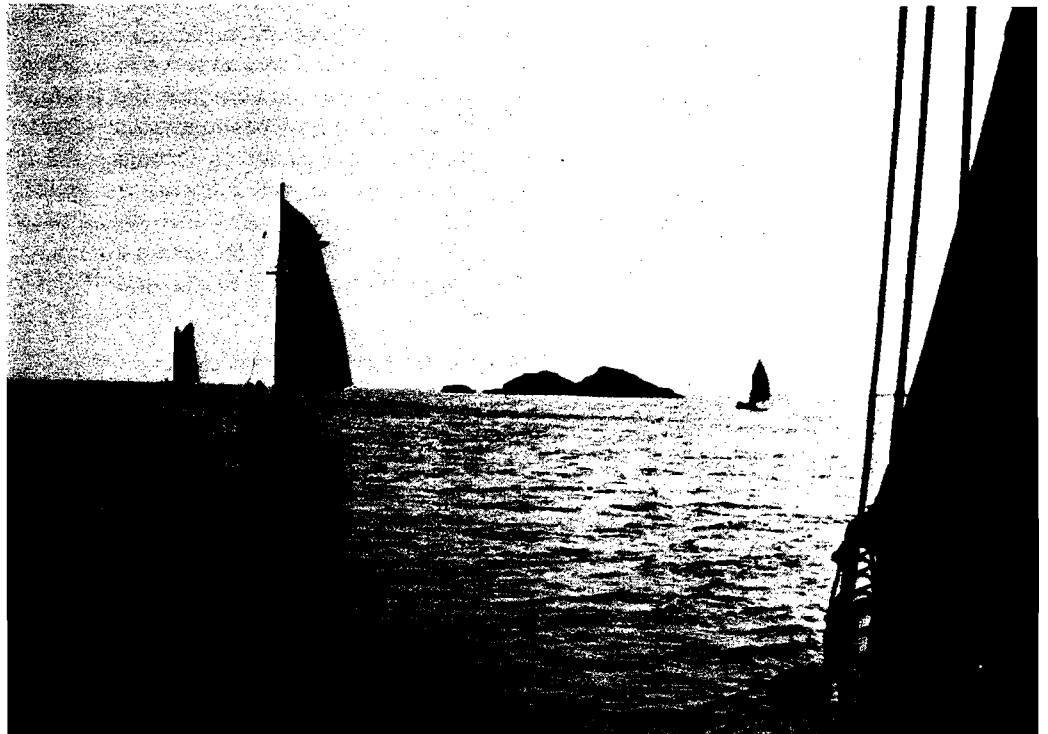




WING & WING

Volume XVI, Number 1 • Spring 1988

The Official Newsletter of the American Schooner Association



MESSAGE FROM THE COMMODORE

I thank you all for the opportunity to serve as Commodore of this august association. I'm sure we will all miss Dave Mowen's leadership, but certainly understand his need to resign from the office of Commodore.

1988 is a year in which we are both returning to our roots and yet, at the same time, breaking new ground. Our thrusts for '88 involve clarifying the association's direction and activities based on the organization's statement of objective:

The object of the association is to foster, promote and encourage interest in the preservation, traditions, and enjoyment of schooner yachts and other traditionally rigged vessels by providing a record of these vessels past and present and coordinating a program of racing and cruising.

Key programs in support of this objective for 1988 are:

- An updated directory of members and their vessels, with the goal of maintaining information on vessels even when they leave the membership. We'd also like to track those vessels lost, such as BOUNTY, HALCYON, and TODDYWAX, whose very names bring back wonderful memories of cruising and racing seasons past.
- More clearly articulated roles for the Vice and Rear Commodores. The Vice Commodore will serve as coordinator/director of cruising activities, while the Rear Commodore will direct the ASA's interface with the various classic vessel race committees.
- Broadening our base of classic vessels other than schooner rigged. While always an organization dedicated to classic vessels, work begun by Past Com-

Maine Windjammers

JP

modore Peter Phillipps actively welcomed these vessels and their owners; our membership now includes a representative variety of yawls, cutters, ketches, and sloops in addition to the comprehensive list of schooner yachts.

- An active Board of Governors now permits ASA agendas to be carried on in between annual meetings.

In the coming year we'll be looking forward to cruising and racing in the company of as many ASA members as possible, and to preparations for another International Schooner/Classic Vessel Rendezvous in 1989 with our comrades from Nova Scotia.

Much luck to you all with this Spring's commissioning activities.

Elaine Beckwith
Commodore

Minutes of the Annual Meeting — February 6, 1988, Mystic, Connecticut

Held at the Youth Training Building,
Mystic Seaport Museum

A quorum was sustained by the attendance of 92 members and all but two of the elected Board of Governors.

Call To Order and Introductions

The meeting was called to order by Acting Commodore Elaine Beckwith who then introduced Past Commodore, Captain Peter Phillipps to present to the membership the recent resignation of David Mowen as Commodore, and the Board of Governors unanimous decision to appoint Vice Commodore Elaine Beckwith as acting Commodore until elections at this meeting could be held.

Secretary's Report

by Captain Mark Faulstick

The Secretary's report of the minutes of the December Board of Governors meeting was delivered, since several items contained therein were detailed as current business for this meeting.

The Secretary's report of old business was delivered by submission of a copy of the minutes of the 1987 Annual Meeting as published in the Spring edition of "Wing & Wing". The minutes were accepted as published.

Treasurer's Report

by Captain George Moffett

1987 Income:

\$2250	dues
<u>475</u>	burgees, T-shirts
\$2725	

Expenses:

\$992.32	newsletters
140.00	memberships in other organizations
734.50	misc. (3 annual awards, P.O. Box, postage, bank fees, board meetings, etc.)
<u>195.00</u>	new burgees
\$2061.82	

1986 Balance: \$728.00

Balance: \$1405.00

Additional income from annual dues is expected.

Elections to Board of Governors Held

The Secretary and Treasurer were asked to continue to serve and both Mark Faulstick as Secretary and George Moffett as Treasurer accepted. Elaine Beckwith was elected to full Commodore from acting Commodore by unanimous vote. The position of Vice Commodore is to be filled by Philip LaFrance. While he was unable to attend the annual meeting he had expressed a willingness to serve in this capacity. A nomination for the vacancy of Rear Commodore was taken from the floor as that of none other than Vernon Brady, past Editor of "Wing & Wing". No other nominations were received, Mr. Brady accepted the nomination with a nodding head and the vote was carried.

Duties of Rear and Vice Commodore

Discussion was undertaken as to the expanded responsibilities for Rear and Vice Commodore, as well as the concept of succession to the position from Secretary or Treasurer to Commodore. The value of experience gained by this succession process was presented, as was the value of having stability in the offices of Secretary and Treasurer. The responsibility of Rear Commodore is to be expanded to specifically coordinate all activities as they relate to racing. The responsibilities of Vice Commodore are to focus on the cruising schedule, coordination and special events.

Board of Governors Meetings

As detailed in the notes of the December '87 meeting published in "Wing & Wing", the Board of Governors will meet a minimum of three times a year.

Directory Posted

The Roster of the ASA was posted at the meeting for anyone to make appropriate revisions and additions. Commodore Beckwith has assumed the responsibility and expressed an interest in expanding its focus from just a listing of members and their boats to more of a directory of schooners and classic boats that are or were part of our ASA. Many suggestions were taken from a discussion of this document and many will be incorporated into its final form.

John and Nancy Gruen, of the schooner FELICITY from North Berwick, Maine mentioned having met and spent some time in Florida with the fellow who sent a questionnaire on the "Working Schooners" to many members of the ASA over 2 years ago. A letter was sent inviting him to join the ASA. John and Nancy offered to try to contact him again.

