



WING & WING

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The Official Newsletter of the American Schooner Association

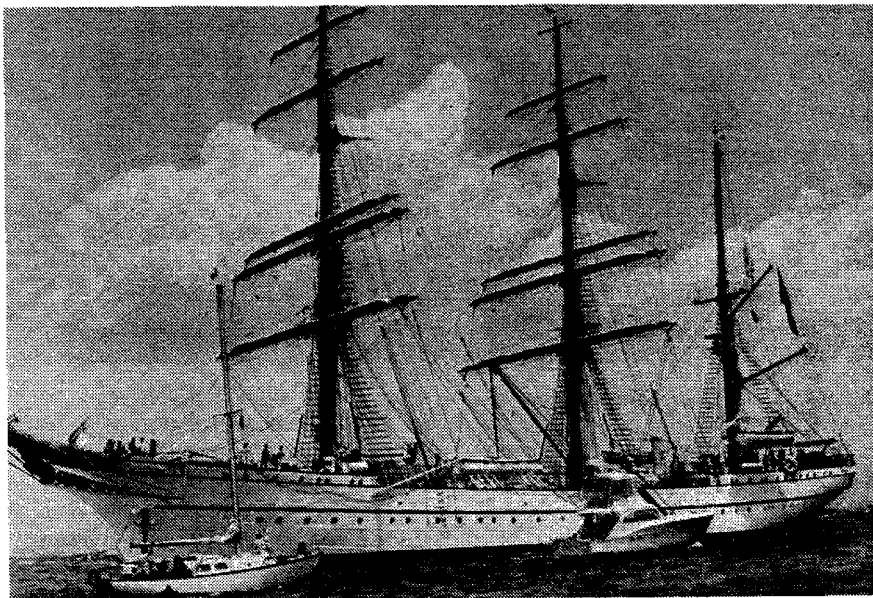
HALIFAX INTERNATIONAL SCHOONER FESTIVAL

Plans are well underway to ensure that the International Schooner Festival at Halifax, Nova Scotia is *the* premiere event for traditional vessels in 1986. As previously noted, this year marks the 25th Anniversary of the founding of the Nova Scotia Schooner Association and the rendezvous planned has escalated into a week-long festival of racing and celebrating. With Commodore Ed Murphy, Vice Commodore Joe Graves and Secretary Andy King attending the ASA Winter Meeting to outline preliminary plans, Commodore Peter Phillipps followed up with a trip to Mahone Bay to attend the Annual N.S.S.A. Meeting.

As presently scheduled, a fleet of American Schooner Association vessels will rendezvous at Mattapoisett on Buzzards Bay on or about July 20th. They will cruise to Gloucester, where additional vessels will join them, for a *bon voyage* reception and parade on July 22nd. Departure for Nova Scotia will be on Wednesday the 23rd, and arrival in Halifax is planned no later than Sunday the 27th. In Halifax arrangements have been made for free dockage in the downtown port area near the Historic Properties. Land accommodations will include hotel rooms available at moderate cost for additional crew berthing and unlimited use of showers, an island made available with a lodge and bunk room/camping accommodations, and breakfast served on the dock each morning for the combined fleet.

Organized activities begin on Monday, July 28th with races scheduled for every day through Saturday for various classes and trophies, although not every vessel will qualify for every race. On Tuesday, a reception by the Mayor is planned, and on Wednesday a sail on the BLUENOSE II is offered to all crews. The highlight for some members may well be the Pub Crawl on Wednesday night, with some 44 pubs reported to be within walking (?) distance of the docks — and the trip home is downhill all the way! On Thurs-

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SAGRES at Sandy Hook, OpSail '76

Photo by Ginny Croft

OPSAIL 1986

Hopefully, you'll be able to see them somewhere among the 44,000 spectator craft, but there will be some 19 Class A vessels and as many as 150 Class B and Class C vessels. Included in the last class will be a flotilla of some 24 ASA schooners, led by Commodore Peter Phillipps in VOYAGER.

