



WING & WING

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The Official Newsletter of the American Schooner Association

ELECTION OF OFFICERS 1987

One of the highlights of the 1987 Annual Meeting was the election of new officers. I am fortunate to have known most of them for many years, but began to realize how little I know about their backgrounds, how they got interested in sailing. How does a girl from Brooklyn end up on a fifty-foot Alden schooner? What made her watch "Captain Blood" and "Moby Dick" over and over as a child, identifying with the male lead? I thought it would be interesting to find out a few things about our new slate of officers. We begin with our newly formed position of Treasurer.

—JP

CAPTAIN GEORGE MOFFETT, TREASURER

This is the first time I've been faced with providing an autobiographical sketch for publication so it is with some difficulty that I choose a theme around which a few fragments can be organized. Since the readers are sailors, it makes sense to focus on the sailing strand that runs through the years.

My first sailing experience in the spring of 1957 arose from my father's desire to acquaint me with nautical matters, the perpetuation of his family tradition. Our mission was to sail a sloop about 20 miles up the coast of Lake Michigan. However, a severe line squall forced us to adjust our expectations: we capsized three miles off shore in a boat which couldn't be righted. After several hours in cold water, we were spotted by an airplane which radioed a rescue call to the Coast Guard. Hypothermia, fear and childhood wisdom led me to protest such misery with an oath never to sail again. It took me years to overcome a fear of heeling over.

Some less memorable exposures to sailing in the 60's included a sojourn at

the Naval Academy in Annapolis where singularly uninspiring participation on the dinghy racing team further persuaded me that not only sailing but especially racing offered little joy. I found it necessary to distance myself from the nautical world in search of a fresh perspective.

A couple of graduate years at Bonn University in the heart of western Europe

convinced me that vacations should be spent climbing the Alps or exploring cultural centers. But graduate studies drew me back to Boston, and two summer vacations teaching sailing on Cape Cod put some New England fever in my blood. One German, Sabine Bethge, left Bonn to join me in the U.S. only to learn that happiness is not synonymous with boats.

Mystic, Conn.

CAPTAIN MOFFETT and BRILLIANT



More studies took us to Cambridge, England where I finished a degree, and Sabine continued with her voice studies in London. To put our marriage to a full test, I became head of a small secondary boarding school and simultaneously bought a 1927 Scottish built (McGruer) ketch. Wooden boat maintenance and cruising the coasts of England and France became my preoccupation. After eight years in England, the time came to leave the boarding school and concentrate on nautical matters.

Following some passages to the Mediterranean and beyond, family responsibilities became paramount so we returned to the U.S. with our very young daughter Jessica. It took several months of looking for a job which would combine coastwise cruising with education, but I was lucky enough to meet Biff Bowker who was looking for a mate he could groom to the BRILLIANT way.

By joining Mystic Seaport and in particular BRILLIANT, I have had the good fortune of indulging in a way of life committed to preserving the excellence of our past and thus, we hope, affecting the quality of our future. It is hard to know where nostalgia clouds an otherwise sound devotion to quality, but in preserving BRILLIANT and the maritime skills necessary for her operation as a sailing school vessel, I feel we are close to a set of values which provide a healthy contrast to a contemporary technological drift devoid of soul. Within the context of so many committed to excellence, it is easy to learn and grow.

George Moffett

CAPTAIN MARK FAULSTICK, SECRETARY

It was difficult putting together a crew of 270 to man a quadrireme in the first century. The conflict between the Romans and Carthaginians had decimated the seamen reservoirs. Marcus Aurelius Faulstickus signed on as drummer at age seven but was spotted by Captain Loopadopolous as particularly agile aloft and rather spotty maintaining a cadence. In one encounter with a faster trirreme, his boogie beat so confused the four pairs to starboard, they backed rather than pulled, broke a dozen oars in the mahem, jibed the lateen and so slowed the one-hundred-fifty-foot hull, that the Phoenician missed a well calculated ram by one hundred feet. Marcus was elevated to boy aloft, later to become master at twenty-four of the celebrated VENTUS AEOLUS which, after

forty engagements, sank at anchor because of a faulty thru-hull fitting.

