

A Long Lost Wianno Senior is re-discovered.

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Wianno Senior Class Historian

At the end of June this year, a woman named Lauren Ockene contacted the Wianno Senior Class Association via email, saying that her father, Dr. Ira S. Ockene, owns a boat in Harpswell, Maine that he believes to be a Wianno Senior. Dr. Ockene had bought the boat at a fireman's auction in Harpswell Maine in 1996 and had been informed at that time that it was a Wianno Senior. The Ockene's asked the class if we might be able to help confirm that they did in fact have a Wianno Senior, as Lauren, after reading through Stan Grayson's comprehensive centennial book on the Wianno Seniors, doubted her father's assertion, as his boat looked nothing like any of the boats shown in the book. I emailed Lauren back, saying the only Wianno I ever knew of in Harpswell, ME was hull #5, which I had been informed had been broken up in 1992. I sent her a photo of hull #5 anyway on the off chance that maybe she hadn't been broken up.

I received an email back the next day from Lauren with a photo of her father's. **(Photo #1)** There was significant doubt now that it was indeed a Wianno Senior, as the photo, in all reality, looked nothing like a Wianno Senior. The boat had been fiberglassed, the hull shape was similar, but with more freeboard. The boat had a bowsprit, an inboard motor, lifelines, a much larger/taller cabin, a boom gallows, and most interestingly it had wheel steering. I was also told by Lauren that the boat had a keel, but no centerboard or centerboard box. The rig however, to my eye, looked about right for a Wianno Senior. I wondered if maybe it was a home-built boat with the sailing rig originating from a dismantled Wianno Senior. At this time, I was unsure of what this boat was, and didn't give it much more thought. Lauren informed me that she said she would be in Maine the following week and could get onboard the boat and get me some further detailed photos. I said that would be great and left it at that.

On July 14th, I received a text from Lauren, saying she was on the boat with her husband David, and did I want photos of anything specific. I asked her for a few general shots to start with, and she started sending them. I then began to direct Lauren on what to photograph to help with the identification. I first asked for details on the mast track, sail slides, and boom/gaff hardware. A lot of the aspects were spot on for early Wianno Senior hardware, just with some changes made to the boom attachments. **(Photo #2)** That confirmed to me that the rig did indeed likely originate out of an early Wianno Senior. I next asked her for some internal construction detail photos. Particularly the interior bow framework, interior transom construction, and photos of how the frames joined the keel/stem/deadwood construction, as Crosby's construction technique had the frames pocketed into the keel assembly. When Lauren next sent me the photos of the bow and stern framework **(Photo #3 & #4)**, I was shocked. It had the trademark pocketed frames, confirming the boat was built by Crosby's. Also having studied the construction on my own #73 and photographing many other existing Wianno Seniors over the past 15 years, I immediately recognized the hull construction. This boat was indeed an extensively modified Wianno Senior! Fascinating! I further asked Lauren while she was onboard to check around the base of the mast for any markings, as many of the early Wiannos had their hull number stamped somewhere around the base of the mast. Unfortunately, no luck on that front. I still didn't know which boat this might be, but based on what I had seen, this was indeed an early Wianno Senior. Likely built prior to World War 2. The modifications/alterations on the boat were older, and it was obvious the boat had been in this configuration for many years. I asked Lauren via text if any paperwork existed for the boat, and she said she would be back home in a week or so where the file folder was and would send me what she had.

Lauren again reached out to me on July 20th, with the file folder in hand. She sent me photos of all the documents her family had on the boat, including copies of two different marine surveys. Both marine surveys confirmed the framing was the size and dimensions used on Wianno Seniors. One survey, from 1996, stated the boat was a 1954 Wianno Senior, and the other survey stated it was a 1938 Wianno Senior. I knew both those dates were incorrect, as Crosby's didn't build any Wianno Seniors in either 1938 or 1954. These years may have been guesswork on the surveyor's end. Lauren next sent me a photo of the purchase and sales agreement from the Orr's Bailey's Island Fire Department. The only description in that document listed the boat as a "1938 sloop named "Caitlin". This did not help pinpoint a potential build year either as it again stated the incorrect date of 1938. However, another document did have other interesting information, including the donor's name, John Moore, of Orrs Island, Maine. **(Photo #5)** Lauren then surprised me, as she had managed to find John Moore! John was still alive, and still lived in the area. Lauren called him, talked with him briefly, and told him to expect a call from me, and then passed along his info. Now I had a significant lead to get some more background on this boat. I gave John Moore a call and spent about a half an hour on the phone with him and got his story on the boat.

