



WING & WING

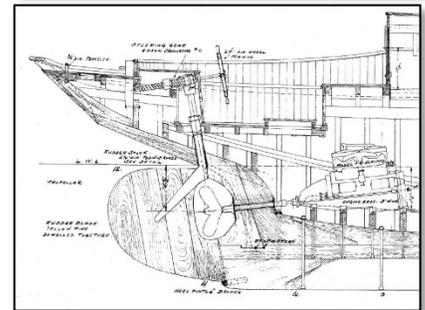
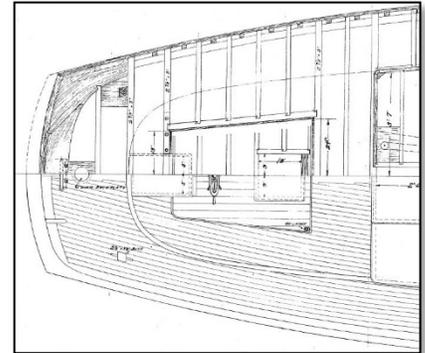
The Official Newsletter of the American Schooner Association

Volume LIII Number 1 – Winter 2017

Installing a Cockpit in 10 Easy Steps

~ By Peter and Sandy Thompson

Back in the day when they were designed, the naval architects at John G. Alden paid considerable attention to the layout and appearance of the cockpits in their boats. The cockpit is the focal point of sailing and social activities and it needed to be comfortable, efficient and attractive. Broad wells and seating arrangements were the norm, with an oval coaming that sloped from the cabin house curving gracefully around to a low point at the afterdeck centerline. In the case of the 309 design, the cockpit coaming was through bolted directly onto the deck and finished with an oval cap with a hand rounded elliptical section. In the 20s and 30s yacht yards had access to quality mahogany which simply is not available today. The original coaming was steam bent with the aft portion being split in the corner sections to accommodate the curve. They were often finished with vertical staving. In restoring such a structure, alternative construction methods are needed as green old growth Honduran mahogany for steam bending is simply unobtainable. Moreover, by the time the cockpit is in need of replacement, other issues are probably at hand that need to be addressed as part of the project. Construction of an oval cockpit coaming can be a considerable investment in time so it's important to make sure the project has a solid foundation that will last. This article presents an easy ten-step process to simplify the installation of a new oval cockpit.



STEP 1 Remove Old Cockpit. Logically the first step of course is to remove the old cockpit. Don't throw it away, it's a vital and useful pattern for the replacement. In our case we carefully removed the oval coaming cap to be re-used to the maximum extent possible which depends on how closely the two curves (old and new) match. These are our two rules. Use as much original vessel fabric as possible and don't throw anything away (or burn it) until the replacement has been installed. And don't be afraid to use deception when absolutely necessary. For example, if asked by your spouse "can the old cockpit coaming be restored

and reused?"; simply reply, "no". Then when asked, "won't it be complicated to make a new one?"; again just reply, "no, it's really quite easy, in fact it will be done in just 10 easy steps".

STEP 2 Remove Old Deck. There is no sense putting a new cockpit on an old deck so you might as well remove the deck. The steering gear will definitely be in the way so you might as well pull that too. While you are at it you may as well remove the entire deck. No sense looking at an ugly fore deck from your new cockpit. After 80 years, Sandy and I removed **Blackbird's** iron fastened painted white pine deck in just two weekends. As a cautionary note, it might be wise to get a magic marker and mark, number and photo-document where the original planks land at critical points such as deck hatches, carlins and bits. It's likely that the old timers tapered some of the planks by slight amounts (1/16, to 1/8 inch) to land them properly in the king planks. Over several plank runs this can cause alignment problems if you don't account for these subtle tapers and dimensional changes when you lay the new deck. For this job you will need a magic marker, pry bars, hammers, camera, a saws all and a good sense of humor for what you might find hidden beneath.



