



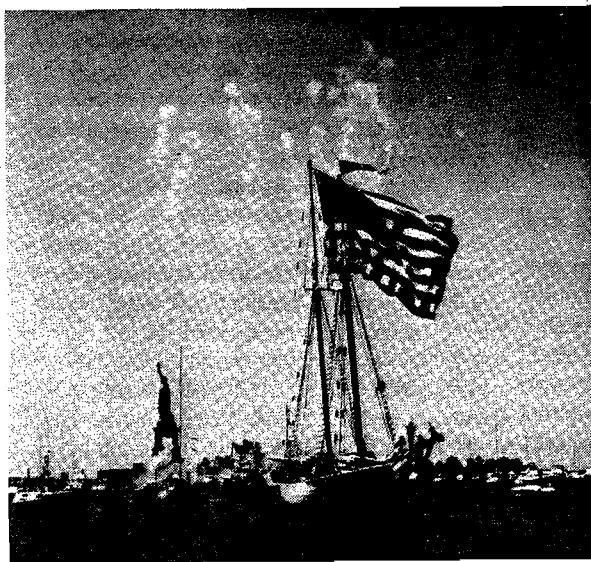
# WING & WING

Volume XIII, Number 2 • Summer 1986

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

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**BILL OF RIGHTS and "The Lady"***Photo by George Wilson***BLUENOSE II** *Photo by Vern Brady*

## ASA FLOTILLA IN OPSAIL PARADE

New York City, July 4—It could easily have been a century ago. Literally dozens of traditional vessels, many with square yards crossed, tacked back and forth across Gravesend Bay in New York's lower harbor the morning of July 4. Included in this vast fleet was a flotilla of 20 vessels proudly flying the burgee of the American Schooner Association.

The sight was such that even this hardened reporter, coming on the scene from Coney Island Creek in the indefatigable 17' Searay, piloted by Captain Vern Brady and carrying no less a personage than the Honorable Julio Brady, Lieutenant Governor of the United States Virgin Islands, was moved to unaccustomed excitement. (Our distinguished guest was quickly entrusted to the safety of VOYAGER.)

For the vista, however anachronistic, was one to stir the emotions of anyone who has ever followed the sea, or thought of doing so. Schooners by the dozen, Baltic traders, several square topsail schooners, English ketches, Dutch flatbottoms and even a Gal-

*Continued on page 6*

## HALIFAX INTERNATIONAL SCHOONER FESTIVAL

Led by Commodore Peter Phillipps, a half dozen American Schooner Association vessels rendezvoused at Boston for an historic race to Halifax, Nova Scotia to participate in the International Schooner Festival commemorating the 25th anniversary of the Nova Scotia Schooner Association. Hosted by Henry Dormitzer and the New England Historic Seaport at the Charlestown Navy Yard, our small fleet was given a fine send-off. Consisting of Commodore Phillipps' VOYAGER, Mystic Seaport's training schooner, BRILLIANT, skippered by Capt. George Moffett, TAR BABY with Carl Sherman, CHRISTMAS owned by Phil LaFrance, Carol Joyce's ZEETO and Humphrey Barnum's SAGAMORE, they were joined for the race by the Canadian schooner HEBRIDEE II.

The fleet enjoyed fine weather across the Gulf of Maine and only encountered fog as they closed the coast of Nova Scotia. Making a fast passage, BRILLIANT crossed the line first on Saturday followed by VOYAGER, who actually won on corrected

time. All finishers made Halifax by Sunday save SAGAMORE, who was DNF with mechanical problems.

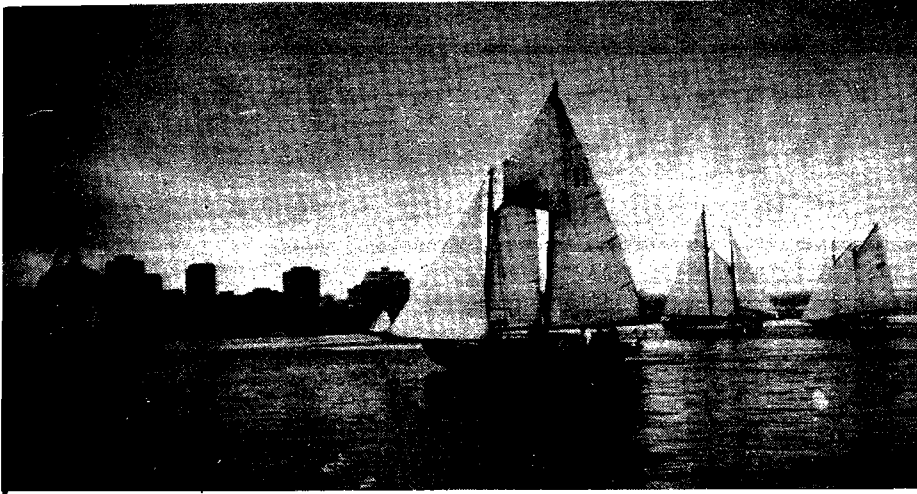
In addition to the Canadian fleet, the racers were greeted by John and Nancy Gruen on FELICITY who had been cruising in Nova Scotia already. An unexpected arrival in Halifax was JESSICA, the superb 202 foot three-masted topsail schooner owned by Carlos Perdomo of Argentina. She had been cruising down east since Op-Sail and just "dropped in." While she didn't race, she certainly was spectacular, even at anchor.