In 1979/1980, John had been working on restoring a Herreshoff sailboat at a boatyard in Amesbury, MA on the Merrimack River. John, realizing the Herreshoff was a bit too small for his needs, inquired about this semi-abandoned sailboat he had seen sitting in the yard. The boat had been covered, but had sat untouched for 2-3 years. The yard told him the owner used to sail the boat a lot and would cruise up and down the east coast with it, but always come back and store the boat at the yard. One spring, he just never returned. The yard informed John that the boat was essentially owned by the yard for overdue storage bills, as all their attempts to contact the owner had been "returned to sender". John took the cover off and thought to himself that the boat looked a lot like a Wianno Senior after having recently seen JFK's Victura (1932 hull #94) at the Kennedy library. If in fact it was a Wianno Senior, John realized it had been extensively modified/alterd from the original configuration, and had been turned into much more of a cruising boat. The modifications that had been made to the boat included raised decks, installation of an inboard motor, removal of the centerboard and centerboard box, a new redesigned cabin had been added, and the helm changed from a tiller to a wheel. John made a deal to buy the boat in 1981 on the condition that the sale would only pass if the motor ran, and if the motor ran, he was required to remove the boat from the boatyard property. The motor fired right up, and John bought the boat for around \$1,800 on the spot. John then had the boat transported to his backyard. John did recall that the name on the stern when he bought the boat was rather odd, something along the lines of "Uncle Joe". John and his family renamed the boat "Caitlin". **(Photo #6)** John moved the boat up to Orrs Island in Maine and sailed her until the summer of 1995. In the fall of 1995, John was transferred for 5 years to work outside Chicago. Realizing commuting to Maine each weekend to sail the boat was a major hassle, he donated Caitlin in 1996 to the Orr's Bailey's Island Fire Dept for their yearly local Auction in September of that year. It was at that exact auction that Dr. Ira Ockene, the current owner, purchased the boat.

One of the first things Dr. Ockene did to the boat was to have her surveyed. Dr. Ockene also decided early on to remove her old motor, which was a Volvo Penta diesel model MD-2, as the motor was only made between 1964-1967, and parts were becoming hard to find. Dr. Ockene replaced the old Volvo with a 2-cylinder Yanmar. Dr. Ockene also renamed her from "Caitlin", to "El Viejo Volando", which translates to "The Old Flying One". The Ockene family has maintained the boat in her good condition since then, and they have actively sailed her every year.

With no further leads on the background history of this boat, I dug into my archived records on the older Wianno Seniors, trying to come up with a theory on which boat this might be. When Jamie Hess' master fleet list was published in November 1976, only 6 boats were left unaccounted for. I theorized that Dr. Ockene's boat was likely one of those 6 boats, but first I wanted to check the timelines on a few other boats on Jamie's list that had been noted as having been modified. Of the other modified boats in Jamie's list, none of the timelines fit, so I was quickly able to remove all of them from the potential candidate list, narrowing the list back down to the original 6 unaccounted for boats. Using this information, my to date researched ownership history of this modified boat, and the fact that it was not really recognizable as such, I concluded that this boat must be one of the 6 boats Jamie Hess was unable to locate. I then reviewed the documented details I had pertaining to those 6 boats were.

