee's* history, too. We've sent countless folks with an old boat in need of good lumber over to Edensaw Woods: knowing that Ted would help them along the way with just the right thing.

Anna Nasset wrote in *Three Sheets Northwest* "Fair Winds to Our Captain Ted Pike"

"There are some lives that are impossible to sum up in words, and Ted's is one of them. His reach was as vast as his love and zest for life. There is a giant "Ted" shaped hole in the hearts of thousands. I will try to honor our dear friend — the great ancient mariner, mentor, father, husband, friend and best hugger in the world — in all his glory."

We will be forever thankful that Ted Pike came into our lives, with a pile of wood, and will remember his boatbuilding and sailing stories. He will be missed.

Connecticut Maritime Heritage Festival

September 11th-13th, 2015

The third annual Connecticut Maritime Heritage Festival was the most successful yet, with over 20,000 visitors attending the three-day event. This year the festival celebrated the Coast Guard's 225th anniversary with dockside tours of visiting ships and many shore side events. The 175-foot Coast Guard buoy tender *Ida Lewis* welcomed visitors for dockside tours, as well as the 338 foot high speed naval ship *Trenton*, and Rhode Island's new flagship *Oliver Hazard Perry*. As part of the educational mission of the festival, the

Perry embarked with thirty high school students from New London and Groton on a five-day sail training program.



While the *Oliver Hazard Perry* was the largest sailing vessel to attend, schooner *Columbia* was the show stopper. Several thousand visitors came to City Pier to view this gleaming beauty as she lay dockside, and hundreds more had the incomparable experience of seeing her under sail.

The highlight of the event was the schooner race held off the mouth of the Thames River on Saturday afternoon. Nine schooners raced the six mile course in light southeast winds. Capt. Seth Salzmann led the fleet on the classic *When and If* most of the way, only to be caught by Capt. Karl Joyner on *Columbia* in an exhilarating finish. Capt. Nicholas Alley sailed defending champion *Brilliant* to a close third. Sailing home, the entire fleet received a refreshing water salute from the fireboat *John J. Harvey*. For all who attended, it was a festival to remember! Mark your calendars: for 2016's Connecticut Maritime Heritage Festival is September 9th-11th!

Schooners attending the third annual Connecticut Maritime Heritage Festival:

- Adventurer
- Amistad
- Brilliant

- Columbia
- Defiance
- Lettie G. Howard
- Mary E
- Mystic Whaler
- When and If

10th Annual Cambridge Schooner Rendezvous 2015

October 23-25, 2015



This is year's Cambridge Schooner Rendezvous was well attended with a total of 21 boats. We had eleven schooners, nine classic sailing craft and a NOAA research vessel. Attendees began arriving on the 21st and by Friday evening a full house. From the American Schooner Association we had: *Mystic Whaler*, *Adventurer 65*, *Adventure*, *Edlyn Rose*, *Prom Queen*, *Summerwind* and *Isa Lei*. Other schooners attending were: *Lady Maryland*, *E.E. Moore*, *Heron* and *Jolly Dolphin*. There was also a turn out of five classic boats from the Cutts and Case Yard in Oxford, MD. As each boat arrives it is met and assisted to its assigned dock space and receives a Welcome bags were prepared by Paula Worthington. This bag contains not only information about the event and the city but an assortment of items that no boat should be without.

The Rendezvous started on Friday with an educational component in which over 150 children from the Hurlock and Choptank Elementary Schools were exposed to schooners and maritime trade and history. The students also visited the *Vigilant Crew*, a re-enactor organization that specializes in the American Colonial Period. Most of the children had never been on a boat, much less one the size of *Mystic Whaler* and *Lady Maryland*. Needless to say John Eginton and Sara Herard and their crews did a wonderful job of educating them while at the same time giving them an enjoyable experience. The *Vigilant Crew* demonstrated many of the skills used by the early settlers in the Colonies.

Friday evening the Richardson Maritime Museum hosted a reception for the captains and crews of the participating vessels. This provided an opportunity for everybody to get to know each other and enjoy the heavy hor d'oervres provided by several restaurants and volunteers.

Saturday started with an opening ceremony at 10:00 starting with a cannon salute and the Chorus of Dorchester singing the *National Anthem* from the deck of the *Mystic Whaler*. This was followed by welcome speeches from past Commodore Roger Worthington and Cambridge's Mayor Victoria Jackson. During the day, and on Sunday over 2,500 people visited the rendezvous, toured the ships, took day sails and shopped from the vendors. As they did for the children on Friday the *Vigilant* crew ran a continuous demonstration of colonial life.

