



WING & WING

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The Official Newsletter of the American Schooner Association

MINUTES of the ANNUAL MEETING

February 11, 1984

Mystic Seaport, Mystic, Connecticut

Commodore Jim Lobdell called the meeting to order at 10:10 AM in the Youth Training Building at the Mystic Seaport. There were approximately 76 members and friends present.

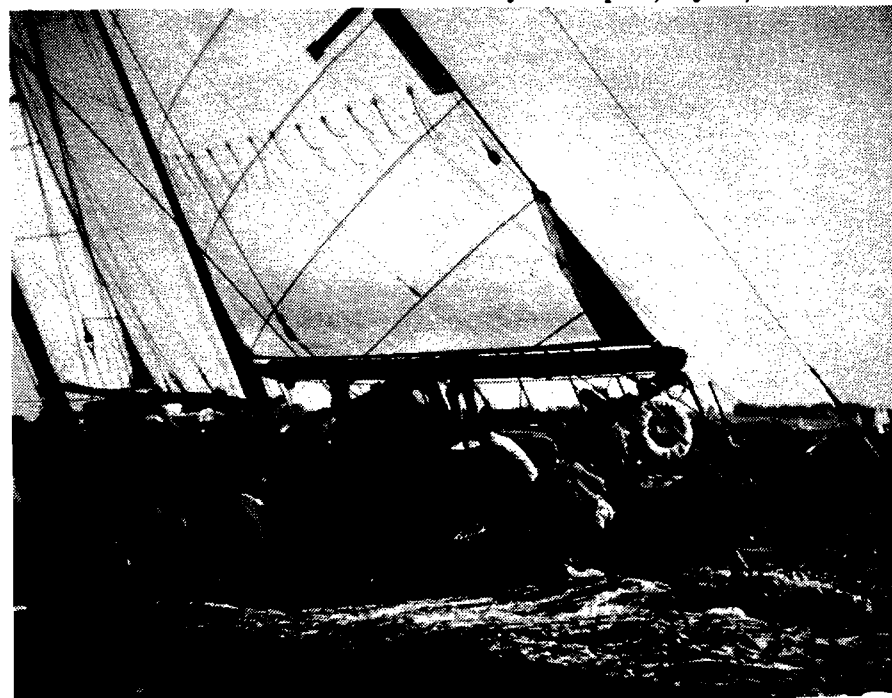
Following the traditional introduction of all present, Commodore Lobdell said that the Association had completed an active year and was at a point at which it could move forward to make significant contributions to the traditional maritime world. He added that to accomplish this, it would take the active participation and support of the membership, especially in the area of recruiting new members.

The Minutes of the 1983 meeting and the Treasurer's Report were accepted as read.

David Mowen and Peter Phillipps reported on the two symposiums ASA organized for sponsors of events for traditional vessels in 1983. The consensus was that such meetings were necessary, that the respective sponsors used relatively similar rating rules and that it was beneficial to be able to coordinate a calendar of events well ahead of time.

The Secretary reported on the Association's effort to conduct a census of schooners and how this attempt attracted publicity and brought in a number of new members. There was some discussion about publishing a list of the schooners presently registered, but it was thought this would not be practical due to the limited number involved.

Vernon Brady reported on the Directory situation. Since the last one came out in 1981, he thought a new Directory was called for. There was an extensive discussion on the merits of the loose-leaf binder with pictures and/or line drawings as opposed to the paper cover Directory used in the past. A straw vote showed that the membership preferred the old type. A motion was made and passed to issue a typed listing of the membership immediately and to get out a new Directory by summertime. A three-man committee



BOUNDING HOME chasing *FORTUNE* at Newport 1983

consisting of David Mowen, Vern Brady and Sam Hoyt was appointed to come up with some cost estimates for the binder-type Directory.

The newsletter *Wing & Wing* was published three times in 1983. Vern Brady made the traditional appeal for news items and pictures from the membership. David Mowen volunteered to try and coordinate a group of regional reporters.

The schedule of events developed at the November 1983 symposium was examined, several dates were changed and some new events added. George Crowninshield, executive director of the American Sail Training Association, commented on the ASTA events and the handicapping formula used by the STA, which works well. To enter an ASTA event, the vessel must have a minimum waterline length of 30' and half its crew must be between the ages of 15 and 25.

Toby Baker of Tabor Academy described the Buzzards Bay Regatta, a

three-day series of races and social events which includes a classic yacht regatta on Saturday and a race for Concordias on Sunday. Toby said the race committee would be delighted to stage a schooner race on Sunday as well if at least six schooners could be guaranteed. Given the relatively convenient location, this should be possible.