The plan for the weekend of July 4 calls for briefings in several ports (Newport, Charlotte, Annapolis, New York) and then a series of fleets approaching New York. Most ASA boats will be coming via Long Island Sound and will take part in a parade of sail down the East River on July 3.

There will be a general anchorage of Class C vessels in Gravesend Bay the night of July 3, and all participants in the Parade of Sail on the fourth *must* anchor in that area. The Coast Guard will not let anyone approach the parade route on the fourth. Following the parade, most Class C vessels, including the ASA flotilla, will proceed to Liberty State Park on the New Jersey coast near Jersey City, due west of Liberty Island. There will be dock space at Liberty State Park, but, in

all likelihood it will be crowded and it will definitely be limited to parade participants.

The following ASA vessels have been accepted in the parade: ARIES, BANTAM, J.N. CARTER, CHIMAERA, CHRISTMAS, DEFIANCE, ELISARA, GOLDEN EAGLE, HALF MOON and HERMANDIS.

Also: KATHLEEN MARY, LADY OF THE WIND, MAGIC VENTURE, MALABAR II, MALABAR X, MARMION, MORNING STAR, TAPPAN ZEE, TAR BABY, TOTEM, VOYAGER, WHEN AND IF, WINDSONG, ZAREFAH.

Consideration is being given to organizing an ASA rendezvous for the night of July 2, after which ASA vessels would parade in company down the East River.

Following the festivities of the fourth, word has it that an informal cruise back down the Sound is in the offing, sort of a shakedown for the epic cruise to Halifax. Skippers of all vessels participating in the OpSail '86/Parade of Sail in New York will be contacted by Peter Phillipps or Sam Hoyt to finalize arrangements and to relay instructions from OpSail headquarters. —SH

Photo by Jeanette Hoyt



Sam Hoyt aboard GOLDEN GOOSE

STARBOARD TACK

The 1986 American Schooner Association Award will be presented this year to Sam Hoyt. That really says it all. To try to list all that Sam has done for the ASA and its goals would be to obscure the central fact: he kept the Association alive! Few members may realize just how close we came to expiring due to apathy and indifference not that many years ago. Sam really kept things going with developments like the Schooner Race Sym-

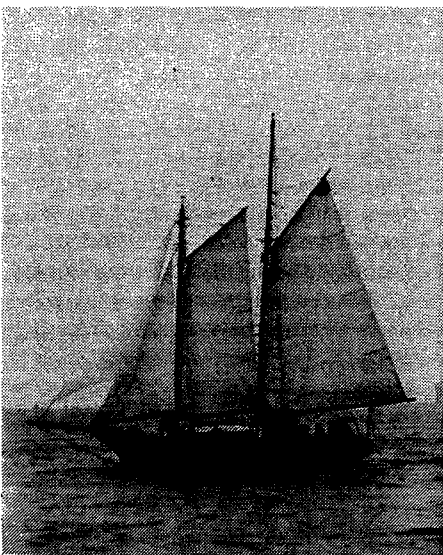
posium, renewing contact with Gloucester and the Nova Scotia Schooner Association, the Schooner Census, and lots of public relations copy that made people aware of our existence and purpose. (It's easy to say, but it wasn't so easy to do!) The net result was revitalized interest by the faithful and an expanded membership roster. Just how much he did on a day-to-day basis is only now being realized as our flag officers attempt to distribute the work load.

Sam first got started with schooners in the mid '60's via that infamous New York group, the Seven Seas Sailing Club. He put in considerable time crewing on their VOLANTE and GOLDEN EAGLE, and on the latter first met his wife, Jeanette. When Capt. Teddy Charles took GOLDEN EAGLE south to the Caribbean in 1969, Sam sailed with him. He later crewed on another of Ted's Alden schooners, TIKI, in the 1976 Bermuda to Newport Tall Ships Race.

