



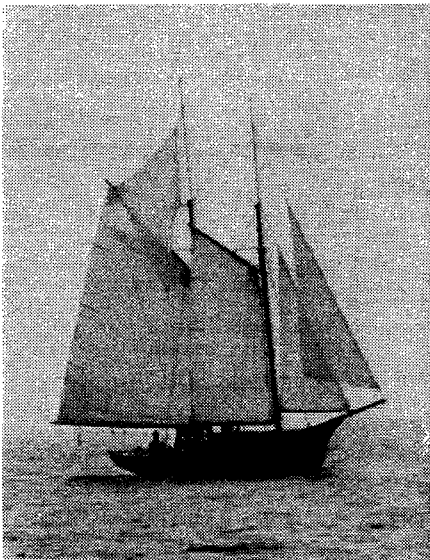
WING & WING

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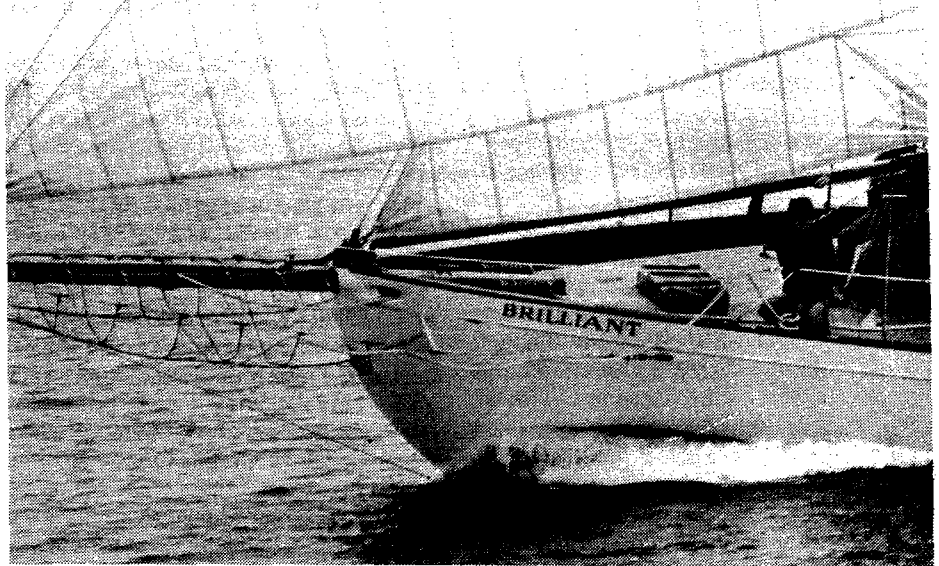
The Official Newsletter of the American Schooner Association

MYSTIC SCHOONER RACE

Light air and mild weather again greeted the schooner fleet as 19 vessels gathered for the 19th Annual Mystic Seaport Invitational Schooner Race. Several regular competitors were absent this year, among them TAR BABY, who is wintering in Maine for some serious rebuilding, and MALABAR II, whose skipper, past Commodore Jim Lobdell, is still on the mend from a bout with pleurisy. But there were plenty of new entries to enliven the contest: PRISCILLA, entered by the Suffolk Marine Museum on Long Island; ROSALIND, owned by Richard Griffiths, a converted fishing schooner from St. Ives in Cornwall; ARGIA, a new charter boat for Frank Fulchiero's Schooner Associates; and MOONDRIFT, a 40' double-ended staysail schooner built and owned by Greg and Lynn Sager. MOONDRIFT easily won the award for "longest distance to home port" since she hails from Vancouver, British Columbia and is just coming north after two years cruising in the tropics.



STAR II, winner of Class C at Mystic
Photo by Vern Brady



BRILLIANT at Mystic

Photo by Vern Brady

After a foggy trip down the Mystic River the Race Committee signaled a postponement while the mist burned off and a light breeze came up from the east southeast, steadying at about 10-12 knots. For the first time ever, the Class C boats got to start first, followed at 15-minute intervals by B and A, in hopes of getting a closer spread at the finish. As we have long suspected, this presented some serious navigational/tactical problems for skippers used to playing follow the leader! In fact, at the gun only the little STAR II hit it on time and going in the right direction! ROSALIND was close but had to tack and it was over five minutes before the third starter made it to the line. Class B did considerably better with Art Collins just nosing DEFIANCE over ahead of Pete Phillipps' VOYAGER as the gun went off. TOTEM, MADRIGAL and MOONDRIFT were close behind. In Class A, skipper George Moffett had BRILLIANT leading the way with FORTUNE, MALIBAR X, MARMION, NEW WAY (ex WESTERN UNION), RACHEL AND EBENEZER and ARGIA following.