Despite some torrential rainstorms on Sunday afternoon, the ASA and NSSA crews settled down to some serious rafting parties on Sunday evening and renewed some old acquaintances from Gloucester.

### Monday

Race week started with a rather damp, gloomy Monday morning and any Haligonians who took their lunch hour down by

*Continued on page 2*



Halifax Harbor Photo by Kathy Johnsrud

## STARBOARD TACK

Few people truly realize how much advance planning is involved in making a sailing event successful. Both events described in this issue, while somewhat different in scale, required a tremendous amount of time, effort and *money* from the people who organized them. The July 4th OpSail Parade was heavily funded. The Halifax Schooner Festival was not; it was a purely amateur event funded by the Nova Scotia Schooner Association. While use of many of the facilities was donated, liability insurance coverage was not—and it was mandatory. In an effort to offset some of the deficit the NSSA has made available some souvenirs which are highly recommended.

Schooner Festival T-shirts \$9.00 U.S.  
Golf Shirts (x-large only) \$16.50 U.S.  
Posters - "Friendly Waves"

A reproduction of an original painting by Tom Forrestall of SPIRIT OF MASSACHUSETTS in company with BLUENOSE II \$10.00 U.S.

Orders may be placed by sending a check to the Nova Scotia Schooner Association, P.O. Box 27, Armdale, Nova Scotia B3L 4J7.

We should also point out that Associate membership in the NSSA is available to all, and will open up availability of blazer badges (\$20), cap badges (\$10), burgees (\$10), and ties (\$10). Associate membership is \$7.50 (All prices are U.S. dollars.)

\* \* \* \* \*

More than just a word of thanks must go to the International Schooner Festival Committee. Berthing arrangements: Past Commodore Alf Lohnes. Dockmaster: Past Commodore John Pauley. Registration: Treasurer Julie Tingley. Officer of the Day: Past Commodore Don Haliburton. Meas-

## HALIFAX *Continued from preceding page*

the waterfront witnessed some 20 schooners ghost across the starting line at high noon, just as the rain really began in earnest. The Race Committee vessel all week was the steamer ACADIA, one of the ships docked at the Maritime Museum of the Atlantic. And since the "pin" end of the line was a chimney in Dartmouth on the opposite side of the harbor, no one could complain of too short a starting line. Past Commodore Don Haliburton was Officer of the Day and scored all starts and finishes for the week.

It was truly fitting that the old ADARE, built in 1905 on Tancook Island, should lead the fleet at the start of the first race since it was in her cabin in July 1961 that the Nova Scotia Schooner Association was formed. As the racers beat southward out of the har-

urement of vessels: Past Commodore Alf Lohnes. Media Relations: Carole Anne Mosher. Social Events: Vice Commodore Joe Graves. Races: Rear Commodore Francine Shea. They all did an outstanding job. Many thanks.

After taking a "year off" in 1987 the American Schooner Association will act as host country for the 1988 International Schooner Races. Planning is already underway and membership support and assistance will be required.

We are not sure if there is any way of adequately conveying the sense of comradeship that exists and has developed these past years between the ASA and the NSSA short of actually attending the events in person. We know that is not geographically possible for some of our far-flung members, so we can only hope that a few words and pictures will do. Those who can make it next time, *do it*. Those who can't, we'll miss you.

—VB

bor the winds gradually freshened and Mystic Seaport's BRILLIANT drew ahead, followed closely by KATHI ANNE II. The fleet also had the experience of being starboard-tacked by a rather determined Royal Canadian Navy Submarine which was pointing about 50 degrees higher than most of the schooners.

