



# WING & WING

Volume XII, Number 1 • Spring 1985

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

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## 1985 ANNUAL MEETING

A record number of 100 members and guests introduced themselves in traditional fashion as ASA's annual meeting got underway at Mystic Seaport on Saturday, January 26. Commodore Jim Lobdell greeted them with the view that 1984 had been a good year for the organization, but much remained to be done.

Prominent among the guests were George Crowninshield, Jr., Executive Director of the American Sail Training Association, Bill Ames of the Mystic Seaport schooner race committee, Toby Baker of Tabor Academy and the Buzzards Bay Regatta, and Ralph Tingley and wife, Julie, with two other couples, from the Nova Scotia Schooner Association. Baker and Tingley are also members of ASA.

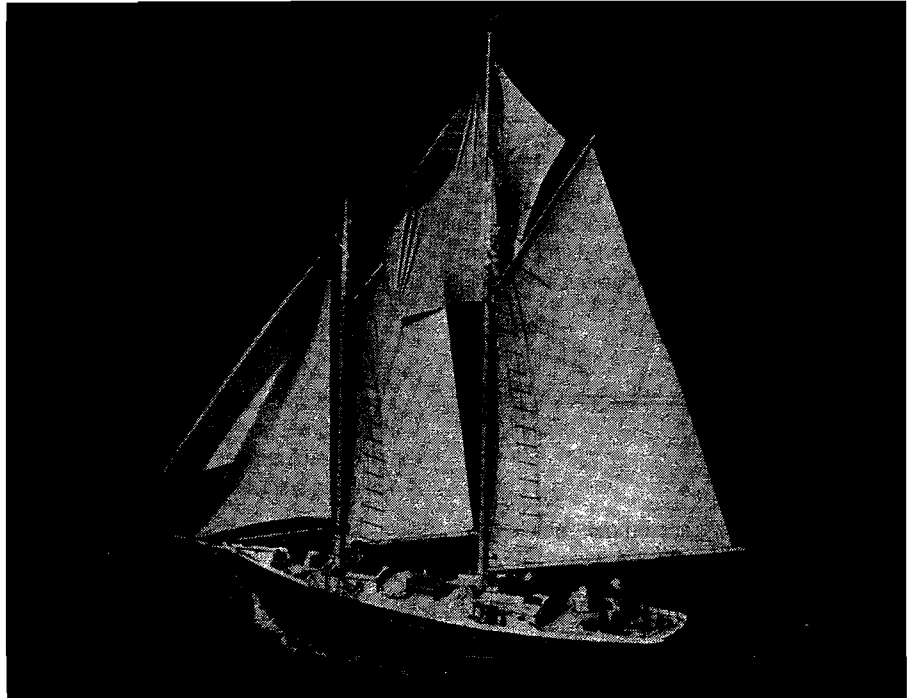
Highlights of the meeting included setting a schedule of events for 1985, with a visit of as many as 10 schooners from the Nova Scotia Schooner Association to New England waters and the renewal of international schooner racing. The members also voted to present the American Schooner Association Award to Linda and Douglas Lee and John Foss of the North End Shipyard, Rockland, Maine.

Peter Phillipps of New York City and VOYAGER was elected the Association's seventh Commodore; David F. Mowen of Mountain Lakes, NJ, moved up to Vice Commodore; Elaine Beckwith of Oakdale, CT, was elected Rear Commodore; Sam Hoyt of New York City was reelected Secretary-Treasurer.

In assuming the organization's highest office, Peter Phillipps said, "Schooners are the most important and elegant vessels afloat. And the American Schooner Association is more important than we might think. People look at schooner sailors with respect, so we must consider to earn that respect."

The award to the Lees and Foss, the membership felt, was most appropriate because their work at North End included restoration of the schooners ISAAC H. EVANS and LEWIS R. FRENCH and construction of HERITAGE and DAY-SPRING. All these vessels are now actively

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*TYHEE, an Alden Fisherman Schooner*

*Photo by Skygraphics*

## CANADIAN VISIT HIGHLIGHTS RACE SEASON

The prospective visit of as many as 10 schooners from the Nova Scotia Schooner Association seems a sure bet to highlight the 1985 schedule of events for traditional vessels. That schedule now lists some 34 events between June and October.

As worked out with Ralph Tingley, present plans call for the Canadians to arrive in Gloucester on Monday, August 5, possibly in company with some American schooners which may sail in the Marblehead-Halifax race. ASA is working with the City of Gloucester and the Gloucester Chamber of Commerce to plan a suitable reception. It is hoped that no fewer than 20 schooners from ASA will rendezvous in Gloucester at this time.

The combined schooner fleet will leave Gloucester on Wednesday, August 7, and cruise in company through the Cape Cod Canal, arriving in Vineyard Haven by Friday, August 9.

Past Commodore Jim Lobdell is organizing a committee on the Vineyard which will

coordinate races and social activities for the fleet. Many other members of ASA are expected to join the fleet at Vineyard Haven for the renewal of international schooner races. This weekend has also been designated the official rendezvous of the American Schooner Association.

A special effort will be made to entice as many of the big charter schooners to this weekend as possible. This should be somewhat easier now that SHENANDOAH flies the burgee of ASA. Hopefully, BILL OF RIGHTS, HARVEY GAMAGE, SPIRIT OF MASSACHUSETTS and MYSTIC CLIPPER will also put in an appearance.

