



WING & WING

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The Official Newsletter of the American Schooner Association

American Schooner Association Meets; Ties with Nova Scotia Group Formed

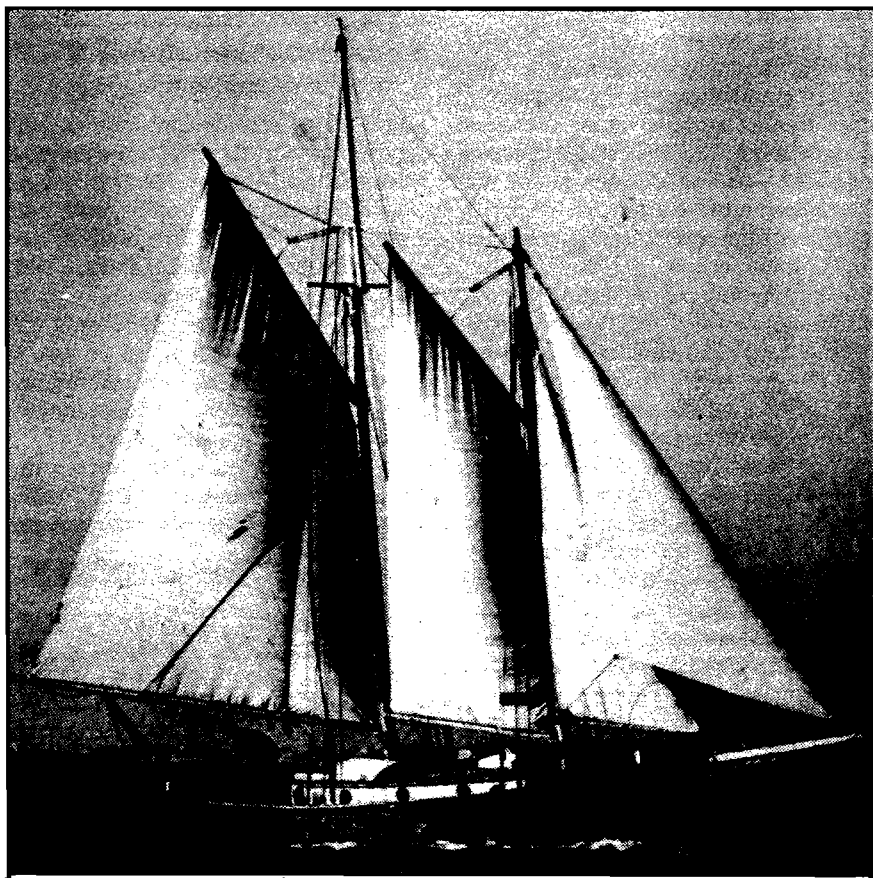
Mystic Seaport once again hosted ASA's annual meeting, and 45 members and guests made the scene. Featured among the guests were Ralph and Julie Tingley of Halifax, Nova Scotia, representing the Nova Scotia Schooner Association.

Chief items of business included the election of Jim Lobdell of Martha's Vineyard as commodore, and the selection of George H. Stadel, Jr., of Stamford, CT, as the recipient of the American Schooner Association Award for 1983. David Mowen of Mountain Lakes, NJ was elected rear commodore while Pete Phillipps and Sam Hoyt retained their positions as vice commodore and secretary/treasurer respectively.

This meeting marked the onset of a period of active participation by the Association in the schedule of events for traditional vessels. In addition to activating communications with the Nova Scotia Schooner Association, the Ad Hoc Committee on Traditional Boats Events took steps to prepare for a symposium in early spring. The committee will set guidelines in certain areas of these events that, it is felt, need discussion. The sponsors of all of these events will then be invited to the symposium at which, it is hoped, a consensus on the items will be reached. The ultimate goal is to make the events more popular and consistent in the rules which govern them.

The secretary of the Nova Scotia Schooner Association, Ralph Tingley acknowledged the need for closer cooperation between his group and the American Schooner Association. He and his wife attended the meeting in response to an invitation from the secretary. Ralph expressed the wish that some American schooners would come to Nova Scotia in

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ADIOS, 30 foot Stadel Schooner. Over 50 boats were built to this design in the 1930's.

ASA Award to George Stadel

On January 29, 1983 the members of the American Schooner Association unanimously voted to present the 1983 ASA Award to George H. Stadel, Jr. for his lifelong contribution, both as a designer and boatbuilder, to schooners and traditional yachts.

Although a resident of Stamford, Connecticut all his working life, Mr. Stadel was actually born in St. Louis in 1906. His family moved to Stamford when he was three and he grew up on the waterfront at a time when Stamford had a number of quality boatyards doing yacht work. He became interested in schooners almost from the start and through contact with the commodore of the Stamford

Yacht Club learned of the many small schooners being built in Nova Scotia. He traveled there on numerous occasions in the early 1930s and worked closely with Vernon Langille, one of the foremost builders in the Lunenburg-Tancook Island area.