Concerning the Mount Gay Award, some members thought it unfair that the Mayor's Trophy Schooner Race in New York was mandatory. Linda Terry reported that the Connecticut River Foundation was working towards having the Essex Traditional Boat race become part of the Mount Gay series.

Ralph Tingley reported on the activities of the Nova Scotia Schooner Association. He mentioned how glad the Canadians were that Arthur Collins had brought *DEFIANCE* to Shelburne last year. He added that a number of Canadian skip-

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STARBOARD TACK

Spring is a hard time for wooden boat owners. The maintenance list is long. The boatyard is hectic. The weather never seems to cooperate. Worst of all, everyone else is launching well ahead of you. It can be most disheartening. At times like this a note of inspiration is needed.

One of our favorite inspirational pieces happens to be from one of our all time favorite books, *Steamers, Schooners, Cutters and Sloops*. If it isn't already on your bookshelf it should be.

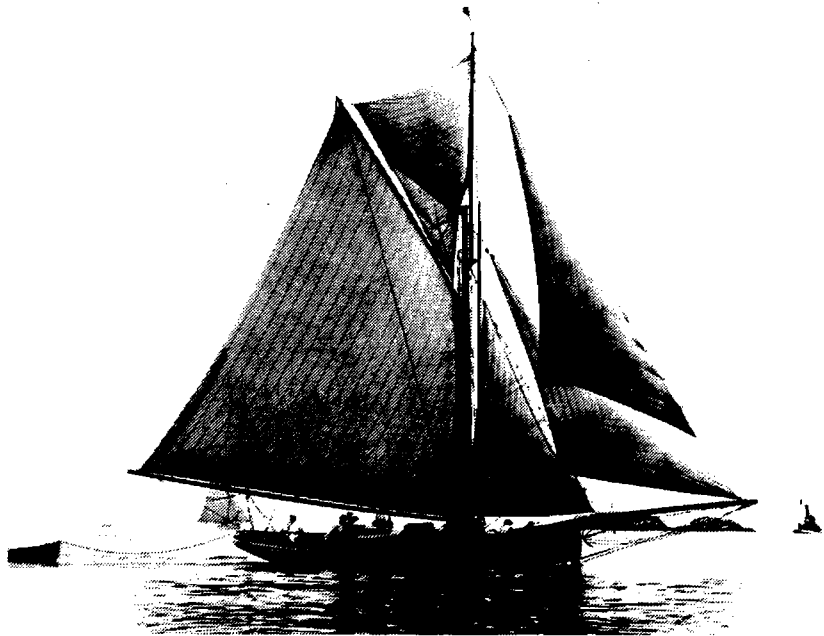
It is a study of the marine photographs of N.L. Stebbins taken between 1884 and 1907, selected and annotated by W.H. Bunting. Both the photos and the text are priceless. The article follows:

The Sloop HIAWATHA

The keel sloop *Hiawatha*, designed and built by William Eddy of Marblehead in 1888. The cut of her sails complements her sheer, and there is an active chuckle of water at her stem.

The essence of yachting is not racing nor clubs nor power boats nor even money. It is simply the act of sailing a small boat for pleasure. A small boat, in the ideal, is a mystical meeting ground wherein peaceful and practical skills of man are interwoven with wind and water, imparting to all a new and better quality.

Every society has certain unique little corners of life which can never be fully experienced by people of later times. These occasions are not of great historic importance, may be largely unrelated to the prevailing social conditions, and may, in fact, have more to say about subsequent times than they do about their own. The realm of small boat sailing in the late nineteenth century was one of those special moments, providing small boat



HIAWATHA

N.L. Stebbins plate 9378

sailors with experiences of rare pleasure.

The waters were cleaner then, the days were quieter, and the shorelines were greener. Every boat was a hand-built individual, and it is easy to recall the name of a vessel which is an individual, even if the name itself is not especially memorable. But there is no future in trying to impart character to an uninteresting boat through a name, for it will not stick. This may explain why so many modern, mass-produced boats are never named, and why even the smallest olden craft all were.

This is not intended as an empty-headed lament for old designs and materials. Every new design must be an attempt to satisfy particular requirements of service within prevailing practical limitations. Wood rots and cotton rots, and there is no great charm to rot. Good wood and good carpenters are in short supply. Fiber glass and metal hulls are now generally preferable, and modern rigs are wonders of simplicity. But there remains a need for consideration for the spiritual aspects of sailing. A boat is very much an extension of her owner.

