



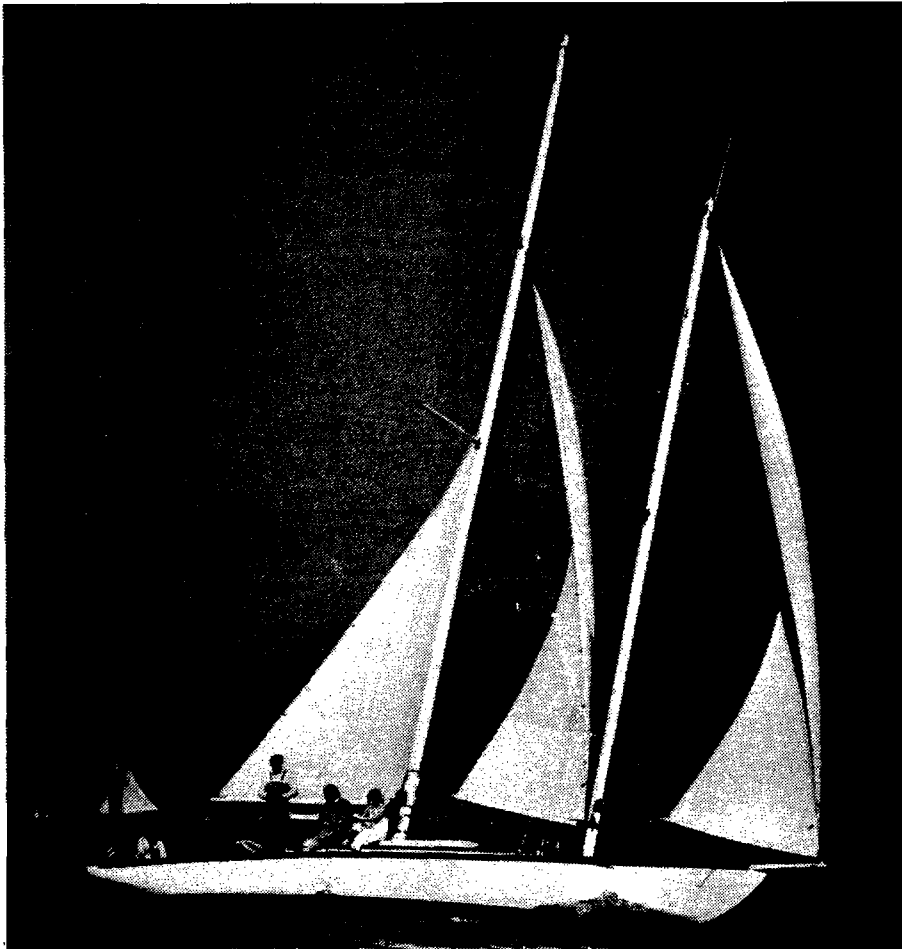
# WING & WING

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**The Official Newsletter of the American Schooner Association**

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FORTUNE

Photo by Jeff Colquhoun

## FORTUNE WINS MOUNT GAY CUP

The winds that blew for Mystic held all week and provided a wild ride for boats coming down the Sound to New York. It was the second straight year that the Mayor's Trophy race, sponsored by the South Street Seaport Museum, had been sailed in a northeaster.

This year's race was subsidized by the friendly people from Mount Gay rum, a product of passing acquaintance to some of the participants. And the new trophy put up by Mount Gay would be decided in this race. Those in contention? You guessed it, FORTUNE and BOUNDING HOME. WHITE WING was the only other schooner that sailed in enough races to qualify. But Dave Mowen just didn't sail fast enough this year.

This 17th annual Mayor's Trophy race also featured a controversial new course. After a start off the Battery, the turning mark was just north of the Verrazano Narrows bridge. The second leg was back to the finish, leaving Governor's Island to port by sailing up the narrow Buttermilk Channel, and finishing in the East River off the Seaport piers.

After a confusing postponement, class A got off in very light winds but with a favorable tide. Class B followed 15 minutes later. The wind at times dropped to virtually nothing and those boats that could drift faster took the lead.

VOYAGER, at times running wing and wing, actually reached the mark first. FORTUNE was second around followed by BOUNDING HOME. By rounding near the leaders in class A, EBB TIDE was rapidly eliminating any doubt as to who would win the Mayor's Trophy.

The second class B schooner around was WHITE WING, followed by TOTEM and TYEHEE, another gaff rigger which had run wing and wing for part of the first leg.

Local knowledge loomed large as the second leg progressed. Although FOR-

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## ASA ATTRACTS NEW MEMBERS

The "census" articles in *WoodenBoat* and *Soundings* have attracted some new members, who include:

Freya Boat Charters, Bill Jackson, managing partner, of Anacortes, Wash. They built and own the SOPHIA CHRISTINA, a 64' gaff topsail schooner, built in 1982. She is a copy of the Lawlor designed pilot schooner LILLIE.