STEP 3 Install New Deck Beams. Hopefully when you started planning your cockpit replacement you remembered to locate and order enough air dried white oak to replace your deck beams. Make a crown pattern from the largest beam and carefully measure and document the location, layout and dimension of all your deck hatches. If your deck is true and fair you can probably use your old deck beams as patterns but check them against the master pattern. This will take a little more time than removing the deck, but you will be well pleased with the outcome. You will need a pencil, measuring tape, square, a band saw, a thickness planer, a compass plane, a drill, a bung

cutter, chisels, a pull saw, red lead paint, some wrenches and a big box of carriage bolts.

STEP 4 Install New Deck. Once again hopefully you planned for and acquired lumber for the new deck. If your old deck was teak, it will be a little more expensive.

Blackbird's deck was a sprung deck with painted vertical grain white pine. After locating an old growth log, Viking Lumber cut the vertical grain planks for a mere \$1,600. The original deck lasted 80 years, was tight and did not deteriorate much from the iron fasteners. This part of the project will require a pencil, air dried planking stock, a thickness planer, router table for milling caulking bevels, table saw, electric drill, a bit and brace, screws, a dog for supervision, cotton, lots of blue tape, buckets of black goop, and your wife if she has taken possession of your favorite caulking irons.



STEP 5 Build Mold. This is a critical part that requires that you record careful measurements of the original cockpit, recognizing it was steam bent in place and probably not perfectly symmetrical. Don't worry about the camber of the deck, that will be fitted on the boat later. Just build a good solid plywood platform to frame your mold. Make the mold taller than required so you have extra cockpit coaming to cut down to the final size. This is a good afternoon project outside in the sun. A second set of hands to hold the studs while you fasten them in place is a good idea. What you will need for this part is a pencil, a tape measure, some two by fours, plywood, a screw gun, and approval from the dog for the beer.



STEP 6 Cut Veneer. This is one of the most enjoyable parts of the project because you really don't have to do much except hunt for a nice piece of mahogany, and spend money which most boat owners love to do. We called around and found a good old stick of very straight Hondo that was probably old growth and had been leaning against a wall in the lumber yard for two decades. So we bought it for about 700 bucks, half of which we dutifully turned into sawdust. Luckily the folks who helped on this project, mainly Joe Lowell, knew a local guy who would cut the rough veneer for a case of Bud Lite. The rough veneers were then sent off to be thickness sanded for an additional 600 bucks. What you will need for this part of the project is a pickup truck, a case of Bud Lite and permission from the dog to give beer away to strangers.



STEP 7 Put Veneer on Mold, Glue and Clamp. This is the fun part. The trick is to get a whole bunch of other peoples clamps after you explain they are going to get covered with epoxy. (Just burn the epoxy off the clamps and threads with a torch followed by a little oil and they will be as good as new). This cockpit was built with four layers of 6mm Meranti hardwood plywood (as the core) with matching grain veneer inside and out. Each Meranti layer is scarfed together to go around the entire mold in one piece allowing one feet extra on each side. The base of the mold is covered with medium density fiberboard (MDX) to provide a smooth inner surface. The final veneer layer is backed with an outer layer of MDX for smooth clamping. Clamps are placed on vertical staves from the top and bottom of the mold on 12 inch centers and epoxy is used as the glue. Don't clamp too tight or you will make indentations. The epoxy is mixed thin with only a little low density filler for a little extra viscosity and brushed on each layer with rollers and brushes. The inner veneer layer goes on first followed by the first two Meranti

core layers and is allowed to cure. This is followed with two more Meranti layers and after they have cured and are faired, the final veneer is glued and held in place by an outer layer of MDX for clamping. You will not need a pencil or a dog, just lots of rubber gloves, epoxy, 4-inch rollers, clamps, and a torch to clean the clamps after the work is done.

STEP 8 Remove and Install.

The cockpit is now removed from the mold and placed back on the boat for fitting. Spile



the bottom first, cut and fit, then once the bottom fits the deck camber, fit the ends where they attach to the cabin trunk. The last step is to cut the sloping curve and bolt it down on the deck through the underlying deck beams. For this you will need a pencil, a small block of wood, a jig saw, a belt sander, a drill, a jig to align and drill bolts, and a little luck to miss the screws in the deck.