Sam and Jeanette got their own schooner, WILD SWAN, in 1974. She was a 35' Sam Crocker designed gaffer, a sistership to AUNT SARA. 1974 was also the year Sam joined the ASA. Being a writer by profession, he became editor of the Newsletter in 1976 and was elected rear commodore the same year. In 1977, he took over as secretary-treasurer. Among his claims to fame are winning the Alfred E. Loomis Trophy on WILD SWAN in 1975 and allegedly being the only living human to participate in all 19 Mayor's Trophy Schooner Races. (He also holds the record for most steering gear fail-

ures during that event.) After selling WILD SWAN a few years back, Sam has kept his hand in by crewing on such regular campaigners as BOUNDING HOME, TYE-HEE, MALABAR II and GOLDEN GOOSE. Despite his early and continuing familiarity with staysail schooners, he remains an unregenerated gaff rig advocate. He has been a constant contributor to *Wing and Wing* (a very select group, unfortunately, ed.) and has offered to continue his efforts in that regard. Sam will also maintain liaison with the N.S.S.A., and is helping Commodore Phillips coordinate the ASA Op-Sail flotilla. His advice and suggestions (and dues money) will always be welcome. Thanks, Sam, from all of us. —VZ

Photo by Synnove Granholm



WILD SWAN, 1974 Mayor's Cup Race

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|---|
| OFFICERS |
| COMMODORE
Peter Phillipps |
| VICE COMMODORE
David Mowen |
| REAR COMMODORE
Elaine Beckwith |
| SECRETARY-TREASURER
Biff Bowker |
| NEWSLETTER
EDITOR: Vern Brady
GRAPHICS: Linda Brady |

ER SHIPS

ANDOA

rigged Topsail Schooner

Owner: **Capt. Bob Douglas**

LOA: 108' LWL: 100' Beam: 23'

Draft: 11' Sail Area: 7000 sq. ft.

Year Built: 1964

Builder: Harvey F. Gamage, South Bristol, Maine

Home Port: Vineyard Haven, Martha's Vineyard, MA.

When Captain Havilak Hawkins launched the 83' Cruise Schooner the MARY DAY from Harvey Gamage's shipyard in 1962, one of the well-wishers was Bob Douglas. Hawkins' accomplishment convinced Bob that such a dream was possible and he quietly set to work on the design of a ship of his own. Literally taking a page out of history, he modeled SHENANDOAH after the Nineteenth Century Revenue Cutter JOE LANE (which was, of course, a schooner, like most of the Revenue Marine vessels). Her lines and sail plan had been published by Howard Chapelle in his *History of American Sailing Ships* and, although the original designer is unknown, she represented the absolute state-of-the-art for speed and weatherliness in 1850.

SHENANDOAH's keel was laid May 1st, 1963 and she was launched February 15th the following year. She is traditionally constructed with oak planking on sawn oak frames and is fastened with galvanized nails. Like many schooners in the commercial windjammer fleet, she is engineless and for help in maneuvering relies on her yawl boat. This potent little tender carries a 58 horsepower Ford diesel and swings a 24 x 14 propeller via a 3:1 reduction gear. She moves SHENANDOAH's 100 or so tons with apparent ease.

Capt. Douglas had SHENANDOAH in full commission for the 1964 summer season, but delays in securing Coast Guard certification prevented her carrying paying passengers until 1965. Her normal operating season runs from mid-June through mid-September with the regular cruise period being 6 days. Passengers board Sunday evening for a week of sailing on Nantucket and Vineyard Sounds and Buzzards Bay and return to Vineyard Haven by noon the following Saturday. It's a tight schedule but both the crew and the vessel are up to it.

For a little more insight into what it really feels like to sail on this remarkable schooner we turn you over to Commodore Pete Phillipps who was lucky enough to crew on SHENANDOAH on a sail to Nantucket last summer.