William and Ginnie Glass of Lakeville, Mass., own the 36' Sam Crocker designed marconi schooner PAGAN MOON, built in 1932 by Great Lakes Shipbuilding.

TERESINA didn't race but followed the fleet back up the Mystic River after the race. Bouglas and Teresa Heacock were immediately descended upon by a crazed individual waving membership forms, and the rest is history. TERESINA is a 39' Brewer designed marconi schooner and the Heacocks are from New Milford, CT.

Ronald Lankshear of Andover, Mass., owns THIRSTY MAJOR, a 45' Alden staysail schooner built by Calderwood in 1920. This boat sailed out of Port Washington, N.Y., for many years.

*Continued on page 5**Continued on page 4*

## STARBOARD TACK

Sailors and would-be Navigators soon learn that traditional seamanship demands a thorough knowledge of Times and Tides. Whether used in Celestial Navigation or merely coastal cruising, we must be acutely aware of such concepts as Greenwich Mean Time, Eastern Standard Time, Daylight Savings Time, etc. What many modern sailors fail to grasp, however, is that oldest of nautical traditions, Schooner Normal Time. Such neophytes to the world of Traditional Sailing are so out of touch with our historic traditions that they actually become upset when their boat is not in commission by the Fourth of July. They complain when Race Committees fail to supply entry forms until 7 days before an event. They cannot understand why theirs is the only vessel circling the Committee Boat at the appointed time in the futile hope of hearing the Warning Gun. Little do they know that Schooner Normal Time (SNT) dictates that no activity involving Traditional Vessels can possibly occur less than 20% later than originally planned.

The closest cultural approximation of SNT is the well known Caribbean phenomenon generally called Island Time. This no doubt stems from the inhabitants long time association with and dependance upon inter-island trading schooners. Island Time was, therefore, an inevitable development of SNT, although due to the free and easy access to certain strong native beverages (usually carried by schooner from Barbados or Jamaica) Island Time tends to run even later than SNT.

All this historical detail is presented for the benefit of our association's new members, who otherwise might become somewhat confused.

It should also lessen the guilt feelings experienced by older members whose traditional late payment of annual dues should be viewed in the context of SNT. It may also help to explain why you are sitting there in front of a nice warm fire, watching the snow coming down and reading your Fall issue of *Wing & Wing* which has only just arrived in the mail. Oh well... Merry Christmas!

— V.B.

## CLASSIC YACHT REGATTA

In just four short years the Museum of Yachting's Classic Yacht Regatta has become the highlight of the summer racing season for vintage boats on the East Coast. Partly due to its central location in Newport, Rhode Island and, more importantly, due to the first class organization and planning by the Museum's Race Committee the event has grown both in the quantity and quality of participation each year.

Held once again on Labor Day Weekend, the Museum added a number of shoreside activities to its agenda including a Nautical Flea Market and a champagne cocktail party sponsored by International Marine Publishing to launch their outstanding new book *John G. Alden and his Yacht Designs*. There was also ample free time for jaunts into Newport to soak up "the America's Cup scene." But the Regatta itself was the main activity, and after an early morning skippers' meeting, the fleet assembled just south of the Newport Bay Bridge for a course which would take them clockwise completely around Conanicut Island. The Schooner Class started first at 11:00 am sharp and in a light southerly breeze twelve boats began the long slow



ARIA

beat up East Passage. BOUNDING HOME, FORTUNE and MYA soon moved well ahead and Tom Schiller and Don Glassie began what was to become a season-long tacking duel. Playing the wind shifts as it bounced off the rocky hills, FORTUNE and BOUNDING HOME exchanged the lead repeatedly as the larger boats from Class A began to close up, and the final mile to the first mark saw the leading schooners tacking head to head with the Twelve Meter sloops AMERICAN EAGLE and NEFERTITI. BOUNDING HOME

rounded ahead of FORTUNE with MYA the only other schooner still in sight. The run down West Passage was plagued by even lighter and more changeable winds and a number of the larger boats seemed to bunch up, all searching for a favorable puff. GLEAM, COTTON BLOSSOM IV, MARINER, ESACPADE, HOBNOB and WHITE WINGS, among others, made it a spectacular drifting match. Fortunately, by the time the fleet struggled around the north end of the island, the afternoon southwester had begun to strengthen in earnest. FORTUNE got around ahead of BOUNDING HOME and for the final beat to the finish they engaged in a terrific tacking duel in a steady breeze that now had both boats with their decks awash.