The question of the additional cost to produce the expanded directory was raised and discussed, and while the general consensus seemed to be favorable toward paying for a copy, or raising the price of annual dues, no decision was made and no vote taken on the matter.

"WING & WING" Editor's Report by Captain Jeanette Phillipps

The editor of "Wing & Wing", the official publication of the ASA, emphasized the need for the membership to submit articles, photographs, letters, etc. for publication. She also clarified the due dates for the submission of materials to be the date of each Board of Governors meeting. The transitions of editorship, change in process for lay-up, printing and publishing as well as delays in receipt of materials to be included all contributed to 1987 being a two issue "Wing & Wing" year.

OFFICERS

COMMODORE
Elaine Beckwith

VICE COMMODORE
Captain Philip LaFrance

REAR COMMODORE
Vernon Brady

SECRETARY
Captain Mark Faulstick

TREASURER
Captain George Moffett

NEWSLETTER
EDITOR: Jeanette Phillipps
GRAPHICS: Jeanette Phillipps

The ASA Annual Award

This award is typically presented to the person or organization who, in the opinion of the members of the Board of Governors of the ASA, contributed outstanding efforts to the promotion and preservation of traditional sailing vessels, schooners and/or the American Schooner Association. Jon Wilson, editor of the magazine *WoodenBoat*, Captain Biff Bowker, former captain of the BRILLIANT, and Sam Hoyt, who served for many years as both Secretary and Treasurer of the ASA and now as Publicity Committee Chairman are recent past recipients of this, the highest tribute given by the association. It was announced that this year the Board of Governors, had not agreed upon any one candidate for this award, so suggestions from the membership were accepted as follows:

The Maine Windjammer Fleet
Captain Peter H.G. Phillipps,
Past Commodore ASA
The Museum of Yachting, in memory
of Tom Benson

Background information will be published in "Wing & Wing" and a vote taken at the annual meeting in 1989.

Membership Decals, Certificates & Pins

The suggestion to print up window decals of the official ASA seal was presented. The discussion brought forth the suggestions for certificates with the official insignia and lapel pins also. A word of caution was voiced by the Treasurer, who stressed that these items would represent additional expenses that the current budget may not be able to support.

Rear Commodore's Race Committee Report by Vern Brady

Vern Brady, who had in December accepted the appointment by Acting Commodore Beckwith to Race Committee Chairman, delivered the results of his efforts to coordinate the race season schedule. A few conflicts are at this point unavoidable, (please refer to the schedule posted in this issue) but the one that has been of greatest concern is that between the Mystic Schooner Race and South Street Seaport Race for the Mayor's Cup. It was reported that again this year, the Mystic race is being held relatively late, on October 1st. Since member, Peter

Neill, South Street Seaport Museum President was present, he advised us that they had not decided upon the final date of the Mayor's Cup Race. He asked for help in deciding between September 24th or October 9th. Peter Neill also alerted the membership of the problems the South Street Seaport Museum is having with the sponsor, Schooner Beer, who is apparently renegeing on an agreement to sponsor the race for five years.

Sam Hoyt suggested that the new responsibilities of the Rear Commodore include the resurrection of the Race Committee Symposium which used to be held in the Fall.

Vice Commodore's Cruising Calendar Report

Due to the absence of the Vice Commodore, the Secretary reported on the interest expressed by the Board of Governors to expand the focus of the ASA on cruising plans of its member boats. It was further reported that BRILLIANT, VOYAGER, MALABAR II, CHRISTMAS and others will be cruising in company to Maine waters this summer. They will be participating in a number of local events and races and joining several members that regularly cruise and call Maine home port. The Spring issue of "Wing & Wing" will include a section on members' cruising plans, so anyone interested in having their plans included are encouraged to submit them to the editor before April 5th.

Associate and Sister Organization Memberships

A report of all current memberships was presented, and fact that ASA had not renewed membership in two organizations which have not retained membership in the ASA. This was taken under discussion and it was voted to renew our membership in both the Museum of Yachting, Newport and Schooner, Inc. A suggestion was received for the ASA to also join the Chesapeake Sailing Association. Sam Hoyt, as Publicity Committee Chairman indicated he would explore these memberships.

Endowment Funds Announced

It was announced by representatives of two newly formed endowment funds that they were indeed accepting contributions to these funds named after the boats they

will use the proceeds to help maintain, namely BRILLIANT and WHEN & IF. Several other unofficial and instantly formed "funds" with other very familiar names were also announced and murmured about the room.

Motion to Adjourn Received and Seconded

The meeting was adjourned at 12:20 pm after the final count was taken for lunch.

Respectfully Submitted,
Mark E. Faulstick
Secretary, ASA

STARBOARD TACK

There has been much ranting lately on the subjects of racing and cruising, schooners and thoroughbreds. Most of our races began as schooner races and have become traditional and classic yacht events. In some cases, the Leiter Cup in Newport for example, not enough schooners were showing up and the existence of the race was threatened unless opened to other classics. The cup is still offered at the Classic Yacht Regatta, to gaff-rigged vessels, not necessarily schooners, and those cute little Herreshoff's walk away with the honors. The end result has been even less schooner representation. There are more of "them" anyway and we may simply feel overwhelmed, intimidated, pushed into the archives. What schooner feels comfortable starboard tacking WHITE-HAWK. But where are all our schooners? They are probably out cruising.

Our own fleet has always been very incompatible (from a racing point of view, that is) with many different designers, sizes, shapes, rigs, and no matter what the handicapping system, performance taken into consideration, the same boats generally win. It was and still is a good reason to get together, but the turnout has been less lately and we apparently have more non-racing activity going on than we hear or read about.

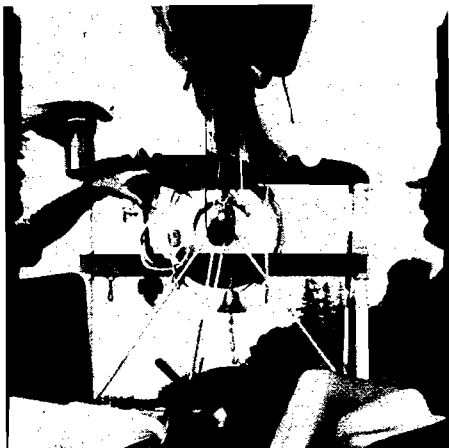
Perhaps our cruising and voyaging schooners want to be left alone. Or would they welcome an occasional rendezvous in some otherwise quiet cove. Maybe there are a few of us who prefer a more casual form of friendly competition, like our race from Tarpaulin Cove to Vineyard Haven in 1985 with the NSSA fleet. We sailed

off the hook at the gun, from SHENANDOAH to the VERNON LANGILLE, flew anything we could find. No silver, just a great time. At one point, AVENGER was posing for photographers under working lowers with no one on deck. Now this is a casual race!

Another form of rendezvous has been held at Tarpaulin Cove over the years, this event open to schooners and other classic yachts. . . a maintenance regatta. Everyone anchored, rafted, some varnished, others caulked, tarred, whatever, passing over a wet brush for a touch-up.

The important issue is not to lose track of one another, and to share each other's company, to vary the activities. Use anything as an excuse if you need one. What's your excuse?

Address your reply to the "RANTING" section of this Newsletter.



"Ranting" aboard AVENGER

JP

A RANT ABOUT YACHTS

I like a lady who'll show you a good time; one who'll let her hair down, forget life's worries for a while and romp with her old man 'til it's too good to be true. That's why I sail a schooner. Not a yacht. A schooner. A boat, Bye's.