The *Hiawatha* would be a thing of beauty simply swinging from her mooring, and a twilight sail would involve more pure sensual pleasures than a season's worth of many modern craft. Her shapely hull is planked with aromatic cedar. The appearance of her tapered and varnished spruce spars on a foggy morning Down East would be a delightful addition to the subconscious memory. Her sails are of soft and sun-smelling cotton, and her mast-hoops and reef points

would tap and patter gently in expectation of slipping the mooring. The image of the big gaff-headed wall of a mainsail sheeted well-out would be good to savor when one is drifting off to sleep in February. Of course, the sail must be reefed with some frequency, but that is really not such a terrible ordeal, despite the modern notion equating reefing with fighting Indians or wrestling grizzlies. The long stinger of a bowsprit would likewise now be considered a dangerous anachronism, no doubt laden with indelicate Freudian connotations. Nevertheless, it gives the *Hiawatha* a certain stance of distinction; provides a fine place from which to watch her at play; and puts some adventure into the life of every boy who is called upon to furl the jib.

Before auxiliary engines, the average small boat sailor had to be a better seaman than his modern counterpart, and he had to approach sailing with a different philosophy. While he might not enjoy being becalmed out for a damp night, he had to occasionally accept it. Vessel handling under sail in confined waters can be an eminently satisfying business.

Even when compared to the little *Hiawatha*, sailing a large modern boat is nearly foolproof, spiritually empty, and commonly boring. Aboard a vessel of molded chemicals one sits in a cockpit reminiscent of a child's plastic play-pool, looking up at a pale and skinny sail excreted by the petro-chemical industry and hung on a noisy mast devised from a length of irrigation pipe. With the coming of night, the turning of the tide, or the

OFFICERS

COMMODORE
James H. Lobdell

VICE COMMODORE
Peter Phillipps

REAR COMMODORE
David Mowen

SECRETARY-TREASURER
Sam Hoyt

NEWSLETTER
EDITOR: Vern Brady
GRAPHICS: Linda Brady

dropping of the breeze the engine is quickly started, ending the delicate relationship between the sailor and his boat and the real world.

Of course, boating is now more accessible than it was in 1898, and that is progress of a sort. But in 1898 the sailor was lord of all he surveyed, and did not have to endure the mindless circlings of water-skiers. The fragile little harbors he slipped into with the last breeze of twilight were not already crowded with noisy packs of cruisers, nor were the shores overbuilt with brightly-lit cottages.

For many years, there were some very enjoyable cruises, generally to the Eastward, among the thirty, forty, and forty-six footers. Oh, how delightful it was, after a hard day's scrapping to make a quiet harbor and then visit one another's boats, and encased in a comfortable cabin with broad transoms, comfortable cushions, and all that goes in making true comfort, to sit and spin yarns...¹⁶

i36. C.H.W. Foster, *The Eastern Yacht Club Ditty Box* (Boston, 1932), p.132.

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ANNUAL MEETING *Continued*

pers are planning on bringing their schooners to the States in 1985.

The members passed a motion to retain ASA membership in the following organizations: Mystic Seaport Museum, South Street Seaport Museum, American Sail Training Association, Connecticut River Foundation, Nova Scotia Schooner Association and Schooner Inc. Linda Terry gave a brief report on the activities of the Connecticut River Foundation and Sam Hoyt reported that Peter Neill, formerly director of the New Haven based Schooner Inc. had become director of the Connecticut Marine Science Consortium. Deborah Turnbull is the new director of Schooner Inc.

It was suggested that membership in the South Street Seaport Museum be withheld until such time as ASA could be assured that the Seaport would run the Mayor's Trophy race in a manner more considerate of the interests of the participants. It was decided, however, that the flag officers draft a letter to South Street expressing ASA's membership's disaffection with the way the race is run. Certain members said that they would not go to another Mayor's Trophy race.

A motion to join the Museum of Yachting at a \$50 membership level was made and passed. A motion to join the United States Yacht Racing Union was defeated due to the \$100 membership fee. A motion to approach the USYRU about the possibility of joining at a lower level was made and passed. The possibility of maintaining reciprocal membership in certain organizations without exchanging membership fees was discussed. This would apply if the appropriate fees were the same as ASA's.

Election of Officers: A motion was made to elect the same slate of officers for the coming year. The motion was seconded and passed.