After clearing McNabs Island the wind steadied at about 25 knots from the southeast. All the fleet could just lay the outer mark close-hauled, but with ground swells of about 8 feet, steady rain and lots of spray it was a wet ride on the weather rail. (Several crew reported it was rather wet below decks as well!) Tacking around the mark was also fairly interesting, with some boats needing more than one try. The next leg was a reach followed by a run down to Herring Cove. Believe it or not, just as the fleet bunched up around the mark the wind died, and we do mean completely. Several boats were dangerously close with no steerage-way and considerable swells still running. VOYAGER, TAR BABY and AVENGER were pushed too close to the cliffs by the tide and were forced to switch on engines and retire. Just as the wind filled in again (still SE) the fog descended and everyone had to grope to windward to the last mark. By the final leg, a broad reach into Halifax, the wind was back to 25 knots in thick fog. What a ride home!

David Stevens of Second Peninsula took the KATHI ANNE II, a schooner of his own design and construction, to victory in the Gaff-rigged class, winning the Oland's Tray, with Fred Rhinelander's CONSTANCE of Maryland second. (Fred is a yank and his boat is a Novi, so we're not sure how to score this one!)

In the Marconi Class, George Moffett brought BRILLIANT home first, taking the Cooley Mug, and NSSA's Vice Commodore. Joe Graves, came second in SOR-

### OFFICERS

COMMODORE  
Peter Phillipps

VICE COMMODORE  
David Mowen

REAR COMMODORE  
Elaine Beckwith

SECRETARY-TREASURER  
Biff Bowker

NEWSLETTER  
EDITOR: Vern Brady  
GRAPHICS: Linda Brady

CERESS. For overall honors it was KATHI ANNE II capturing the Loyalist Trophy for best corrected time in an International Schooner Race.

Post race festivities centered in the Cable Wharf, an ex-sail loft graciously provided by the Waterfront Development Corporation, and Monday evening featured a get acquainted period followed by the initiation ceremony, known as "The Kissing of the Cod." Fear of losing our status as a family publication prevents detailed coverage of the event, but suffice it to say that reports of the damage caused during the seaweed fight were greatly exaggerated, and accounts of Phil LaFrance's amorous escapades with a fish were not.

**Tuesday**

After Monday's excitement, Tuesday's race featured light air from the South, partial sunshine and warm weather and a race in the inner harbor. The fleet of 19 started on a beat down harbor, circled around tiny Georges Island and ran northward to Bedford Basin, a huge sheltered body of water that makes Halifax the second largest natural harbor in the world. After rounding marks in the Basin the schooners began a difficult beat back through the Narrows, struggling with light air, wind shifts and much commercial traffic. In conditions obviously not favoring big boats, George Moffett once again skippered BRILLIANT to a first place finish on elapsed time and won the Privateer's Trophy, thanks mainly to flawless work on the fisherman staysails by mate Jeff Stone and a sweaty but enthusiastic crew.

On corrected time for the Morse Tea Trophy it was a Stevens' sweep, with David Stevens' KATHI ANNE II in first, followed by son Murray Stevens in MARGARET

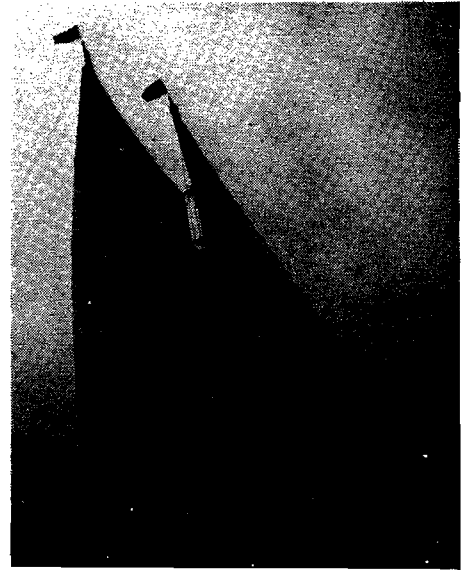
ANNE. Third place went to SEBIM, skippered by Henry Endres of La Have, Nova Scotia.

In the evening a reception was held at Halifax City Hall, jointly hosted by Mayor Ron Wallace of Halifax and Mayor John Savage of Dartmouth. It was a warm, festive occasion and so typified the genuine enthusiasm with which the schooner races were greeted. Later on, the more stalwart partygoers reassembled at the Cable Wharf for a Newfie Night sing-along.