STEP 9 Fit Coaming Cap and Finish.

The cockpit is now ready to be competed and finished. The cap is made up with a square recess cut out on the bottom that fits over the coaming. This is easily done with a small rabbet plane, chisel, and a Fein sander with a cutting blade. When rounding the edge of the coaming cap its OK to start with a router, but finish the curve elliptically by hand or it will end up looking store bought and not something hand crafted in the 20s. Bring the new wood down slowly to match the originals if this is restoration work. The cap is then bedded down with a healthy dab of boatyard bedding compound, screwed and bunged. Be kind to the next owner, don't use rubber goop here in case it ever needs to come apart again 80 years from now. Follow this with a little varnish. In the case of **Blackbird**, we re-used about half of the original coaming cap, and all of the trim around the edge of the seats. For this part of the project you will need a pencil, rabbet plane, chisels, a drill, some screws, boatyard bedding compound and a good dab of patience.

STEP 10 Enjoy.

The cockpit is now ready to be enjoyed. So invite a bunch of people on board and put up some sails. When a winch handle gets pulled out too fast and dings the mahogany, or a line gets pulled like a saw across the cap where a bronze rub strip should have been installed, relax its ok, we call that patina. In another 80 years it will need to get replaced anyway, so enjoy it. For this part of the project all you will need is a crew, libations and a little wind.



ASA Annual Meeting Minutes – 4 February 2017

~ By Paul Gray, Treasurer & Secretary

Meeting called to order by Commodore Paul Brabazon at 1005hrs, 4 February 2017

A moment of silence was held in remembrance of recently deceased members, Dave Simon and Kevin O’Cuilinn. A member also mentioned the passing of Kay Ellis.

Introductions

- Traditional “all hands” introductions followed. Dana Hewson of Mystic Seaport made some brief welcoming remarks and informed the membership that they would receive 50% discount on entrance to the new exhibit hall.

Old Business

2016 Annual Meeting Minutes

- Commodore Brabazon called for a motion to approve minutes as published in *Wing & Wing* and corrected
- A motion was made to approve, was seconded and approved by the membership.

Report

Treasurer’s report – presented; Commodore Brabazon called for a motion to approve, motion made, seconded and approved

Secretary’s report – presented; Commodore Brabazon called for a motion to approve, motion made, seconded and approved

Quartermasters report – presented; Commodore Brabazon called for a motion to approve, motion made, seconded and approved

Educational Grant Committee Report

Committee Chair Pat Brabazon gave an update on the activities of the Educational Grant Committee.

- Two Applications received in 2016, GCBSR & Cambridge Schooner Rendezvous

- Available Funds: \$1829.95, \$1399.95 – ASA Allocation, \$430 – Individual Donations
- Grants Awarded - \$500 each to GCBSR & CSR
- Funding: \$430 from donations, \$570 from the Association,
- Balance Forward - \$829.95
- 2017 ASA Allocation – 960.40
- 2017 Donations - \$105.00
- 2017 Available - \$1895.35

Allen Insurance Program

- Chris Richmond, Allen Insurance – spoke briefly about the insurance program with Allen Insurance. A portion of proceeds will be donated to the Educational Fund.

New Business

- Survey – request membership fill out survey of the association and meeting survey. Please fill out and turn in at the end of the meeting. A request was made to have the survey posted on-line. BOG will look into ways to do so.

Vote on New Slate of Officers

- Paul Brabazon - Commodore
- Stefan Edick - Vice Commodore
- Mary Kay Taylor - Rear Commodore
- Paul Gray - Treasurer
- Paul Gray - Secretary
- Susan Sodon- Editor, “Wing & Wing”

Motion was made, seconded, voted and approved.

Mid-Atlantic Chapter Report

- Bill Carton presented a brief report on the activities of the MAC.

Gulf of Maine Chapter Report

- Peter Thompson presented an overview of chapter activities. GOM will be planning an “assault” on the

Nova Scotia Race week August 7 with a number of boats from the New England area traveling to Nova Scotia.