There ensued a considerable discussion about the Board of Governors, the fact that the ASA was in contravention of its Bylaws and the vain attempt to amend the Bylaws. A motion to elect the three immediate past commodores to the Board of Governors was tabled in the likelihood that it, too, is in contravention of the Bylaws. It was the consensus that, to amend the Bylaws and address the question of the Board of Governors, appropriate written notice be given and nominations submitted by a committee in time to act on them at next year's annual meeting.

The Commodore encouraged all members to try and recruit new members. The Secretary said he would write a letter to all past members and take out ads for the schooner census in *WoodenBoat* and *Soundings*. The Commodore suggested arranging a "new member package" which would consist of a burgee, a Directory and the latest newsletter. A motion not to accept census listings if the people submitting them did not join ASA was withdrawn.

Four names were submitted as nominees for the American Schooner Association Award: Joseph E. Garland, author of *Down to the Sea: the Fishing Schooners of Gloucester*; designer-builder Bud McIntosh; Doug Lee of North End Shipyard in Rockland, Maine; Shane Granger, who discovered and restored an ancient vessel in South Carolina. After considerable discussion, the members passed a motion not to present the award to any of these nominees. A motion to form a nominating committee to screen candidates submitted by Association members, and to select a candidate on which the membership would vote, was made and passed. The nominating committee is to be comprised of the Board of Governors.

Commodore Lobdell entertained a motion to adjourn at 12:12 PM.

Following luncheon at the Seamen's Inne, the group returned to the Youth Training Building to view what may be the last remaining footage of American coasting schooners in operation. The movies were narrated by Biff Bowker who sailed on several of these vessels earlier in his career.

Respectfully submitted,

Samuel C. Hoyt
Secretary



DOG WATCH

The doings up in Canada this summer sound real exciting what with the Tall Ships, the ASTA races and, most recently, the QUEBEC '84/Schooners Air Canada program. Traditional vessels such as Schooners, Friendship Sloops and wooden sailing boats are eligible for two races and a parade in Quebec City with Air Canada providing trophies, expense money and prize money — yes folks, real Canadian dollars! Most ASA members are already aware of this, since our mailing list was given to the organizers, Cominter. The mind boggles at the prospect of FORTUNE and BOUNDING HOME going at it for money. They almost killed themselves last year for a mere case of rum! Regrettably it won't happen this year as BOUNDING HOME is laid up for repairs following an off-season encounter with a hard object on the bottom of Stamford harbor. It seems she grounded out on an obstruction during a severe low tide and chaffed through a couple of planks.

Speaking of repairs, VOYAGER has a date with a marine railway in Vineyard Haven. Vice Commodore Pete Phillipps has plans for sistering several frames found to be cracked following VOYAGER's most recent expedition to the Med. (We all should have such problems!) This flurry of repair activity will undoubtedly delay Pete's article about his cruise which he promised for *Wing & Wing* about a year ago (S.N.T)

Speaking of *Wing & Wing*, the editor most earnestly requests volunteers to contribute reports on this year's racing/cruising activities as business commitments and lack of a ride will prevent his attendance at many events. Please call first when you are sure which races you'll be doing. We don't want sixteen articles all covering the Mystic Race! You can reach the old "Cutter Crank" at home on weekday evenings after 7 PM at 201-787-7762. This is for real — *no volunteers, no Fall issue!*