This event is sponsored jointly by the Richardson Museum and the Mid Atlantic Chapter of ASA and the City of Cambridge. However, it is the volunteer force that makes it all work. Operating under the aegis of the Richardson there are committees that handle publicity, vendors, music, food, dockage, site

preparation and coordination with Cambridge and Dorchester County. It is this volunteer force that really makes it all work. We are already planning for next year and are looking forward to making the 11th Cambridge Schooner Rendezvous even bigger and better.

Association Educational Grant Program

If you were at the last Annual Meeting you may remember the discussions about the Association directly supporting educational programs at schooner events. The Board was authorized by member vote to spend up to \$1000 on grants in 2015. The first \$500 grant was awarded to the Great Chesapeake Bay Schooner Race to help support the youth educational program so much a part of the race.

The Board has been working to formalize the grant program and has come up with the following guidelines:

- The total grant fund will be defined as half of the Association's operating income from the prior year
- Additional individual member donations will be added directly to the grant fund
- Grants will be distributed as \$500 grants
- The total amount and number of grants will be announced at each year's annual meeting
- The number of available grants will be published immediately after the annual meeting
- Any qualified organizations are invited to apply for a grant
- Grants will be awarded based on a grant submission and review process
- Grant awards are made at the sole discretion of the review committee
- Multiple grants may be awarded to one organization if unutilized grant money is available
- Grant awardees will be required to document the use of the grant funds to the review committee

There is obviously a lot of details behind these points that are still being worked out. Please send any ideas or concerns you may have about the process as outlined to Paul Gray (secretary@amschooner.org). If you are interested in serving on the Review Committee please let Paul know.

A full presentation of the Educational Grant Program will be made at the February Annual Meeting for member approval. Details will be emailed prior to the meeting.

Galveston Bay Schoonering



Texas member Leroy Naschke, Jr. reports that on Saturday June 3, four schooners, Sea Base Galveston's scow schooner, a Freedom, a Colvin designed schooner and Leroy's *Marigo*, met to race at Bolivar Roads, Galveston Bay, Texas.

Tomfoolery placed 1st, followed by *Marigo* and *Giselle*.

The race was scheduled to coincide with Galveston's Annual "Dickens on the Strand" holiday festival. Adding to the maritime flavor was the presence of the 1877 Barque *Elissa*.

This was the first of what we hope will be an annual event.

Photo ABOVE taken from Leroy's Nova Scotia built Schooner *Marigo*.

AMERICAN SCHOONER ASSOCIATION CLASSIFIEDS

Building Quality Traditional Sails Since 1947



LEE SAILS

Get Your Quote Today!

www.lesailsne.com
207.701.1421

Allen Insurance Financial

Let Us Protect Your Investment

Mystic Whaler

Chris Richmond
crichmond@allenif.com

An employee-owned company with offices in
Caldens, Rockford, Belfast and Southwest Harbor, Maine

AllenIF.com | (800) 439-4311

SMS Specialty Marine Solutions, Inc.
www.SMSDistributors.com

SMSDistributors.com
Save 5% with coupon code **ASA5**

Your Best Source for:

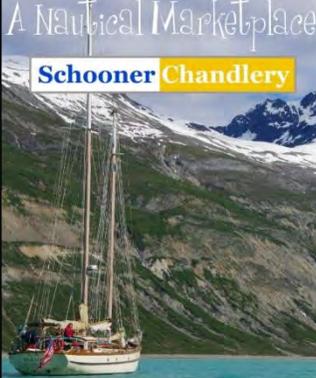
- Adhesives & Epoxy
- Compound, Polish & Wax
- Marine Paints & Varnish
- Paint Supplies
- Specialty Tools
- Sandpaper
- Safety Equipment

3M

Sales@SMSDistributors.com • 774-302-0445

A Nautical Marketplace

Schooner Chandlery



www.schoonerchandlery.com

Lee Sails
Zander Parker and Kate Kana
www.lesailsne.com
P.O. Box 153
Castine, ME 04421
207.701.1421



American Schooner Association
P.O. Box 484
Mystic, Connecticut 06355
www.amschooner.org
e-mail: asa@amschooner.org

ARE YOUR ASA DUES CURRENT?