**Wednesday**

Wednesday was technically a lay day between races but that didn't mean there was no schooning. After breakfast, which was offered every day at 8 am at the Privateer's Warehouse (actually the Lower Deck Pub) and consisted of a great eggs-bacon-sausage-pancake buffet, the crews assembled for a sail on BLUENOSE II. It was quite probably the greatest quantity of knowledgeable schooner sailors the historic vessel had ever carried, and yet we saw no one who was not deeply impressed by the sheer scale of the ship. Watching two crewmen hoist the huge 4100 sq. ft. mainsail with effortless ease, the work being done by the hydraulic windless, or seeing a preventer rigged for the 82 ft. long main boom and led to a 6 to 1 purchase, was enough to make the day.

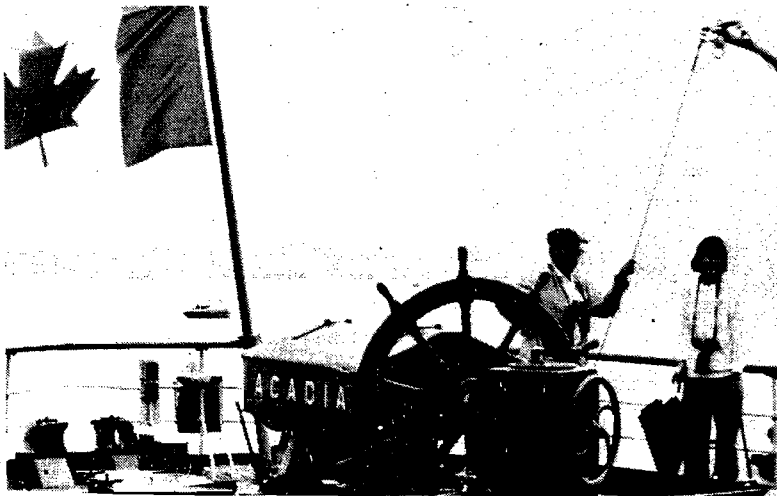
Below decks the accommodations, from galley to navigation room, left everyone envious. After a cruise to Bedford Basin and back (in the fog, of course), docking was accomplished at some six knots, heading straight into the wharf at the Historic Properties and then backing down hard on both Caterpillar diesels just before the 17 ft. bowsprit became part of the Middle Deck Lounge. All this accomplished by a chief