Yachts are delicate, beautiful and cranky. They're always reminding you to be careful and take off your shoes dear, you'll mar mother's new floors and Judge Winthrop is coming to dinner and what will people think? Augh! A yacht is a formal dining room. A schooner is a country kitchen. I enjoy the occasional formal dinner, but where I really live is in the kitchen. (Witness my heroic girth). But let's make that the galley, which is

where I sit as I write this humble rant. It's the end of April and I'm getting ready to go sailing! Praise the LORD children and send money. The old girl will be alive and moving in a week. If I was yachting, it'd take a month . . . hell, it'd take forever.

A schooner is a work boat. AVENGER's work is mostly fun and that's perfectly all right with me. With both of us, truth be told. We see things eye to eye.

"But Tom" I hear you saying, "who says AVENGER isn't a yacht? Huh?"

I do! But leave us define our terms. A schooner is a boat with the tall mast aft, a shortish rig (preferably though not necessarily gaff) which was created to do an honest job of work. A yacht is a "pleasure craft" created to the latest fashion of the time to enhance the owner's lifestyle. (God, "Lifestyle" is a loathsome word). This definition is unfair because yachts have often been immensely practical vessels, but we need a term for those floating Steinways for the purposes of this rant and yacht will have to do. Some schooners have been yachts but that's not their fault. Besides, you know what I'm talking about.

I'll admit it. I've been on the verge of yachting a couple of times. God, it was harrowing. My first few years with AVENGER were kept pure by poverty. She was a beauty when I bought her, plain and practical. But as time passed and I did more work on her, I began to lose sight of reality. Every now and then, this pristine vision of AVENGER in perfect—absolutely perfect—condition would flit through my alledged brain. There she would be, every block gleaming, her brightwork like glass, her bronze shining like the sun. If I allowed the vision to linger, my beard would fill with drool and involuntary twitches would palpitate like a maiden's fingers in my loins. Then the madness would begin.

The nicks and scratches of ordinary and careful use became personal injuries that ached like some demoniac oriental torture. Under the reign of quiet terror caused by the perfection delusion . . . The "Yacht Syndrome" as it were . . . my faithful crew became furtive, paranoid and temerous like a fieldmouse in a room full of cats. Thank the Gods, I was never able to keep the vision alive long enough to achieve the yachteness I thought I desired. I'd have ended up with no place to go for

understanding but Newport, and we all know what that can do to a fella.

But noooo . . . I'm a Nova Scotian and as such, congenitally unable to conform to the standards of maintenance achieved by the more obsessive among the soft spoken, born to the manner Yankees. Up home, shipshape means clean as a whistle and everything strong and working, and it results in wonderful boats that are as beautiful as a body can endure. Boats aren't called she for nothing, and like women, they look better when they're not wearing too much makeup. Do you want to end your days next to Zsa Zsa Gabor or Katherine Hepburn? Kate's a great boat. Zsa Zsa's a rich man's yacht.

It's not a question of letting things go, of not taking care of your boat. It's a matter of approach, of motives. Zen and the art of schooner maintenance. What is the boat for?? Is she some kind of social statement, an amusement, and object of esthetic lust, a marvel of theoretical and practical technology, a perfect machine, a status symbol? Nah. She's a friggin' boat, bye's. A lovely sweet lined schooner built for going to sea, and going to see, and a great place to live in the bargain. That's where this yacht thing get's off course. You get too finicky and end up living with constant dreary nagging. We've all met the varnish Nazis. They live in the never never land between good brightwork and some impossible idea of perfection. Instead of goosestepping, they mince around their boats barefoot with chamois in hand fighting a never ending battle with the morning dew. You know you're crazy when you think morning dew is a problem.

I sit here in the galley and look around me. There's evidence of life being lived aboard this boat. The cabin sole is scuffed by twenty years of rogues and gentlemen and wenches and ladies of high degree—not to mention the occasional stepdancer. A sole you can't dance on is like a cold hearted wife. You're denied the pleasure of the dance. They don't do a lot of stepdancing on the glassy varnished floors of "Yachts."

I've been told there's a sandpaper finer than one hundred grit. I've got one question. What for???

*Tom Gallant
Aboard AVENGER
Snug Cove Mar.
May 3/88*

ANTI-RANTS

TO RACE OR NOT TO RACE QUITE SO MUCH

Competition is too much with us, late and soon; getting and spending our energies racing about the buoys, we lay waste our powers; blinded by a lust for speed, we see too little of nature that is ours. Must we have a Wordsworthian insight to know the American Schooner Association needs less racing to regain its pacing?

Our emphasis over recent years seems to have focused on regatta type events and our newsletters, with recent exception, have been devoted largely to the reporting of these events. While in Seattle and Victoria last winter, I met a number of traditional boat types and schooner enthusiasts and heard the comment that the ASA of the northeast (there's also a west coast version by the same name) is concerned primarily with racing, a conclusion drawn from our "Wing & Wing." Our actions and written words would lead anyone to conclude this, but does it truly reflect the values of our ASA members?

To the contrary, most members probably feel, as do I, some serious misgivings about racing their traditional vessels and perhaps feel things are a little out of perspective if this be the only way to pull old boats together.

Whereas it is often argued that racing brings our skills to a higher level than might be experienced otherwise, we must also admit that too often it brings out this darker side of our egos; pettiness,

aggression, anger, resentment, fear and despair are known to us all at different times, but too often they all occur at once in a racing situation. This is not good for the uplifting of our spirits! It brings out the sword of Tristan and separates yin from yang. Why do we do this to ourselves when in fact our primary desire in getting together is to see each other's boats and share finer values that have nothing to do with speed, victory and defeat. What we really care about has absolutely nothing to do with silver and winning of same.

It probably would not be argued that our highest priority in the American Schooner Association is to encourage and organize the gathering of traditional vessels, particularly schooners, and to foster friendship amongst crews. Cruising in company has the great advantage of bringing boats and crews together without the dangers of the crowded starting line, confusion over handicapping, lust for silver, arguments over rules, and disillusionment over relative speed. Cruising in company retains the dignity and beauty of multiple traditional vessels under sail while not introducing the pressures and restrictions of a race. The joy of coast-wise cruising replaces the frantic dash for a shoal water buoy, the nightmarish avoidance of collision at the starting line. We do not have to behave like warriors in order to have fun.

The time has come for us to race less against each other and cruise more together. Let's ask Tristan to bring out his harp (or Tom Gallant to bring out his guitar).

George Moffett

NEWS FROM IBIZA, SPAIN

The Balearic Islands (Palma, Ibiza) Wooden Boat Regatta has initiated a division for "Barcos de Epoca" or classic boats. The presence of American schooners is dutifully maintained on this side of the Atlantic with our BARBARA JANE having won a few prizes as has her sister-ship INAØI.

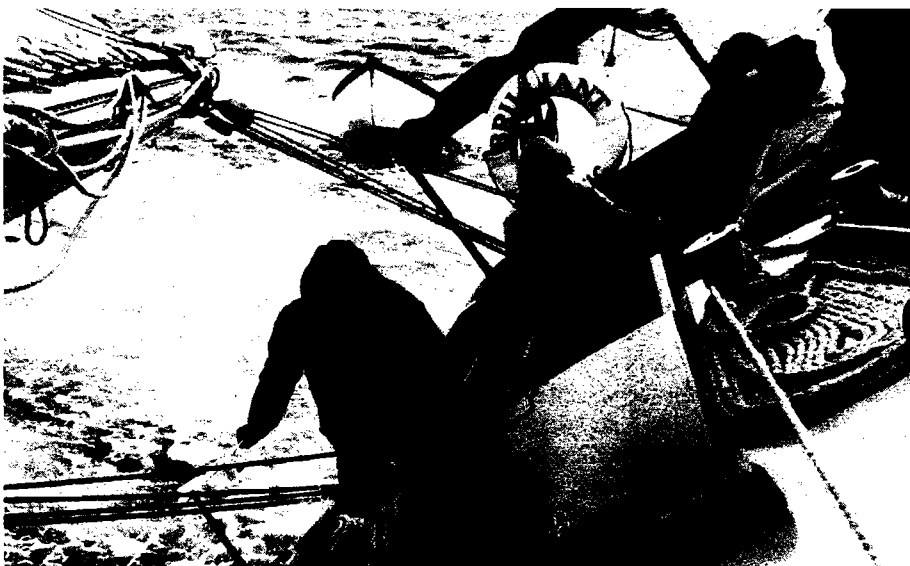
Last summer we had visits from a number of schooners: ORION, approximately 120 ft. beautifully restored two-masted gaff; AMERICA, still under Spanish flag and impeccable; SHENANDOAH which you know; TOPEKA, a beautifully restored two-masted Ibiza trading schooner; OLD GLORY registered in San Diego; and PURITAN is wintering in Palma. Also a very futuristic four-masted staysail schooner was charging around at great velocity much of last summer.