In the twentieth century, seven-year-old Mark Faulstick "was taken sailing for the first time by an uncle in a beautiful wooden Crosby catboat he sailed on a lake in the Pocono mountains. When it was time to leave the boat that first day, I refused. I simply did not want to get off the boat."

Mark and his wife Roberta have sailed the Caribbean, Greek Islands, the Turkish coast, both Spanish and North African coasts and some of these aboard the schooner VOYAGER. It was a sail on this Alden from Antigua to Martha's Vineyard with a crew of but three that set into motion Faulstick's acquisition of the classic Alden schooner ADVENTURER. He had logged months of off-shore experience aboard VOYAGER, taken several celestial navigation courses, and had passed the Coast Guard Ocean Operator's licensing exam. I am now "generally pursuing my passion for the sea with a responsible fervor. It will most likely take us the next five years to figure out what we're doing, but with a little luck, we will realize much enjoyment going about it."

Pincus Filippus

CAPTAIN PHILIP LAFRANCE, REAR COMMODORE

I don't know where it all started. My early recollections are dim as are yesterday's, but I do recall an upside-down situation in embryonic fluid and not at all comfortable with my course. It is not that my mother was irresponsible, rather that the magnetic compass mounted a bit casually astride the umbilical cord recorded a deviation in excess of twenty degrees west. I knew then this was unacceptable and entered the world on a course of 265 degrees magnetic (true has never been a part of my existence) and at this angle missed the operating table and crashed quickly to a concrete floor. Although my mother has since added loran and radar to her midships equipment list, I pledged to allow no one to take any responsibility for future navigation.

From the beginning I was hooked. Those early baths in tepid rusty water (galvanized plumbing) I ran a fleet of rotting wooden tugboats pushing, sometimes towing, rotting wooden barges. These often ran aground or spiraled out of control in the bath drain vortex. But even then I was a captain and the ring about the tub took notice.

I continued to muck about the waterfront. At four, bored by lawn mowers, I built my first watercraft. It was not much, but it was designed to carry a crew of seven, withstand a sixty knot blow and be no more than four feet long. After all I was only two feet three inches, a scant thirty pounds in my Scandanavian sailing suit, dripping wet. The fastenings were reed on a hull of weed and she sank in a quarter of a fathom at the launch. No lives lost. I was not deterred.

My next command was CANDIDE, a 60-foot gaff schooner, which I sailed from New Zealand to Tahiti, Easter Island, and thence Bermuda for the Tall Ships Race in 1976 to Newport. But my first real sailing was aboard the schooner TYHEE upon which I served as crew on a trek to Maine. Later I crewed aboard another Alden schooner, SAGAMORE, again to Maine. I was also fortunate to sail aboard the schooner SERENA, a 96-foot Alden, from Hawaii to California. My passion for schooners was extended to other classic wooden sailing craft with the command of AGUILA, a 42-foot Sparkman & Stephens yawl, a sister ship to the famous FINISTERRE, on a delivery from Greece to New England via the Caribbean.

My present command, or more precisely, service, is to the cutter CHRYMAS, a double-ender designed by Starbuck Burgess and built in Nova Scotia in 1931. She has since been completely refitted in Marion, Mass. in 1984 and with my wife Valerie, we have cruised the east coast from Nova Scotia to the Caribbean.

Fra Fillippi Lippo

OFFICERS

COMMODORE
David Mowen

VICE COMMODORE
Elaine Beckwith

REAR COMMODORE
Captain Phillip LaFrance

SECRETARY
Captain Mark Faulstick

TREASURER
Captain George Moffett

NEWSLETTER

EDITOR: *Jeanette Phillipps*
GRAPHICS: *Jeanette Phillipps*

ELAINE BECKWITH, VICE COMMODORE

The evening had started calmly, but when the wind backed to the east, Captain Snars Alquist ordered the yards struck aboard the three-masted topsail schooner. There were no safe harbors in the Straits of Madagascar he could approach with the sea building and his wife Gundamar might give birth in the Captain's quarters any minute. The cook had to boil several pots of sea water and at eight bells, a full gale driving DIETINKUNBEL at nine knots under foresail, Elaine emerged to take her first watch.