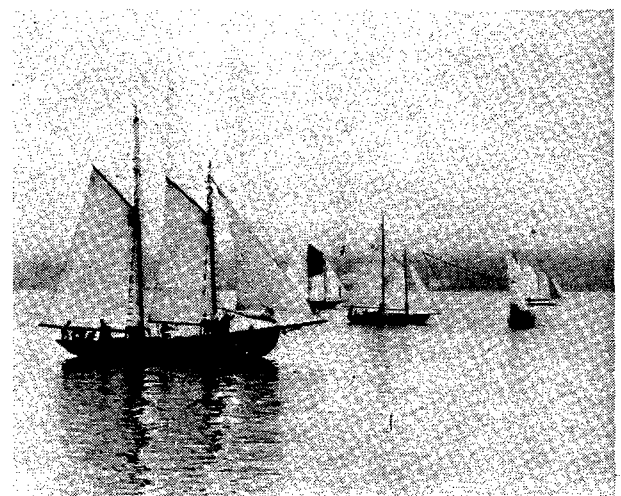
**BRILLIANT** Photo by Kathy Johnsrud



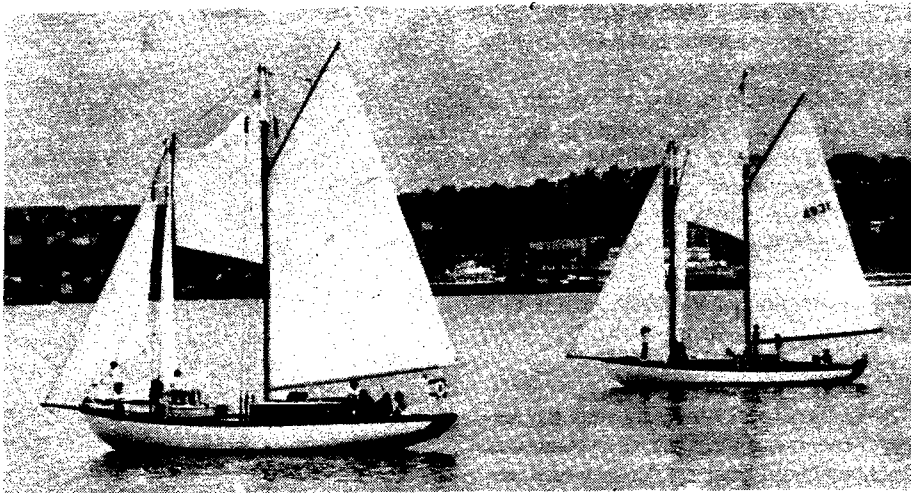
**FELICITY** Photo by Vern Brady



**Don Haliburton "at the helm"** Photo by Vern Brady



**Tuesday's start** Photo by Vern Brady



AVENGER and SEBIM, "wung out" Photo by Vern Brady

engineer, facing aft and watching for signals from the captain!

On Wednesday night "The Captain's Feast" was held, put on by the Historic Feast Company, a dinner theater enterprise which features a banquet hall of the 1840's and a cast of highly talented players who double as waiters and waitresses. The food was excellent but was completely eclipsed by the warmth, humor, talent and charisma of the performers. It was, as billed, "a colorful affair" and should not be missed by anyone visiting Halifax.

#### Thursday

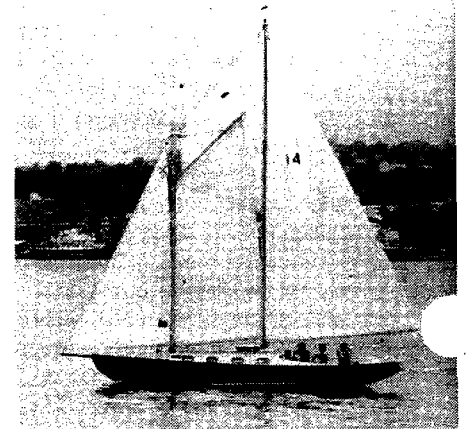
This was the day we had a real schooner race in real schooner weather—rain, fog and WIND. Multiple trophies were up for grabs and on the advice of the Coast Guard it was decided to race the inner harbor course to Bedford Basin again. Wind was from the southeast again and building to a steady 25 knots, with periodic squalls coming through at about 40! Just getting all

the schooners away from the docks, which had become a lee shore, was a challenge with much use of spring lines and fenders, etc. Several boats carried film crews from the Canadian Television Network who did a half hour feature on national television on the race.

After a beat around Georges again it was a run to Bedford Basin and back. The big boats soldiered on best with "Hurricane" Pete Phillipps and VOYAGER well up front. The weather made observation difficult and normal photography impossible. Memorable segments: SEBIM taking a knock-down in Bedford Basin in a particularly wicked squall; VOYAGER putting her rail well under and almost losing her film crew as sound man and cameraman slid downhill in tandem to land in three feet of water; trading tacks with CHRISTMAS as Phil La-France's handsome cutter from Mattapoisett got her first chance to race.

The beat back through the Narrows again favored the smaller boats, with the wind

lightening up and the sky clearing. Commodores Murphy and Phillipps had quite a dice, with the Roue-designed "Bluenose Junior" HEBRIDEE II easily outpointing the big Alden fisherman; but VOYAGER hung on courtesy of some favorable lifts. the finish BRILLIANT was up front as usual, but the American boats did not fare well on handicap. Two trophies were offered for corrected times and SEBIM won them both: the City of Halifax Trophy and the Founder's Trophy. Following Henry were Les Caslake, also of La Have, in AMASONIA and Commodore Ed Murphy with HEBRIDEE II. The MacAskill Trophy was put up for best corrected time for boats under 40 feet and went to AMASONIA, with HEBRIDEE II and SORCERESS second and third. Vessels over 25 years old were eligible for the Classic Mug