Saw two identical Petersons while in California, one called SARA JANE. Also was aboard SPIKE AFRICA, which was a real trip!

My daughter Sarah (who was part of VOYAGER'S racing crew a few years back) did two years at university, one in Palma and one in Barcelona, but decided on a year off to clear her brain and is now on JESSICA (a 174 foot steel three-masted topsail schooner) with Captain John Bardon, very happy and doing a very good job. Apart from her duties as stewardess, etc., she was the first girl aboard who charged up to the top of the topmast and to the end of the yards as though she's been doing it all her life. She has of course, but on a slightly different scale.

I'm doing an interesting project at the moment with a local friend, I bought a 14 meter fishing boat in Palma, one of the very few to retain her original lines. Originally I wanted to buy the RAFAEL VERDERA (the last Ibiza schooner) and re-rig, but she went for a high price so I figured that to do something positive for Ibiza's maritime history, which they have done everything to destroy, probably should go for lateen rig. So we have rebuilt with a total sail area of about 2000 square feet. This is called a "barca de Mitfana" and has the original rig as per 1919 date of construction. She is 78 feet overall. We haven't sailed her yet but its understandably going to be a highly emotional and dangerous business especially

A brisk October day aboard BRILLIANT at 9 knots





tacking the main yard, has to be passed from one side to the other and there are of course no winches. The only people who know how to sail these things are dead so we have a lot to learn.

Many thanks for you latest Bulletin.

Captain David Morgan
schooner BARBARA JANE
Ibiza, Spain

BARBARA JANE is a Murray Peterson "Silver Heels" design built in Valencia, Spain in 1978.

Ibiza fishing boats

JP

MEMBER SHIPS

PHRA LUANG (pronounced Frog Legs)

Owner: Jeffrey A. Robinson
Home Port: Vineyard Haven, Mass.
LOA: 42'-0" LWL: 32'-0" Beam: 11'-6"
Draft: 6'-0" Sail Area: 1054
Designers: John G. Alden
Builder: Jeffrey A. Robinson
Bangkok, Thailand
Year Built: 1984

It all started one day with a blustery northeast wind sweeping into the mouth of Vineyard Haven harbor. I was, at the time, installing some windows in a home on West Chop, when suddenly two black schooners emerged from the entrance. Now you can imagine that there was some little wind, so I was quite surprised to see these two beauties clawing their way to windward towards the boiling sound. Both boats were local, one being MALABAR II. After that day, I knew that if it was possible, that was the boat that struck my fancy.

Some time later, I saw in *Wooden Boat* the plans for MALABAR II and ordered them straight away. At the same time another local fellow told me he was interested in that very same boat. After much discussion, we decided that I would go to Sri Lanka, and if everything worked out, would build two boats. I was hoping to squeeze two for the price of one.

Sri Lanka, after arriving and finding a place for my family, turned out to be a place not to build boats, having neither wood nor hardware. After a month, we packed the four kids and headed for Thailand, a country I was well acquainted with. Meanwhile, boat owner #2 decided he wasn't prepared to go ahead at that time. I was in a bit of a dilemma having rented my house and sold everything which wasn't fastened down to make the trip.

But Good Fortune prevailed, and I found employment at the American Embassy processing Laotian refugees at the border. At the same time, I made contact with some old Thai friends, from my days spent on the waterfront in an earlier time. After a year of Embassy work, I found someone interested in something as crazy as building a boat.

I ordered enough wood to build the hull and searched for a place to do the building. I decided at that time to build the hull with sawn frames, being unsure of whether or not the wood available would take steam the way our native white oak does. The wood chosen for the backbone was Maay Bratuu, for the frames and planking Maay Takien, and the decks teak. The cabin trunk and interior trim would be Maay Macaa. I was fortunate to get 47 foot plank stock and stacked it to dry in a corner of a small Chinese railway on the Chao Phya River where I had rented space.

My good friend Haw, a man of considerable boat-building experience, agreed to work with me. I was stationed in Bangkok by this time and spent all my free time getting organized for the project. I was able to buy some old packing crates and salvaged the plywood for a loft floor. Although Haw had never had any experience lofting, together we made short work of it. I shifted the frame spacing from one foot to eighteen inches to accommodate the double sawn frames, and we made patterns for everything.

By this time, I had given my notice at the Embassy. My wife and children packed up once again and left for Europe to spend some time with my wife's family. I moved into a rented room with a Thai family near the building site.

Now work began in earnest. The keel was cast of iron and we trucked it to the yard. We then framed the entire boat including the deck frames to give the plank stock the maximum time to dry. I bought stainless rod for bolt stock and we fastened the timbers with these. I decided to fasten the planking with trunnels to the waterline and stainless screws for the topsides. I must mention that aside from a couple of circular saws and a couple of Model 1600 planers we had no other equipment besides the normal hand tool kits. All the wood in the boat had to be planed to thickness by hand. Planking took more time than I had planned, but isn't that normal?

I searched for teak for the deck and finally Haw went to negotiate, knowing that a foreigner has no chance of getting a fair shake. We found some good teak of long lengths and stacked it to dry, while we finished the planking.

Time and money were growing short. We started working twelve to fourteen hours a day to make the shipping date that I had to set sometime in advance. We put in the ceiling and some of the bulkheads and started decking. We had just enough time to make her tight on-deck, build a cradle, launch her and drag her down the river to the waiting ship for shipment to Singapore.

Stage one was over. I now had a hull with a lot of bits of wood to make the interior at home. The bottom line was four men, nine months and \$30,000. The shipping cost was another \$18,000. Another year and a half went by before I had recovered enough to complete the rig and go sailing. You can imagine how thrilled I was to sail alongside MALABAR II.

The interior is not yet complete, but it will be some day and we look forward to sailing with the ASA fleet at one of their get togethers.

Jeffrey A. Robinson

In addition to the ongoing project of completing PHRA LUANG, Jeff is working at the Gannen & Benjamin yard in Vineyard Haven on the construction of a Nat Benjamin design 44'-0" gaff-rigged schooner, expected to be launched this summer. He has also worked with G & B on the repair and restoration of many a classic.

SUMMER CRUISING

Vice Commodore Phil LaFrance and his cutter CHRISTMAS will represent the American Schooner Association in this year's Newport/Bermuda Race. Sporting a new suit of sails, she will be crossing the start in mid-June. May you have fair winds and "dark and stormies" only when you reach the White Horse Tavern.