As envisioned now, several options are open following the Vineyard rendezvous on August 10-11. Some may opt for a cruise to Newport or even Mystic. Others will likely cruise in company, or race informally to Nantucket, to arrive in time for the Opera House Regatta on August 18. Most of the Nova Scotian flotilla will embark for home

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## Canadian Visit

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from Nantucket.

The American schooner fleet is invited to join in a new event, an ocean race from Nantucket to Newport to feed into the Classic Yacht Regatta. This race will start on Friday, August 23. There will be a schooner class, and the race committee will be able to handle late arrivals, according to Rob Dwelley of the Newport Wooden Boat Show, who is coordinating the event. The Classic Yacht Regatta is scheduled for August 31.

Even with an event almost every weekend from June to October, the visit of the Canadians will prove the highlight. All ASA members are *strongly* encouraged to plan their vacations so as to be able to join in welcoming them to American waters.

— Sam Hoyt

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## FOR SALE:

39' Bluenose type, pine on oak, new spars, sails, motor in 1982. Asking \$25,000 Canadian. Contact Mike Cox (902) 899-2317 (home) or (902)899-2311 (office).

**BEACON CAT - WITTHOLZ design catboat.** built 1981 18' x 9' x 2' Epoxy coated plywood Yanmar 12hp diesel. Sleeps 2. Full cruising gear. Asking \$8000.00

### OFFICERS

COMMODORE  
Peter Phillipps

VICE COMMODORE  
David Mowen

REAR COMMODORE  
Elaine Beckwith

SECRETARY-TREASURER  
Sam Hoyt

NEWSLETTER  
EDITOR: Vern Brady  
GRAPHICS: Linda Brady

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## STARBOARD TACK

The summer of 1985 should be a memorable one for the ASA. All good natured kidding aside, the visit by the Nova Scotia Schooner Association will provide a significant focal point of interest on several levels.

As a rendezvous and social gathering it will be hard to beat. The chance to meet our counterparts from Canada, to compare notes and swap schooner stories (lies?) will be quite a treat. For the members that can make it to Gloucester and sail in company with the NSSA flotilla down through the Cape Cod Canal to Martha's Vineyard it should be a sight unmatched in many years. And as if just cruising to the Vineyard isn't enough, an entertainment committee under the leadership of ex-Commodore Jim Lobdell is being formed to ensure a fantastic reception for the assembled fleet and crews in Vineyard Haven.

For those vessels that want to race, there will be some first class skirmishes around the Vineyard on the 9th, 10th and 11th of August and the following Sunday is the

Opera House Cup race on Nantucket. Also hear plans are afoot for an overnight race from Nantucket to Newport to feed boats into the Classic Yacht Regatta on Labor Day Weekend. In addition, the ASA is hoping to have a "tall ships" Class at the Vineyard gathering for the larger charter schooners such as SHENANDOAH and BILL OF RIGHTS.

We must consider also the tremendous media potential that this summer's rendezvous has going for it. The international aspect of schooner competition has long had an appeal to the general public. As an opportunity to promote interest in traditional vessels and the skills necessary to preserve and handle them we should make the most of publicizing our program in every way possible. Needless to say, the more ASA boats participating in August the better. You don't have to race to have a good time or to "further the cause." Just be there, show the flag a little, and above all enjoy yourselves. Hope to see lots of you at the Vineyard.

— VB

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## Annual Meeting

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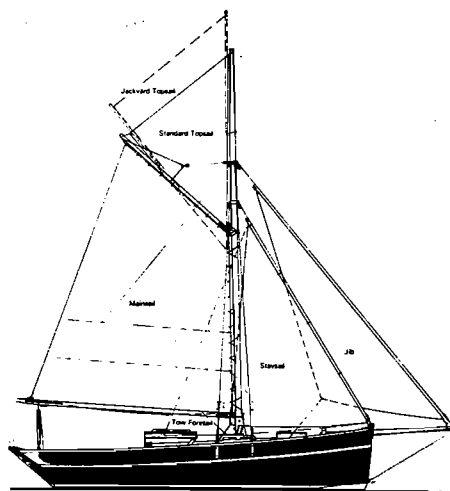
sailing in the Maine windjammer fleet. The presentation will be made following the 1985 Mystic Seaport Schooner Race.

An announcement by Steve Cobb, skipper of Landmark School's WHEN & IF, could prove of significance to ASA. Cobb said that the Society of Professional Sailing Ship Masters would consider joining ASA at its May meeting. Such a move by this group constitutes recognition by a professional element of the traditional boat world that ASA's goals and purposes are meaningful and contributing to the overall cause.

(Detailed Minutes of the meeting are printed elsewhere in this issue of WING & WING.)

Following luncheon and a film "The Ways at Wallace and Sons" on the building of the ill-fated coaster JOHN F. LEAVITT, many members adjourned to the Bulkeley House in New London. There they enjoyed the hospitality of permittee Brian Beckwith and the entertainment of the Maine-based singing group "Schooner Fare."

— Sam F



### PILGRIM - Cornish Crabber. English gaff centerboard cutter.

Built 1976 24' x 8' x 2'5". Fiberglass hull. Wood decks and interior. Spruce spars. 12hp inboard. Fully equipped and heavily built. Excellent shape. Asking \$17,500.00

Contact the editor at 201-787-7762, evenings.

## Minutes of the Annual Meeting — January 26, 1985, Mystic Seaport

Commodore Jim Lobdell called the meeting to order at 10:00 AM in the Youth Training Building, Mystic Seaport. More than 100 members and guests were present.

