

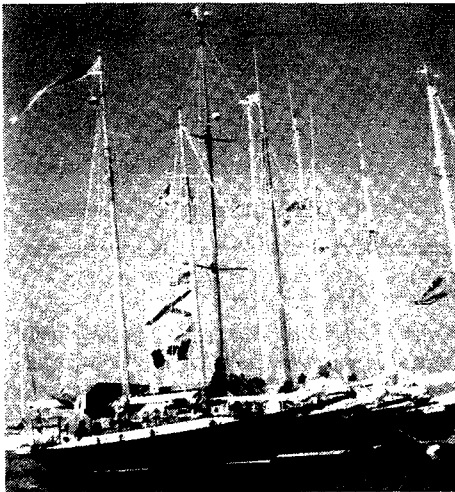


WING & WING

Volume XII, Number 4 • Fall 1985

The Official Newsletter of the American Schooner Association

Photo by Vern Brady

*Rafting in Vineyard Haven*

CANADIAN VISIT/ ASA RENDEZVOUS

The most ambitious event ever undertaken by the American Schooner Association came off without a hitch this summer. Eight schooners and two ketches from the Nova Scotia Schooner Association kept a rendezvous with their American counterparts in a week of festivities at Gloucester and Vineyard Haven. Hospitality in both ports was outstanding; ribaldry prevailed and Schooner Beer flowed like wine. The ensuing competition wasn't bad either.

By Monday evening, August 5, seven of the Canadian schooners and the two ketches had anchored in Gloucester. HAKADA, owned by Fred Rhineland, was still en route without an engine; and yet another schooner had turned back to Halifax soon after starting when its engine failed.

To greet them in Gloucester was the host schooner MORNING STAR, owned by Scott and Daisy Nell Eddington, who had also worked long hours with the Gloucester City Fathers to arrange the events. Also on hand were Commodore Peter Phillips in VOYAGER, Don Glassie in FORTUNE, Jim Lobdell in MALABAR II, Dave and Pam Stickney in HEART'S DESIRE, Oliver Jones in METAMORPHOSIS and Bob Glass with PURITAN.

As darkness fell, a rather informal skipper's meeting was held, and the rules for Tuesday's combined match/fleet race were agonizedly thrashed out. Everyone offered suggestions (in the spirit of friendly rivalry) but calmer heads prevailed and a rather unique handicapping system emerged.

The race would start in Gloucester's inner harbor which offered little room for maneuvering. The schooners were started two at a time, five minutes apart, slower boats first for a six-plus mile beat out past Norman's Woe and return.

With a blast from Scott Eddington's conch, METAMORPHOSIS officially crossed first ahead of Tom Gallant in AVENGER, which was over a trifle early and had to restart. At five minute intervals thereafter, PURITAN started by herself (in the absence of HAKADA), Ralph Tingley in ADARE and MALABAR II, SORCERESS and HEART'S DESIRE, HEBRIDEE II and VOYAGER, AMASONIA and SEBIM, the two ketches KIFARU and VONDORA, and, 35 minutes after the initial gun, FORTUNE, with a bemused Don Glassie philosophically contemplating his latest handicap.

In light southwesterlies threatening to poop out any instant, the fleet beat against a tricky tide out towards Norman's Woe. On the committee boat, MORNING STAR, Scott Eddington predicted that anyone getting too close to this mark would pay the consequences. Nothing like local knowledge, especially when it's not racing.

Local residents were treated to a sight they hadn't seen in decades as the schooners approached the finish well bunched. In the lead was FORTUNE with six other boats finishing within the next seven minutes. All but one of the schooners finished within a span of 17 minutes and the entire fleet within 43 minutes, thus proving the effectiveness of local knowledge in handicapping as well as racing.

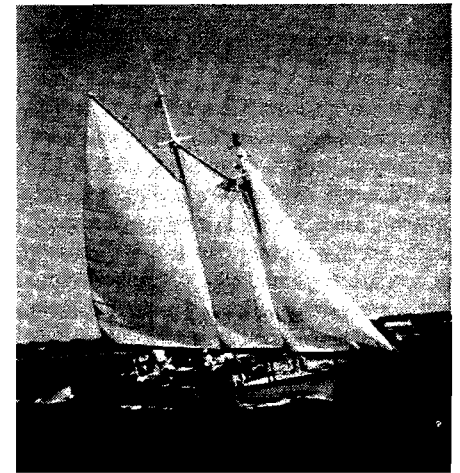
When the dust had cleared, FORTUNE was first, closely followed by SEBIM, HEBRIDEE II and AMASONIA. All Canadian schooners won their matches with American boats except for ADARE, which was beaten by MALABAR II. (See chart.)

One of the rules of this race was that it was

to be terminated at high noon so all vessels could prepare for the parade of sail around Gloucester Harbor. This preparation consisted for the most part of heavy consumption of still more Schooner Beer, and all hands were in fine fettle for the parade. Even more interesting was the fact that the wind had picked up to a smacking 15 knots.

Thousands lined the piers and boulevard areas in historic Gloucester as MORNING STAR led the combined fleet around the harbor. The fresh breeze encouraged additional sail, and some vessels were prompted to set fishermen. Passing within yards of the main review pier, with bones in their teeth, the schooners provided a thrilling sight for Gloucester residents. There were a few more gray hairs among the skippers, too.