CHRISTMAS is planning on joining MALABAR II, BANTAM, ERIN and possibly ADVENTURER for a "land/sea" rendezvous in Mattapoisett. A clambake (sans lobster) on the beach of the LaFrance resi-

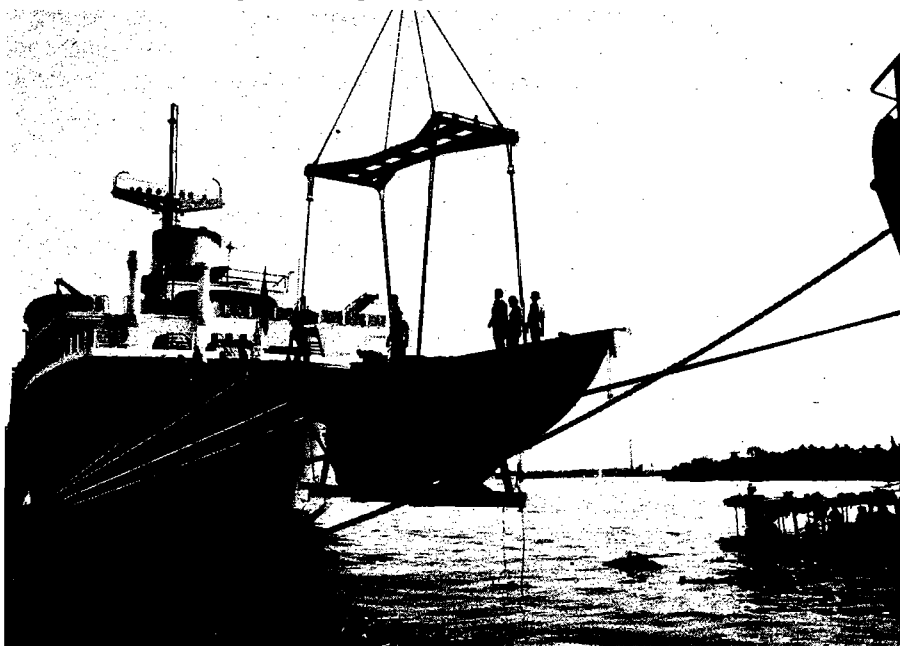


Jeff and Haw framing

5/84

Hoisting onto the freighter, Klong Toey, Thailand

12/84



dence is planned for July 30, catered by Harriet's of Marion; July 31, a tag team race (different boat for each leg with one crewmember swimming to the next boat on the team); and departure August 1 for Maine in time for the Eggemoggin Reach Regatta. BRILLIANT, NEITH and FELICITY will already be in the area.

If you are interested in attending the Mattapoisett rendezvous and/or the Eggemoggin Reach Regatta, contact the LaFrances (617)758-6789. "Prairie" schooners are also invited to Mattapoisett; there will be free shoreside accommodations available.

AVENGER and VOYAGER plan to participate in NSSA race week in July, then on to Newfoundland in August.

BRILLIANT Summer Schedule

May/June—New England waters

July—Cruising the coast of Maine, including: "Great Schooner Race", Rockland "Eggemoggin Reach Regatta"

August, September, October—New England Waters, including: The Opera Cup, Nantucket; Classic Yacht Regatta, Newport; Mystic Schooner Race, etc.

The Raritan Bay chapter of the ASA has tentatively planned a two week cruise this August to Nantucket. SEBIM and KATHLEEN MARY and possibly ELISARA plan to run the East River on August 13th with a first night's stop at Douglaston or City Island. Thence to Port Jefferson, Greenport, Block Island and Martha's Vineyard. Current rumors indicate a possible race from Vineyard Haven to Nantucket on 8/20 by boats heading for the Opera House Race on the 21st. SEBIM and KATHLEEN MARY expect to make their way back to Hamburg Cove by the 28th and lay over for some of the fall races. They would love to see some of the schooners on Long Island Sound join in for all or any part of the cruise. How about it PANDORIAN, MYTH, GOLDEN GOOSE, DEFIANCE, CONTESSA, etc. Who knows—maybe even WHITE WING? Come on Captain Mowen! If interested, call Vern Brady evenings at 201-787-7762.

FROM THE LOG OF VOYAGER

29 May 1983—Day One Gibraltar to Tenerife (8 days)

Cabo de Trafalgar lies astern and although the breeze is light, VOYAGER slides along effortlessly on placid waters. At last all traces of land have disappeared, similarly the shoals, reefs are behind us and the heaviness that always shrouds my chest, worrying over positions, current, plethora of ships plying the Straits, has given way to a sense of relief and freedom. I do love to be out here. There is nothing comparable to sailing. Skiing necessarily involves the noise and confusion of automobiles, a lodge, the tow, attendant crowds prior to the descent. Glider flying precludes the same mechanical forces before being set free, and I doubt even astronauts are able to enjoy the weightless journey into space free of the restraints imposed by motors, machines, the miscellaneous machinations of man's technological genius. The sail is unquestionably man's highest achievement in terms of elegance, working with the natural elements, rather than grinding against, a way of moving with no harmful after effects.

The Main Halyard:

We enjoyed seeing everyone once again after missing last year's Annual Meeting. Vern's narration of the Mayor's Cup race was most interesting. ABC could have used him in Calgary.

We have written a letter to Al Taube inquiring about his book on schooners. We have not heard from Al as yet. We will keep you posted as soon as we hear from him. FELICITY is excited that some ASA Schooners are cruising East this summer. Once in Maine waters, many bays will open up their charm. There is no finer way to view a Camden Hills sunset than from a vessel aground in Penobscot Bay. Also greeting the intrepid schooner man will be thick fog, NE gales, cold water, channels strewn with lobster buoys, fierce currents, 6- to 24-foot tides, and bristling fishermen! There is no such thing as "just another day sail" in Maine. Come and join in on the fun.

FELICITY is never known to follow a strict itinerary, but here is where we will

hope to be (wind, fog, and tide willing).

June: We will leave Kittery June 21 for Muscongus and Penobscot Bays.

July: We hope to attend the International Schooner Festival in Rockport July 8-9. From there we plan to cruise East to Grand Manan, New Brunswick.

August: No one should miss the Third Annual Wooden Boat Regatta at Brooklin, Maine on or near August 1. FELICITY hopes to maintain her Second Place title (unless too many of you show up). Contact Steve White at White's Boat Yard, Center Harbour for information. From here we'll probably cruise around Blue Hill and Penobscot Bays.

September: Real life work begins September 1, so back home we'll go. The Sept. highlight will be the Gloucester Traditional Boat get together on Labor Day Weekend which was mentioned at the winter meeting.

Hope to see you in the proud state of Maine!

Nancy and John Gruen

Still there are times when I wonder why I venture into lonely seas, hostile waters. Our last three passages through the Straits of Gibraltar have been in gales with full working lowers, and two driving into force nines trying desperately to separate the rig from hull. But for all my inadequacies, those of crew, VOYAGER has persistently over twenty-one years protected us and brought us to our destination safely. And I do love ports as contrast. Dockside I can drink, relax, as I can not proceeding to port, yet I also have trouble accepting shoddy condos, hotel complexes clogging the waterfront with garish colors, muscular shapes, shouting for recognition amid ostentatious squalor.

The preparation for this crossing was unharried compared to our last three. Perhaps because our experience allows for more latitude; perhaps because we are always battened down, stowed, provisioned at all times for a sudden departure. There are so many harbors, particularly in Europe, that are so unsafe, sea room is the only way for survival. Damage, for that matter the loss of a vessel, seldom occurs at sea, but about land, docks, or with other vessels in collision. Land scares me!