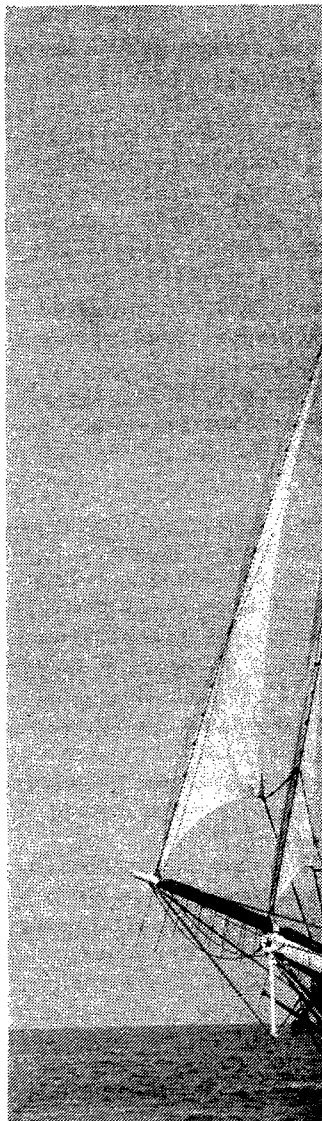
—VB

"SHENANDOAH"

Peter Phillipps

The winds were light in the inn Vineyard Haven as preparations to get "SHENANDOAH" and yawl boat was still making its way from Coastwise Wharf for fresh fruit, freshly baked bread. On a quiet morning, Captain Bob Douglas stepped aback at a quiet flurry of activity the freighter disappeared through a hatch above the galley where the large wood boiler was fired up and lunch underway. Bob's sons who had been sailing in harbor in a classic Beetle Cat were on board. The mooring pennant was hoisted, and the yawl boat gently slipped port bow off the wind and away from the many boats anchored about her,

SHENANDOAH Photo by No



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The ease with which all maneuvers were accomplished on this vessel's awesome scale was impressive. The jibs were raised by two crew each, one high, the other low, in short jerks while two others scampered aloft to release the gaskets holding down the topgallant and topsail. The mate manned the braces, and though I had begun desperately trying to free my camera from its canvas pouch at the onset, all sails were set and SHENANDOAH quickly accelerated to eight knots before I could set for focus and light level. East Chop was soon aft and the breeze freshened to 20-25 knots S.E. Our speed must have been between 11 and 12 knots as the graceful hull leaned gently to leeward, occasionally burying a 950 pound anchor catted on the port rail. The wind direction veered, but the velocity held, as sheets were eased and at hull speed we rocketed toward Nantucket with shoals all about.

My eyes riveted first on the helm, whose master though expressionless was jubilant within, then aloft to the thousands of square feet of canvas driving us. What a rig! Jim and Ginny Lobdell, MALABAR II, were already on the main spreaders and my wife, Jeanette, was enroute on the fore. The exhilaration I felt upon stepping aboard only increased with time. The fisherman was ordered out and in the best traditions of former Commodore Brian Beckwith, was sent up upside down. Quickly remedied, the vista aloft: warped planes of billowing shapes defining elegant swatches of blue negative areas too small for their off white counterparts to further harness, was inspiring.

Bob was helming effortlessly, one handed, often leaving this to peer to port checking the area for other boats and navigational aids. Left alone, the spokes remained motionless. We all climbed about the rigging for hours, from the yard foot ropes where only water lay below, to the martingale backstays where one could comfortably sit and watch the gurgling foam playing about the stem, then organizing into a formidable curl that shot ten feet off the bow.

The light was fading as we approached the entrance to Nantucket. The topsails secured, the outer jib down, SHENANDOAH continued to drive at twelve knots, but now harder on the wind. It would be close holding course in the narrow channel defined by partially submerged rocks. The helm was no longer as balanced, and Bob, seemingly unperturbed, moved deftly from port to starboard, focused on the five or six vessels sailing into the channel, none aware of our approach. My euphoria balanced to anxiety:

HALIFAX *Continued from page 1*

day, there will be a wharf dance and on Friday a lobster dinner and dance hosted by the Yacht Squadron. On Saturday the Yacht Squadron will offer also a brunch; the grand finale will be a parade of sail in the harbor. Survivors will probably depart for the States on Sunday or Monday, August 3rd or 4th.