Mayor Richard Silva and other dignitaries officiated at a waterfront reception for the fleet that evening. At this time, too, the

*AVENGER Photo by Vern Brady*

Canadians demonstrated a sartorial elegance unmatched in the long and dubious history of schooner racing. Commodore Phillipps saved what little glory the Yankees could muster when he unearthed a jacket and tie from VOYAGER's denuded interior. An exceptionally good time was had by all.

Reasonably early the next day, the schooners weighed anchor for Scituate, the first leg of the cruise to Martha's Vineyard. As the fleet left Gloucester, radio contact was estab-

Continued on page 4

DOUGLASTON WINDJAMMERS RACE

One of the more valid of the many criticisms leveled at sailors is that we are always looking to own a bigger boat. It would take very little to convince a novice of the logic of this quest if he had sailed in this year's Douglaston Windjammers Race. No, it was *not* a heavy air race, in fact it could have been retitled the Wind-Searchers Race. The light and variable winds so typical of the western end of Long Island Sound were much in evidence this July 20th. What was uncharacteristic was that the southerly on-shore breeze never arrived. In its absence the fleet of ten traditional yachts ghosted out of Little Neck Bay and began a guessing game called "where's the wind." The puffs and cat-paws were whimsical and the holes in between were like Death Valley. This is where the bigger boats destroyed the myth (no pun intended, Kasindorf!) that light air favors the smaller fry. The heavy displacement guys with the oh-so-tall rigs not only caught the higher zephyrs, but had the necessary momentum to carry through the holes.

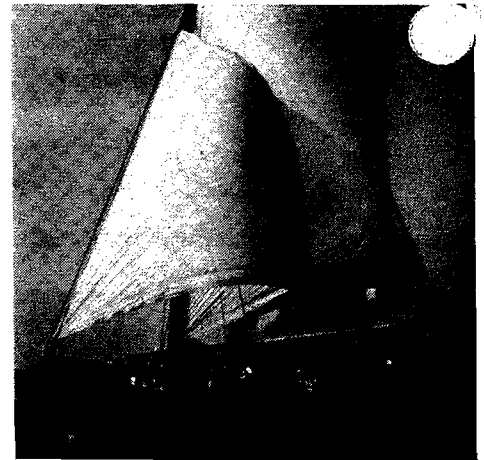
Most of the fleet had made good progress toward the turning mark near Execution Rocks, with the sloop SALTY way ahead of the New York Thirty, AQUILA, the Albert Strange cutter, ENTERPRISE, and the Alden sloop WHITE WINGS. The breeze suddenly filled in strongly from the northwest, of all places, and gave the front runners

a good reach for home. Some twits (like this reporter) were, of course, still beating for the mark!

With PANDORIAN and TOTEM leading the schooners home smartly, the poor tail enders had the wind crap out again just off King's Point. In a downwind blanketing contest MYTH, BETE NOIRE and the MARY & REGINA managed to have enough fun to make the hot day worthwhile. All three finished in that order with Bob Kasindorf's MYTH crossing only two seconds ahead of the Novi schooner MARY & REGINA and correcting out some minute and a half ahead of the sharpie yawl BETE NOIRE. HERANDIS was the only DNF, Henry and Anne Hock being the only people with enough sense to get in out of the hot sun.

Anchoring off the Douglaston Yacht Squadron's dock, the fleet resorted to swimming parties and other libations to revive the

sun-baked crews, and everyone soon turned out shoreside for an elegant buffet dinner and victory party at a local pub. — VB



MYTH at Douglaston Photo by Kathy Johnsrud

ESSEX TRADITIONAL VESSEL WEEKEND

The 1985 Traditional Vessel Weekend hosted by the Steamboat Dock Museum at Essex, Connecticut marked its tenth anniversary this year with very mixed emotions: happiness, that both the event and the museum have flourished and become a steady influence in the renaissance of traditional yachts and maritime history, and great sadness that Linda Terry, the driving force in the origin and success of the Traditional Vessel Weekend, could not be there to enjoy the

occasion with us. Her passing leaves a void that will not easily be filled but her commitment and inspiration ensure that others will carry on.

For the second consecutive year the Saturday race for schooners and classic yachts was marked by brisk winds, this year from the northwest with the added improvement of clear sunny skies. It was definitely a big day and the schooner class started first with a lovely close reach to the westward along the north side of Long Sand Shoal. There was even the last of the flood tide to help! Commodore Pete Phillipps' VOYAGER, with Michael Terry at the helm, crossed the line right at the gun but was instantly overhauled by Mystic Seaport's BRILLIANT, carrying what seemed like twice VOYAGER's hull speed. Skipper George Moffet really has BRILLIANT cranked up this year and they

STARBOARD TACK

There are relatively few occasions in life when reality exceeds expectation. Somehow anticipation usually is more than half the fun. Well, Sportsfans, that may be why the Canadian visit in 1985 seemed such a spectacular success. It was even better than anyone could have predicted! Members who made it to either Gloucester or Martha's Vineyard had one hell of a good time. The races were fun, the weather superb, the vessels beautiful, and the parties fantastic. The warmth and hospitality extended by the folks from Gloucester and the Vineyard were truly the finest kind.

If there was any disappointment at all it was that many familiar American faces (and vessels) were absent. We rarely can remember a year when so many boats were hauled out for repair. BOUNDING HOME, DEFANCE, HALF MOON, TALISMAN and WHITE WING would have been welcome additions to the U.S. fleet. Other members had lesser excuses but the bottom line is that they missed out on a lot of fun.