Following the traditional introduction of all present, Commodore Lobdell said that the ASA had had a "good year, the membership had increased and the annual symposium for sponsors of events for traditional vessels had been equally successful." Following his comments, the Minutes of the 1984 meeting were accepted as published in WING & WING" and the Treasurer's Report was accepted as presented.

Vernon Brady reported that "WING & WING" had been published only twice during 1984, primarily due to a lack of input from the membership, particularly in reporting race results. He asked that members participating in scheduled events submit short reports on them and, if possible, black and white pictures. This is of great importance, Brady said, because the editor and other regular contributors to the newsletter cannot attend every event.

Brady also reported that the directory committee had decided to retain the format of previous directories. A new Directory was published in 1984. This format works well, is cost effective and leaves room for additional written-in entries.

Commodore Lobdell asked for comments from the guests. George Crownshield, Jr., executive director of ASTA, outlined that organization's 1985 schedule and mentioned that the group was now working on a 1986 program in the Pacific. He said that 72 vessels, carrying some 3,000 trainees, had participated in the Quebec Tall Ships event.

Toby Baker, representing the Buzzards Bay Regatta, announced that the event should be held the first weekend in August and that he would try again to include a separate schooner race if ASA could guarantee at least six schooners. This year's regatta will be held at New Bedford.

The Secretary delivered a message from Peter Neill, director of the Maritime Office of the National Trust for Historic Preservation. Neill's message was that his office's efforts are immediately directed towards large restoration efforts. But it was his definite intention to include, in the overall scope of the Trust's work, those individuals who own and restore traditional vessels on their own.

Ralph Tingley of the Nova Scotia Schooner Association reported that as many as 10 Canadian schooners were planning on sailing to New England waters in August 1985. General plans for a rendezvous in Gloucester and weekend of racing at Martha's Vineyard were discussed. The ASA sees these events as the high point of the year and a great opportunity to focus some considerable media interest on traditional vessels in general and the ASA in particular.

By-Law Amendments: Appropriate notice, including proxy ballots, having been given by mail, the members present voted on the three proposed By-Law amendments.

Article III: (To permit burgees in two "official colors.") The amendment was defeated by dint of insufficient votes to form a quorum.

Article XIV: (To make it possible to amend By-Laws by a two-thirds vote of the members present at the annual meeting, instead of two-thirds of the entire memberships.) The amendment was approved.

Article IX: (To change the make-up of the Board of Governors to include the Commodore, the two immediate past Commodores, the vice Commodore, the Rear Commodore, the Secretary/Treasurer and the editor of the newsletter.) The amendment was approved.

The Secretary will send copies of the amended By-Laws to all members.

Membership in other organizations was the next order of business. It was moved, seconded and passed to retain memberships in these organizations, which are: Mystic Seaport Museum, South Street Seaport Museum, American Sail Training Association, Schooner, Inc., Connecticut River Foundation, Nova Scotia Schooner Association and the Museum of Yachting.

Election of Officers: Commodore Lobdell called for nominations for the election of officers. It was moved, seconded and passed that Peter Phillipps and David Mowen move up, respectively, to the positions of Commodore and Vice Commodore. It was further moved, seconded and passed that Sam Hoyt retain the position of Secretary/Treasurer. Nominations were opened for the position of Rear Commodore. Elaine Beckwith and George Moffet were nominated and seconded. George Moffet declined the nomination. Elaine Beckwith was elected Rear Commodore.

Upon assuming the office of Commodore, Peter Phillipps remarked that "schooners are the most elegant and important vessels afloat," and, by extension, "the ASA was a more important organization than we, as members, might realize." He also observed that people outside the organization look on schooner people "with respect."

American Schooner Association Award: The committee to nominate a possible recipient of the award for the approval of the members put forward the names, as a group, of Douglas Lee, Linda Lee and John Foss, all of the North End Shipyard in Rockland, Maine. They were nominated for their work in building two new large schooners and restoring two others, all for the Maine windjammer fleet. It was emphasized that they not only participate in the building, designing and restoration of these vessels, but they also provide an educational function through employing and teaching the people who work on the vessels. Upon the vote of the assembled members, it was decided to present the American Schooner Association Award for 1985 to Douglas Lee, Linda Lee and John Foss.

Tom Schiller suggested that while it is appro-

priate for the nominating committee to suggest a name(s) for consideration for the award, they should do it sufficiently prior to the meeting to give members some time to make a decision. It would be helpful if they also included the reasons for making the nomination.

1985 schedule: The schedule, in so far as it was known at the time, was presented. Brian Beckwith commented that sponsors encouraged layovers between events and that boatsitting, or at least boatwatching, services could be provided in many cases.

Discussion concerning the OpSail '86 events in New York Harbor to commemorate the 100th birthday of the Statue of Liberty ensued. The discussion centered around the proposal that ASA submit a plan to the OpSail committee in which ASA vessels would sail in a group. This would provide an additional measure of safety and order in the parade of sail and also focus attention on ASA. George Crownshield said that Peter Stanford of the National Maritime Historical Society was chairing a committee on educational events ashore during the festivities. It was moved and passed that the Board of Governors investigate and contact the OpSail committee.

Good of the Order: Commodore Phillipps encouraged all members to pursue and recruit new members. He cited the example of the efforts of Jim Lobdell on Martha's Vineyard during 1984 as a good model to follow.