~ Hull #1 - 1914 - "Sirocco", owned by Dr. Thomas J. Anglem of Squantum, MA. Sold in 1961, whereabouts unknown since. (Hull #1 always sailed as #37 after 1917) A letter addressed to the Hyannis Port Yacht Club in 1959 from Dr. Anglem described #37 as "for sale" in good shape, and on a mooring off his house in Squantum, MA. Of the most interest in the letter is the noted installation of an Inboard Arnolt Sea-Mite engine. Based on location and timeframe, #1 is a potential match. **(Photo #7)**

~ Hull #31 - 1917 - "Riptide", owned by Ralph H. Lincoln in Manchester, MA. Last record is in 1957 when according to notes by Bill Crosby, the boat was seen at Crocker's Boat Yard in 1957 in poor condition. Based on location and timeframe, #31 is a potential match.

~ Hull #50 - 1923 - "Good News", owner unknown, last seen at Brown's Boat Basin in Nassau Bahamas in 1960. Later confirmed wrecked in 1966 during a storm off New Providence in the Bahamas. With #50 being destroyed by a storm in 1966, this candidate is thus eliminated from the list.

~ Hull #64 - 1924 - "Natanis", owned by P. J. W. Diller in Huntington Long Island. Last recorded in the 1935 Wianno Senior Fleet list. Unconfirmed rumors have her still sailing in Mill Reef Antigua, but no proof to substantiate that rumor has been found. Disregarding that rumor, #64, based on location and timeframe, #64 is a highly unlikely match.

~ Hull #66 - 1927 - "Missy", owned by Martin Hird in Sea Bright, NJ. No record since 1955. A potential buyer claims she was still in the Sea Bright Area up until the early to mid 1970's. Based on the location and timeframe, #66 is a highly unlikely match.

~ Hull #104 - 1936 - "Hawk", owner unknown, last seen at Lee's Yacht Harbor in Portsmouth, VA in 1973. In 2013, the fate of #104 was discovered. #104 was purchased by Douglas M. Armstrong from Virginia Beach, VA circa 1973, a restoration was started, but later abandoned, and #104 was broken up in the owner's backyard in Virginia Beach in 1978. With #104 confirmed to be broken up, this eliminates her from the candidate list.

With the list of potential candidates now down to only four possibilities, and with only two of them being realistic matches, I started to look more into what I knew on both #1, and #31. With there being no documented proof that #31 was ever modified from the original design, I began to speculate that the Ockene's boat may indeed be the long lost hull #1. Diving into the history of #1, I knew there was definitive proof that the boat later in life did indeed have an inboard motor, as it is stated in Dr. Anglem's 1959 letter. Further notes in my file, compiled by C. Mitchell Daniel, who was an early professional skipper onboard many Wiannos, including #1, #5, and #22, talks about sailing #1 with owner Mary Parlett **(Photo #8)**, and knowing the boat well. It was also noted by Mr. Daniel, that #1 always sailed as #37, and that both himself, Mary Parlett, and Bill Crosby were all aware of this fact. The note also goes on to mention that #1 was constructed originally with engine beds, and a cockpit access hatch. Reportedly, the engine, shaft aperture, and shaft log were never installed **(Photo #9)**. Based on these notes, and the fact that by the 1950's, hull #1 is documented to have had an engine installed, I believe this modified Wianno Senior named "El Viejo Volando", owned by Dr. Ira S. Ockene in Harpswell, Maine is most likely to be the long-lost hull #1. The timeline fits, and the engine evidence is a big supporter. At the time Dr. Ockene

purchased the boat in 1996, it had a rare model Volvo Penta diesel. This model Volvo Penta was only made between the years of 1964 and 1967. Although not the same motor that #1 had installed in the 1950's, it is not unusual for an old boat to have a newer motor retrofitted during the vessel's lifespan. It's true this motor could have been a used motor, installed later, but if I take the production dates of this motor into consideration, I surmise this motor was installed around the same timeframe the boat was modified to its current configuration. With the modified deck being built of plywood, and the fastenings on the raised frame portions showing significant age, I am of the belief that this boat was modified sometime in the mid 1960's, around the same time that that Volvo Penta diesel motor was installed. If these modifications did indeed occur during the 1960's, it certainly explains the fact that Jamie Hess could not find the boat in 1976, as it would not have been readily recognizable as a Wianno Senior. Another fact to consider is that #1 was last seen in Squantum Massachusetts in 1961, and this modified boat was first noted in Amesbury, MA in 1978/1979. Geographically, the town of Squantum and the town of Amesbury are only about 50 miles apart, and both are near a significant body of water. The boat could have easily been transported this distance or could have sailed this distance. At this point, the facts seemed to support the possibility that Dr. Ockene's boat was indeed hull #1, but I decided that to come to any more conclusions, I had to personally lay my eyes on the boat and compare what I might see to what I had discovered thus far.