Gibraltar becomes more interesting with each visit. In their shops and restaurants, the proprietors are unusually friendly, more than accommodating. At the "Old Vic" the owner sat with our fish and chips telling us of all the problems Gibraltarian merchants face. With the Spanish border closed, millions of tourist dollars remain on the Costa del Sol and even with low airfares, few make the trek from England . . . comparatively. Even if more were to arrive, there are not enough hotel rooms to permit other than daily transients. The water catchment areas on the eastern side are really lined with galvanized sheet metal, white-washed, and not cement as I had assumed when on the summit a year ago. It's longevity is questionable in this hostile salt air and it no longer has the capacity for it's burgeoning population, hence tankers from Morocco. In fact, the land area that can be utilized, of it's total two square miles, for housing, hotels and shops, is but a small percent of the whole, already saturated and badly handled. The old town appears built upon an older model and has a certain charm and scale of it's Medieval counterpart, although little remains except for

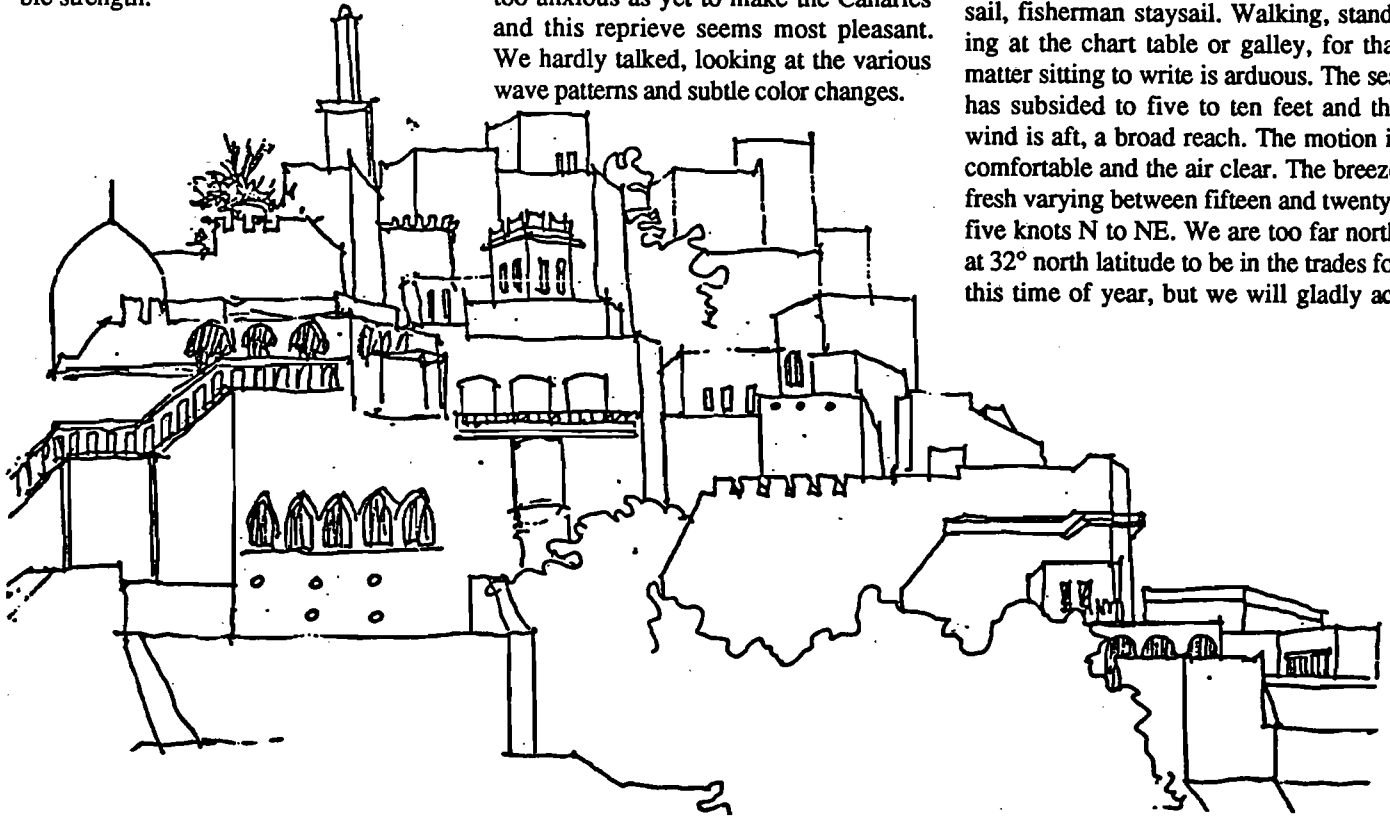
fortifications. The preponderance of space is given to the military, Gib's primary function, and quite probably the reason that Spain, even with its exuberant new democracy, will not completely open the border. There is no space for crops, essentially no industry; importation without exportation. A rather frail dependency on the tiny mother island, itself of questionable strength.

rippled surface heaving now anywhere from ten- to twenty-foot swells often two hundred feet apart. The barometer is high and the sky is a clear light blue with alto-cumulus on the horizon. Beatrice is already in shorts and a light top, smiling, her feet tucked into the spokes of the wheel, pretending to hold our rhumb without a zephyr of wind. No one seems too anxious as yet to make the Canaries and this reprieve seems most pleasant. We hardly talked, looking at the various wave patterns and subtle color changes.

once bringing its port eye above the surface for a clearer view of us as if to make eye contact. Although I have experienced this scene many times, it is nonetheless a monumental production in our otherwise taciturn existence.

2 June—Day Five

Noon to noon we have logged 160 miles under working lowers, main top-sail, fisherman staysail. Walking, standing at the chart table or galley, for that matter sitting to write is arduous. The sea has subsided to five to ten feet and the wind is aft, a broad reach. The motion is comfortable and the air clear. The breeze fresh varying between fifteen and twenty-five knots N to NE. We are too far north at 32° north latitude to be in the trades for this time of year, but we will gladly ac-



31 May—Day Three

A day preoccupied with sun lines, a noon shot, radio directional signals and other nonsense.

1 June—Day Four

Awakened by Ben at 0330 hours excited by a 5 second lighthouse to port. Cap de Mazagan some fifty miles south and west of Casablanca bears 185°M and in a few moments offset all the hours spent trying to bring the sun down in fifteen-foot swells, and then bracing to work through the calculations, most of which Jeanette accomplished cross-legged on our bunk. Both the loran and the R.D.F yielded unprecise or totally out of whack lines of position, but we really did not expect any electronic miracles on this leg, so no great surprise!

Came on watch at 0600 hours to find we had logged zero miles since the lighthouse, but the sea a deep blue with an un-

At 0800 Christy replaced Beatrice in our staggered watch schedule, the latter retiring to the foredeck to wash her hair in salt water and a Spanish liquid shampoo in a billious blue bottle designated "por los niños." Our attentions turned from the sea to B's long blonde tresses disappearing in a rusted steel bucket, like Pooh Bear in a bucket of honey, when the sound of a blowhole breaking the surface again pulled our attentions seaward. The long curve, warm gray color of a right whale slowly formed a gentle arch from beneath to surface and under heading directly for us. The dive was well planned and as we leaned over the starboard rail, it (even though mammal I have trouble distinguishing the sexes) slid gracefully under our keel. It's side dorsal fins that determine trim gleamed white as she slid gracefully under, circling twice and under again. For twenty minutes it cavorted,

cept the ride. We held a course of 135° T last night, but found our helming and desired course to be at variance some seven degrees as a morning sun line, a noon shot, and 1449 hours sun line, a running fix that happily closed into a tight triangle, has bourne. A little chat with the crew and all admit the wind aft did in fact drive the bow northward, tho no one, myself included, bothered to admit sailing off the rhumb. We have decided to be more accurate, more responsible at this leg, though only 1000 miles, is but a prelude to a significantly longer passage. We could shoot by the windward islands entirely. But I am secretly overjoyed with the fix, as it has been too many months. . . I guess since last August, that I have fondled my sextant and I am most pleased the timing still exists. It is not easy bracing oneself against the dories, the mainsail, in a seaway, as waves pile per-

pendicularly to the hull, trying to bring a celestial body down to the horizon with waves fifteen or more feet trough to top. But it is challenging on a small vessel and so rewarding when all those moments of holding one's breath, bracing against anything firm, grasping between some 2500 square feet of sail for a glimpse of the sun and to hold momentarily for a "mark!" And then to have the calculations and plotting actually pull together for a precise position. It seems so abstract, yet so logical . . . and marvelous! Jeanette and I each spent a solid four hours working out our position, and I must admit, it is gratifying she now understands so much of this quasi-science, true art of navigation. I do not feel so alone in this endeavor any longer. We shall sleep tonight, comfortable with a good position, until tomorrow the repeat performance, and in addition five stars as we approach the Canaries archipelago.