After a 2-mile beam reach towards Fishers Island, which gradually became a close reach, Peter Phillipps' VOYAGER rounded first and headed west towards the Plum Island buoy. The tide was at full flood through The Race and the cross chop and eddies were wild with several unexpected jibes the result. BRILLIANT and FORTUNE slowly made inroads on our Commodore's lead and by the mark BRILLIANT had just edged past VOYAGER. With BRILLIANT's ex-skipper Biff Bowker at the helm of VOYAGER, and George Moffett's wife, Sabina and daughter Jessica also among VOYAGER's crew, the rivalry for "bragging rights" was intense and VOYAGER quickly put a downwind blanket on BRILLIANT's progress. Coming round the mark it was cries of "buoy room," "mast abeam" (which one?) "don't spill my beer," and other IOR type stuff. On the wind, BRILLIANT quickly pulled out a lead on the gaffer and FORTUNE soon followed. The beat home was against the tide which was running about 3 knots at that point. The best approach seemed to

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COMMODORE'S MESSAGE

From the Commodore

I can no longer remember the wind direction or its velocity, but I do recall a strong flood tide when I was elected Commodore of the American Schooner Association two years past. Commodore Jim Lobdell had significantly bolstered our roster with many new members and vessels from the more easterly reaches prompting a new energy affecting us from Nova Scotia to New Jersey. The Gannon & Benjamin yard, SHENANDOAH, MYA, BLUENOSE JR., Gretchen's Sail Loft to name a few, prodded the flood waters. On the down side, Sam Hoyt, who had carried most of the burden for almost ten years and provided our continuity of organization stepped down.

Our log, however, from 1985 to 1987 is one of accomplishment. Captain Biff Bowker assumed the difficult task of Secretary and performed admirably. Though communications from a Commodore at sea and a past Commodore in charge of the Nova Scotia rendezvous, hospitalized all summer, were scant, if at all, Captain Bowker ran his tight ship. I personally thank him for taking on the assignment during this transitional period. He has requested a replacement this Spring.

The Nova Scotia International Schooner Festival was unquestionably the finest cruising and racing event ever staged. The Gloucester and Vineyard Schooner Rendezvous of 1985 was superb, but I do think Commodore Murphy built upon our successes for an intense and exciting week of companionship and racing. All of Canada, their political leaders, the newspapers, television networks, and thou-

It is with great regret that we report the death of longtime ASA member and former Vice Commodore Peter Sanger, who was tragically killed in the crash of a small plane on October 16th while attempting to land on Fishers Island. A frequent competitor at the Mystic Schooner Race, Peter often took his Ted Brewer-designed schooner, SAPPHIRE, to wins and places in Class C and won the BRILLIANT Trophy in the 1981 race. Peter was 42 years old. To his wife, Candy, and family we extend our deepest sympathies.

sands of onlookers from autoless bridges to throngs along the shore were a part of the spectacle. In spite of the fact that only the American vessels had to sail between enormous boulders and a buoy ten-feet distant the shore (how did the Novies take these marks?) we enjoyed their hospitality immensely. The last party aboard BRILLIANT and VOYAGER for the crews of all vessels, cannons, several hundred uniformed troops saluting from the adjacent Corsair, marked not the end of festivities, rather the continuance of a powerful relationship between Canadian and American traditional vessels.

The Salute to The Statue of Liberty saw the ASA sailing as a fleet, the largest association represented by any nation. We had our own pier and were treated with great respect by an Op Sail organization besieged by protocol and demands. Sam Hoyt, though retired, assisted in this successful venture.

Our membership continues to grow. Some of this country's most prestigious yachts are members. Aside from the Catboat and Friendship Associations who gather only their own rigs, I know of no other organization pulling together traditional vessels of all rigs. Of all our races from Gloucester to New York, Mystic and South Street Museums invite only schooners and the latter is considering a race open to all rigs in 1987. I feel strongly we should continue our commitment to all traditional vessels according to the purpose on which the ASA was founded in 1972.

The tide is going out; I am outward bound. I know we shall continue to further our goals under our new Commodore and his slate of officers. I hope more members will become involved to assist the new leadership with the next flood tide.

*Peter Phillipps,
Schooner "Voyager," New York*

STARBOARD TACK

Although it's not exactly late-breaking news we think it important to note the passing in May this year of one of the all-time great schoormen: Sterling Hayden. While most people may remember him for his Hollywood movie career or his more recent outstanding novel, *Voyage*, to me he will always be WANDERER—the ship, the book, the man, altogether.

WANDERER was his first book, a biography if you like, published in 1963. He told it all in its pages: growing pains as a kid in a landlocked, New Jersey bedroom community, summer vacation the Maine coast with exposure to the condition of fishing under sail, working into the ranks of tough commercial fishermen in Boston and Gloucester in the Depression, crewing aboard the THEBAUD against BLUENOSE in the International Fisherman's races, sailing round the world on YANKEE as Irving Johnson's mate and, finally, skippering his first command on an epic passage to Tahiti.

Anyone who has ever daydreamed of some romantic lifestyle or adventure and then actually realized it will recognize the sense of elation, of total satisfaction and, also, of disbelief that he evokes. The book also examines how his life got sidetracked, how like most of us, he had to deal with disappointment, frustration and, ultimately, the realization that the dreams of youth are irretrievably lost. It may not be a new story but he tells it very well, with great feeling. And in the telling he preserves a wonderful piece of history: the last days of fishing under sail in the big Gloucestermen; the warm, rough rivalry with the Nova Scotians; cruising around the world and through the South Pacific before the Second World War forever changed it. It was a fascinating book by a fascinating man. He was the kind of guy you would love to kill a bottle of rum with in front of an old iron stove in the cabin of some schooner on a rainy night. In fact, reading WANDERER is almost like doing just that. Thanks for sharing it all with us, Sterling. Vale! Wanderer.