Steve Cobb, skipper of the Landmark School's WHEN & IF, said that the Society of Professional Sailing Ship Masters would consider joining ASA as a group at its May meeting.

Commodore Phillipps adjourned the meeting at 11:55 A.M.

Following the business meeting, a luncheon was held at the Seamen's Inne, followed by the film "The Ways at Wallace and Sons" on the construction of the coasting schooner JOHN F. LEAVITT. Later that evening, the ice house room at the Bulkeley House in New London was opened to ASA members. Entertainment included the Maine singing group "Schooner Fare."

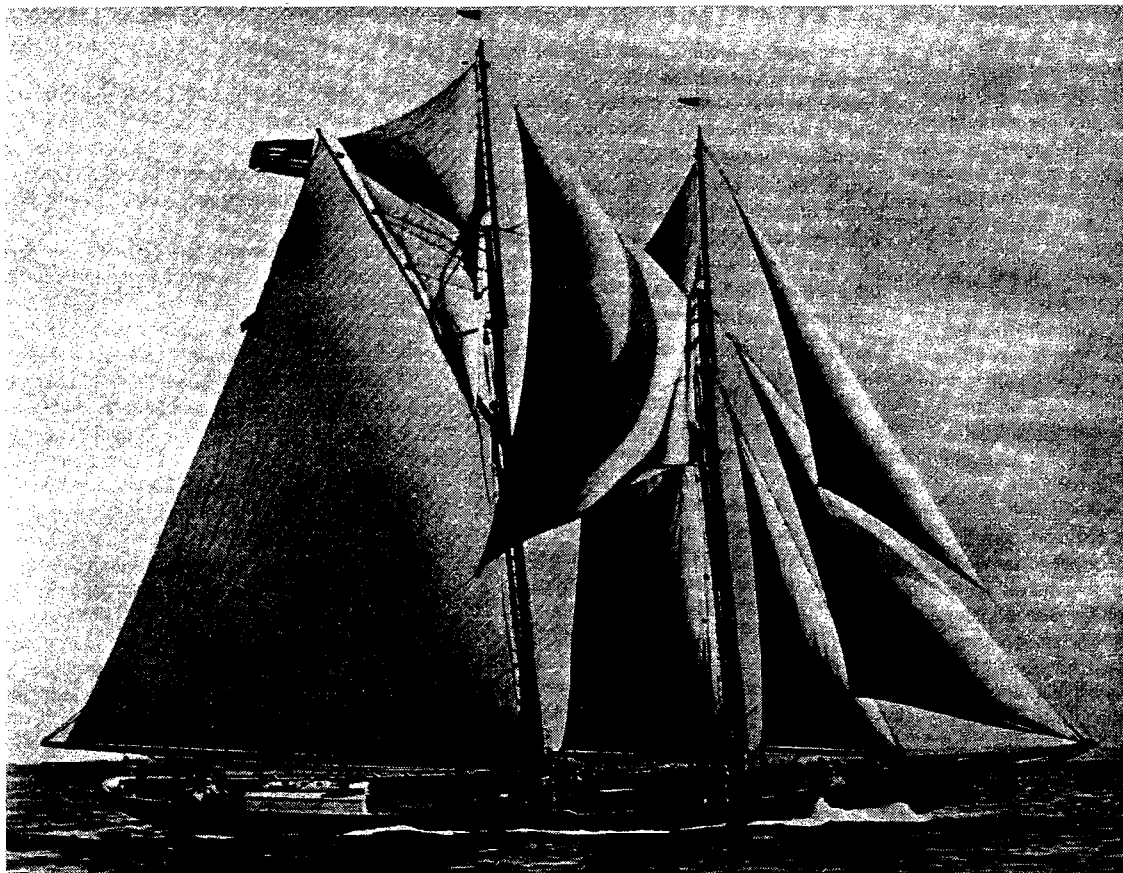
Respectfully submitted,

Samuel C. Hoyt  
Secretary



# In the Wake of the Fishermen...

*The riva*



GERTRUDE L. THEBAUD

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## AN AMERICAN VIEW

There is an old story that when measuring BLUENOSE's waterline for the International Schooner Race, Captain Angus Walters had his crew of twenty-odd all stand about the bow while the race committee, sitting in a dory, marked off the stern. As they moved forward to establish the stem, the entire crew walked aft to stand on the taffrail. In this way, by pivoting the hull about its center of effort, the waterline length could be appreciably shorter. There was also some speculation in Gloucester that each man carried ballast, that sixth mate Sean MacRhuland may have hustled 1200 pounds of pig in the process. Employing the old Phoenician rule of thumb:

$$WL = \frac{\frac{1}{2}(P\sqrt{14} - .334J^2) + 12J_2}{B + (JK-L) - LW^{10}}$$

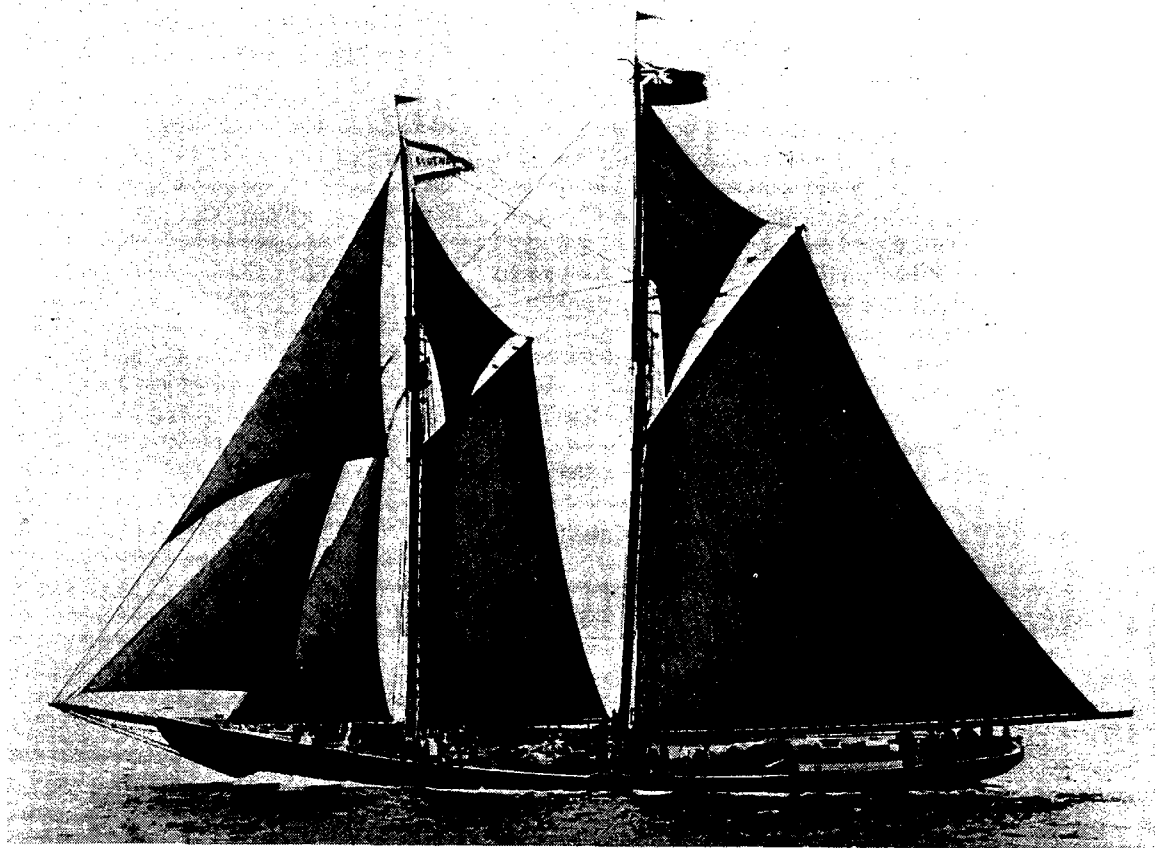
it becomes clear that conservatively BLUENOSE's waterline was indeed not 122' 10" but, in fact, 197' 3½". That the Yanks did not pick up on this obvious bit of trickery, hence losing the race and trophy, is unhappily a mystery.

In the summertime of 1973, I was standing on the end of the rigging shed at the Smith & Rhuland yard with my daughters and

wife. It was socked in, but out of the fog a graceful black schooner sailed silently by the pier, headed up, and dropped its headsails. From the main gaff the stars and stripes (perhaps too many of each, I recall) fluttered proudly, then disappeared into fogginess. The transom read AMBERJACK as it too vanished. Two days later, I watched the same schooner, her hull over under the press of full sail in 10-15 knots, slide across the starting line slightly ahead of a two-masted sloop (in schooner disguise), the KATHY ANN. It seemed that the Yank had better hull speed and position when the Novie, her sheets started and on the same course, sheeted in. To our amazement KATHY ANN wore to about 30 degrees off apparent wind and accelerated. Our hero, the Yankee challenger at a good 50 degrees off the wind, was blown out of the water. Not only did the Canadian boat outpoint and outsail one of our better schooners, Captain Ed Yeomans, who had been poisoned the day before by a Newfie lobster, was given a suspicious set of sailing instructions. While Captain David Stevens churned about the course within Lunenburg Harbor at an astonishing 8.67 knots, AMBERJACK, under the able Captain Clark of Essex (unless my memory

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continues



BLUENOSE

## A CANADIAN RESPONSE

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Much ado has been made recently about the loss of the America's Cup. The press has been quick to point out that the United States, despite overwhelming technological expertise capable of putting men on the moon, and seemingly endless supplies of money, nevertheless lost The Cup to a sparsely populated island nation of very limited resources.

I don't know why such a loss should come as a surprise to the Yanks since Nova Scotia has been soundly trouncing their best vessels for over half a century in the arena of international schooner racing.

Back in the early years, the Yanks were quick to apply their yacht racing experience in vain attempts to win back the International Fisherman Trophy captured by our great BLUENOSE. Even though *working* schooners were designated specifically as the vessels to compete for the cup, the Americans tried to pass off thinly disguised yachts like MAYFLOWER or PURITAN from the boards of designers who probably thought the Grand Banks were somewhere down near Wall Street. Fortunately, we never allowed these travesties to take part in the races. And when it came to real working schooners, the Yanks were never close to the rhumb line.