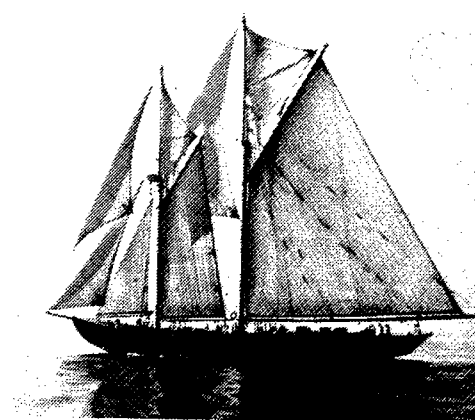
For those boats needing to fly additional crew members to Halifax, we understand that discussions are underway with Air Canada regarding a possible discount on air fares from Boston or New York. Air Canada is also offering sponsorship money and has expressed interest in sponsoring a race.

Experienced crew for the passages to and from Halifax are obviously of prime importance and former Commodore Jim Lobdell has agreed to act as a "clearing house" for interested parties. Those skippers needing crew, or qualified persons volunteering to crew should contact Jim at (617) 693-1042 (evenings).

At the moment the following ASA vessels have indicated an intention to attend the festival: MALABAR II, VOYAGER, MARMION, FELICITY, HEART'S DESIRE, BRILLIANT, HERANDIS, CHRISTMAS (cutter), TAR BABY, MORNING STAR, SAGAMORE, METAMORA and ELISARA. Listed as possible are MALABAR X, MADRIGAL, FORTUNE, WHEN AND IF, HALF MOON and KATHLEEN MARY (ketch). All ASA vessels are eligible and, as Commodore Murphy so aptly put it, any non-schooners attending will simply be required to have their skippers sign an affidavit stating that they wished they had a schooner! —VB

burdened vessel, once committed no alternatives such as turning around in a lane the width of the vessel, potential for a wind shift behind the land mass, no engine, a crowded entrance, and going in at twelve knots. We lined up the red nuns holding the windward side, and passed two daysailors who had ventured this far out of the harbor, whose masts just cleared our gunnels, and whose surprised residents mirrored my concern. A 45 foot ketch also holding the starboard side loomed closer. Our course aligned his masts and within a boat length, SHENANDOAH fell off taking a startled, yellow-slickered huddle in a center cockpit to starboard.

As we rounded the point I began to wonder that once inside, how does one stop this freight train? While my visions were of bowsprits thru shingled walls, splintered docks, the old girl headed up and somehow stopped where I had seen her anchored many times in



BLUENOSE II Photo by Keith McLaren

COMMODORE'S MESSAGE

The Race for the Mayor's Cup will be sailed this fall for the twentieth year. Every year I walk around the Seaport and with all the real estate development in abundance, the condition of some of their boats saddens me. The boat for which most of us share a common interest is the fishing schooner LETTIE G. HOWARD. Their working schooner, PIONEER, of course, commands our respect, but since she is always well-maintained and well-sailed, my concern is for the former. She has suffered over the years and that she is still afloat is a tribute to her feisty heritage. She is rather like most of our vessels, always demanding our full attention, but in her case, there seems to be no one attending to her needs. Previous heads of

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the last ten years. The mate alone cleared away the anchor and payed out the massive chain links to the desired scope:

While all hands turned to on the fore and main, brailing, tucking in reef points, I found it difficult concentrating on any one endeavor. Since coming aboard, a gnawing restlessness had carried me aloft, below, and on deck taking in the surfaces, the smells, the details that make SHENANDOAH so special. The servings for hundreds of feet of rigging were immaculate. Pine tar, linseed oil, bees' wax, manila lines, ash blocks, canvas, wood, all natural materials working harmoniously to slide this elegant vessel from port to port. Whether or not each guest assimilates the subtle simplicity, the gift to us all is of immeasurable importance.

As the sun slipped below the town, church bells tolled gently; another bell on deck beckoned us below for dinner.