—VB

OFFICERS

COMMODORE
Peter Phillipps

VICE COMMODORE
David Mowen

REAR COMMODORE
Elaine Beckwith

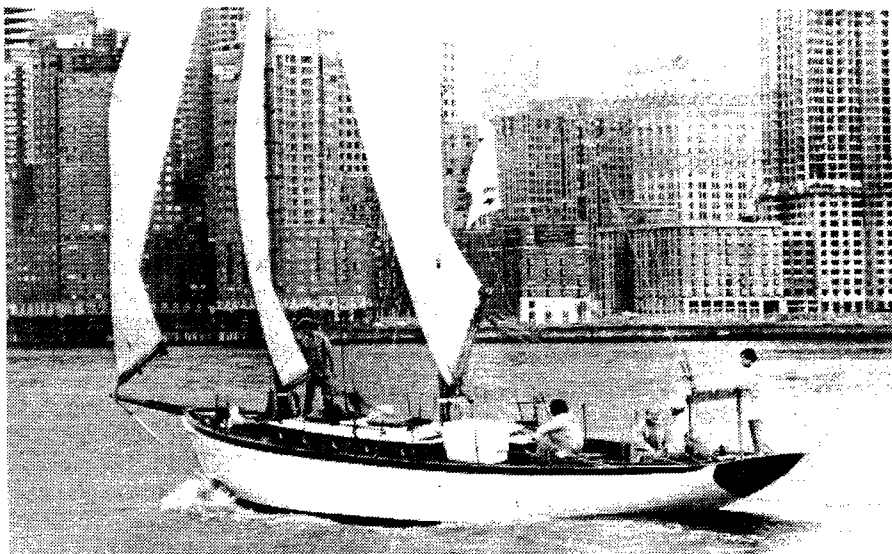
SECRETARY-TREASURER
Biff Bowker

NEWSLETTER
EDITOR: Vern Brady
GRAPHICS: Linda Brady

MAYOR'S TROPHY RACE

New York, NY—In what was probably the least complicated of Mayor's Trophy Races ever run—out and back, one jibe—Mystic Seaport's BRILLIANT won her second consecutive American Schooner Association Trophy. The race also marked the debut of the Cherubini 48 in schooner racing competition with two such boats entered. And one of them, VICTORIA, owned by Merrick Pratt of Highlands, New Jersey, sailed off with the Mayor's Trophy.

While only 13 schooners crossed the starting line, the race was unique in that all starters finished, the first time in the 20 years of the event that this has happened. Heavy rain prior to the start didn't



LANDFALL off Manhattan Photo by Vern Brady



VICTORIA, Mayor's Cup victor Photo by Vern Brady

dampen the enthusiasm and a steady 15-knot northeaster made for a beam reach out to buoy 19 and a close reach back.

Under the command of George Moffett, BRILLIANT got her usual perfect start as both Class A and B started together off the Battery. She was closely followed across by Peter Phillipps in VOYAGER and the faster Cherubini, VICTORIA. Close behind them was the South Street Seaport Museum's sharpie RUSSELL GRINNELL.

What drama there was in this race centered on how close behind BRILLIANT the other boats would finish. After a poor start, the other Cherubini, ROBERT EMMET, and TOTEM moved up rapidly,

the latter boat finally managing to take the lead in Class B. LANDFALL and PANDORIAN trailed in that class while MYTH, REPOSE and MARY & REGINA dueled it out for the DeCoursey Fales Award with FREEDOM from Class A.

After rounding buoy 19, just south of the Verrazano Bridge, it was a procession back to the finish line led by BRILLIANT, which finally finished the course in less than two hours elapsed time for the 14-mile course. This was undoubtedly one of the fastest, if not *the* fastest race ever. The only comparable times which readily come to memory are BOUNDING HOME's win in 1982 in similar conditions and some of the early races featuring battles between NINA and GOLDEN EAGLE, which were run over 19-mile courses.

BRILLIANT held on for line honors, winning by some 12-and-a-half minutes over VICTORIA which was less than 6 minutes ahead of VOYAGER. On corrected time, VICTORIA was awarded first in class by 6 minutes over BRILLIANT with VOYAGER retaining third. ROBERT EMMET, PIONEER and FREEDOM rounded out the class.

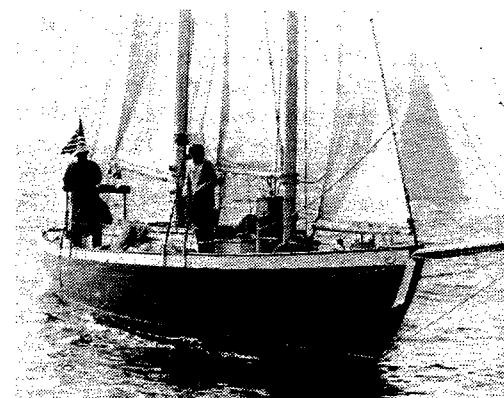
In Class B, both TOTEM and LANDFALL managed to pass RUSSELL GRINNELL on elapsed time but were cropped to second and third respectively. GRINNELL's corrected time margin over TOTEM was over 7 minutes. LANDFALL, in third, barely edged out PANDORIAN for that spot by less than a minute.

