A.J. Meerwald — New Jersey’s Tall Ship
Authentically restored 1928 Delaware Bay Oyster Schooner, owned and operated by the Bayshore Center at Bivalve

Specifications

• Big Schooner — a type of sailing vessel with two or more masts with sails that are fore-and-aft (in line). Mainmast is taller than the Foremast
• Gaff-rigged: sails framed by wood on three sides
• Bald headed: lacks topmasts
• Masts: 68' Mainmast and 65’ Foremast
• Sparred length: 115’ from bowsprit to end of main boom
• Length on deck: 85’
• Load waterline length: 78’3”
• Beam: 22’5” wide
• Draft: 6’ of the hull is in the water, 12’ if the centerboard is down
• Freeboard: 3’6” distance from the waterline to the deck level
• Sail area: 3,562 square feet
• Construction (wooden): hull – white oak, deck – cedar, spars – Douglas fir (masts, booms, bowsprit)
• Weight: 57 tons gross registered tonnage or 114,000 pounds. That’s the equivalent of 28 cars!

Go Sailing Aboard
New Jersey’s Tall Ship, the A.J. Meerwald!

Join us for a public, educational, or charter sail

Call for more information or visit us online for the latest Go Sailing schedule.

(856) 785-2060 or bayshorecenter.org

The mission of Bayshore Center at Bivalve is to advance the understanding of the human impact on New Jersey’s aquatic environment through education, advocacy, and programming.

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Follow the History of the A.J. Meerwald from the Roaring 20s to Today

The Roaring 20s
1928-1929 “New Style” oyster schooners, like the A.J. Meerwald, are built around the Maurice and Cohansey Rivers to make improvements to schooner design.

1928 Brothers Augustus “Gus” and William “Bill” Meerwald contract with Stowman & Sons Shipyard in Dorchester, NJ, to build the schooner A.J. Meerwald.

The boat is named after their father, A.J. Meerwald, with Stowman & Sons Shipyard in Dorchester, NJ, to build the schooner A.J. Meerwald.

August 31, 1928 The schooner A.J. Meerwald is launched.

New Jersey produces one third of all U.S. oysters. 1929

Enduring the Great Depression — 1930s
1932-1939 Hard times fall upon the Meerwald family. On July 23, 1935, the U.S. Maritime sells the A.J. Meerwald at auction to repay creditors.

Augustus and William’s wives, Edna and Florence, purchase the boat from Texas-Pacific Realty Co. with backing from their parents, Augustus and William’s wives, Edna and Florence. They plan to restore her to sail.

1936-1942 The A.J. Meerwald is inactive and tied up in Dennis Creek.

1938 The Roaring 20s — Wartime Mobilization — 1940s
1936-1942 Augustus and William’s wives, Edna and Florence, purchase the boat from Texas-Pacific Realty Co. with backing from their parents. Edna and Florence purchase the boat from Texas-Pacific Realty Co. with backing from their parents.

Wartime Mobilization — 1940s
1942-1943 USCG 86001-F & The Clyde A. Phillips

1945 Delaware Bay schooners convert from sail to engine power to improve efficiency and address the labor shortage caused by the war.

1946-1948 Clyde A. Phillips has multiple owners and falls into disrepair.

1949 Cornelius “Nicky” Campbell and Albert F. Mollinkopf purchase the boat and convert her to power. Major outfitting including metal decking and ball shunting. All of the equipment adds 10 tons of extra weight.

1957 — MSX
The oyster industry is devastated by MSX, a protozoan parasite.

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Environmental Reckonings — 1950s & 1960s
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1960 — Oysters MSX mortality is low and oyster abundance improves since 1957.

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September 1966 John M. Candy finds the Clyde A. Phillips in Maryland and purchases her. He plans to restore her to sail.

1970s – Automation
The oyster industry introduces a self-dumping dredge and automated culling systems.

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