Events

Brief overviews of the following 2017 events were made by the following people:

- GCBSR, Steve Briggs
- Wooden Boat Show – Bill Carton
- Provincetown Festival – Cheryl Andrews
- Gloucester Schooner Festival – Daisy Nell Collinson
- Block Island Schooner Festival - John Eginton
- Cambridge Schooner Rendezvous – Paul Brabazon

Open to the Floor

Commodore Paul Brabazon open the meeting to any questions and comments from the membership.

Paul Morse spoke about a new schooner class to be held during Nantucket Sail Race Week during the Opera house cup-races August 17th

Paul Carroll spoke about a new non-profit organization, Spirit of Tradition schooners, that will be a co-op based on the Chesapeake. Base membership is \$4800 year. Initial high-value members will pay for the construction of three vessels on a “repayment” basis. Vessels will not be subject to charter regulations as the Coast Guard considers them under “private ownership.”

Mary Anne McQuillan spoke briefly about the progress on **Ernestina-Morrissey** and mentioned they had received a matching grant.

Fred Sterner mentioned there was a partially constructed Dan Moreland owned 48’ schooner for sale in Lunenburg, NS.

Zander Parker mentioned that Maine Maritime Academy’s **schooner Bowdoin**, had new decks laid. The Academy is looking for internationally licensed masters.

Peter reviewed events during the commodore-ship of Jim Cassidy that resulted in the formation of chapters (with assistance from John Moorshead) and initiation of

membership drives at the Wooden Boat Show and Maine Boat Builders Show. These recruitment efforts reversed a decline in membership during the late 1990s. The growth in membership required the annual meeting be moved to the current larger room; it became a catered buffet since the restaurant lacked seating capacity. It had been the custom that members would have lunch on their own. It was the intent of the then BOG that the buffet be offered at cost to the members and in the initial year the price of the meal was subsidized from the general fund.

Peter noted that the real challenge to growth was retention of the new members; required getting them to the meeting and the Gala (started by ex-Commodore Alex Rhineland) and allowing them to develop connections and friendships. The member strategy was to keep the meeting cost down as low as possible to encourage all new members, especially younger members, to attend. For these reasons the buffet lunch and the meeting were and should remain separate in funding sources and that any member in good standing upon paying dues has always had the right to attend the annual business meeting, regardless of whether that member participated in the buffet luncheon.

Peter shared his opinion that the annual meeting luncheon should not be used as a source of revenue for offsetting costs of the meeting as the dues were always intended to cover the cost of the meeting room and morning coffee.

The ASA should consider other avenues for active recruitment of new members and revenues such as different levels of sustaining memberships that could be recognized by publication in the member directory and/or **Wing & Wing**. Crew level membership??

Also noted that with electronic distribution of **Wing & Wing**, the cost associated with a new member is virtually nothing. Should consider free memberships.

Warren Eginton – echoed Peter’s comments about multiple membership levels, including a sustaining membership,

Bill Hamilton – Commented that a key to any fundraising was to change from a 501c(7) Social Club designation to a 501c(3) Charitable Organization.

Jim Lobdell – Commented on the fact the many private vessels were having difficulties finding crews. He was looking for suggestions as to how we can connect younger people interested in crewing on boats. Duncan Hood, Paul Morse, Jim DeReynier all shared idea on creating a crew registry of some sort within the ASA.

Al Bezanson – Commented on the continued increase in Facebook activity and ASA “friends.”

Awards

Rendezvous Awards

- The Gloucester Schooner Festival Rendezvous Award was presented to Peter Thompson in recognition of his work on restoring **Blackbird**
- The Great Chesapeake Bay Schooner Race Rendezvous Award was presented to Dan Naor of Baltimore Marine Center for his extensive support of the race. The award was

accepted on his behalf by Nan Nawrocki.

Voyager Award

- The Association Voyager Award was presented posthumously to Jamie Weisman for his extensive travels on **Perception**. The Award was accepted by his wife Laura and son Nathaniel Weisman.

American Schooner Association Award

- The American Schooner Association Award was given to Sam Hoyt in acknowledgement of his many, many years of service to the Association. Sam was unable to attend the meeting due to health issues. The award was accepted on his behalf by Vernon Brady.