BRILLIANT thus carried away the New York Yacht Club Trophy for best elapsed

time and was also awarded the Knickerbocker Yacht Club Trophy for the schooner exhibiting the best seamanship. VOYAGER continued to take home some silver every year by easily winning the Alfred F. Loomis Trophy for fastest corrected time by a gaff rigged schooner. And the DeCoursey Fales Award (a box of Cornflakes and a bottle of gin) went to the cook aboard MARY & REGINA.

George Moffett and his fine crew on BRILLIANT brilliantly ended their second consecutive year of campaigning by winning the American Schooner Association Award which this year was sponsored by Mount Gay Rum. Coming off their exemplary performances at the Opera House Regatta in Nantucket, the Classic Yacht Regatta in Newport, and the Mystic Seaport Schooner Race, there was little doubt as to the eventual winner. Only VOY-

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Bob Graves and TOTEM Photo by Vern Brady

GLOUCESTER SCHOONER FESTIVAL '86

At the end of August, I found myself in Gloucester without a schooner—what could be worse?—so I was doubly attracted by a news story of a forthcoming race among the schooners PILOT, EFFIE M. MORRISSEY sailing under the assumed name of ERNESTINA, SPIRIT OF MASSACHUSETTS, HARVEY GAMAGE, and NEW WAY (née WESTERN UNION) all over 100 tons displacement. The prize was to be a recreation of the Esperanto Cup, for which Gloucester and Lunenburg schooners raced through the twenties and thirties. Altogether a very nostalgic event. The MORRISSEY, though now the property of New Bedford (and looking not a day over twenty) was born a Gloucester boat, in 1894, with the name of a Gloucester family of schooner captains and owners (Clayton Morrissey later sailed Henry Ford against BLUE-NOSE). But PILOT—formerly the Boston pilot boat # One—had become the local boat, mainly because she'd been abandoned there (by the way, if any member of the Schooner Association is looking for a new boat...). While the MORRISSEY is a Gloucester schooner of the turn of the century modeled in the Fredonia style by Edward Burgess and Mel McClain, PILOT is what most of us now think of as a Gloucester schooner. She could almost pass for COLUMBIA or MAYFLOWER, not surprisingly, since Starling Burgess designed her. The story going around Gloucester was that the crew which brought PILOT around from San Diego by way of Operation Sail (where we docked beside her on our last sail in Tyehoe), had gone home, having been unpaid for over a year. Two of them who lived in the northeast plus a swarm of local people were to race her. Being local at the moment, I went down to the State Fish Pier to volunteer. As there were only 40 or so already there and signed up, I proposed myself as a foretopman, and no one refused. I guarantee you, foretopman of a serious fisherman is better and cheaper than crack, though 75 feet of ratlines made my knees a little sore. We were a motley and some would have said—even after an afternoon's shake-down—seriously scurvy crew who manned and womanned the schooner PILOT on August 31. The start, in light and—as it developed—failing wind, was at the end of the harbor breakwater at 1 p.m. Engines were allowed until the start-

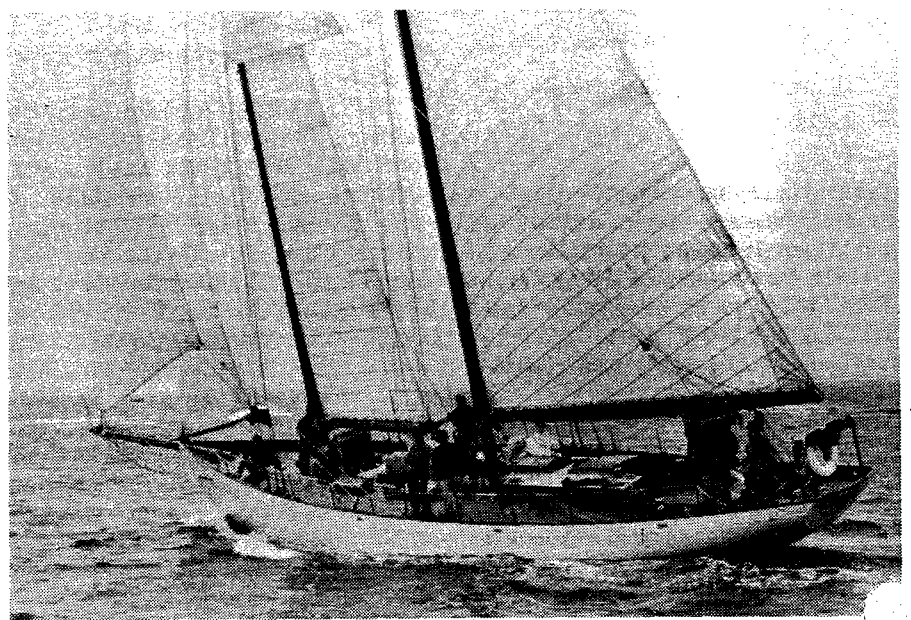
ing gun, probably in fear of embarrassment if not outright danger.