1984 SCHEDULE OF EVENTS FOR TRADITIONAL SAILING VESSELS

Coordinated by the American Schooner Association

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| <p>May 20 ASTA Race 1-A, San Juan to Bermuda. Contact ASTA, Ft. Adams State Park, Newport RI 02840.</p> <p>June 2 ASTA Race 2, Bermuda to Halifax, Nova Scotia.</p> <p>June 7 ASTA Race 2-A, Portsmouth, NH, to Halifax.</p> <p>June 13 ASTA Cruise in Company, Halifax to Quebec City for Quebec Tall Ship Festival, stop at Gaspe.</p> <p>June 16 Seawanhaka Corinthian Yacht Regatta, Oyster Bay, NY. Contact Seawanhaka Corinthian Yacht Club.</p> <p>June 30 ASTA Cruise from Quebec City to Sydney, Nova Scotia.</p> <p>June 30 - July 1 Nova Scotia Schooner Association schooner races, Halifax Harbor.</p> <p>July 6 Maine Windjammer Schooner Race, Penobscot Bay area. Contact any schooner in the windjammer fleet.</p> <p>July 6 ASTA Schooner Race, Buzzard's Bay to Newport, RI, rendezvous Padnarum.</p> <p>July 6 Lake Ontario Tall Ship Rendezvous, Toronto, Ontario.</p> <p>July 7 New London Race, New London, CT. Contact New London Marine Commerce & Development Committee, One Whale Oil Row, New London, CT 06320.</p> <p>July 11 ASTA race, Toronto, Ontario to Rochester, NY.</p> <p>July 14 Douglaston Windjammer Race, Douglaston, NY. Contact Henry Hock, 378 Beverly Road, Douglaston, NY 11363.</p> <p>July 14 Landing Regatta, Newport, RI. Contact Don Glassie, Christie's Landing, Newport, RI 02840.</p> <p>July 17 Lake Ontario Tall Ships Rendezvous, cruise from Rochester, NY to Kingston, Ontario.</p> <p>July 20 - August 6 Schooners Air Canada, races and cruise from Gaspe to Quebec City with parade and official reception in Quebec City July 29. Contact Andre Desjardins (514) 871-1534.</p> <p>July 21 - July 22 Port of History Museum Classic Yacht Event, Philadelphia, PA. Contact Mrs. Karen Love, Penns Land Corp., Port of History Museum, Delaware Ave. at Walnut, Philadelphia, PA 19106.</p> <p>July 23 - July 28 Nova Scotia Schooner Association race week, LaHave River Yacht Club, Bridgewater, Nova Scotia.</p> <p>July 28 Fred J. Dion Cup, Salem, MA. Contact John Clayman, 63 Grove Street, Salem, MA 01970.</p> | <p>July 28 Mystic Seaport Antique & Classic Boat Rendezvous, Mystic, CT. Contact Mystic Seaport, Mystic, CT 06355.</p> <p>July 28 - 29 Friendship Sloop Races, Friendship, Maine.</p> <p>August 3 - August 5 Buzzards Bay Regatta, Marion, MA. Contact Toby Baker, Tabor Academy, Marion, MA 02738.</p> <p>August 11 American Schooner Association rendezvous, Block Island, RI. Contact Sam Hoyt, 140 West 16 Street, NYC 10011.</p> <p>August 19 Opera House Regatta*, Nantucket, MA. Contact Chick Walsh, The Opera House, 4 S. Water St., Nantucket, MA 02554.</p> <p>August 25 Herreshoff Rendezvous, Bristol, RI. Contact Halsey Herreshoff.</p> <p>September 1 Classic Yacht Regatta*, Newport, RI. Contact The Museum of Yachting, Ft. Adams State Park, Newport, RI 02840.</p> <p>September 8 Bulkley House Regatta, New London, CT. Contact Brian Beckwith, 1382 Old Colechester Rd., Oakdale, CT 06370.</p> <p>September 14 Chesapeake Traditional Sailboat Assn. race from Annapolis to St. Michaels, MD. Contact Dean Worcester, 256 Long Point Road, Crownsville, MD 21032.</p> <p>September 14 - September 16 Baltimore Maritime Festival. Contact Baltimore Maritime Museum, Pier IV, Pratt St., Baltimore, MD 21202.</p> <p>September 15 - September 16 Essex Traditional Boat Weekend, Essex, CT. Contact Linda Terry, P.O. Box 642, Essex, CT 06426.</p> <p>September 15 St. Michaels Traditional Boat Weekend, St. Michaels, MD. Contact St. Michaels Marine Museum.</p> <p>September 22 Mystic Seaport Schooner Race*, Mystic CT. Contact Mystic Seaport.</p> <p>September 29 Schooner Race for the Mayor's Trophy*, New York City. Contact Lalande Keeshan, South Street Seaport Museum, 207 Front Street, New York, NY 10038.</p> <p>October 6 Connecticut River Cruise to Hartford, Hartford Riverfront Recapture Committee. Contact Jerome Bartuglia, 40 LaSalle Road, West Hartford, CT 06107.</p> <p>October 28 Chesapeake Appreciation Days Schooner Race, Sandy Point State Park, Annapolis, MD. Contact Dean Worcester.</p> |
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*Designated race for the Mount Gay Rum award.

For information on any of these races, contact Sam Hoyt, 140 West 16 Street, New York, NY 10011 — (201) 691-7564.

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For Sale — LOIS S. DRABO, 19' traditional gaff schooner. Excellent condition. 2'9" draft, 7 sails including main topsail and fisherman. Very able and fast. In water, ready to go. Perry Wagner, (212) 869-1720 (work); (212) 423-1136 (home).