He also learned much from Thomas F. McManus, the remarkable fishing schooner designer from Boston. Stadel traveled many times to the McManus home in Milton, Massachusetts, where Capt. McManus passed along much of the knowledge and experience gained in over thirty years as a designer. Stadel's latter design work showed much influence

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STARBOARD TACK

Spring is the season of renewal, of rebirth. Whether that brings to mind the blossoming of nature's forests and meadows or the buzzing of power sanders in a cold boatyard rather depends on one's perspective. In either case, now is a good time to pause for a moment, just before the snow melts, and reflect a bit on the past season before we get all caught up in planning for the next one.

Our first editorial for WING & WING dealt with safety, sportsmanship and the need to "play by the rules" if Schooner Racing was to continue to be both fun and challenging. The 1982 Racing Season did prove to be considerably safer than many and we hope this is a trend. Sportsmanship sadly seems to be lagging a bit further behind.

We are sure that many, if not most, of our members have a fair quota of aggravation in their normal business lives. Going to the marina to work on the boat or take her for a sail is supposed to represent a break from the hassles of life. Going to a schooner race should be even one step better—competing with old friends and meeting some new ones. Some of the races this past year, however, made us seriously question whether it was worth the trip just to listen to the quarrels surrounding several protests. It may not have been widespread but it certainly was loud. When someone violates the rules, a protest is made, the Race Committee makes a judgement and that's it. Nothing more, nothing less. We are supposed to be a country of laws. It's a pity some people can't accept that simple fact. Arguing with and insulting a fellow competitor or the Race Committee only serves to diminish everyone's enjoyment of a fine sport. Ungentlemanly behavior such as this has cost the ASA valuable member-

1983 OFFICERS

COMMODORE
James H. Lobdell

VICE COMMODORE
Peter Phillipps

REAR COMMODORE
David Mowen

SECRETARY-TREASURER
Sam Hoyt

NEWSLETTER
EDITOR: Vern Brady
GRAPHICS: Linda Brady

ship, support we can ill afford to lose. It tarnishes our image and discourages participants from returning. It will result in at least one schooner not being invited to several events in 1983. This is not the direction in which we should be moving.

Let us rededicate ourselves to making sportsmanship, as well as seamanship, one of the trademarks of the American Schooner Association.

—VB

Schooner Association Meets

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July 1983 to help celebrate the anniversary of the arrival in that province of the Loyalists. He thought that five or six Canadian schooners would come south for events in 1984. Ralph brought along some great posters of BLUENOSE which he handed out to members.

It was the consensus of the membership that a new supply of burgees be ordered, and the secretary is exploring various suppliers to obtain the best quality burgee at the best price.

Following the meeting, there was a luncheon in the Seamen's Inne. Through

A Legend in Its Own Time



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G. Colin Ratsey, V. Pres.
Fred E. Benco, President

the courtesy and cooperation of the Seaport, Irving Johnson's historic film "PEKING Battles Cape Horn" was shown by Biff Bowker, who also promised to show his coasting schooner films following next year's meeting.

In what is becoming an annual institution, all members were invited to Brian and Elaine Beckwith's home in Oakdale following the meeting, and the festivities lasted well into the evening.

—Sam Hoyt

SCHEDULE OF EVENTS-1983

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| July 5 | American Sail Training events, Long Island and Block Island Sounds, contact ASTA, Newport, RI. |
| July 9 | Douglastown, NY, Windjammer Race, Douglaston, NY, contact Henry Hock (212) 229-0935 |
| July 9 | New London Race, Long Island Sound, contact Brian Beckwith (203) 447-1751. |
| July 23-24 | Mystic Antique and Classic Boat Rendezvous, Mystic, CT, contact Mystic Seaport (203) 572-0711. |
| July 25-30 | Nova Scotia Schooner Association events, Lunenburg and Shelburne, Nova Scotia, contact Ralph Tingley, (902) 823-3014. |
| July 30 | Schooner Cove Invitational, Stamford, CT, contact Scott Schiller (203) 323-8888. |
| August | Opera House Race, Nantucket, MA, contact Chick Walsh at the Opera House Saloon. |
| Sept. 3 | Classic Yacht Regatta, Newport, RI. |
| Sept. 9-11 | Essex Traditional Vessel Weekend, Essex, CT, contact Linda Terry (203) 526-3604. |
| Sept. 24 | Mystic Seaport Schooner Race, Mystic, CT, contact Mystic Seaport (203) 572-0711. |
| October 8 | Mayor's Trophy, South Street Seaport Museum, New York City, contact Lalande Keeshan (212) 669-9400. |