PILOT schooned first over the line, courteously backwinding the MORRISSEY, which had looked like a nimble light-wind boat the afternoon before. But SPIRIT came charging up from behind, to windward, and returned the favor. Between the MORRISSEY and the bell forming one end of the line, there was not a hundred feet, most of it occupied by PILOT and SPIRIT. From PILOT's crosstrees there was a grand view down the others' rigging to their decks, and the water between the schooners didn't look enough to drive anything through. SPIRIT OF MASSACHUSETTS swept on ahead, and I think then all the 50 or so of us on PILOT privately conceded the race. But, almost immediately, it was obvious SPIRIT was slowing down, and by the time she was two lengths ahead was going no faster than PILOT. Her captain evidently had run her up to top speed before cutting engine, clearly—since we had not—an unsportsmanlike maneuver. A fleet of 100 or so hooting and cheering spectator boats escorted the racers on their way, motoring and sailing right alongside in many cases. But, with 7,468 square feet of sail, all flying, one doesn't worry excessively about being blanketed. PILOT, everything about her, was massively awesome to the max: foretop-sail, very much larger than Tyehoe's mainsail, main boom sixty-two feet, zero inches long, longer I think than nearly all our member boats, tip to tip.

The course was from the harbor en-

trance to a buoy south of Thacher's Island, to another buoy, and home. First SPIRIT OF MASSACHUSETTS, then the MORRISSEY, then the GAMA and NEW WAY, went over on starboard tack after half a mile, easily pointing Thacher's. PILOT's captain, John Wigglesworth of the local Ocean Research Society—like all but two of his crew sailing the boat for the second time—held another half mile off shore. As PILOT came about each time, the foretop had to be partly brailed, the sheet and the tack line removed, the sail bundled and scrambled over the spring stay and the peak hal-yards, the sheet and tack resecured, and the sail set. The tack line was delicately fastened to the sail with a huge galvanized shackle, and it seemed a good idea to lash the shackle, and its three-quarter-pound pin, to the line for the continued health of those below, as even gentle flogging of the sail could wrench any or all of the parts from one's grasp. About the time PILOT tacked, SPIRIT OF MASSACHUSETTS followed by the other schooners, tacked back onto the offshore heading, trying to claw off the land. Twenty minutes later, there were wild cheers on PILOT as she passed a quarter mile in front of SPIRIT. SPIRIT's next tack took a very long time. As the wind slowly died, the race committee shortened the course twice. Presently, with other boats apparently dead in the water, PILOT was declared winner. What a battle! "Not bad for an abandoned vessel," said the captain.

Bill Wertenbaker



BRILLIANT: a shining season

Photo by Vern Brady

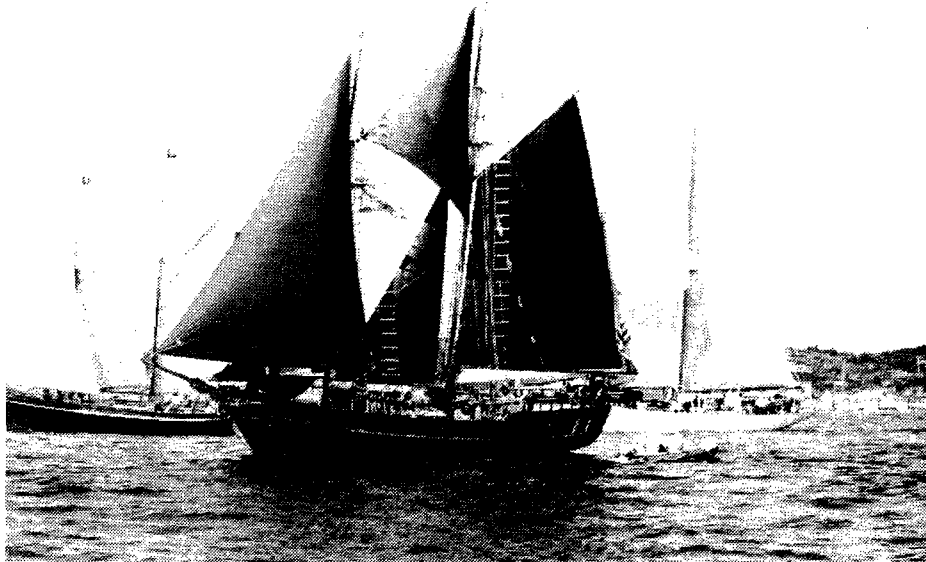
CLASSIC YACHT REGATTA

Blessed with fair winds and clear sunny weather the Seventh Annual Classic Yacht Regatta was once again the most spectacular event on the traditional yacht racing circuit. Set against Newport, Rhode Island's grand background and rich yachting history, the weekend was a hub of activity with hundreds of spectators, both afloat and ashore, gathered to watch some 70 vessels compete in the Regatta and then, later the same afternoon, to witness the start of the BOC round-the-world singlehanded race. Since both events started southward in East Passage just off Fort Adams, the viewing from the "cottages" along Castle Point was superb.