Our Canadian cousins were a pretty impressive group. Their shoreside dress code was a quantum leap above the usual clean (?) pair of bluejeans so dear to our Yankee hearts. Their vessels were equally well turned out, shipshape, and very well sailed. Like their nation's downhill skiers, these folks just like to go fast. Had it not been for FORTUNE's consistently super performances, our bragging rights on the race courses would have been seriously undermined.

The Nova Scotia Schooner Association has extended an invitation to the ASA for us to join them in 1986 to celebrate the Twenty Fifth Anniversary of the founding of their Association. A passage to Nova Scotia, a week of cruising and racing, and a return trip home are well within range of a three week vacation cruise. The time to start planning is now. The good people of Gloucester have also expressed the desire to make the Schooner Races at Gloucester a biennial event. If we expect Canadian support and participation like we had this year, then it's only fair that we reciprocate. — VB

OFFICERS

COMMODORE
Peter Phillipps

VICE COMMODORE
David Mowen

RÉAR COMMODORE
Elaine Beckwith

SECRETARY-TREASURER
Sam Hoyt

NEWSLETTER
EDITOR: Vern Brady
GRAPHICS: Linda Brady

rapidly worked out to a commanding lead over FORTUNE and TAR BABY, with VOYAGER still trying to find some boat speed. The big boats quickly left the smaller schooners STARLING, SAGAMORE, and GOLDEN GOOSE in their wake and the classic yachts, starting ten minutes later, also had to play catch up.

The second leg was a run and VOYAGER provided a text book example of gaff rig superiority downwind. She dramatically caught and passed her staysail rigged sister-ship TAR BABY and was noticeably overtaking BRILLIANT and FORTUNE but the run wasn't long enough! On the third leg, almost a beat as the wind veered more to the north, the leaders stretched it out and the classic yachts BLITZEN and NEITH began to overtake the schooners. The wind shifts so typical of a gusty land breeze began to play a dominant role. It became usual to see six or seven boats, all close hauled on port tack, steering courses some fifty or so degrees different than their neighbors. And with the tide now starting to ebb strongly, rounding the last mark at the eastern end of the shoal became a real challenge.

The two mile leg to the finish was on a northwesterly heading. And headed was just what you got! The wind shifts tormented the lead vessels, at some points allowing them to lay the finish line and even ease sheets, then zapping them with such a header they were forced to tack. The now foul tide quickly punished any skipper luckless enough to have to sail across it. BRILLIANT held on barely over FORTUNE to claim line honors, but corrected out to second behind Don Glassie and crew. VOYAGER and TAR BABY continued their sibling rivalry right up to the finish, with VOYAGER playing the lifts for all their worth and holding starboard tack for the entire last leg. She was rewarded with a third place several minutes ahead of Carl Sherman's immaculate TAR BABY.

In the classic yacht division BLITZEN blitized the fleet with the best corrected time in both classes. She was followed by the Hersheff sloops MISCHIEF and NEITH, the latter collecting the prize for fastest elapsed time in fleet.

But if the lead vessels thought the wind was fickle and the tide foul, pity the poor back markers. With the wind fading and the tide at full ebb, finishing was agony. And then there were still two hours under power upriver to Essex. The stragglers were still coming in as dusk fell and the party began. The food and entertainment at the Steamboat Dock were great and the town of Essex itself continues to share a warmth and charm that guarantee competitors will return again and again. — VB

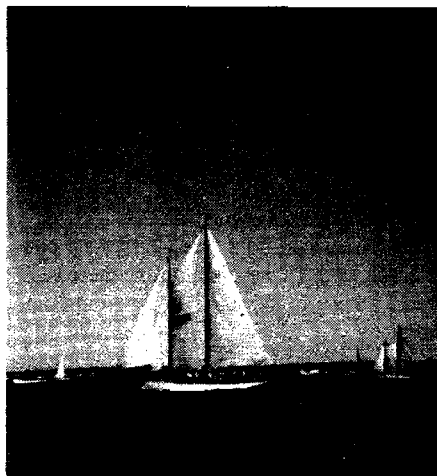
BULKELEY HOUSE REGATTA

Hampered perhaps by the lack of any mailed race invitations or entry forms, the second Bulkeley House Regatta still turned out some ten vessels in the big boat class and innumerable smaller wooden cruisers and one-designs from the Noank Wooden Boat Club. The "A" boats were evenly divided between schooners and classic yachts, and both were started as one class from Seaflower Reef by the committee boat, the lovely Bill Hand designed motorsailor NOREASTER.

The course selected for the big boats was a little overambitious considering that the northerly breeze could hardly be expected to hold. The first leg was a close reach to Goshen Point off the mouth of the Thames River and then a run over to the western end of Fisher's Island in a failing breeze. Just after most of the fleet rounded the second mark the wind really took a dump and everyone lost steerageway. Considering the strong flood tide through the Race it was fortunate that the afternoon southwesterly sea breeze came in on schedule.

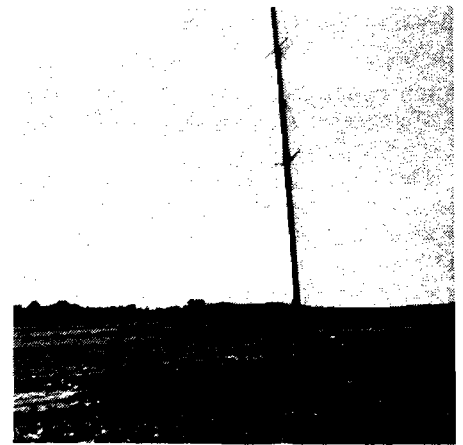
As NEITH approached the third mark off of Plum Island well in the lead, it was obvious that no one would make the eight mile fourth leg to the finish line within the allowed time. It was agreed by the Race Committee to shorten the course and NEITH obligingly volunteered to anchor off the P.I. bouy and take finishing times.