In 1982 Elaine Beckwith helmed VOYAGER from Malta to Siracusa, Sicily in a similar gale, talking quietly, laughing, but that first watch, age zero, she was a screamer in fourteen-ounce canvas diapers, 3/4" bolt rope edges.

Though her sailing career began on small craft in the Great Lakes, it was her destiny to command a fleet of schooners over the past ten years. It began with the racing schooner EBB TIDE whose mate, Brian, of flag etiquette fame (upside-down fisherman meaning owner aboard) dominated the schooner circuit for years. A forty-three-foot Alden, GOBLIN, followed and soon afterwards the cruising schooner MARMION. Elaine has extensively sailed the New England waters, the Mediterranean and Caribbean. "I love traditional craft and find the pleasures of sailing and caring for them addictive. Another case of substance abuse."

Always a calm and efficient executive, Elaine quietly runs a taut ship while making everyone on board at ease amid a cacophony of horn signals from the helm. We are graced by her presence as first lady flag officer.

Peder Filippesen

DAVID MOWEN, COMMODORE

"I have dreamed about schooners since I read *Captains Courageous* while riding a tractor at age ten on the farm in Hunterdon County."

It seems that the sailing had skipped a generation. David's mother's family owned a Hudson River Sloop that carried general merchandise from Albany to New York City. Fascination with the sea remained in his blood, and eventually lead him to Kings Point Academy, Merchant Marine and the Navy. His schooner sailing began with a trip from Marblehead to Halifax in 1963.

David Mowen and his wife Trish soon took command of a 14-foot snipe which they sailed on local lakes. "Trish grew up with sailing; her dad had a motorsailor. She's great with sail trim, has much better instincts than I do."

While lying on the beach one vacation, bored, he grabbed an issue of *Soundings* with the intent of renting a boat. It was this moment in that summer of 1975 that they found the Alden classic WHITE WING, hailing from Maine, and soon became her master.

David and Trish have been sailing WHITE WING with their children Peter and Becky, but the old girl demanded a bit more attention and has already received a new stem, floor timbers, main mast step, numerous frames, and the project continues.

"The American Schooner Association is the only refuge where people simply don't laugh you out of the room. What we go through to have the pleasure of holding that wheel in your hand and feel that vessel go through the water. No one else would understand."

David carries the ASA Directory with him on vacations and business trips and enjoys the camaraderie of other members he meets in his travels.

Jeanette Phillipps

STARBOARD TACK

In 1981 when we volunteered to assume the chore of editing this newsletter it was based on the premise that, since we had just lost our old schooner BOUNTY to a Fall Nor'easter, we would now have ample leisure time available without "boat work" to worry about. Perhaps it was also a means of doing penance for our sins of poor seamanship! In any case it has been a most enjoyable enterprise and we can only hope that the membership has gotten as much pleasure from *Wing and Wing* as we have. However, after six years it really is time for a change at the helm and we are sure the new Editor, Captain Jeanette Phillipps (also a volunteer!), will bring fresh insights and perspective to the job. We will continue to assist with articles, race reports, etc., and hope that more members will contribute letters, stories, gossip, reports on boat repair projects and the like, broadening *Wing and Wing's* coverage and usefulness as a communications tool.

We have again taken on the "custodianship" of a real schooner (SEBIM), so our spare time will not be wasted, and we look forward to seeing all of you at many of this season's events. Good Sailing! And good luck Jeanetti!

Vern Brady



THE "RACING CREW" of VOYAGER,
HALIFAX 1986

photo by
Chris Reardon

MEMBERSHIPS

MOONDRIFT, our 40-ft. on deck, 52-ft. L.O.A. double-ended schooner was inspired by Allen & Sharie Farrell of British Columbia. They built the mother ship NATIVE GIRL some 15 years ago on the virgin shores of Green Bay, B.C., in the idealic fashion they have always built, for themselves; wip sawing the planks, crafting the entire vessel by hand, without electricity, or power tools. The Farrells, are now in their 70's, and have built over 40 boats in this fashion.