3 June—Day Six

I sense the five younger crew are now more content with the sailing part and not "bored" as Christy often states, anxiously awaiting the next port's melange of bars and discos. They do walk about a great deal, photographing and absorbing some of the history and architecture, and I know by our conversations they are not wasting this important opportunity. The sailing too is so much more satisfying than the Med., with more logical wind patterns and distance between waves, making even a beat possible. Bud made a marvelous

soup of cabbage, dumplings, onion, and a spicy broth . . . so tantalizing, I wolfed down two bowls while not particularly hungry. It does appear this crossing, their first, is important and it will be interesting to see if they can discipline themselves sufficiently and accept a modicum of deprivation so necessary for it's success.

4 June—Day Seven

Mid-morning our bow watch spotted large flotsom to port. Upon close inspection, it turned out to be the main truck and topmast of a caravelle with the crow's nest and several garish flags intact . . . fifteenth century, Spanish. The standing rigging was well seized and the tar laid on thickly, but the halyard remnants of poor quality sisal line.

Now that I have made this entry, I am not sure it is fact, or something I read in the log of one Christoforo Columbo.

Last night was calm and we logged a scant fourteen miles between 1800 hours and 0500 hours, each watch claiming a new record for least mileage. At 0600 a slight breeze and we hoisted the large fisherman staysail and eased sheets. The sea is now calm, sky 8/8 cloud cover with a dark horizon. By 09h 51m 01s sufficient clearing for a questionable sunline, and again at 10h 27m 40s, 11h 23m 37s. At 1300 hours Loch has at last pulled off a marvelous set of radio signals between Funchal, Arrecife, La Palma, Lantaila and Isleta, crossing in an amazing point. My son, the navigator! We shall check

later by the more accurate and dependable sextant after a noon latitude, afternoon sun line and with luck, a bevy of stars. I can smell land. Though but 100 miles off and Tenerife is potentially visible 100 miles away with it's 12,180 foot peak above sea level, the pilot warns "seldom seen to within twenty miles" at this season. Further, in 1933 ships are warned to avoid, owing the frequency of volcanic activity between the islands. Cheering news! The sky is now black all about, squalls to the south and it is closing in quickly. A wind shift immanent. We tacked at 1530 hours, close hauled, but by 1600 hours a series of lifts, the sheets are eased and we are flying on the rhumb.

At 2300 hours we are moving too quickly to arrive in the light of day. In spite of shortening sail, our speed accelerates to nine knots. Our group six (2 plus 4) thirty seconds has been picked up dead ahead and at it's limit of range, thirty miles. The sky is so black that neither the moon in it's last quarter nor the stars are visible. We are lucky to see the lighthouse. Pilot chart indicates a 0.4 knot favorable current 40% of the time, which we are not receiving., Columbus was becalmed at this location for two or three days on his first crossing within site of Tenerife. We are sliding downhill at nine knots.

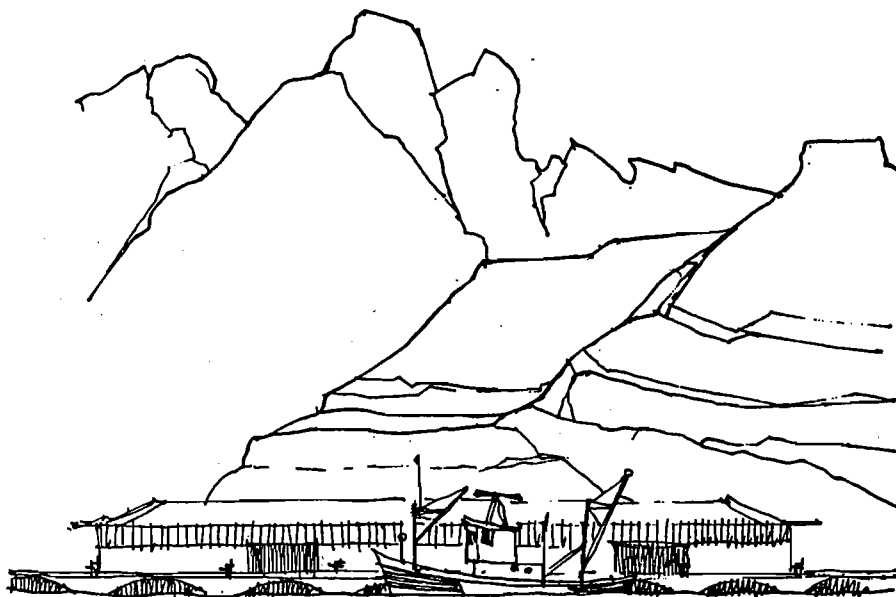
Loch and Ben are on watch and have things under control, but I find myself horizontal, fully clothed and ready to spring topside on a moments notice. The lighthouse, some 800 feet above sea, ascends rapidly. We have set a course for four miles off the coastline to clear a few isolated rocks and buy some time for a daylight entrance into the Darsena Pesquera.

It is such a contrast to our night departure from Gibraltar, strong lights silhouetting the conning towers of large warships, gun emplacements, the rock itself hollowed by tunnels, openings . . . a James Bond stage set to this immense height, yet no lights other than one navigational, not even the loom of Santa Cruz. No wonder with hostile steep-to faces, yet eerie!

At last the light of day and a more discernable land, evidence of civilization.

0730 hours: dockside, stern-to the small fishing harbor.

Peter Phillip





VOYAGER, Nantucket

photo by Roberta Faulstick

MINUTES OF AMERICAN SCHOONER ASSOC BOARD OF GOVERNORS MEETING

Held at the LaFrance residence, Mattapoisett, Mass. 4/16/88

Elaine Beckwith	Commodore
Philip LaFrance	Rear Commodore
George Moffett	Treasurer
Peter Phillipps	Past Commodore
Jim Lobdell	Past Commodore
Jeanette Phillipps	Editor Newsletter

The meeting was called to order at 1930 hours by Commodore Beckwith. The following topics were discussed:

1. 1988 ASA Award: Background information for each nominee will be researched by a member of the board and published for review by the membership in the Fall Newsletter. A vote will be taken at the 1989 Annual Meeting.
2. Membership Directory: Commodore Beckwith expects to have the 1988 update ready for print in early June. A copy will be sent to paid-up members only. To avoid the necessity of charging each member for this publication, the Winter and Spring issues of "Wing & Wing" have been combined, as funds are limited. A charge may however be necessary in the future.

3. ASA-NSSA Rendezvous 1989: Rear Commodore Brady has been in touch with the "Novies" who have indicated a preference for the rendezvous to be held east of the Cape Cod Canal some time during the last two weeks in July. Gloucester and Boston were discussed as possible gathering places, where we have been warmly received in past years. This does not preclude the rendezvous being held this side of the canal, where much of our membership is focused. The association would then be able to have a more active role in the planning of events in these more familiar waters, with perhaps a larger turnout. In either case, a cruise in company/parade of sail through the canal could be organized as part of the festivities. It was suggested that a host boat be assigned to each visiting yacht.