It probably wouldn't have made any real difference what boats the U.S. sent, however. In more recent years, new trophies put up by several organizations in Halifax and Lunenburg, have been raced for in schooner-yachts. And the Americans still lost...handily. We have consistently beaten boats from their best schooner-yacht designers: Stadel, Peterson and even the vaunted John Alden, a man chiefly remembered in Nova Scotia for stealing a schooner which had been impounded for territorial fishing violations. (Some contend he used the same technique for many of his designs.) In any case, when their high cost, high tech vessels prove embarrassingly uncompetitive against our humble fishermen, the Yanks always fall back on that old chestnut. They accuse us of cheating. Just as they cried "foul" on AUSTRALIA II's keel, they accused BLUENOSE of shifting ballast and every other conceivable misdemeanor, and alleged that ADARE, KATHY ANN and SEBIM were nothing but gutted out, lightweight racing machines. They blamed their losses on magical local winds and eerie tide conditions and even hinted that certain skippers made secret pacts with the Devil.

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## An American View

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fails) as Captain Yeomans had been hospitalized, sailed to Liverpool, thence around Sable Island leaving same to port and thence to the Lunenburg whistle at 4.62 knots, losing by a scant two days, three hours and four minutes.

But it was not over for the Yanks. We had all noticed that the KATHY ANN appeared tender in the 15 knot airs of the first race. The next day brought similar winds and AMBERJACK called for a lay day wisely, to replace a few keel bolts, replace the stern and four planks on the port side, for which this shipyard has developed such a reputation. The maneuver worked as that morning of the third day the wind piped to 30 knots S.W. inside the harbor. It was to be AMBERJACK's day. The start was again won by the Yank cutting the committee boat close to starboard and a good four boat lengths in front. The large fisherman shot quickly aloft and was sheeted smartly. Within minutes the KATHY ANN under working lowers and standing straight up drove by, their fisherman poorly sheeted. Once squared away and the crew neatly arranged on the windward rail, it was all over.

It may be true, although I started this rumor myself, that some 11 tons of inside ballast were quietly stowed a few minutes before leaving the dock. There is, in addition, a rumor that Captain David Stevens' brother, Harold, an internationally respected sailmaker, wove the sail cloth for the KATHY ANN from hair follicles buried well within a particular species of near extinct bull moose. These interstices were not of protein but a living matter that feeds on the salt air and warm moisture of a fog bank.

For AMBERJACK's efforts she was awarded the good sportsmanship trophy. Just as the America's Cup remains in perpetuity within the New York Yacht Club's locked showcase (sic), the International Schooner Trophy remains in Nova Scotia.

In 1985, it is reported a contingent of schooners from the Maritime Provinces shall stop at Gloucester, the Vineyard and Nantucket. In the interest of restoring our now faded supremacy, Ronnie "The Fid" Regatta of Duxbury, fixer of some of the more prestigious international yacht races, has offered his services to a special committee of the American Schooner Association. This group, still in the formation, is charged with winning, possibly em-

barassing, employing all means of deviousness without concern for cost. Ronnie "The Fid" feels his influence can move reefs on Defense Mapping Charts to course locations, install surface wood-seeking mines in discriminate positions, and provide unlimited research monies for any illicit means of reestablishing Yankee ingenuity to its proper place.

— B. "Pitch" Pine, Jr.

## A Canadian Response

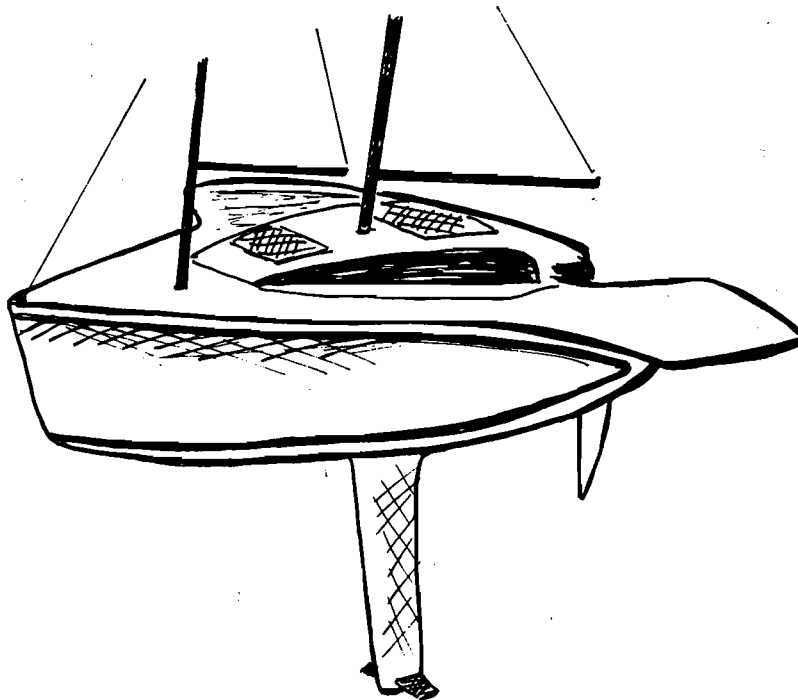
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As if we had to! When the truth be known, the Yanks' chief downfall is their total inability to handle certain strong spirits, especially rum. Just a sniff of "screech" has them falling off docks. It wasn't by accident or whim that the U.S. Navy was forced to maintain a "dry" fleet. And rather than poisoning by a Newfie lobster, we believe other substances were involved in "handicapping" visiting Yankee yachtsmen.

In fact, it's largely for storing ridiculous amounts of strong spirits that most American schooners are so heavily built. The extra displacement explains their Colin Archer-like progress to windward. Furthermore, the frantic efforts of Yankee crews to lighten ship by drinking everything in sight explains their frequently dubious sail trim. Considering how much Yankee shipwrights drink, it's amazing that any of their vessels actually float at all. We know of several New England yards that consider the laying of the keel to be the "whiskey plant."