Greg was asked in 1978 by Allen, to sail NATIVE GIRL from Mexico to Hawaii, which he did, and found the voyage a perfect opportunity to measure the vessel, with future plans to build his schooner, MOONDRIFT.

With a half-model, photographs, and his measurement of NATIVE GIRL, Greg commenced building his first sailboat. Allen would appear periodically to approve of the shear, or lend a hand at trade secrets, such as using young saplings for ribbons.

To form the hull, oak was used for ribs; the planks came from a 1200-year-old Douglas Fir tree that air dried 15 years. Each of the bottom three strakes are full length, with one butt a round for the remainder.

West Coast legends, such as the now deceased Frank Freddette, taught Greg how to caulk. This is a delicate art, to form a tight seal, without springing the planks. To this day you can strike a match in MOONDRIFT's bilges!

The lines of MOONDRIFT are rounded and aesthetically beautiful in the Farrell artistic tradition. We carried the traditional theme, by incorporating 26 natural crooks or knees throughout the vessel, as well as many hand cast bronze fittings. Her stay-sail rig was chosen for off-shore performance; but we ensured her old world charm by endowing her with Tan Bark sails.

We accomplished what we wanted. A traditional classic beauty without the failings of an old wooden boat. With the use of epoxy glues, para seal rubbers, etc., MOONDRIFT has been an easy to care for vessel.

Building took four years; then after rigging and shaking down all systems, we disembarked from Victoria, B.C. in June 1985.

Sailing the schooner rig is a joy. For the most part, once clear of California, most voyaging is done in 7-20 knots of following breeze. We found while run-

ning we carried the golly-wobbler; poled out by the main boom (640 sq. ft.) and the genoa, on a whisker pole, (350 sq. ft.) wing on wing. This snug rig could be jettisoned easily, even by our 15-year-old son Jason. One simply sheets in the main boom, whereby the golly-wobbler comes down entirely inboard, unlike spinnakers, which usually require two crew members to dowse.

MOONDRIFT flew her golly, comfortably night and day for at least 70% of her 3,000 mile journey from California to Panama. Ketch-rigged vessels, sailing in company with us found it unnerving to fly spinnakers after dark off shore, and resorted to powering.

After a brief stay in Costa Rica, and after clearing the Panama Canal, we decided to visit the San Blas Islands, Honduras, Cozumel Mexico, Key West,