In the Classic Yacht Division NEITH held her time for first place and was followed by the N.Y. Thirty, AMORITA, and BLITZEN. Among the schooners there was a real surprise. The converted catboat, METAMORPHOSIS, pressed on doggedly even though in next to last place and wound up first in class on corrected time ahead of VOYAGER, MADRIGAL, MALABAR II



BRILLIANT at Essex

Photo by Vern Brady



NEITH

Photo by Vern Brady

and MARMION. This was quite an achievement for skipper Oliver Jones since a 33 foot long by 16 foot wide 20 ton ferrocement schooner could hardly be called a super light air boat. He has certainly brought her a long way since she was declared a total loss in a marina fire several years ago.

The Bulkeley House party after the race was up to the usual high standards of its proprietor, Brian Beckwith, and put out enough food and grog to satisfy even the most bucko crews. — VB

MYSTIC SCHOONER RACE

The 1985 Mystic Seaport Schooner Race was in many ways a very familiar and thoroughly delightful affair. Fall in New England, the leaves turning, the boating season clearly winding down but no one really wanting to let it go, savoring each last soft morning afloat, the Seaport was at its loveliest. The best time is Friday before race day watching the boats make their way up river, coming in by two's and three's as the highway bridge keeps to its hourly cycle, taking dock lines (and maybe a cold beer) as old friends secure to the new stone bulkhead at the North basin. Most entrants this year were seasoned campaigners with a number of regulars missing, but some long absent veterans coming back to bolster the fleet to over twenty schooners.

At the Skipper's Meeting everyone was reminded to make the highway bridge before its restricted schedule started at 8:15 a.m. to be sure of making it down river to the start by 9:30. As the more prudent skippers set off at 7:30 with the committee boat, STAR, they were rather taken aback (literally) by the stanch refusal of the bridge tender to open the span. Those monitoring VHF were treated to a rather colorful debate between this

Continuea on page 4

Mystic *Continued from page 3*

would-be sea lawyer from the Highway Department and the Race Committee who finally flexed enough muscle to free the bottled up flotilla.

After a short postponement to sort things out, Class A got started near Seaflower Reef at 10 a.m., followed by B and C at 15 minute intervals. The wind was from the West at a steady 15 knots and the course selected ran South to Silver Eel Pond on Fisher's Island, then to the whistler North of Plum Island, and then back to Seaflower. It was much easier said than done. The first reaching leg was a snap, but then everyone had to face a seven mile beat dead to windward against a tide ebbing strongly through the infamous Race, where Long Island Sound empties into Block Island Sound. To top it all, the persistent west wind delayed the tide turning to flood by almost an hour and a half and any navigators who held to the rhumb line out in the foul current got buried. Most everyone hitched way back in to the Connecticut shore, with some boats even going inshore of Bartlett Reef to escape the ebb. Visibility was not great with a fair bit of haze limiting the horizon to some two miles. This made it a bit more difficult to watch the opposition and learn from their mistakes or successes. The final leg home was a run and the poor class C boats got around the second mark just as the tide turned. Then, when the wind began to lighten, the big boats had the overall trophies guaranteed.

Class A saw FORTUNE over the line first to win the Atkin Trophy as well as first in A and the BRILLIANT Trophy for best corrected time in fleet. Second was BRILLIANT herself and third was Lee Pryor's MALABAR X. Class B honors went to Walter and Joan Green's SEAWARD. The 37 foot Alden schooner had not raced at Mystic in many years and made the trip up from Yarmouth, Maine just for this event. In second place was MADRIGAL and the 4.6 foot Alden design also earned the Soundings Trophy for best corrected time with gaff rig. Completing the John Alden sweep of Class B was Pete "Hurricane" Phillipps' VOYAGER. Class C was hotly contested as usual by some familiar rivals. Bill Wertenbaker brought TYEHEE home in front despite the added handicap of carrying our esteemed secretary-treasurer (shogun?) as crew. Second went to PRINCE OLAF and third to the always well-sailed SAPPHIRE. In all, eighteen boats finished. WESTERN UNION won the Joseph Conrad Award for the youngest working crew and MALABAR II the Director's Prize for the oldest schooner entered.

The post race party was much improved this year, being a professionally catered affair held in the Youth Training Building. With a well stocked open bar all night and ample supplies of good food on the buffet, the \$9 per head ticket price was one of the best bargains of the season. Added to this was a reduced entry fee this year plus the Seaport's offer of free dockage to schooners lying over between races. Our hats are off to Connie Boehm, Bill Ames and crew for putting together such a fine event. It is hoped more schooners will join the fun next year. Now, if they would only start the class C boats first... — VB



VOYAGER "Who needs winches!"

Photo by
Vern Brady

ASA Rendezvous *Continued from page 1*

lished with HAKADA, just now approaching Cape Ann where her engine problems would be resolved.

Despite a full day of light southwesterlies, most of the schooners enjoyed a fine sail all the way to Scituate. METAMORPHOSIS saw a whale (they probably saw a lot of other unnatural phenomena, too) and the airwaves were treated to some interesting dialogue in a variety of dialects (all in good clean fun). During the day, however, PURITAN fell prey to engine troubles and had to abandon the cruise. Thursday saw the fleet pass through the Cape Cod Canal in a dismal rain and all arrived at Vineyard Haven early Friday, including HAKADA.