Some of us are soon to embark on a most dangerous mission—an invasion of New England waters and races against the massed might of the American Schooner Association. We must prepare ourselves for whatever manner of chicanery and skulduggery awaits. The races are to be held within that infamous area known as "The Vineyard Triangle" and we can only assume the worst. We have great confidence in the abilities of the vessels, skippers and crews of the Nova Scotia Schooner Association. Above all, we can count on the Americans' hospitality being their worst enemy. No one ever found a starting line with his head in a bucket.

— A. Walteson



*Model of proposed American challenger for international schooner races.*

## 1985 SCHEDULE OF EVENTS FOR TRADITIONAL VESSELS

*Coordinated by the American Schooner Association*

- |                          |  |                                      |  |
|--------------------------|--|--------------------------------------|--|
| <b>June 18</b>           | ASTA Chesapeake Race 1, Dahlgren, VA to St. Mary's, MD. Contact: ASTA, Newport RI (401) 846-1775.  | <b>Aug. 7-8</b>                      | Schooner Cruise in Company, Gloucester to Vineyard Haven, MA. Contact Sam Hoyt.  |
| <b>June 19</b>           | ASTA Chesapeake Race 2, St. Mary's, MD to Norfolk Capes, VA. Contact: ASTA.  | <b>Aug. 10</b>                       | American Schooner Association Rendezvous and International Schooner Races, Vineyard Haven, MA. Contact Sam Hoyt (212) 575-3879.    |
| <b>June 22</b>           | Seawanhaka Corinthian Yacht Regatta, Oyster Bay, NY, Contact: William Glenn (212) 820-5421 or Lawrence Woodworth (516) 271-9351.   | <b>Aug. 10</b>                       | Gloucester Tall Ships Festival, Gloucester, MA. Contact Gloucester Chamber of Commerce (617) 283-1601.                             |
| <b>June 29 - July 1</b>  | Nova Scotia Schooner Association Races, Halifax Harbor, And Salute to Royal Canadian Navy, Halifax, Nova Scotia. Contact: Andy King, Box 27, Armdale, Nova Scotia B3L 4J7. | <b>Aug. 15 - Aug. 18</b>             | Newport Wooden Boat Show, Newport, RI. Contact Rob Dwellley (401) 846-1600.  |
| <b>July 1</b>            | ASTA New England Race 1, Mystic, CT to Newport, RI. Contact: ASTA.   | <b>Aug. 18</b>                       | Opera House Regatta*, Nantucket, MA. Contact the Opera House, 4 S. Water Street, Nantucket, MA. 02840.                             |
| <b>July 2</b>            | ASTA New England Race 2, Newport, RI to Marion, MA.  | <b>Aug. 23</b>                       | Nantucket-Newport Ocean Race for Traditional Vessels, Contact Rob Dwellley (401) 846-1600.   |
| <b>July 3-4</b>          | ASTA New England Race 3, Marion, MA to Portsmouth, NH.   | <b>Aug. 31</b>                       | Classic Yacht Regatta*, Newport, RI. Contact The Museum of Yachting (401) 847-1018.  |
| <b>July 6</b>            | Maine Windjammer Schooner Race, Penobscot Bay Area. Contact any schooner in the windjammer fleet or Maine Windjammer Assn. 1-800 MAINE 800.                                | <b>Sept. 7</b>                       | Bulkeley House Regatta, New London, CT. Contact Brian Beckwith (203) 443-9599.   |
| <b>July 13</b>           | Landing Regatta, Newport, RI. Contact Don Glassie (401) 849-3033.  | <b>Sept. 13 - Sept. 15</b>           | Essex Traditional Boat Weekend, Essex, CT. Contact Linda Terry (203) 526-3604.   |
| <b>July 20</b>           | Douglaston Windjammer Race, Douglaston, NY. Contact Henry Hock (718) 229-0935.   | <b>Sept. 21</b>                      | Mystic Seaport Schooner Race*, Mystic, CT. Contact Connie Boehm, Mystic Seaport (203) 572-0711.                                    |
| <b>July 26 - July 27</b> | Mystic Seaport Antique and Classic Boat Rendezvous, Mystic, CT. Contact Mystic Seaport (203) 572-0711.   | <b>Sept. 21</b>                      | Chesapeake Bay Traditional Boat Weekend, St. Michaels, MD. Contact Kate McCormack, Chesapeake Bay Maritime Museum, (301) 745-2916. |
| <b>July 27</b>           | Fred J. Dion Cup, Salem, MA. Contact John Clayman, 63 Grove Street, Salem, MA 01970.   | <b>Sept. 28</b>                      | Connecticut River Cruise and Hartford Rendezvous, Contact Hartford Riverfront Recapture Committee (203) 277-6691.                  |
| <b>July 27 - July 28</b> | 9th Annual Harbor Festival & Penn's Landing Classic Yacht Rendezvous, Philadelphia, PA. Contact Karen Love (215) 923-8181.   | <b>Oct. 5</b>                        | Schooner Race for the Mayor's Trophy*, New York City. Contact South Street Seaport Museum (212) 669-9400.                          |
| <b>Aug. 2-4</b>          | Buzzards Bay Regatta, New Bedford, MA. Contact Toby Baker (617) 748-2000.  | <b>Oct. 26 - Oct. 27 or Nov. 2-3</b> | Chesapeake Appreciation Days, Annapolis, MD. Contact Dean Worcester, Chesapeake Traditional Sailboat Assn. (301) 987-6017.         |
| <b>Aug. 5</b>            | Rendezvous of Canadian and American Schooners, Gloucester, MA. Contact Sam Hoyt (212) 575-3879.  |                                      |  |

\* Designated race for the Mount Gay Rum Award.