A separate schooner class was again included and the Race Committee elected to start the schooners first, perhaps fearing a repeat of HALF MOON's overall fleet victory when the schooners were started last in 1984 and got the benefit of the stronger late afternoon winds! So ten schooners lazily beat across the starting line late Saturday morning (against the tide, of course) and slowly threaded their way through the spectator fleet towards the south end of Conanicut Island, with BRILLIANT leading, as usual. She was followed by two very impressive staysail schooners, the 103' ASCHANTI of Saba and ORIANDA, a 74-footer from the British Virgin Islands. Then came ASA members VOYAGER, TOTEM, MADRIGAL and CHANTY, followed by BILL OF RIGHTS, COMPASS ROSE and ROSALIND.

The downwind run up West Passage naturally favored the gaffers and VOYAGER and MADRIGAL overtook TOTEM, ORIANDA and ASCHANTI but couldn't catch BRILLIANT. The schooners held most of the classic yachts at bay until rounding the north end of Conanicut and the long beat home. Here the going got tough with the breeze freshening and lots of pointy boats either on starboard tack or else downwind and pointing higher, forcing the schooners to tack away.

At the finish off of Fort Adams it was BRILLIANT way ahead in the schooner division followed by ASCHANTI and ORIANDA. But on corrected time VOYAGER took second place honors after BRILLIANT, with TOTEM a strong third. ORIANDA corrected out to fourth, ASCHANTI fifth, MADRIGAL sixth after the carrying away of her jib, CHANTY seventh, BILL OF RIGHTS, eighth,



ROSALIND, COMPASS ROSE and ORIANDA at the start of the Classic Yacht Regatta Photo by Vern Brady

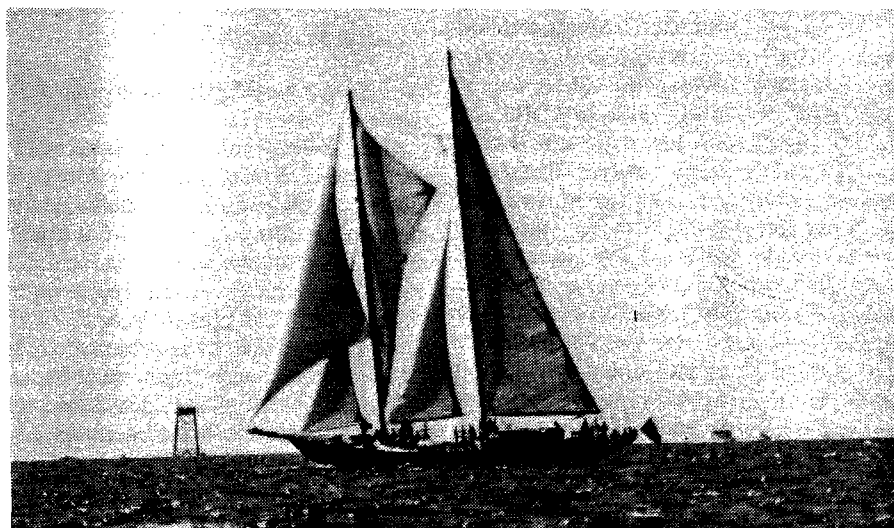
and ROSALIND ninth. COMPASS ROSE did not finish, but it was good to see her back in shape after being driven ashore in hurricane Gloria.

For overall honors it was definitely GLEAM's day to shine. Bob Tiedemann's beautifully restored pre-war 12-meter yacht took the SAPPHO Trophy for best corrected time in fleet and the ATLANTIC Trophy for fastest elapsed time, both awards sponsored by the Grow Group, makers of Awlgrip paint. Other ASA members placing well were Don Glassic who raced FORTUNE to third place in Class B behind two New York Thirty's, ACQUILA and AMORITA; Hank Ab-

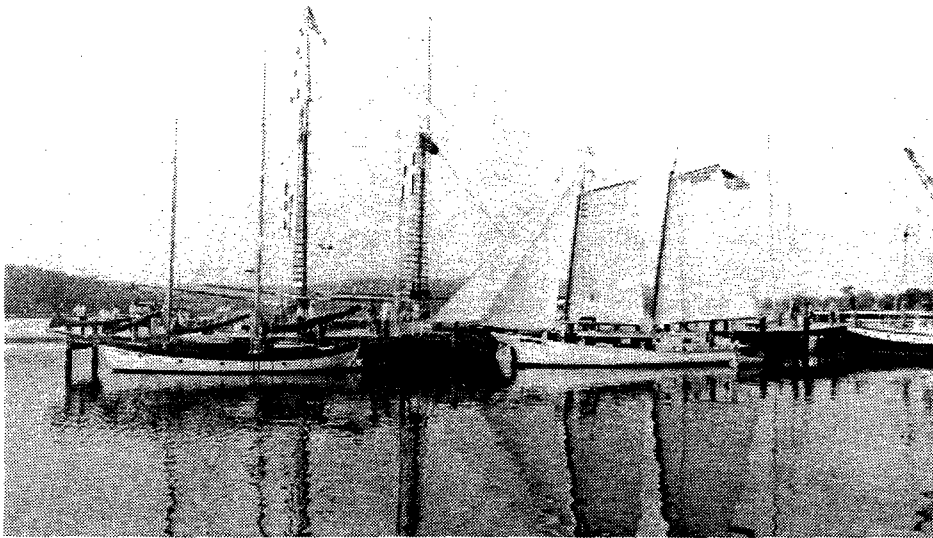
bott, whose 38' sloop QUEE QUEG won the Phillip L. Rhodes award for best corrected time in a Rhodes design; and John Clayman who took seventh in Class A with his 53' sloop SHIRIS.