I began to work directly with Lauren to determine when the boat would be hauled out of the water for the season, as it would be the most beneficial to me to view it out of the water so I could get a detailed look at the hull and underbody. Various texts went back and forth over the next several months working on figuring out logistics for this visit. I knew I had to be in Maine the last weekend of October for a previous commitment, and I figured that would be a good time to try and see Dr. Ockene's boat, so I reached out to Lauren about viewing the boat on Sunday October 29th. This led to more conversations, as Lauren wanted to be available for this, but couldn't be on that weekend, and that was the only realistic weekend for me to view the boat. Lauren then put me in touch with the folks who maintain the boat for her father, and I began to coordinate with them for my visit. On Wednesday October 25th, I got a message from the yard saying the boat had been hauled, and the street address of where to find it in Freeport Maine. I now had a committed date to look over this boat and was looking forward to hopefully getting some more details on which Wianno Senior it may be.

When I first pulled into the storage yard on Sunday and first laid eyes on the boat, I was somewhat surprised to see that below the waterline, except for the changes made to incorporate the inboard motor, Dr. Ockene's boat really did resemble a Wianno Senior (**Photo #10**). The rudder was identical (**Photo #11**), and the keel shape was just about spot on. The raised portion of the hull also strongly resembled a Wianno Senior sheerline, although obviously taller (**Photo #12**). I now understood how John Moore recognized the hull shape as likely being a Wianno Senior when he first saw the boat back in 1979. The deck and cabin, however, was definitely NOT Wianno Senior. The cabin had some minor similarities, but that's where the similarities ended. The only other thing that I could tell was Wianno Senior from the exterior, was the mast boom and gaff, which I already knew from earlier photos from Lauren. With permission granted previously from both Lauren, and the folks at the storage yard, I climbed aboard the boat. Once aboard, I started to look at the construction details, and there was no doubt it was a modified Wianno Senior. I started looking at the mast for any stamped markings or numbers, as I knew Crosby's sometimes stamped the numbers in there, but unfortunately, no luck. This didn't surprise me, the markings could have been sanded off over years of maintenance, or maybe the mast was replaced at some point. A stamped number in the mast would have been nice but would have made it too easy! Once I got down below in the cabin, and crawled up into the bow, I determined the boat was planked with cypress planks, and fastened with iron boat nails, both characteristics dated the boat to being built prior to 1930. Cypress planking has a distinct grain, very different from the grain of mahogany used on later built boats. The

irons fastenings were even easier, telltale rust streaks everywhere! Now I was 100% confident this was a pre-1930 Wianno Senior, putting its hull number within the first 100 built boats. Working my way aft, I next looked at the mast step, which appeared to be original, and in the original location. Further confirmation came when I pulled the cabin floorboards up, it proved the boat had a centerboard box, but it had been removed long ago and the slot plugged (**Photo #13**). I unfortunately could not determine whether the centerboard box had been removed before, or after the original engine installation. The documents I had regarding hull #1's engine in the 1950's did not state anything about the centerboard box having been removed to accommodate the motor, so I couldn't draw any conclusions here. Looking more at the engine installation, I focused on the engine beds in the boat, which looked quite old, and possibly original (**Photo #14**). The construction of the engine beds, the way the beds lay atop the hull frames, and the way they are attached to the floor frames in the boat do indeed support the idea that they could be original equipment. In the stern, I investigated the compartment around the rudder post, and saw the tiller, tiller may not be original, but the mounting hardware sure was! The tiller was now obviously now kept as a spare with the boat having been converted to wheel steering. Further investigation around the stern compartment I saw where the original hull frames terminated, and where the frames extensions were added (**Photo #15**). The line between the original hull section and the raised section was obvious in this area. Looking closely at the spars on the boat also proved helpful. The mast and boom appeared original, the gaff was also quite old, it looked newer than the mast and boom, but it was still old. The mast lacked the telltale signs of ever having the hardware for flying a spinnaker, or for mounting running backstays, all further evidence of a very early built Wianno Senior. One of the most interesting aspects of the boat was the boom, it looked very old, and did not appear to be Sitka spruce. Whatever material it was made of was full of small knots in the wood (**Photo #16**). Allegedly, the spars for the first several Wianno Seniors were sourced from trees on the wood lot on Grand Island in Osterville, while I can not confirm this claim, the boom on this boat was not made from clean wood, it sure supports the possibly of being sourced originally from locally grown timbers from Grand Island.