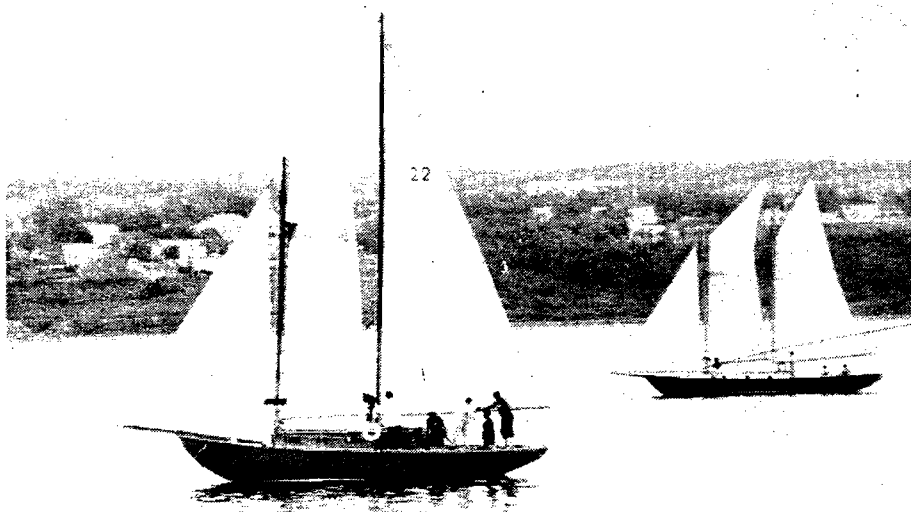
AMASONIA Photo by Vern Brady

based on corrected time and it went to AMASONIA (at 59) over HEBRIDEE II and BRILLIANT.

The party at the Cable Wharf that night featured Tom Gallant and the Avengers, his musical group who doubles as crew on AVENGER. As with all parties after heavy weather races, everyone was especially happy just celebrating being alive! The dancing went on quite late indeed.

#### Friday

Light air and local knowledge dominated Friday's races. Run on the long course of some 20 miles (outer harbor, open water) was the Premier's Cup, with no sail limitations. After her usual fine start, BRILLIANT led the fleet to windward in a light Southerly breeze. When clear in the outer harbor mouth she stayed well offshore in hopes of better air while those tricky natives hugged the western shore getting their own private wind shifts. It was a Canadian sweep



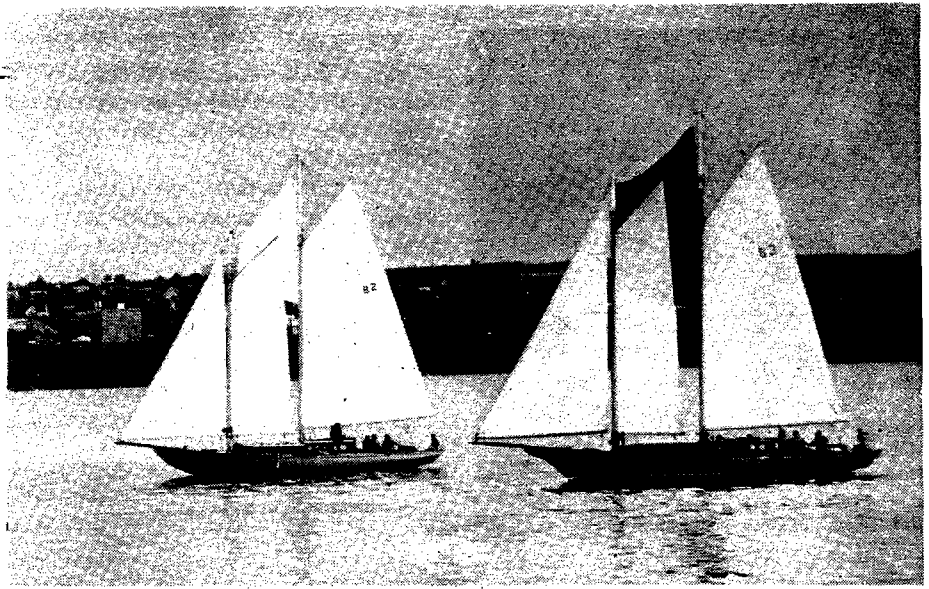
HARMONA and ADARE Photo by Vern Brady



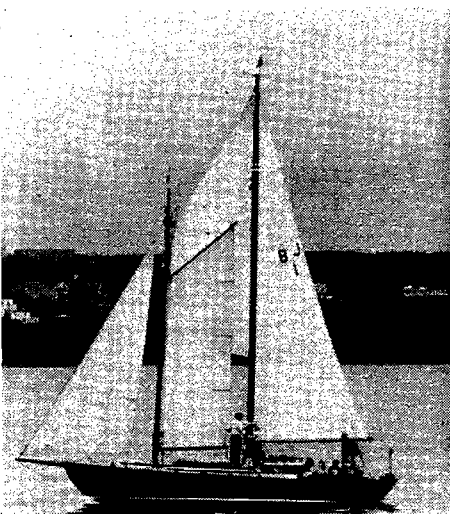
with AMASONIA claiming first. KATHI ANNE II second, and SEBIM third.