But most participants and spectators might agree the best part of the day was after the race, simply cruising around the anchorage in Brenton Cove, admiring the vessels at anchor or moored near the Museum of Yachting. To see the excellent workmanship and maintenance that obviously has been devoted to the boats is, in itself, a reward and encouragement to anyone with a love of classic wooden yachts.

—VB



ASCHANTI, with Brenton Reef Tower in the background Photo by Vern Brady



MOONDRIFT and PRISCILLA docked at Mystic

Photo by Vern Brady

MYSTIC RACE

Continued from page 1

be to work in towards the shelter of Bartlett Reef to escape the worst of the tide and then to tack out and beat for the line on the first of the ebb. It was like walking a tightrope and just about as slow. Some boats went in too far and couldn't lay the finish on two tacks, but it paid off handsomely for VOYAGER who held her lead in Class B in the failing breeze. The Commodore claimed first place in B over longtime rivals Bob and Bill Graves' TOTEM and Canada's MOONDRIFT. VOYAGER also earned the *Soundings* Trophy for gaff rigger with best corrected time, edging out MALABAR X by almost 4 minutes.

In Class C, STAR II continued her well-sailed race and finished a well-deserved first, followed by Oliver Jones' METAMORA and England's ROSALIND. For Class A honors, it was BRILLIANT all the way. Mystic Seaport's sailing ambassador won her home event in grand style: first in Class A, the Billy Atkin Trophy for first to finish, and the BRILLIANT Trophy, sponsored by *Nautical Quarterly*, for best corrected time in the fleet. Her victory was all the more astonishing since she did it by beating FORTUNE in light air, something that doesn't happen to Don Glassie very often! Third in Class A went to Lee Pryor's handsome Alden classic, MALABAR X. NEW WAY won the Joseph Conrad Award for youngest crew, and PRISCILLA, built in 1888, the Director's

Prize for oldest schooner entered.

As always, the race and party were well organized and the new starting format seemed to meet with approval. All we could ask now is a bigger turnout of schooners next year to mark the 20th anniversary of this classic event.

—VB

MAYOR'S TROPHY RACE

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AGER had participated in all four of the races.

Great improvements have been made at the South Street Seaport Museum's docks. Floating docks are available, thus permitting easy and comfortable docking and eliminating the need for ladders to the piers. This year, the awards ceremony and dinner was held aboard WAVERTREE and refreshments were provided by the Manhattan Brewery. There was food and drink enough for all and, despite the relatively low number of entries, the race was an unqualified success.

—Sam Hoyt

THE OPERA CUP

In the Opera House Restaurant there reside a dozen trailboards bearing the name of past winners: GLEAM, LEGE, ESCAPADE, BONZAI, MARINER, and FORTUNE, the only schooner ever to win this classic event. That is, until last summer when BRILLIANT, the American Schooner Association's premier vessel for 1986, continued her winning streak by walking through a fleet of this coast's finest and fastest yachts to capture first place.

The winds were light favoring the two 12-meter yachts, but Captain George Moffett and mate Jeff Stone, by way of a ballooning jib and fisherman, their working sails always pulling to their fullest, were able to push some 50 tons past all boats except for GLEAM, who finished a scant 1 minute 51 seconds ahead. Of the 30 boats who withdrew, backing in currents and too little wind, no one was more surprised and delighted than we on VOYAGER. It should have been GLEAM's race, moving a scant 3 knots on the final leg, a beat, under genoa and main. But pointing almost as high and as fast under a plethora of sail, BRILLIANT maintained her position...a classic image for the difference between a sloop, the ultimate daysailer, and an ocean-cruising schooner, each sailing to maximum efficiency and with quite different styles.

There were four legs: two reaches and two beats. On the third leg BRILLIANT sailed through all of Class B who had started 15 minutes earlier than Class A. MYA was the last to be passed, Captain Stackpole sailing a superlative race, who already had close to an hour lead on FORTUNE, both to be commended for finishing, as so few did. Both MYA and TAEGETTA, a "Q"boat, were passed to leeward. NORTHERN LIGHT, a twelve, was also passed on the reach, never again to regain her position. The last leg was the most difficult as the wind abated and shifted about the nose of both vessels. GLEAM tacking with more ease short-tacked, while BRILLIANT under the press of topsails, many more sails to handle, took a long tack towards shore to avoid the current and caught a favorable lift in the maneuver.

It should not surprise us, for this Sparkman and Stephens schooner is always well sailed, but this summer BRILLIANT sailed to the fullest sense of her name.

Peter Phillips

GOVERNOR'S CUP REGATTA

The traditional vessel weekend was held as usual the weekend after Labor Day at the Steamboat Dock in Essex, Connecticut, but this year it has been renamed the Governor's Cup Regatta in honor of the trophy established in 1985 by Governor William O'Neill marking the 350th Anniversary of the settling of Connecticut.