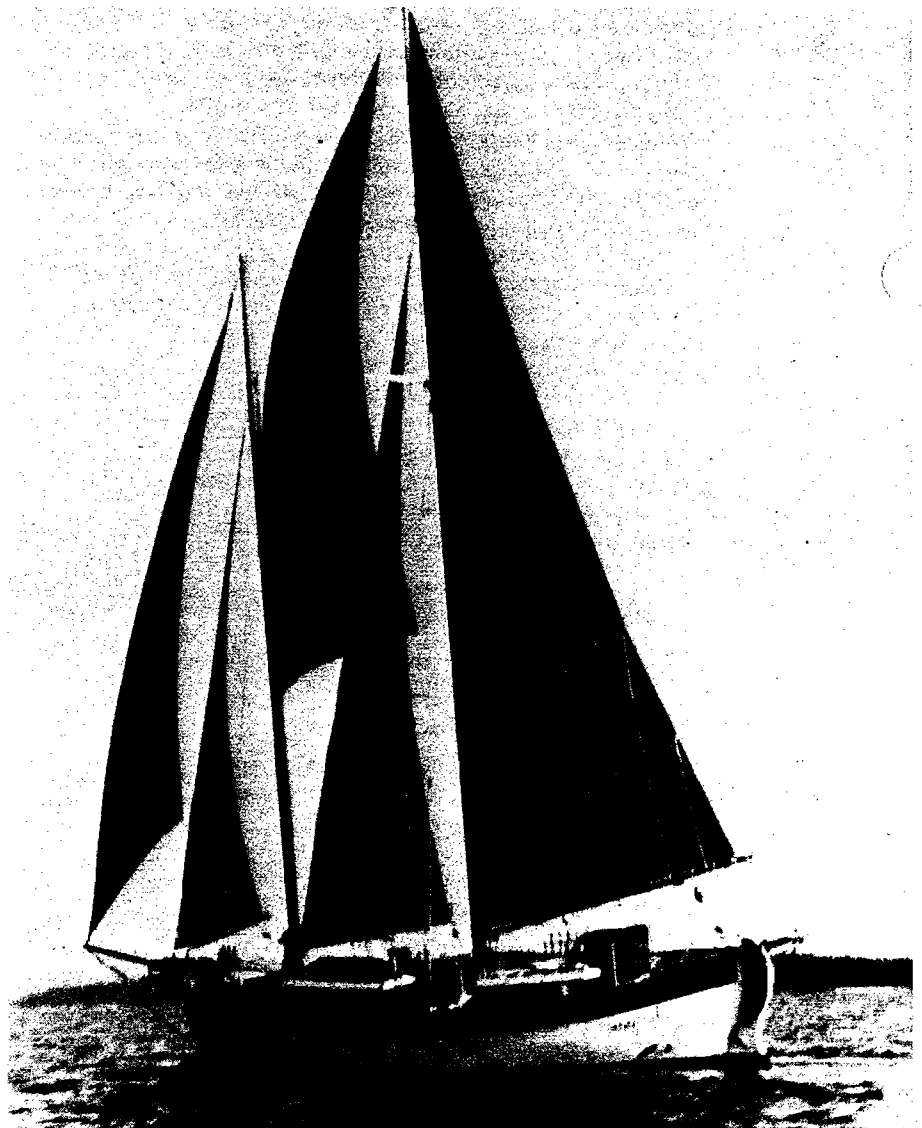
then Ft. Lauderdale. With hurricane season quickly approaching, we went up the intercoastal waterway to the Chesapeake then on to New England for the winter.

While voyaging eighteen months "summer climates", we enjoyed Mystic's snowy winter, and the opportunity to make use of MOONDRIFT's wood stove, and diesel hot water heating system. Snug and cozy, we've been designing our next 57-foot schooner.

We are enamoured with the schooner rig, but our dreams of far away, high latitude adventures, will demand a larger vessel to accommodate gear, and people that we would like to share our voyaging experiences with. Creating beautiful schooners, is as much fun as sailing them for us!

Lynne Robertson

MOONDRIFT





"Was that the starting gun?"
BRILLIANT racing crew, Halifax 1986

photo by Chris Reardon

STARBOARD TACK

Continued from page 3

edit: ed-it *tr. v. l. a.* To prepare for publication or presentation, as by correcting or adapting. b. To prepare an edition of for publication. 2. To supervise the publication of. 3. To eliminate; delete. 4. To put together the component parts of by cutting, combining, and splicing.

editor: ed-i-tor *n.* a person who edits.

The American Heritage Dictionary
Second College Edition

editor: one who nags, nags, nags the membership into writing articles for the ASA Newsletter, but usually ends up writing them himself.

Vernon Brady

Thank you Vern for all your nagging, for all your writings, your humor, your sarcasm. And thank you Linda for staying with us and producing a first class publication.

I willingly volunteer for the editor of the first definition. With a busy schedule of my own I must encourage the membership for more participation. I feel we would all benefit from the experience which I know is out there, your restoration projects, technical advice, a good insurance company, chandlery. Where did you cruise this summer, is your husband on a "captain's trip"? Let's have some letters, questions which can be answered by someone out there. Please write.

Jeanette Phillipps

New member BELLE LURETTE, a Malabar VI from France
visiting Mystic last summer

photo by Vern Brady

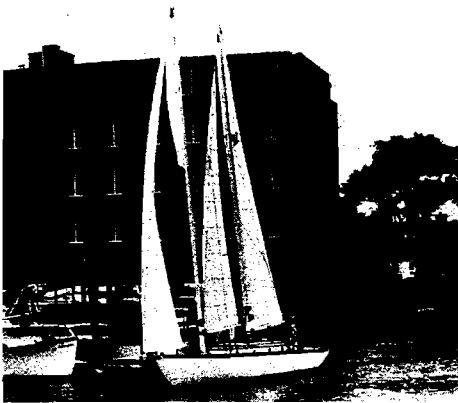


ASA Polo Shirts

ASA polo/sport shirts are available at \$15.00. White with the green ASA logo on the left front, they come in the usual sizes (S, M, L, XL).