The American fleet was augmented considerably at the Vineyard. Joining there were Fred Murphy in ISHMAEL, Jim and Anne Raftery in GOLDEN GOOSE, Frank McColgin in GOBLIN, Humphrey Barnum in SAGAMORE, Randall Pepper in SARA ABBOTT, a sister hull to the Canadian AVENGER, and non-member schooners SWAY, VERNON LANGILLE and HAE YONG. Matt Stackpole's MYA was still on

the ways at Gannon & Benjamin but joined the fleet for Sunday's race. Looming over the entire fleet was Bob Douglas' SHENANDOAH.

Saturday dawned foggy but with a breeze. The schedule called for an early sail to Tarpaulin Cove on Naushon Island, lunch and a skipper's meeting on VOYAGER, then a race from an anchored start back to Vineyard Haven. Vessels were a bit late in getting to Tarpaulin, though, and the race was somewhat informal. The fleet was joined at this juncture by both SHENANDOAH and Tommy Thompson and family in the gaff rigged ketch ZEFIRAH.

On arrival back in Vineyard Haven, skippers and crews repaired to SHENANDOAH where Captain Bob Douglas hosted a reception on board his exceptional vessel. Following this, most of the fleet once again got under way and motored into Vineyard Haven's Lagoon Pond for a raucous New England shore dinner. The fleet remained in the Lagoon overnight, offering a unique sight to some early-rising Vineyarders.

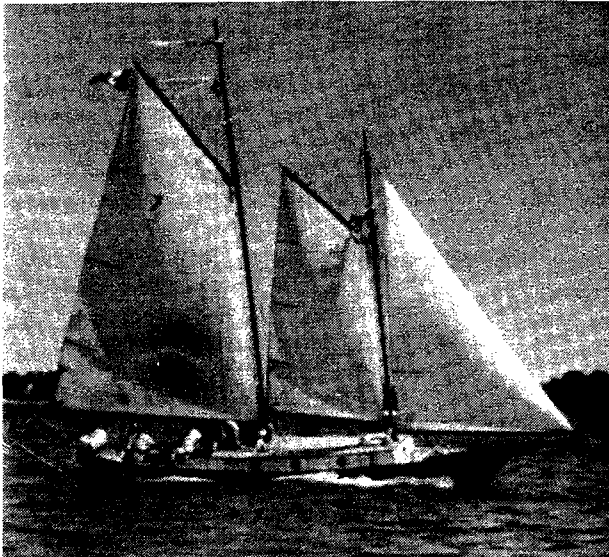
Sunday proved the racing highlight of the rendezvous. A 16-mile course to Chappaquidick and return was set and a spanking 12 knot southeasterly on a gorgeous day provided superlative conditions. And some super racing.

The race gradually developed into three groups. In the first group was FORTUNE, MYA, SEBIM, AMASONIA and VOYAGER. In the second: AVENGER, ISHMAEL, ADARE and MALABAR II. The third group consisted of SARAH ABBOTT, GOLDEN GOOSE, GOBLIN, VERNON LANGILLE and SWAY.

The long beat to Chappaquidick was super sailing. All the schooners moved well, and the fleet was joined by some other local traditional wooden vessels, unable to resist the fine conditions and the competition.

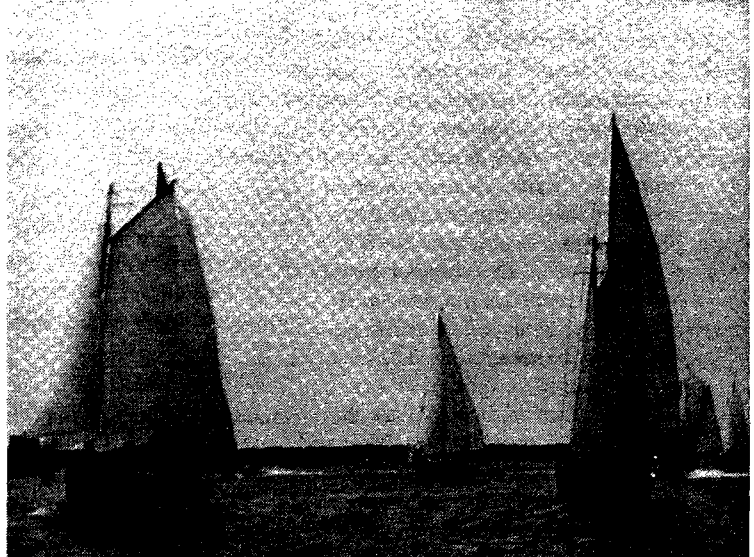
FORTUNE gradually moved into the lead and was several minutes ahead by the mark off the Chappy Beach Club. MYA, reacclimated to the water after being relaunched the previous afternoon, was second, but practically on her transom were SEBIM and AMASONIA. These two vessels showed remarkable boat speed and pointing abilities, considering the former's double gaff rig and the latter's small (37') size. Not far behind these three, VOYAGER was making knots on the dead downwind leg.

The second group saw MALABAR II, ISHMAEL and AVENGER literally neck and neck with ADARE just a bit behind. This group was joined by the sloop LF END which did a good job of keeping with the schooners on the downwind run and reach.