On a shorter course, Murray Stevens took the Old Gaffer's Trophy in the MARGARET ANNE, and Ralph Tingley of St. Margarets Bay brought ADARE in second, followed by VOYAGER in third. Racing for the Bridge Commission Trophy for boats 40 feet and under were Monty Mosher's HARMONA in first place, Past Commodore Alf Lohnes' little ELSIE in second, and Joe Graves' SORCERESS third.

After the race all vessels paraded around the Northwest Arm of the harbor (the "yachty" section of town) for a lobster dinner and dance hosted by the Royal Nova Scotia Yacht Squadron. From what little this reporter remembers of the evening it was a great party, highlighted by the induction of the American skippers into full



KATHI ANNE II and MARGARET ANNE Photo by Vern Brady



Commodore Murphy's HEBRIDEE II Photo by Vern Brady

membership in The Order of the Good Time. As explained by Commodore Murphy, this is the oldest social club in North America, being founded in 1606 by Samuel de Champlain in an attempt to improve morale at the first permanent colony in Acadie (now Nova Scotia). They ask only four things of their members: "to have a good time, to remember us pleasantly, to speak of us kindly, and to come back again." Based on the ASA's experience this year it would be impossible to do otherwise.

### Saturday

The final day of racing saw fairly light air and a totally new phenomenon designed to baffle the competitors—Sunshine! The Halifax Herald Ltd. Trophy was offered for best corrected time by the publishers of the Chronicle-Herald newspaper, which had provided superb coverage of the week's racing activities and had provided excellent

"human interest" stories as well as outstanding photos and race results by staff reporters Cathy Shaw and Paul Williams.

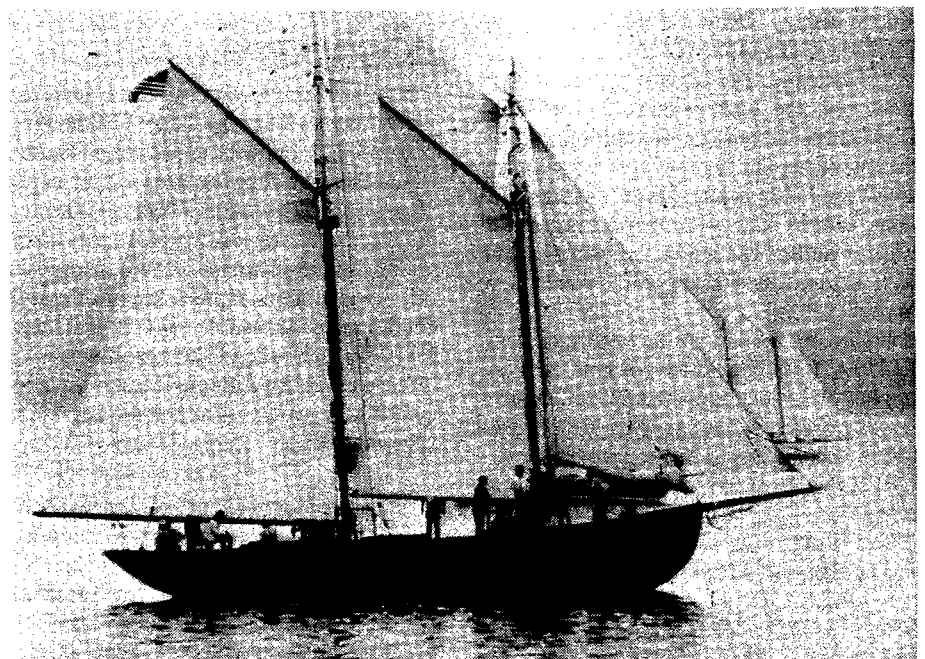
First place went to MARGARET ANNE, followed by AMASONIA and KATHI ANNE II. First boat across the line was awarded the Colonial Fisheries Trophy, which dates back to the 1920's and has been won by the original BLUENOSE. This year it went to MARGARET ANNE.

After the race the American Schooner Association hosted a cocktail party aboard several of the rafted American vessels, and from all reports, both the schooners and the crews were well down on their lines.

### Sunday

The race week, or "Schoonerfest," as it was dubbed by the local press, came to a close with a Blessing of the Fleet at the Maritime Museum of the Atlantic and a Parade of Sail around Halifax Harbor. This coincided with the Dartmouth and Halifax Natal Day Festival marking each city's birthday (236 and 237 years old respectively), and which included everything from pipe bands and parades to Bridgewalk across the Angus L. MacDonald Bridge as the schooner fleet passed in review. It brought a fitting end to a memorable week.