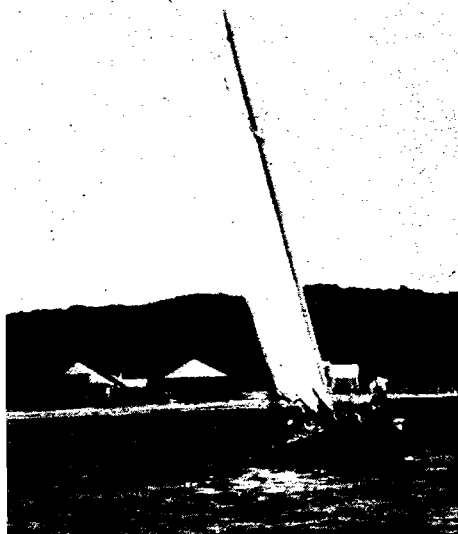
ASA burgees are available for \$25.00.

Order both from the Treasurer, George Moffett.



FORTUNE schooning between the bridges, Mystic 9186
photo by Vern Brady

New member PHRA LUANG,
a Malabar II design, built by owner
Jeff Robinson in Bangkok, Thailand,
1984. We look forward to reading more
about her in the next issue.



1987 SCHEDULE OF EVENTS FOR TRADITIONAL VESSELS

Coordinated by the American Schooner Association

- 5/21 **The Small Boat Show**, Newport Yachting Center, Newport, RI.
- 5/29-6/1 **The Used Boat Show**, Newport Yachting Center, Newport, RI.
Contact: Newport Yachting Center (401)846-1600.
- 6/29 **Morgan Point Invitational Regatta**, Noank Wooden Boat Club, Noank, CT.
- 7/1-5 **Boston Harborfest**, Boston, MA. Contact: Susan Park (617)227-1528.
- 7/4 **Douglaston Windjammer Race**, Douglaston, NY.
Contact: Skip Sempliner (718)428-6438.
- 7/5 **Marblehead-Halifax Race**, Marblehead, MA. Contact: Michael Mantuck, Box 487, Front St., Marblehead, MA 01945.
- 7/12 **Landing Regatta**, Newport, RI. Contact: Don Glassie (401)849-3033.
- 7/10 **Sailfest New London**, New London, CT.
- 7/25 **Antique and Classic Boat Rendezvous**, Mystic Seaport, Mystic, CT. Contact: Mystic Seaport (203)572-0711
- 7/25 **Dion Cup Regatta**, Salem, MA. Contact: Fred Atkins (617)744-0844.
- 8/16 **Opera House Regatta**, Nantucket, MA. Contact: Chick Walsh (617)228-2121.
- 8/27-30 **Newport Wooden Boat Show**, Newport Yachting Center.
- 8/31-9/4 **Ocean State Maritime Week**, Newport, RI. Contact: Newport Yachting Center, Museum of Yachting or ASTA.
- 9/5 **Classic Yacht Regatta**, Museum of Yachting, Newport, RI.
Contact: Museum of Yachting (401)847-1018.
- 9/5 **Gloucester Schooner Weekend**, Gloucester, MA.
Contact: Mike Costello (617)283-1601.
- 9/10-13 **Norwalk Oysterfest and Tall Ship Rendezvous**, Norwalk, CT.
Contact: Norwalk Seaport Association (203)838-9444.
- 9/12-13 **Essex Traditional Boat Weekend**, Essex, CT. Contact: Tom Clark (203)767-8269.
- 9/26 **Schooner Race for the Mayor's Trophy**, New York, NY.
Contact: South Street Seaport Museum (212)669-9400.
- 10/3 **Mystic Seaport Invitational Schooner Race**, Mystic, CT.
Contact: Connie Boehm (203)572-0711.