ADARE

Photo by Sam Hoyt



Racing at the Vineyard

Photo by Sam Hoyt

SARAH ABBOTT led group three, trailed by the VERNON LANGILLE. But GOLDEN GOOSE moved very well once the run had turned into a reach and had overhauled the LANGILLE by East Chop. HAKADA had suffered from some local knowledge and held up close to shore on the beat out and was forced to play catch-up all the way back.

And that was just about the order the boats finished after another short beat back up Vineyard Haven harbor.

Yet another reception was held following the race at which the Canadians once again demonstrated their sartorial elegance while making a number of American skippers honorary bluenoses. At this meeting, too, the Canadians announced that the summer of 1986 would mark the 25th anniversary of the Nova Scotia Schooner Association. Great festivities are planned, and the Canadians would welcome a return visit by as many American schooners as possible. And it's downwind all the way there.

A number of people worked long and hard on these events. At Gloucester, members Scott and Daisy Nell Eddington coordinated the events, served as committee boat, saw to HAKADA's engine repairs and sang great songs. Mike Costello, the exec of the chamber of commerce, and his staff did a great job, as did the harbor master, the local constabulary and local boat operators. It was an honor to have Mayor Silva at the reception.

And at the vineyard, Fred and Sarah Murphy, Jim and Ginnie Lobdell and Ginnie's parents organized the racing events and shore dinner, Bob Douglas graciously offered SHENANDOAH for the reception and local boat yards made their facilities available for landing privileges and the Sunday reception. Thanks to all. — Sam Hoyt

AMERICAN SCHOONER ASSOCIATION RENDEZVOUS

Gloucester, MA, August 5-6, 1985
Vineyard Haven, MA, August 10-11, 1985

Race Results

August 6, Gloucester Harbor-Norman's Woe and return, c. 6 miles

<u>Vessel</u>	<u>Elapsed Time</u>	<u>Position in Fleet</u>	<u>Starting Time</u>
FORTUNE	1:22:00	1	0935
SEBIM	1:33:00	2	0925
HEBRIDEE II	1:39:00	3	0920
AMASONIA	1:44:09	4	0925
VOYAGER	1:44:43	5	0920
MALABAR II	1:51:30	6	0910
SORCERESS	1:52:40	7	0915
HEART'S DESIRE	1:56:05	8	0915
ADARE	1:59:00	9	0910
AVENGER	2:01:00	10	0900
METAMORPHOSIS	2:14:45	11	0900
PURITAN	2:25:51	12	0905
KIFARU	2:06:12		0930
VONDORA	2:13:48		0930

August 11, Vineyard Haven-Chappaquidick and return, 16 miles

<u>Vessel</u>	<u>Rating</u>	<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Position</u>
FORTUNE	39.4	2:38:15	1:53:21	1
VOYAGER	37.9	3:04:21	2:17:49	5
MYA	36.3	2:58:25	2:13:13*	4
SEBIM	34.7	3:01:44	2:10:08	3
AVENGER	33.9	3:27:31	2:35:37	9
SARAH ABBOTT	33.9	3:56:24	3:04:30	13
ISHMAEL	33.5	3:27:22	2:34:53	8
MALABAR II	31.8	3:28:15	2:33:08	6
GOBLIN	31.5	3:59:30	3:03:54	12
ADARE	31.1	3:30:09	2:33:53	7
HAKADA	30.8	4:01:24	3:04:38	14
GOLDEN GOOSE	30.0	3:56:00	2:57:52	11
METAMORPHOSIS	29.9	4:45:00	3:46:41	15
AMASONIA	28.7	3:02:39	2:02:10	2
V. LANGUILLE	26.5	4:00:25	2:55:34	10
HAE YONG				DNF
SWAY				DNF
HEBRIDEE II		DNS		
SAGAMORE		DNS		
SHENANDOAH		DNS		
SORCERESS		DNS		

*Includes penalty for overlapping headsail.

MEMBER SHIPS

For the past several years the ASA has discussed the possibility of some form of "year-book" or expanded membership directory that would include a photo and short biographical profile of each member vessel. Like so many good ideas, the costs involved in such a venture have precluded its publication at present. However, we feel the basic premise of getting to meet a member vessel "up close and personal" is too good to bypass. We shall therefore attempt in each issue of *Wing and Wing* to spotlight at least one or two "Member Ships" to give everyone a chance to get acquainted a little better. Besides, it will make a change from endless race reports! Let us know if you like the idea, and anyone who would like to have their vessel profiled should feel free to send a good clear photo and short, detailed history along the lines of what follows.

HERANDIS

Owners: Henry F. Hock and Henry Hock

Gaff rigged schooner patterned after New England Coasting Schooners of the late 19th Century.

LOA - 36'5" LWL - 29'8" Beam - 11'2"
Draft - 5'9" Sail Area - 796 (working)

Designer - Murray G. Peterson

Year designed - 1930

Builder - Frank Weeks, Patchogue,
Long Island

Year Built - 1938

Home Port - Douglaston, New York

HERANDIS is a Murray Peterson Coaster I design and the American Schooner Association boasts three sisterships among our members: NORTH STAR, MORNING STAR and the original COASTER. The de-

sign was a benchmark in the development of yachts based on traditional American working vessels, and was so successful it prompted Peterson to further evolve the concept into COASTER II and COASTER III and other designers, such as Alden and Rhodes, to try their hands at drawing coasting schooner yachts.