As the leading schooners tried to stay up with the fleet and beat through the center span of the Bay Bridge, they were forced to share the channel with a large (and we do mean LARGE) container ship. Since neither skipper wanted to give ground it made for some exciting moments for both crews. At the finish line it was FORTUNE still holding her lead over BOUNDING HOME by one minute twenty-three seconds on Corrected Time. MYA came third some nine minutes later. The rest of the schooner fleet suffered badly from the light airs and too much windward work. But as they say "they finished Schooner or later." Final placings were HEART'S DESIRE fourth, GALATEA fifth, MADRIGAL sixth, and MOONSHINE seventh. BRILLIANT withdrew after missing a mark and the DNF's included ANNY VON HAMBURG, MARMION, ACTIVE and COMPASS ROSE. It was definitely a day well suited to light air boats, and this showed clearly in the distribution of the silverware. While the

### 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

67' Twelve Meter sloop GLEAM took the first to finish ATLANTIC Trophy, she was handily beaten for fleet honors by SECOND WIND, a 31' Manchester 1-boat, who carried home the SAPPHO Trophy for her efforts.

In what is becoming a tradition in itself, ARIA, a 32' Herreshoff sloop, won the Leiter Cup for best performance by a gaff-rigger for the fourth time running. Her fourth place finish in-fleet highlights her truly remarkable performance.

It was a great holiday weekend with some hard fought racing, and was a memorable time to be in Newport. The light airs that have been all to prevalent this summer and fall helped seal LIBERTY's fate and with the loss of AMERICA's Cup Newport may never be quite the same again. The town will still be the yachting capitol of the United States, however, and a race like the Classic Yacht Regatta can only serve to strengthen that claim.

— V.B.

## SEAWANHAKA CORINTHIAN RACE

The Seawanhaka Corinthian Yacht Club of Oyster Bay, Long Island, once again hosted their traditional wooden boat race on June 18, 1983. Held as early in the season as ever, many would-be entrants were still at the scraping and painting stage of spring fitting out, especially with the wet weather that had been prevalent. None the less a reasonable number of vessels managed to grope their way through the early morning fog and nestle up to one of the yacht club docks. With the wind non-existent, there was no sense of urgency to the day's activities, and visiting other boats and catching up on gossip with friends not seen since last season was a fine way to spend a foggy morning.

Eventually a Skipper's Meeting was held in the historic Trophy Room of the S.C.Y.C. and fingers were crossed in hopes of an afternoon breeze. When the Starting Gun finally sounded at 14:35 the Schooner Class started first and drifted/sailed its own course out toward Lloyd Point. From there it was dead downwind to the 2nd mark off Rocky Point and dead really described the wind and heat. The Race Committee mercifully decided to shorten the course by finishing at the 2nd mark, and Tom Schiller's BOUNDING HOME ghosted across the line first just as she had at the start. She was

followed at a respectable distance by Bud & Gail Woodworth's lovely Alden Schooner NILIRAGA and then PANDORIAN in 3rd place and HERANDIS fourth. This proved to be the final finishing position for the Schooners on corrected time. Of course, as soon as the race finished, a fresh Southwest breeze sprang up and all participants enjoyed the best sail of the day beating back to harbor for the awards party, which was held on the lawn of the Junior Clubhouse and was a delightful barbecue overlooking the fleet of yachts at anchor. It was an enjoyable finish to a pleasant day, hosted in a very gracious fashion by one of the oldest yacht clubs in New York.

— V.B.



*BOUNDING HOME: not your basic gunk-holer.*

## DOUGLSTON WINDJAMMER RACE

The Douglaston Yacht Squadron, organizers of the oldest East Coast event for traditional vessels, hosted their Nineteenth Annual Windjammer Race on July 9th.

Starting as usual in Little Neck Bay the fleet of nine boats was divided into two classes: 5 schooners, who were limited to working sails, and 4 traditional wooden yachts, who were allowed unlimited sail inventory. As the fleet ghosted along in light shifting southerly breezes towards the first mark at the south end of City Island, the leisurely pace gave the crews time to think of how many occasions vessels such as these had raced in this area which was once the hub of New York yachting activity. Here was a boat like BOUNDING HOME, still

racing in her fiftieth year, less than a quarter of a mile from her birthplace at Minnefords Yacht Yard. Or AQUILA, a Herreshoff New York Thirty, designed at the turn of the century and looking better than ever at the age of seventy eight.

As the winds gradually freshened and became more westerly, the sloops WHITE WINGS and SALTY under full genoas pulled out a healthy lead as they rounded the second mark near Execution Rocks lighthouse. The wind continued to strengthen and veer to the Northwest and all competitors enjoyed a glorious broad reach all the way home. With spinnakers flying WHITE WINGS and SALTY quickly disappeared from view and held those positions to the finish line, with Bob Stryker's immaculately maintained Alden fifty-footer earning the Windjammer Bowl for first in Class. Third place went to WIND SONG. In the schooner class BOUNDING HOME led the division by some twenty minutes when, true to her nickname, she ran aground not fifty yards from the finish line. Loosing steering control she missed the stake end of the finish line by some twenty feet and so never actually crossed. Eight and one half feet of draft and a Finish Line set in seven feet of water is a truly novel method of Performance Handicapping! NILIRAGA, with her centerboard safely cranked up, was very happy to inherit first place and she was followed by HERANDIS and PANDORIAN who enjoyed a delightfully vicious blanketing duel for most of the final leg. Last boat to finish was the 27 foot Atkin schooner MYTH, and for his perserverance Bob Kasindorf earned a bottle of Mount Gay rum. The awards party, hosted by Anne and Henry Hock, was a smashing success (i.e. most everyone got smashed!) and next year's race promises to be even better, with plans afoot to run a separate class for New York Thirty's. Now if they would only dredge that channel...