Commodore Paul Brabazon called for a motion to end the meeting. Motion was made, seconded and approved.

Meeting was adjourned at 11:58.

The presentation done at the annual meeting is available at <http://www.AmSchooner.org>.

Progress on Ernestina-Morrissey

~ By Mary Anne McQuillan,
secretary SEMA

The new year brought exciting news to **Ernestina-Morrissey** on both the fundraising and rehabilitation fronts.

The **schooner Ernestina-Morrissey** Association, Inc. (SEMA) has received a \$375,000 1:1 challenge grant from The Manton Foundation. The funding will support the final stage of the three year, \$6.3 million-dollar restoration/rehabilitation of the historic **schooner Ernestina-Morrissey**.

Julius Britto, President of SEMA, stated; “We are enormously grateful to The Manton Foundation for approving this most generous grant at such a critical stage in our campaign. The challenge gives SEMA a

powerful catalyst to raise the \$750,000 needed to complete the project. We are also grateful to the Commonwealth of Massachusetts and numerous private donors who already contributed \$5,550,000 to the project, ongoing since 2015.”

The Schooner Ernestina Commission received the most recent rehabilitation report from the shipyard that the hull is completely framed and the work will now turn to the deck frames. Additional crew will be added to the project as the decking and planking proceeds.

Upon completion of this hull renovation project, currently underway at Boothbay Harbor Shipyard in Maine, the hull will meet Coast Guard standards for an “Ocean License,” a necessary requirement for the Massachusetts Maritime Academy to add the vessel to its fleet. Thus, the **Ernestina-**



Morrissey can begin yet another chapter in her remarkable life: training new generations of mariners, continuing to provide public programming, and serving as a sailing ambassador for the Commonwealth and our maritime heritage.



The **Ernestina-Morrissey** is a National Historic Landmark Vessel and the Official Vessel of the

Commonwealth of Massachusetts. She was launched in Essex, Massachusetts in 1894 as a Grand Banks dory fishing schooner and subsequently made 20 voyages as an Arctic exploration vessel under the legendary Captain Bob Bartlett. The **Ernestina-Morrissey** was then purchased by Captain Henrique Mendes, who used her as a trans-Atlantic and inter-island Cape Verde packet. She was rebuilt and presented to the United



In January there were just a few frames left to join the new keel to the foredeck and a few frames forward and amidships left to raise. By the end of February the framing was done.

(All photo credits, Harold Burnhan)

States and the Commonwealth of Massachusetts by the Republic of Cape Verde as a living symbol of the connections between the two countries, and served as an ambassador for the Commonwealth, a sail training vessel, and sea classroom before becoming a shore side exhibit in New Bedford.

Check our website for more photos www.ernestina.org and catch up with Facebook at

<https://www.facebook.com/SchoonerErnestinaMorrisseyAssociation/>

Anyone interested in helping SEMA meet the match should contact Mary Anne McQuillan at maryanne@ernestina.org or visit www.ernestina.org



The framing crew, rightfully proud of their work!: David Short, Project Manager. Rear, Left to right Chris Alderman, Willy Leathers, Levi Johnston, Chris O' Reilly, David Thorpe, and Eric Graves, BHS President.

Thank You to the ASA!

~ By Nan Nawrocki and Duncan Hood

On behalf of the Board of Directors for the Great Chesapeake Bay Schooner Race (GCBSR) I would like to express our sincere gratitude for the grant provided by the American Schooner Association.

The grant program is a wonderful way to help boost the opportunities for those organizations that support youth education. The mission of the GCBSR is to promote public awareness and youth education of the Chesapeake Bay's Maritime heritage and to encourage preservation and improvement of the Chesapeake Bay's natural resources.

As many of you already know GCBSR founder, Captain Lane Briggs, wanted the GCBSR to be more than just a race with a party at each end. The steering committees in both Baltimore and Portsmouth host a hands-on local education day dockside at each city. Programming is designed to give students a chance to learn about our maritime heritage and the responsibility they have to be good stewards of our precious natural resource, the Chesapeake Bay.