## DOG WATCH

**SAIL TRAINING EFFORTS:** Canadian member Guy de Puyjalon was so impressed with the Tall Ships visit to Lake Ontario last summer that he initiated his own sail training operation, the Sail St. Lawrence Corporation. Along with Blaire Wilson of Ottawa, they sail Guy's 37' schooner TRADITION II and Wilson's 55' ketch SAKOOSE II with teen age crews, on Canadian rivers and lakes. Guy is also president of the St. Lawrence Cruising Association...**NEW CLIPPER:** While the PRIDE OF BALTIMORE is away on an 18-month tour of Europe, commencing this summer, there will be action aplenty in the Chesapeake. Construction will shortly get under way on a new Baltimore Clipper, aptly yclept LADY BALTIMORE. This is a project of

Clipper City, Inc, in Bel Air, MD.

**NEWS FROM NEWPORT:** The Museum of Yachting will probably open to the public as early as June and they are presently carting exhibits into their building at Ft. Adams. Additionally, the Classic Yacht Regatta will offer major improvements in dockage facilities, a catered party and other improvements thanks to sponsorship of the event by Grow Group, Inc, makers of Awlgrip and Devco paints.

**CARIBBEAN NEWS:** Our roving reporter in Antigua reports the likelihood of the presence of PURITAN, the 128' Alden steel gaff rigger, at some of this summer's events. What an addition. PURITAN has made no less than four trans-Atlantic crossings in the last three years and has found time to cruise the Med, Aegean and Adriatic as well.

**ELSEWHERE IN THE CARIBBEAN:** Beachcombers on a certain British Virgin island were amazed to watch the entire crew of a well-known charter schooner, which shall remain unnamed, literally jump ship as it was preparing to drop anchor. The bemused skipper, known for his quiet authority, managed to anchor the vessel himself. The crew returned when the Mount Gay was broken out.

**SHOWING THE BURGEE:** As this is being written, new members Katy and Jerry Nixon are boarding GOODJUMP II in Palma de Mallorca to continue their Mediterranean cruise. They plan on visiting Greece, Turkey and, hopefully, the Black Sea, tovarisch...**RETURN OF HIAWATHA:** While the Nixons continue east, Andrew and Kathy Low's Alden schooner

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HIAWATHA has rejoined them in Louisiana, courtesy of a good friend (and dedicated delivery skipper) who left U.K. last November and, with only two crew, arrived in the Canaries by the end of December. Thence, having lost one crewmember, the voyage continued to the Caribbean, Yucatan and, finally the Gulf coast. There's gotta be a story or two in that odyssey.

**OK, WE'RE ECCENTRIC:** It's official. Peter Neill made it so in the March issue of *SOUNDINGS*, when he described our august group as consisting of somewhat eccentric individuals...Peter's opinion was borne out by some strange doings at the Baldwin Bridge Motel in Saybrook after the annual meeting. One well-known skipper slept on the floor when his waterbed iced over. Another member, brutally awakened by an amorous couple looking for any port in a storm, had to be physically restrained by his better half from attacking the hapless couple with a Datsun Z car.

**IN THE OFFING:** Roger Taylor of International Marine Publishing Company in Camden, Maine, the author of the "good boat" series, is preparing an article on schooners for a future issue of *NAUTICAL QUARTERLY*.

**SCHOONER FARE**, the singing group, also from Maine, that entertained at the Bulkeley House after the annual meeting, is worth the cover charge. They blend a down east, toned down humor with a quasi Kingston trio presentation and throw in some authentic chanteying to boot. They've even got a guy who plays a mean penny whistle.

Speaking of the Bulkeley House party, a measure of its success is the degree of reverie to which some members were inspired:

### **DEAR ABBEY**

Classic lines, always truly to be treasured. Long and sleek with just the right flare.

A cascading pride of caravel planks long ago steam bent with loving care. Yet in the great scheme of things, so small. Are there any quite as elegant as a Whitehall?

A chance upward gaze and behold, tethered high and aslant, the instant recognition thrust me into a reverie most distant. Transported on gossamer wings from these smoke shrouded surroundings, I recalled almost mystically, my nearly orgasmic en-

counter with the lovely apparition now above me. There in Nantucket harbor on a fine, sunny, late Summer morn quite rare, she sliced neatly through the light choppi-ness created by a gentle but promis-breeze. Though fitted with oars admitted, begging several centimeters, this proud vessel carried us, three it seemed upon a magic carpet be. Having eagerly volunteered as oarsman, I discovered delightfully, the task was effortless indeed. With each successive stroke we glided as though propelled by another. Clearly those inventive Johnson and Mercury gentlemen of yore never had the pleasure of pulling upon so fine a craft's oar. Would, had they but been properly introduced to such simple pleasures, we be plagued by the product of their ingenuities? Ah but of course, the march of time and progress is inexorable. Indeed to even this fine classic, the nearly universal phrase "high and dry" oft used to describe the unfortunate results of navigational indiscretions, could to her present predicament no more aptly be applied.

— Mark Faulstick



**American Schooner  
Association**

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