— V.B.

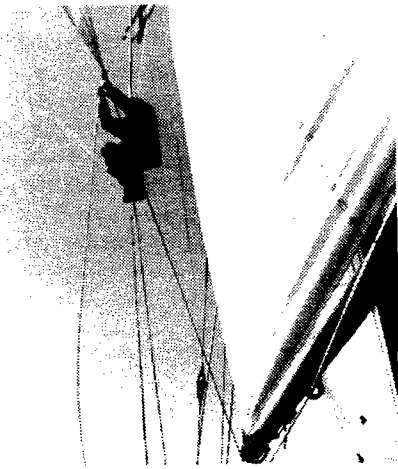
## SCHOONER COVE RACE

On July 30th the seventh annual Schooner Cove Race was held in Stamford, hosted as usual by Tom Schiller and the crew of BOUNDING HOME. A regrettably light turnout saw only five vessels take the start off bouy 32A in mid-Long Island Sound. Enjoying beautiful sunny weather and a lovely brisk Southwest wind of 10-15 knots,

BOUNDING HOME and Bob Stryker's 50 foot Alden sloop WHITE WINGS had a race long challenge for overall honors. BOUNDING HOME crossed the finish line first some three and one half minutes ahead of WHITE WINGS, but was not able to save her handicap time and so took 2nd in fleet but first in the schooner class. PANDORIAN claimed third overall, MYTH was fourth and HERANDIS finished fifth. The fantastic weather continued right through the outdoor awards party held on the docks near the old Schooner Cove Boatyard. The cookout was the usual great feast and the moderate number of participants meant that everyone had to eat and drink twice as much. We are proud to report that in the finest of Schooner Traditions, the crews were well up to the task!

— V.B.

Photo by Jeannette Hoyt



Sam Hoyt doing some mid-race re-rigging. Even secretaries sail occasionally.

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FORTUNE soon passed VOYAGER and had what seemed to be a substantial lead over BOUNDING HOME, Glassie lost the lead to Schiller who short-tacked up the Brooklyn shore. TYEHEE did the same thing and found herself in front of both WHITE WING and TOTEM.

By now, though, the leaders were approaching Buttermilk Channel, the narrow strait between Governor's Island and the Brooklyn shore and a popular commercial route for tugs, barges and other harbor denizens.

FORTUNE and BOUNDING HOME finished the summer as they had sailed it all year — in a tight tacking duel up the channel, into the East River and over the finish line. EBB TIDE followed with the Mayor's Trophy safe. Then came VOYAGER and, in another tight tacking duel, TOTEM, TYEHEE and a tug

pushing three barges. The tug was pointing higher.

Then the fun really started. FORTUNE hung on to finish first. As BOUNDING HOME was closing with the committee boat a minute or so later, the steamer MARTHA's VINEYARD, chartered as a spectator boat for the race, barged the finish line, forcing BOUNDING HOME to bear off as she crossed the line unseen by the race committee. The VINEYARD then proceeded up the East River and backed down right next to FORTUNE, which was trying to douse sail, putting Glassie and crew into a literal whirlpool.

After EBB TIDE and VOYAGER finished without apparent controversy, TOTEM and TYEHEE carried their tacking duel right up to the line with TOTEM leading TYEHEE across by less than a minute. The rest of the fleet was way back.

With this order of finish in mind, the trophy awards came as something of a surprise. FORTUNE and BOUNDING HOME took the first two spots in class A. MALABAR X, however, which finished roughly 40 minutes behind VOYAGER, somehow managed to save her time on the smaller boat and was awarded third in class A.

In class B, EBB TIDE's victory was no surprise as she won class and the Mayor's Trophy for fastest corrected time in the fleet. Second place was awarded to TOTEM, which somehow received a lower rating than the smaller TYEHEE. MYTH managed to save time on several boats and took third place.

MALABAR X (60 feet) also was awarded the Loomis Trophy for fastest gaff rigger, although she finished considerably behind VOYAGER (50 feet) and TYEHEE (36 feet).

The seamanship award was given to the committee boat, the British pilot cutter HERTA, and she did, hurta, that is. She was struck by the 130 foot VENDREDI 13, participating in the race under charter to the government of Quebec. Several persons on VENDREDI were injured, and the cutter lost her bowsprit and sprung a number of frames.