More than 200 students in both cities have the opportunity to climb on board and talk with the crews. Each schooner has its own special story. The students are broken into groups and rotate between several of the vessels that have volunteered to support the programs. Each schooner offers something different. Some are full time education vessels like the **A. J. Meerwald** and have a program in place that they share with the students. Captain Jesse Briggs offered this feedback.



The **A. J. Meerwald** has participated in the education programs every year. We are a strong believer in the value of hands on education. Having students on board, many of which have never been on a boat is what we are about. The students have a chance to raise a sail, learn about their watershed, and look at plankton. There are other schooners both private and nonprofit that participate in these education programs. We are glad to participate in these programs and hope that more vessels and students can participate.

Others are privately owned and can share their personal experience as to how they came to own a schooner rather than any other kind of boat, what's different about a schooner that makes it so special. Captain Dan Hall, **schooner Apella** volunteered for the first time this past year. We are always excited when we have new vessels that volunteer to help.

This year was the first time I'd participated in the education program. One of my crew, Mike Ritenour (a schooner captain in his own right), tag-teamed with me in talking to the kids about such things as sailing the race, what

distinguishes schooners from other sailboats and what distinguishes **Apella** from other schooners, but what seemed to catch the kids' interest the most was when we talked about what it was like to live on a boat, full time and year-round (I've lived aboard **Apella** for almost eight years now).

YOU BET I'll be back for the race again next October, and I wouldn't miss talking to the kids via the education program either; that was just way too much fun!

Many of the vessels involved have captains or crew that live aboard and they can talk about how that is such an amazing experience. They all talk about the responsibility we all have to keep our Bay clean and offer some suggestions on how the students can help.

The students only have a few hours to visit the vessels and time goes quickly since they often have lots of questions. Each student is provided a lunch and a special GCBSR T-shirt to help remind them of their experience when they get home. The ASA grant helps to support the cost of both transportation and lunches for these students.

Do You Always Raise the Main First?

~ Captain Nicholas Alley

Captain Stefan Edick tells the story of a fella who walked up to the boat in Gloucester and asks, "do you always raise the main first?" And then goes on to explain that in the old days they never set the main first, preferring to get out of the harbor under fore and staysail before putting the big one up.

The story reminds me that there was a time when I always raised the mainsail first, especially when I was younger and sailing mostly sloops. Times have changed and these days I am just as likely follow the words of the old schoonerman and get out of the harbor before setting the big one. This is especially true running **Brilliant**, where we have a smaller crew and often a new green group on board. The real answer is "It depends on what you are trying to do."

We try to sail **Brilliant** as traditionally as possible and do as much maneuvering under sail, instead of engine, as possible. This not only keeps the skills alive, but helps us keep nine teenagers active. And given the boats that I have run over the years, you don't always have a working engine. Besides, **Brilliant** is easier to anchor under sail anyway.

Anchoring under sail can be pretty straightforward, especially if you plan ahead and practice in a large open harbor. You sail in, come head to wind, get your head sails off and sheet in your main to act like a wind vane. While the crew scrambles around clearing the fore deck, you wait for some sternway and let go the anchor before you get

going too fast. Having the anchor fetch up with two knots of sternway will set the anchor well, but the boat might not be connected to it afterwards. Preparation is the key to success here; we often take in the fore and staysail while sailing in to reduce the speed and variables while keeping a balanced sail plan. It also helps to have the anchor swung and ready to drop. You actually have a decent amount of time to get things cleaned up while the boat slows down and begins to back before letting go the anchor. This is especially true with **Brilliant**, who likes to speed up to nine knots as you make your approach into the that cute little harbor. Going from nine knots ahead to slow astern gives you plenty of time to make sure you're where you want to be.