Still carrying the name she was launched with, HERANDIS was built for a Mr. John C. Sheridan and her name is a rework of all the letters of his surname, juxtaposed to nearly form "HER AND HIS." Even in 1938 the first mate's good influence was being acknowledged. After the war she was subsequently sold to one Pierre Manigault of Charleston, South Carolina where a combination of age, southern climate and, possibly, owner neglect took its toll. Mr. Jack Rembe acquired ownership in the early sixties and undertook a major restoration in Maine at Robin Hood Marina in 1962 and '63 which was supervised by Murray Peterson himself. This included the renewing of all frames, entire hull replanking with mahogany and bronze, new keel bolts and new covering boards. A new lapstrake tender was also built by Robin Hood and continues to grace HERANDIS' stern davits, adding to the "coaster" image.

Rembe sold her to Henry Hock, father and son, in 1965 and they have continued her upgrading since then. A Mercedes diesel was fitted in 1972 and her overall maintenance, both above and below decks, is of the highest standard. With both Hocks seeing to the shipkeeping and Henry's wife, Anne, lending that special touch, HERANDIS has consistently placed well in numerous Concours on the East Coast. A regular participant at the Mystic Antique and Classic Boat Rendezvous, she took Best of Sail honors in 1977 and the same award in 1983 at the Long Island Chapter of the Antique and Classic Boat Society. The Hocks have also campaigned HERANDIS extensively on the northeast schooner racing circuit with over a dozen Mayor's Cup races to her credit and even more Douglaston Windjammers races where she has been the host vessel for many years. Henry also has raced her at Mystic Seaport Schooner Races, Vineyard Haven, Essex and the Schooner Cove races at Stamford, and anyone who thinks he is only into maintenance has never tried to "port tack" him. All the shiny brass fittings aren't on the boat!

It is hoped that HERANDIS and her owners will continue to figure prominently on the schooner scene for many years to come. They are a credit to themselves, the ASA and to traditional vessels everywhere. — VB



HERANDIS

MAYOR'S TROPHY RACE

A marked change in the appearance of the docks at South Street Seaport greeted some 20 schooners arriving for the 19th running of the Mayor's Trophy race. But neither the increased commercialism of the waterfront nor a viscous line squall during the race, which actually capsized two sharpies, marred the success of this event. While the squall took its toll from among the starters, nobody was injured and both capsized vessels were saved.

Class A was graced by the appearance of two legendary schooners which hadn't faced each other in years. BRILLIANT, from Mystic Seaport, was making its first ever appearance at the Mayor's Trophy while NINA was returning after a long absence.

Not surprisingly, they crossed the starting line off the Battery in that order in a brisk 15 knot southerly and choppy seas. These two warhorses were followed closely by MALABAR X, VOYAGER and TOTEM.

Starting some 15 minutes later, in slightly diminished winds, the SSSM sharpie RUSSELL GRINNEL led Class B across the line. PRINCE OLAF, KAMUELA and TYEHEE were across soon after and, before Liberty Island was weathered, TYEHEE had taken the lead.

The Class A leaders were approaching the first mark off the ferry dock at Staten Island as the sky blackened. Most of the Class B schooners were clustered around Liberty Island. But the full fury of the squall took many by surprise.

RUSSELL GRINNEL was the first casualty. As skipper Mike Kortchmar said after the race, "I knew we were going over before the storm ever hit. There was no way we could have stayed upright." The 40' sharpie FREEDOM also turned turtle during the worst of the storm.

The smallest boat in the fleet, the 27' MYTH, was romping along in fine form under main and staysail when she almost literally ran up on the overturned FREEDOM with crew standing on the center board. Visibility during the height of the storm was down to 50 feet or less, and the rain was driven horizontally by winds estimated at a minimum of 40 knots.

MYTH hove to and radioed for assistance as FREEDOM's radio was under water. Then Bob Kasindorf and crew rigged life cushions on lines in an effort to take off FREEDOM's crew. They were spared this task as both a tug and a Coast Guard 40 footer arrived on the scene. MYTH, however, dropped out of the race. Another Class B schooner, JOHN PAUL JONES, also stood by to give assistance, but resumed the race after marking the time lost.



Photo by Vern Braay

PRINCE OLAF off Ellis Island

BRILLIANT was still in the lead as the storm hit and was close reaching down the east side of Staten Island toward the Narrows. Driving hard under the command of George Moffett, BRILLIANT took a near knockdown in a particularly hard gust. It was reported that water was up to the cabin hatch.

Meanwhile, with near zero visibility, VOYAGER was driving hard in a move that proved of crucial importance. During the storm she actually passed NINA and picked up an estimated mile on BRILLIANT. Elsewhere in Class A, TOTEM blew out her jib and TRADEWIND abandoned the race.

The storm lasted an estimated 20 minutes. As the skies cleared and the sun broke through, the winds diminished to a refreshing 15 knots. The order of boats in Class B had really turned around.

PRINCE OLAF had also kept driving with full sail during the storm and was actually around the Staten Island mark. KAMUELA had reduced sail and was also around the mark. JOHN PAUL JONES, after standing by to render assistance, resumed sailing and was approaching the mark, as was HERANDIS. TYEHEE had hove to off the Statue of Liberty after ripping a batten pocket in her foresail and now found herself last in Class B.

At this point, it became readily apparent that the overall winner would be a Class A boat, especially as the wind commenced to drop.

BRILLIANT was far in the lead in Class A, and, of some surprise, VOYAGER was maintaining her lead over NINA, followed by MALABAR X and TOTEM.