What I now knew for sure was Dr. Ockene's boat was a significantly modified, unrecognizable, pre-1930 Wianno Senior, that has been undocumented since the 1978/1979 timeframe. These facts strongly support the idea that this boat was not discovered by Jamie Hess prior to his 1976 master list. Looking back to the possible candidates list, I was now 100% certain Dr. Ockene's boat was either hull #1, or hull #31. Regarding hull #31, there is no documented proof that #31 was modified from the original design, and at the time of her disappearance in 1957, it was noted #31 was in poor condition. I find it highly likely that hull #31 was destroyed not long after she was last seen in 1957. While hull #31's fate is not a known fact, I do not believe Dr. Ockene's boat to be hull #31. That leaves hull #1 the only remaining potential match. Now I had to review all the information I had gathered related to hull #1, including historical notes, lists & records, the now documented history of Dr. Ockene's boat, the documented history of hull #1, and my own findings on Dr. Ockene's boat. While there is no definitive proof that concludes Dr. Ockene's boat is indeed hull #1, there is also no definitive proof denying it either. With all the findings seemingly supporting the claim, I am confident now that Dr. Ockene's boat is indeed, the long lost Wianno Senior hull #1. After 62 years of being listed as "missing" by the class, presumed lost forever, Wianno Senior hull #1 appears to have survived all this time, giving pleasure to her owners, and has now come full circle, back into the records of the Wianno Senior Class. Welcome back hull #1, and congrats Dr. Ockene on owning a significant piece of Wianno Senior history!



Photo #1: This is the first photo I received from Lauren Ockene of her father's boat.



Photo #2: The gaff & sail hardware. Definitely Wianno Senior.



Photo #3 – Bow Framework



Photo #4 – Stern framework & rudder post

Ira S. Ockene

June 25, 1997

I enclose the fees as instructed by your office. John Moore gave this boat to the Fire Dept, & I bought it at their auction. John tells me it was built in 1954, although the papers say 1938, which may be an error. I have renamed the boat. It has an inboard 18 H.P. diesel engine, approximately 30 years old (that model engine was only made 1964-7).

please call if any questions

Thank you

Ira Ockene

REG # is ME 6439F - dated 1995
(not in water last year)

Photo #5 – A photo of a letter from Ira Ockene describing the purchase of the boat from John Moore



Photo #6 – Caitlin, when owned by John Moore in Orr's Island, ME

August 7, 1959

Hyannisport Yacht Club
Hyannisport
Massachusetts

Dear Sirs:

Will you be kind enough to post this on your bulletin board?

FOR SALE

Wianno Senior, No. 37, equipped with an Arnolt Seamite auxiliary engine. The boat is in excellent condition and has two sets of serviceable sails in good condition.

The boat is ready to sail, and can be seen at its mooring in back of my house at 82 Crabtree Road, Squantum, Mass. Telephone No. Granite 9-7982.