On a lighter note, Don Glassie of FORTUNE was awarded the first Mount Gay Trophy, which will be a model of FORTUNE built by the South Street Seaport Model Shop. He also was awarded a case of Mount Gay rum, which was eagerly received by his crew. Since the competition between FORTUNE and BOUNDING HOME was so

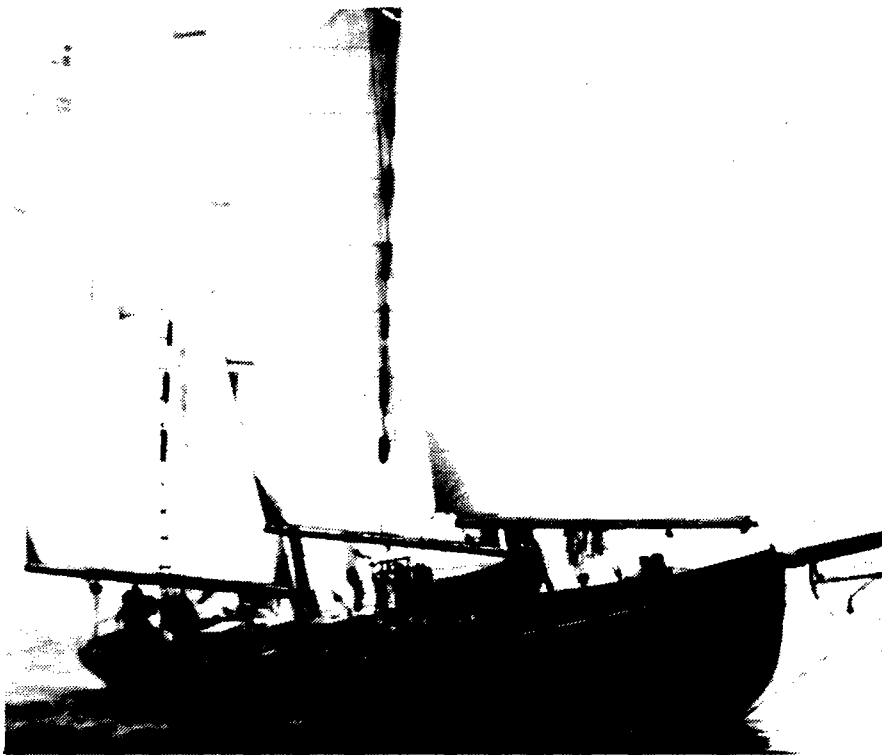
keen all summer, Tom Schiller was also presented with a case of Mount Gay, to help ease the "agony of defeat."

— Sam Hoyt

## ESSEX TRADITIONAL VESSEL WEEKEND

For the eighth time the Connecticut River Foundation hosted their Traditional Vessel Weekend in mid-September at the lovely riverfront town of Essex, Connecticut. The featured event was the deep water race for boats over 25 feet in length run as usual around Long Sand Shoal at the mouth of the Connecticut river. The schooners and gaffers that comprised Class I start first on a westerly beat on the north side of the shoal. Class II, made up of marconi rigged, plank-on-frame wooden boats followed the same course 15 minutes later. There was a strong west wind and, blowing against a flooding current, it made conditions quite lively. There was sincere sympathy for the heroic Race Committee as Duncan Syme's EBONY QUEEN did some real "holy rollin'" while anchored at the Starting Line. In Class I the crew of BOUNDING HOME looked forward to an easy race as arch-rival FORTUNE was a non-starter. They hadn't counted on ARIA, however, and it was the smallest boat in the class that rounded the first mark well ahead. Fresh from her success at Newport, Paul Bates' Herreshoff designed Buzzards Bay 25 made it look easy as she worked efficiently to windward with her simple gaff sloop rig.

Once around the mark, the reaching power of the schooners became obvious and, setting her huge gollywobbler, BOUNDING HOME drew quickly ahead. The third leg was more of a run, however, and this worked to the advantage of the sloops and yawls. In addition, the wind began to weaken, and BOUNDING HOME gave back some of her lead on the fourth leg, a beat to the finish with a current now beginning to ebb with increasing velocity. The big staysail schooner from Stamford finally took the gun some four and one-half minutes ahead of ARIA and the crew worked hard for their rum ration in beating the smaller vessel. Needless to say, ARIA killed everyone in Class I when corrected times were figured and she also captured best in fleet honors. BOUNDING HOME took second place in Class I and third went to another gaff sloop, COLLEEN, owned by Elizabeth Lee and Chris Malliet. Surprisingly, no



*VOYAGER: a welcome return*

other schooners finished the race. BRILLIANT and VOYAGER, after a race-long duel, had the wind completely die when they were literally yards from the finish line. In fact most of the fleet found the strong ebb tide too much for the failing breeze and even the more weatherly boats in Class II suffered, with only two making it to the finish: NAVARANA, a Danish fifty-nine footer by Rainer Bruns was first, followed by Jim Rolston's 40 foot Warner sloop ROWDY II.