In Class B, TYEHEE was moving again. She caught HERANDIS under the Verrazano Narrows bridge on the way out, JOHN PAUL JONES under the bridge coming back after rounding buoy 19, and KAMUELA off Pier 69 in Bay Ridge. But PRINCE OLAF had built up too large a lead and was first to finish in Class B.

Returning to the Seaport, and to the floating docks which had been secured for the best berthing accommodations in the history of the race, the sea tales quickly built to a climax. Winds were reported at 86 knots at the Bridgeport airport. Other sagas of deriding do were aired. Basically, everyone was glad to be back ashore.

The magnificent PEKING was the setting for the awards dinner and presentation. Thanks to the largesse of Foster's Lager, which leaped into the breach upon the untimely (and lamented by some) departure of Mount Gay and company, an open bar and excellent dinner, complete with a cake welcoming the schooner sailors, was available at a relatively modest fee. There was food and drink aplenty and a good time was had by all.

At the start of the awards presentations, a plaque signed by Mayor Ed Koch proclaiming Saturday, October 5 as PIONEER Centennial Day in New York, was presented to PIONEER's skipper Dianhe Glennon. The historic schooner's mainsail had blown during the storm, and the crew had unbent the old and bent on a new main, finishing before the start of the party. PIONEER was to leave on Monday for a visit to the Chesapeake.

BRILLIANT won the New York Yacht Club Trophy for first to finish. The Knickerbocker Yacht Club Trophy for the schooner exhibiting the best seamanship went to Bob Kasindorf and son Jonathan on MYTH for assistance rendered to FREEDOM during the storm. VOYAGER, to no one's great surprise, was presented with the Alfred F. Loomis Trophy for best corrected time by a gaff rigger. HERANDIS won the gin and cornflakes for the DeCoursey Faes Award.

In Class B, Coe Wells and PRINCE OLAF took first, second went to Stig Horst and JOHN PAUL JONES, which received an added allowance of 12 minutes for rendering assistance during the storm. Bill Wertebaker and TYEHEE took third.

Third place in Class A went to Bob and Bill Graves in TOTEM, despite sailing over half the race without a jib. Second place was awarded to George Moffett and his crew from Mystic in BRILLIANT, and the Mayor's Trophy went to Commodore Peter Philipps in VOYAGER.

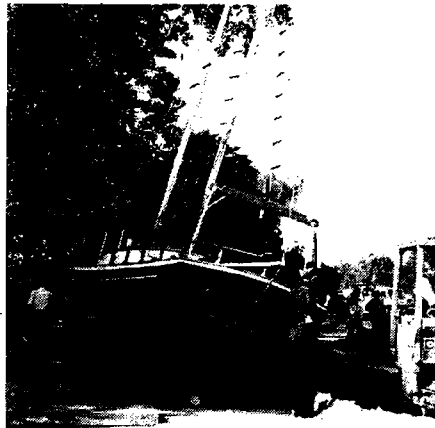
Capping a truly brilliant season, the Foster Lager award for best results in three of the four-race-series consisting of the Opera House, the Classic Yacht Regatta, the Mystic Schooner Race and the Mayor's Trophy, was presented to George Moffett in BRILLIANT.

There was little doubt among the revelers that, despite the storm, this was the best-run Mayor's Trophy race ever. It was certainly the best party. — Sam Hoyt

DOG WATCH

The Jersey Coast continues to live up to its reputation as a lousy place to ride out a hurricane. Two of the three member vessels in the Monmouth County area came ashore during Gloria, fortunately without major damage. George Wilson's ELISARA parted a mooring swivel and washed up on the sand at Cliffwood Beach in Raritan Bay. She missed a stone jetty, a storm drain outfall and a telephone pole by the narrowest margins. With the aid of a bulldozer and a front end loader to dig a trench and tow her down to the tide line she was floated off on the Saturday evening flood. Bob Pulsch used basically the same technique for his 37 foot steel ketch, KATHLEEN MARY. He had taken her up the Navesink River for shelter but the strong winds on the back side of Gloria tripped her anchors and she dragged ashore in Fair Haven. Bob substituted lots of manpower to dig a trench and a commercial fisherman towed her off at high water. Damage to both boats was mostly cosmetic, but ELISARA missed the Mayor's Cup race as a result.

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ELISARA

Photo by George Wilson

The National Maritime Historical Society has launched a drive to double its membership. The extra monies generated will allow a much greater investment in historic ships and other projects and should allow their excellent magazine SEA HISTORY to be expanded in scope and depth and to be produced six times per year instead of quarterly.

It is well worthwhile and ASA members are encouraged to join. Membership is \$20 and is tax deductible. Contact: National Maritime Historical Society, 132 Maple Croton-on-Hudson, N.Y. 10520 (914) 271-2177.

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As most members are aware, developmental problems caused the ASA's winged keel schooner racer to miss the Canadian visit this summer. Despite tight security, Wing and Wing has learned that a noted designer from Gloucester (rumored to be Phil Bolger) was contracted to produce the final design for the winged wonder. When the prototype was delivered, however, it turned out the designer's idea of a winged keel schooner was actually more like a leeboard sharpie. The boat showed great speed, but to tack the leeboard's efficiently necessitated a pair of coffee-grinder driven winches of the same size as those used by the 95 foot ketch, WHITEHAWK. The extra top hamper unfortunately caused immediate capsizing somewhat hindering progress to windward. By next season new winches made of carbon fibre and titanium should be perfected. Stay tuned. — VB



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