A turnout of some 19 vessels in Classes I and II made for some competitive racing in the big boat division as race day began in near perfect conditions. A 10 knot northwest wind and foul tide made the first leg the toughest as the fleet beat westward around Long Sand Shoal at the mouth of the Connecticut River. The choice was either hug the northern shore to stay out of the tide and take a chance that the wind wouldn't back to the southwest (as it frequently does) or to stay on starboard edging out across the shoal and hope to pick up a favorable wind shift. The fleet was pretty evenly divided on tactics, but the wind only went around a little and almost everyone ended up tacking straight into it, and tacking, and tacking, and tacking....

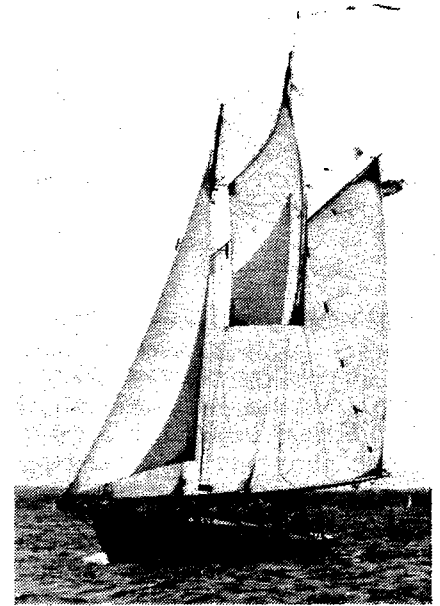
The boats that did get around early got the full push of the tide on the downwind leg and since BRILLIANT rounded first it was no surprise that she held that position to the finish. As the wind freshened, everyone made it around and had a good sleighride to the last mark at the east end

of the shoal. The final two-mile beat was against about 20 knots of breeze but by then the tide had begun to flood and everyone lee-bowed it on one leg. The flood tide also made the 6-mile ride upriver to Essex fairly painless.

In Class I for schooners and gaff riggers, BRILLIANT scored another impressive first followed by two hometown schooners, the Burgess-designed 45' knockabout STARLING and Jim Rafferty's 39' George Stadel-designed GOLDEN GOOSE. Commodore Pete Phillipps came in fourth after some curious chart work found VOYAGER sailing a unique course with one more leg than everyone else! Vic De Cesare's MADRIGAL, looking really good this year, took fifth place and HERANDIS finished sixth after losing her pinrail and almost watching both main halyards go aloft still nearly coiled on their pins.

In Class II for marconi-rigged classic yachts, MISCHIEF, locally owned by Chris Wick, was first, followed by PRINCESS, an H-23 sloop, and WILLOW WIND.

For their consistently excellent efforts BRILLIANT's skipper George Moffett and mate Jeff Stone collected the JACINTA Trophy for first vessel to finish and the Foundation Trophy for best corrected time by a schooner. They also took home the Governor's Cup for best elapsed time



MADRIGAL Photo by Vern Brady

in all classes.

NEITH, Jack Brown's 53' Herreshoff cutter built in 1907, was awarded the Steamboat Dock Trophy for best elapsed time in Class II and MISCHIEF won the Victoria Trophy for best corrected time in that class.

On the same day, the Cats and Gaffers Race (Class III) for boats under 25' overall was held right off Essex. SERENDIPITY came in first, followed by "NO NAME" and RIGEL. The HALCYON Cup, donated by Duncan Syme in memory of Linda Terry to encourage young people to participate in the weekend event, is awarded to the youngest skipper to finish in the top half of Class III. This year it went to Thane Ryland for a well-done job at the helm.

And a "well done" too for the organizers, Tom Clark and the members of the Connecticut River Foundation, for putting together a truly fun weekend with just the right mix of competition and downhome sociability.

—VB



Mystic Seaport Photo by Vern Brady

DOG WATCH

We are happy to report that the 52' Alden schooner ADVENTURER remains in the ASA fleet. Recently purchased by Mark Faulstick, longtime member and frequent crew on VOYAGER, the MAL-ABAR VI sistership will be based at Staten Island, New York.

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FORTUNE was missing from the finishers at Essex due to being red-flagged for flying her gollywobbler. The Race Committee should really standardize the rules form year to year since what was AOK last time suddenly becomes a no-no. With so many races on the calendar, it's hard to keep things straight.

FOR SALE

TOTEM - 42' Alden Staysail Schooner, 11'6" beam, 6'6" draft. New Stem, horn timber, sister frames, refastening, etc. 50 hp. Lehman diesel. Excellent racing record. Asking \$20,000 or will consider trade for smaller boat. Call Bob Graves (days) 212-302-9088, (evenings) 914-698-7783.

SEBIM - Gaff Schooner, 45'6" by 11'6" by 6'7". Mahogany on oak. Built by Heisler of Nova Scotia. 38 hp. Perkins diesel, Radar, Loran. Sleeps eight. Excellent condition. Asking \$69,000 USF. Contact Henry Endres 919-338-1007.

CHANTEY - Gaff Schooner, 38' x 11'6" x 6'. 1927 William Atkin design, 1985 Peugeot/Vetus diesel. Recent sails by Larson. Much recent upgrading, sleeps 6. Contact Suzanne Fleming 401-885-5317 or 401-738-3400.



**American Schooner
Association**

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