On Sunday, after a home-made apple pie and coffee brunch, the smaller river catboats and gaffers had their chance to show off for the crowd lining the river banks as they raced around the Essex anchorage. First place went to Jane Schellen's catboat ABIGAIL.

It was yet another good race weekend at Essex and our compliments go to Michael and Linda Terry and Duncan Syme for staging a consistently first-class event.

— V.B.

*Continued from page 1*

Guy de Puyjalon is skipper and Blair Wilson mate of the 37' marconi schooner TRADITION. This boat was designed and built by Benjamin Heisler in 1975. Guy and Blair sail out of Beaconsfield, Quebec, and made a circumnavigation of Lake Ontario in 1982.

EVERGREEN II is a 37' gaff rigger built by Pederson in 1973. She languished neglected in a Long Island boatyard until rescued and restored by Samuel S. Sadove who now owns her and uses her for research out of Jamesport, Long Island. Mr. Sadove is quite interested in a Block Island rendezvous this summer.

Dean Corren of New York City is the owner of the 34' double-ended sloop CINNABAR, built by Sachav in Toron-

to in 1938. CINNABAR is presently for sale.

John Woodward and Robert Raymond are co-owners of the 47' Murray Peterson COASTER, presently sailing out of Seattle, Wash. COASTER, of course, is the original Peterson coaster built in 1931 by Goudy & Stevens in East Boothbay, Maine.

Andrew and Kathleen Low own the 47' Alden schooner HIAWATHA, built in Estonia in 1939. She is rigged marconi on both main and fore. While the Lows live in Tulsa, Okla., they cruised in 1983 from Stockholm on the Baltic to the South Coast of England via the Kiel Canal and the North Sea. Sure would be interesting to hear about that trip and how the Lows found HIAWATHA.

— Sam Hoyt

## OPERA HOUSE CUP

If ever there was perfect weather for a Schooner Race it surely must have been this year's Opera House Cup classic. Limited to wooden boats over 32 feet long, it was held on the last day of a summer northeaster with steady winds of 25 knots and chilly (for August) steel-gray skies. The adverse winds saw only 56 boats take the mass start out of more than seventy entries. With competitors such as WHITE HAWK (92'), WHITE-FIN (90'), ROYONO (72'), ESCAPADE (72'), TICONDEROGA (72'), and several Twelve Meter sloops, the schooners definitely had their work cut out. Although only four made it to the start, they were all good ones: FORTUNE, BOUNDING HOME, MYA and WHITE WING.

Avoiding several boats barging the line and two major collisions (somewhat inevitable given the large group of diverse vessels) Tom Schiller's 53' BOUNDING HOME made one of her usual perfect starts and under working jib and reefed mainsail headed for the first mark near Great Point. This leg, the only windward one, consisted of a long starboard tack and a short port one, with a favoring current as a plus. Most of the large sloops and yawls made good time to windward as was expected. BOUNDING HOME overstood the mark somewhat and allowed FORTUNE to close up. FORTUNE had somehow managed to carry full sail despite the breeze, and as sheets were eased on the close reach to the second mark she rapidly gained on BOUNDING HOME as Schiller's crew shook out the reefed main and changed to a larger jib. Adding her fisherman, FORTUNE passed BOUNDING HOME just before the third leg which was a broad reach and extended her lead when the latter's jib halyard blew out a snap shackle and dropped the big genoa overboard like a sea anchor. As the fleet rounded the jibing mark for the final leg the scene was spectacular. Everyone had added full sail off the wind and now most tried to carry it on the long 9 mile beam reach to the finish. FORTUNE was well up with the leaders and skipper Don Glassie later admitted to being a little conservative in trying to protect his position by not driving his 1926 vessel too hard. BOUNDING HOME, however, had no such luxury. Trying to make up lost time, Tom Schiller let it all hang out and his 50 year old staysail schooner crossed the finish line logging better than ten knots. Matt Stackpole's

MYA came along close behind, upholding the honor of Vineyard Haven. In a classic Schooner Snafu, Rear Commodore Dave Mowen and his crew beat all the way from City Island to Nantucket to make the race, and then were fifteen minutes late for the start. Their elapsed time on the course was great, but their finishing position wasn't.

At the pre-race Skipper's meeting the question was asked as to whether schooners could fly gollywabblers. The reply was "sure, schooners need all the help they can get!" Well there were some very surprised people at the awards party when the results were announced. FORTUNE had placed second overall on corrected time, with BOUNDING HOME fourth and MYA eighth! Only the two maxiboats, WHITE HAWK and WHITEFIN had prevented a one-two schooner finish, and both those giants are recent (1978 and 1983) WEST-system creations, hardly what would pass as "traditional."