Sailing off the anchor can be a little different. After too many times praying for the boat to fall off while dumping mainsheet and crying for the crew to "get the jib on her so we can steer," I started thinking about where I was going before setting sail. Up wind, sure set the main, you'll need the drive and can luff to control speed. Reaching, well how fast do you want to go? In moderate or heavy winds we will often set a foresail luffing, heave back the anchor and set a staysail or jib. Back winding the sail will send her off on the desired tack. Downwind, the mainsail can be a liability. Having to organize a gybe while stowing the anchor and clearing the foredeck of whatever came up on the anchor while reminding the crew to wind the rope clockwise around the turny thing can be a

little stressful, why bother? Soon you'll be clear of the harbor and then you can set them all.

One of the joys of the schooner rig is the many sail plans you can set for the various winds, desired courses and crew experience. A reefed main, fore, staysail and small jib are great for going to windward in a fresh breeze, take in the jib if the wind builds or take the fore if you don't want to send someone out on the widow maker. Running or reaching in a blow is amazingly comfortable under fore and staysail. No one has to leave the cockpit to tend sail and without the main set, steering is easy in spite of the following seas. In light winds you can set all kinds of cool stuff.

Obviously, every boat and crew is different. What we do on **Brilliant** might not work on other boats. What worked on the **Harvey Gamage** did not necessarily work on **Spirit of Massachusetts**. But by trying different things we continue to learn new and cool stuff that our boats will do and of course the stuff that didn't work out to well. Don't be afraid to try new stuff and ask others what they do. I've never met a schooner bum who didn't like to talk about boats and how to sail them.

See you out there, Nicholas

Upwind with the fisherman and a # two jib keep **Brilliant** moving well. Falling off to a reach allows us to use the # one jib (the Big one!) and even the gollywobbler which replaces the fisherman and the foresail and weighs about 3 ounces. It also leaves these cool spider web wisps of thread all over the place. Last but not least is the drifter, a reaching spinnaker that will fill in a teacup of wind. That is a lot of options! Some better suited to more experienced crew, some easy and bullet proof. But at the end of the day it is one of the things that make the schooner rig so great.

Governor Stone Winter 2016/2017



CALLING ALL WRITERS (and PHOTOGRAPHERS)
Do you have a passion for writing, informing and educating (and in some cases, entertaining)? Are you a writer with your finger on the pulse of what the upwardly mobile schooner owner and/or advocate (to include sailors and boaters of all sorts) wants to read?

The American Schooner Association (ASA) Newsletter, *W&W*, is looking for articles from writers, bloggers and photographers for the summer 2017 issue (June/July).

Please submit your articles, photos, blogs, etc., to Susan A. Sodon, ASA Editor

susan.sodon@gmail.com or
editor@amschooner.org

We look forward to reading your valuable contributions.

Some "wintery" pictures of activity on the National Historic Landmark **schooner Governor Stone** located in Historic St. Andrews, FL. We are pleased to say that we have had our First Saturday Work Days and Second Saturday Sails in November, December, January and February (2 sails this month due to interest from the "snow birds" that escape the northern winters).

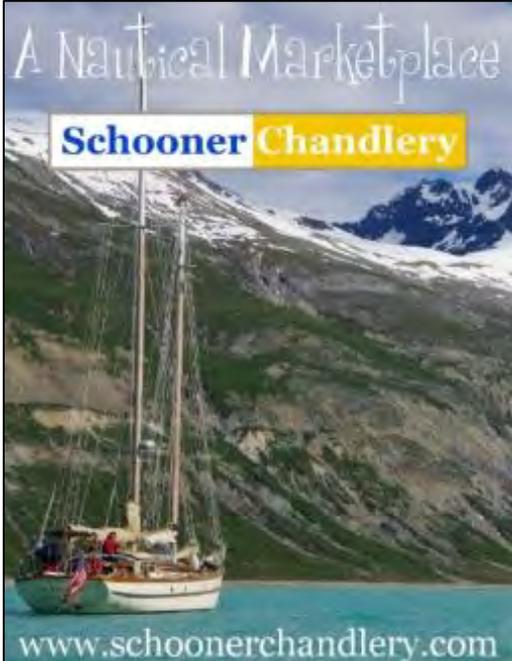
We welcome any of our northern schooner friends to come join us during the winter months!

Kay J. Cherry, President
Friends of the Governor Stone, Inc.

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