—VB



VOYAGER Photo by Vern Brady



GLORIA Photo by Vern Brady

**OPSAIL** *Continued from page 1*

way hooker—as if Dickens had taken the major harbors of Europe and amalgamated them into one briney panorama. And on the horizon, the towering spars and bristling yards of the 20 Class A square-riggers.

ASA boats came from as far as Florida (TAPPAN ZEE), North Carolina (STELLA POLARIS) and Massachusetts (MALABAR II, CHRISTMAS, and SHENANDOAH, which did not sail in the parade but anchored near the Statue of Liberty).

Following a squadron of New York City fireboats, the Coast Guards' EAGLE led the parade under the Verrazanno Bridge. EAGLE was flanked on either quarter by the schooners BOWDOIN and SPIRIT OF MASSACHUSETTS, the latter towing an empty fishing dory in memory of the PRIDE OF BALTIMORE.

Majestically, the square-riggers moved slowly up the harbor, each flanked by a Class B vessel, past the assembled modern dreadnoughts and a growing assortment of small spectator craft. These included canoes, kayaks and one crazed bucko who walked across the water on pontoon-like feet, dressed as Uncle Sam. A real New Yorker.

Following the last of the square-riggers, ELISSA from Galveston, a true modern miracle of historic ship renovation, came a fleet of Class B vessels. Included in this group was the South Street Seaport's PIONEER. Next was the ASA flotilla, sailing as a unit.

The front rank included Commodore Peter Phillipps' VOYAGER, MALABAR X and HERANDIS. There followed MAGIC VENTURE, TAPPAN ZEE, MARMION, TOTEM, MALABAR II, CHRISTMAS, ZAREFAH, GOLDEN EAGLE, LADY OF THE WIND, DEFI-

ANCE, KATHLEEN MARY, TYEHEE, STELLA POLARIS and QUEE QUEG. Joining SHENANDOAH as spectator vessels, were ELISARA, MYTH, and METAMORA.

Unfortunately, the Class A vessels had moved so slowly up the harbor that by the time the ASA group moved into camera range, live coverage by ABC had ended. J. Revell Carr, the Mystic Seaport director, was the color commentator on ABC and, just prior to going off the air mentioned that many more vessels were coming after the Class A ships. Included in this group, he

said, were vessels representing the American Sail Training Association and the American Schooner Association.

After the parade, many of the ASA flotilla tied up at pier 97. There they were serenaded by ZAREFAH's Tom Thompson who gave a bagpipe recital on the pier. Most vessels ventured out again as darkness fell to watch the fireworks.

In retrospect, a stirring event. That the ASA was able to form its own group to sail as a unit and take part was a significant step for the Association.

—SH



Capt. Ralph Tingley and Julie flanked by Monty and Carole Anne Mosher  
Photo by Kathy Johnsrud

**DOG WATCH**

It is with great regret that we announce the loss of the schooner TYEHEE off Rockport, MA. A delivery crew was en route to Maine but attempted to put in at Rockport Thursday night, August 7. The boat went on the rocks and was destroyed shortly thereafter by the surf. All her people were gotten off. All members express the most sincere condolences to owner Bill Wertenbaker. TYEHEE was one of the fastest schooners of her size in the Association and her presence will be sorely missed at the September schooner races.

\* \* \* \* \*

November 1st and 2nd are scheduled for the Annual Chesapeake Appreciation Day races held at Sandy Point State Park. There are five separate classes for traditional bay boats, racing yachts and schooners and they usually have about 60 entries total. Contact Dean Worcester for an entry (302-987-6017).

**FOR SALE**

CHIMAERA - Schooner, 39' x 10'6" x 5'6". Gaff foresail, Marconi main. Perkins 4-108 diesel. Built 1968 by Mahoney (Nova Scotia). Mahogany on oak, bronze fastened. Needs interior completed. Asking \$13,000. Call Dean Worcester - 301-987-6017.

CYGNUS - Tancook Whaler, 34'8" x 8'6" x 3'9" board up. Built 1978 by Van Dine. 12 hp Yanmar diesel. Asking \$30,000. Call Dean Worcester - 301-987-6017.

KARA - 20' Ichenferry Gaff Cutter. Call J. Brown - 301-656-6338.

PILGRIM - 24' Gaff Cutter (Cornish Crabber). 12 hp Yanmar diesel. Asking \$18,500. Call Vern Brady - 201-787-7762.

HALF MOON - 43' Alden Gaff Schooner. Call Donald Lovelace 203-655-0450 (home), 212-696-0909 (work).