But that's probably just sour-grapes, because it was a truly great race with nothing but long reaches, and a fantastic party with tons of food and an endless supply of Heineken.

It also marked the first event in a four race series counting towards the new Mount Gay Trophy offered for schooners only. And, with just a bit more luck, this year's Opera House Cup might also have been labeled "for schooners only."

— V.B.

## MYSTIC RACE

Forty miles to the east there was little or no wind, and the America's Cup race for Saturday, September 24, was called off. Off Seaflower Reef, though, BRILLIANT had a reef tucked in her main and a steady 15-20 knot north wind was blowing for Mystic's 16th schooner race.

And, while there were good boat for boat races in every class, the summer-long duel between FORTUNE and BOUNDING HOME entered phase three. Less than five minutes of combined elapsed time had separated these two in the Opera House and Classic Yacht races. And the Glasie-Schiller act at Mystic was a virtual reprise.

BOUNDING HOME jumped off to a quick lead with as perfect a start as you'll ever see in a schooner race. She led the 8 class A boats around the first mark off Plum Island after a seven-mile reach.



MALABAR X

Photo by Jeanette Hoyt

FORTUNE was second around about three minutes later followed closely by WHEN & IF, MALABAR X, TAR BABY and BRILLIANT with the reef shaken out.

Meanwhile, back in class B, VOYAGER and TOTEM had renewed their ancient rivalry, interrupted by the gaffer's trip to the Med. They were dueling for the lead with COASTER, a Murray Petersen design from San Diego, and WHITE WING trailing. And in class C, the annual duel between EBB TIDE and SAPPHIRE had been rejoined with the swift Tancook PRINCE OLAF also up in the running. A total of 9 boats started in class B and 9 in class C.

The second leg, almost the reciprocal of the first, back to Fisher's Island was a very close reach, and the leaders were able to lay the mark on one tack. But the wind commenced to lighten, and FORTUNE began to creep up on BOUNDING HOME. Even a man aloft adjusting the running rigging, a feat of considerable dexterity, could not hold FORTUNE off and she rounded the second mark about two and a half minutes in front.

The last leg was a four mile beat to the finish as the breeze continued to lighten. Those in the crew who had revelled far into the previous evening did not appre-

ciate the ensuing tacking duel. FORTUNE managed to cover successfully and took the gun just 2:25 ahead of BOUNDING HOME. WHEN & IF finished third on elapsed time, MALABAR X fourth and TAR BABY a strong fifth.

In class B, VOYAGER had moved ahead of TOTEM around the second mark, but TOTEM seemed in a good position to save her time as the wind continued to moderate. Half way back up the windward leg, though, TOTEM sailed into a hole and her crew sat and watched as VOYAGER took line honors in class B.

Class C turned out to be the big losers to the dying breeze. SAPPHIRE beat EBB TIDE boat for boat, and PRINCE OLAF turned in a respectable time, but the rest of class C spent a long day completing the course.

On corrected time, with a performance handicap applied to last year's winners, BOUNDING HOME edged out FORTUNE by a mere 16 seconds to take class A and the Brilliant Trophy for fastest in fleet. TAR BABY saved her time to take third in class A.

VOYAGER made her return a successful one and took honors in class B with TOTEM second and COASTER third. In class C, EBB TIDE won on cor-

rected time with SAPHIRE second and PRINCE OLAF third.

Winners of the special awards included MALABAR X, which nosed out VOYAGER to win the Soundings Trophy for fastest gaff rigger on corrected time, WHEN & IF, from the Landmark School, which won the Joseph Conrad award for youngest crew, and PANDORIAN, which won the Director's prize for the oldest schooner in the race.

— Sam Hoyt

## DOG WATCH

GEORGE STADEL, noted raconteur and sometime historian, on receiving the 1983 Award of the American Schooner Association at Mystic: "I've been designing boats since 1928, and this is the nicest thing that ever happened to me." That's all. Really.

We can now receive new burgees within a two-week time span from our new supplier, Halcyon Flags of Essex. What that means is that the secretary will accept orders from anyone who wants a burgee.

ASA is developing a west coast chapter, particularly out of Seattle. Veteran member Bob Jacobs of PRUDENCE moved there two years ago and induced his employer to truck the boat out. He is now joined by the schooners SOPHIA CHRISTINA out of Anacortes and COASTER out of Seattle. Lets hear some schooner news from that area.

Nick Craig of OUTWARD BOUND has brought land in the Bahamas. He still maintains a residence in Dedham, Mass., and commutes between the two areas by schooner — alone! We will try and coax Nick into writing about his single-handing ventures.

It was good to see Vice Commodore Pete Phillipps and VOYAGER back on the race scene after their winter-long cruising in the Mediterranean and Caribbean. The boat looked really sharp after a recent haulout at Mattapoisett, and was even sporting a new suit of sails.