Sincerely yours,

Dr. Anglem

PAY TO THE ORDER OF
HYANNIS TRUST COMPANY
HYANNIS, MASS.
HYANNISPORT YACHT CLUB
HYANNISPORT YACHT CLUB

TJA/reb

Photo #7 – Letter to Hyannis Port YC from Dr. Anglem about #37..



Photo #8 – Hull #1, sailing as #37 when owned by Mary Parlett circa 1940's.

EARLY SENIORS NOTES by C. Mitchell Daniel

1 – FIDDLER, OWNED BY MARY PARLETT, SKIPPER WAS FRED SCUDDER, ALL THE TIME I KNEW MARY. BOAT WAS ALWAYS SAILED AS SAIL NUMBER # 37. BOTH MY FATHER AND MAX CROSBY KNEW ABOUT THE NUMBER. SHE WAS BUILT WITH ENGINE BEDS AND HATCH IN COCKPIT FOR ACCESS TO ENGINE. THE ENGINE, SHAFT, RUDDER APERTURE OR DEADWOOD APERTURE WERE NEVER INSTALLED. MY FATHER AND I BOTH FELT THAT THIS BOAT WAS A SLIGHTLY DIFFERENT DESIGN; WAS REALLY FASTER CLOSE FOOTED IN A HARD BREEZE.

Photo #9 – Notes by C. Mitchell Daniel describing hull #1.



Photo #10 – Dr. Ockene's boat hauled out, Freeport, ME. My first view of the boat.



Photo #11 – The Rudder of Dr. Ockene's boat. No doubt a Wianno Senior rudder.



Photo #12 – Starboard side view of Dr. Ockene's boat. Hull shape matches a Wianno Senior.

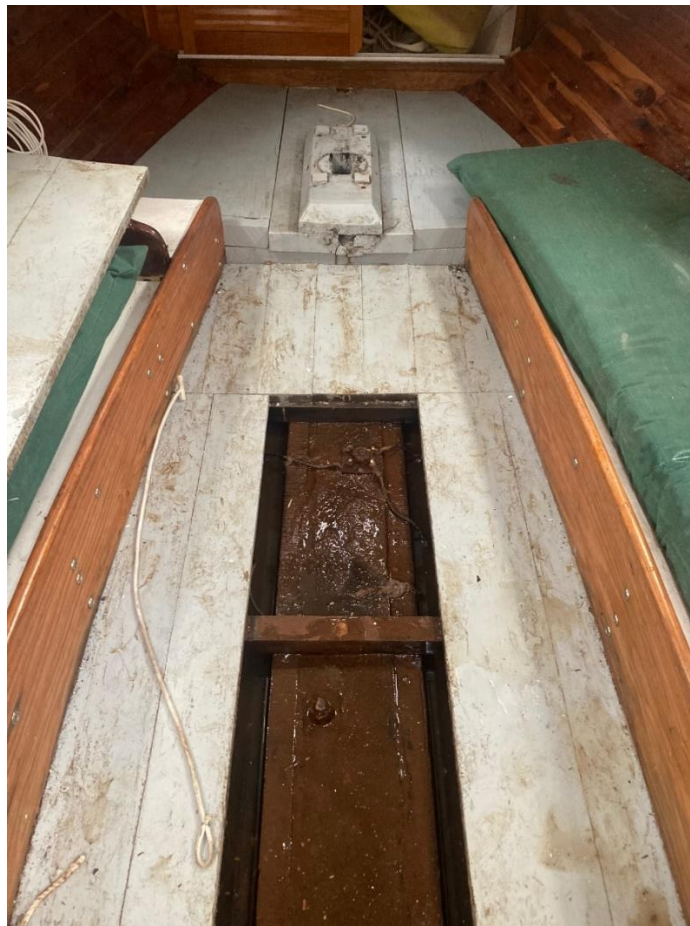


Photo #13 – Mast step location and location of original centerboard box in Dr. Ockene's boat.



Photo #14 – Rear of Starboard engine bed in Dr. Ockene's boat fastened to floor frame.



Photo #15 – Stern quarter showing original frame height, and original hull height.



Photo #16 – Boom on Dr. Ockene's boat showing 3 visible knots.