A new schooner on the circuit is METAMORPHOSIS, owned by Oliver Jones who formerly crewed on EBB TIDE. Known in a previous life as the catboat MEOW, Ollie acquired the 32' ferro-cement hull after she was totalled in a boatyard fire. He has put in a gaff/marconi schooner rig much like EBB TIDE's and she seems to be going quite



Photo by Jeanette Hoyt

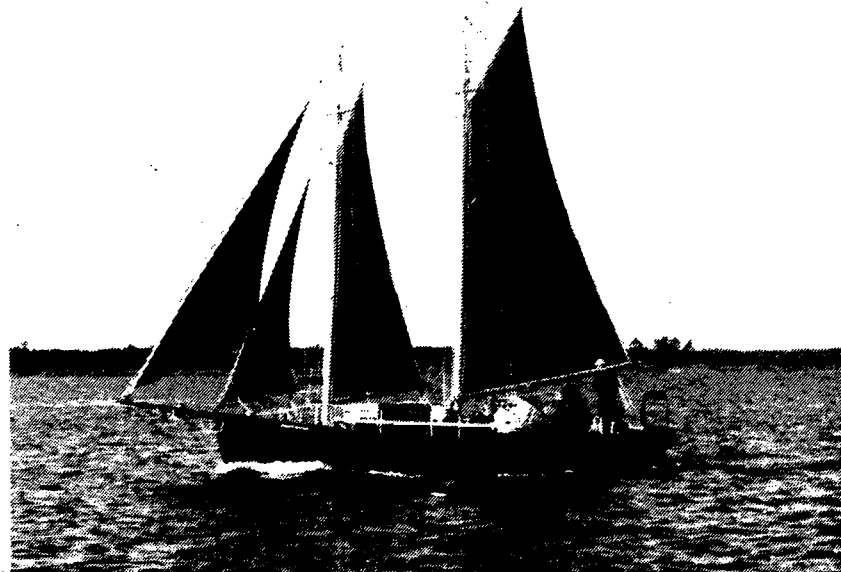
George Stadel receiving ASA Award.

nicely, thank you. With something like 16' of beam she is certainly stiff and a great place to hold a party!

We got a nice note late last Spring from member Bill Mills. Seems he spent most of last Winter cruising the Caribbean in his Stadel designed schooner CONTESSA, visiting places like the BVI, St. Maarten, St. Barts, Antigua, Anguilla and St. Kitts. Sure makes us feel restless as we sit here watching the leaves turn color.

Also had a pleasant visit with long-time ASA members Colin and Karen Day of the schooner WINDSONG during a layover in Newport where they are chartering this summer. Completing their eighth year in the charter business they appear to have both their boat and their act very much together. They represent the kind of good will ambassadors that bring credit to themselves and the

CONTESSA



ASA. If anyone is interested in a charter on Florida's lovely West Coast, the Days can be reached at P.O. Box 1418, Sarasota, Florida 33578. WINDSONG's primary winter base will be Fort Myers Beach.

Schooner Inc has lost Peter Neill, its executive director since 1979, to the Connecticut Marine Science Consortium, of which he is the new director. Congratulations, Peter, stay in touch. The new exec at Schooner is Deborah Turnbull, director of education there for the previous two years. Good luck, Deborah.

Your erstwhile secretary was subtly cajoled by the good people from Mount Gay rum to appear on the prime time television show PM Magazine. The reason, ostensibly, was to promote the Mayor's Trophy race, but that sly dog

managed to slip in a word or seven about the American Schooner Association. His beard did look good in the sunlight.

Speaking of publicity, and booze, for that matter, Dewars Scotch has subsidized the restoration of the New York 30 (#2) IBIS. Long owned by Bill Wolf of City Island, who sailed IBIS as a marconi yawl, she was donated to the Full Sea Organization of Glen Cove, NY. Not only did IBIS get a beautiful new rig (see Nov/Dec Soundings pictures by Roger Shope), she was also the subject of a 25-minute documentary film, also paid for by Dewars. What is it with these booze companies?

And speaking of organizations devoted to preserving our traditional maritime heritage, there are several that should receive your diligent considera-

tion as to individual support. In addition to Full Sea, there is the Museum of Yachting in Newport, the National Historical Maritime Society in Cold Spring NY, Schooner Inc in New Haven, the American Sail Training Association, also in Newport, which is presently seeking a home and/or support for BLACK PEARL.

And there's always the good old ASA, so get out and proselytize, and keep those cards and letters coming.

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BOAT FOR SALE: 1938 34' double-ended sloop, built in Toronto of mahogany on oak, copper riveted, sleeps four, Atomic 4. Good equipment inventory and electronics. Contact Dean Corren (212) 473-5010.



**American Schooner  
Association**

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