4. Cruising Plans: Several members of the board have coordinated their cruising plans and will be in Maine sometime in August. Other members will already be there. For more specific information, refer to the "Summer Cruising" section of this newsletter. Please feel free to call or write if you are interested in joining in or sharing your plans with us.

5. Racing Coordination: It was decided to call for a Fall Symposium of Race Committee Chairmen. Though most of the race dates are set up well in advance, these meetings have been helpful in past years to air and share our feelings about sequence of events, schooner representation in larger races, handicapping, etc. The new October date for the Mystic Schooner Race is of great concern. There was much discussion about the possibility of restoring the date to the third weekend in September, but having a Mystic Schooner Rendezvous instead. The problem seems to be that Bill Ames, who works out the handicapping, is usually out of town for that weekend. We could, of course, organize our own race as part of the weekend festivities.

After a few other miscellaneous items were discussed, the meeting was adjourned at 2130 hours.

Respectfully submitted
Jeanette Phillipps
 Editor Newsletter

1988 SCHEDULE OF EVENTS FOR TRADITIONAL VESSELS

- 5/20 **The Small Boat Show**, Newport Yachting Center, Newport, R.I. (401) 846-1600.
- 5/26 **Sail for Humanity**, Knickerbocker Yacht Club, Port Washington, N.Y. (516)883-7655 or contact David Kass (212)713-5216
- 6/18 **Seawanhaka Corinthian Wooden Boat Regatta**, Oyster Bay, Long Island. Contact: Willie Glenn (516) 628-8795,
- 7/2 **Douglaston Windjammer Race**, Douglaston, Long Island. Contact: Skip Bartley (718) 423-6286.
- 7/2-4 **Constitution Cup Regatta**, Boston Harborfest (617) 227-1528.
- 7/8 **Great Schooner Race**, Rockland, Maine. Contact: Maine Windjammer Association, Douglas, Hines & Sweeny (617) 843-5259.
- 7/10 **The Landing Regatta**, Newport, R.I. Contact: Don Glassie (401) 849-3033.
- 7/23 **Antique and Classic Boat Rendezvous**, Mystic, Ct. (203) 572-0711.
- 7/23-31 **Schooner Race Week**, Lunenburg, Nova Scotia, P.O. Box 27, Armdale, N.S. B3L 4J7
- 7/30 **Dion Cup Regatta**, Salem, Ma. Contact: Fred Atkins (617) 744-0844.
- 8/6 **Third Annual Eggmoggin Reach Regatta**. Contact: Steve and Laurie White (207) 359-2097 or Box 119, Brooklin, Maine 04616.
- 8/21 **Opera House Regatta**, Nantucket, Ma. Contact: Chick Walsh (617) 228-2121.
- 8/25-28 **Newport Wooden Boat Show**, Newport, R.I. Contact: Newport Yachting Center (401) 846-1600.
- 9/3 **Classic Yacht Regatta**, Newport, R. I. Contact: Museum of Yachting (401) 847-1018.
- 9/3 **Gloucester Schooner Weekend**, Gloucester, Ma. Contact: Mike Costello (617) 283-1601, Cape Ann Chamber of Commerce, 33 Commercial St., Gloucester, Ma. 01930.
- 9/5-11 **American Sail Training Association Maritime Week**, Contact: A.S.T.A. (401) 846-1755.
- 9/10-11 **Governor's Cup Regatta**, Essex, Ct. Contact: Connecticut River Foundation (203) 767-8269.
- 9/17 **Moffett Cup**, Vineyard Haven, Ma. Contact: Nat Benjamin (617) 693-4658.
- 9/24 **Mayor's Trophy Race**, South Street Seaport Museum, New York, N.Y. Contact: Betsy Hand (212) 669-9400.
- 10/1 **Mystic Seaport Invitational Schooner Race**, Mystic, Ct. Contact: Connie Boehm (203) 572-0711.
- 11/26 **Turkey Day Regatta**, New Rochelle, N.Y. Contact: N.Y.A.C. Yacht Club.

AMERICAN SCHOONER ASSOCIATION CHAMPIONSHIP

It is proposed that the American Schooner Association institute a club racing championship open to members in good standing to serve as a means, first, of encouraging more members to participate in more racing events, second, to encourage non-member schooner owners to join the Association, and third, to help increase publicity for the ASA and eventually, perhaps, to provide a vehicle for some type of sponsorship. Specific races can be designated as counting towards the ASA Cup and these events could be spread over a fairly wide area. To enable members to participate in the series without needing to do all the races, only a percentage of finishes could be counted (e.g., if 8 races are designated, only 6 placings would count in the points total). Scoring would be by overall fleet position among ASA schooners only. Class positions (as at the Mystic Race) would not count. Points would be scored by corrected time in fleet. Whatever handicap system was used by the particular race would be accepted in the interest of simplicity. Performance handicaps for previous success i.e., 10%, 5%, etc.) would apply. Points scored would be from first through sixth with first place worth 9 points, then 6, 4, 3, 2, and 1 point for sixth. Chances of a tie would be minimal but should it occur the first tie-breaker could be in favor of the schooner with the highest number of first places. A second tie-breaker could be to the boat with the greatest combined time differential over second place.

This should be a fairly easy program to administer. All scoring and handicapping would be done by the specific race organizers. The ASA would merely have to tally up the relative schooner placings and points scored. Our main financial investment would be a suitable championship trophy cup which could be awarded at the finish of the last event of the season and would be retained by the winning ASA member until the following year. A small "keeper" trophy or plaque would also be appointed.

If enough membership interest was expressed we could also easily organize a similar award for non-schooner owner ASA members. Such a trophy for class yachts might stimulate additional mem-

bership from the ranks of "pointy boat" owners. It's food for thought since mixing the two classes doesn't really seem practical or necessarily desirable.

Events proposed for this year's ASA championship:

The Landing Regatta
Dion Cup Regatta
Opera House Regatta
Classic Yacht Regatta
Governor's Cup Regatta
Moffett Cup Race
Mystic Seaport Schooner Race
South Street Seaport Mayor's Cup Race

Vern Brady

LETTERS

This column I hope will grow and encourage the membership to communicate on an informal basis.

Dear Jeanette,

As mentioned to you at the annual meeting, I believe this is the right venue to open an issue that has been troubling me since the Mayor's Cup. Now is the time to more fully define the schooner rig. To paraphrase Tom Gallant, If you're going to take a run with the Hell's Angels, ya gotta have a Harley Hawg.

One of the vessels entered as a marconi schooner in the race was quite clearly a k-h. However, by our current definition of a schooner, it was acceptable in class. The craft in question had masts of equal height and thus could be defined as a schooner. Howsomeever, the after sail was significantly smaller than the midships sail. Thus, it really is a k-h. The danger of this precedent is not so much with this slow boat as with other, newer boats, such as the Freedom series. These are designated by their designers, and properly so, as k-h. However, under this rule that a schooner is a vessel with two or more masts with the after mast being of equal or greater height, who knows what will come in the door? The definition needs to be changed to take the sail area into account as well.

Eric P. Russell
Brooklyn, N.Y.

Gentlemen:

I am sorry not to be able to make this year's meeting in Mystic. However, I am scheduled for a lens implant on the 4th, and will be in no shape to travel.

We, (Oswego Maritime Foundation) are planning to build to the plans of the Canadian Brigantines, but change the sail plan to that of a fore and aft schooner—probably not a topsail schooner. Francis MacLachlan, the designer, has agreed to let me make the first plans for the new rig; which he will then check over for practicality, and legality according to CG regulations. I did the same thing with the sail plan for my Tancook Whaler, except that the checker there was Howard Chappelle, who had drawn the hull lines, but not rig.

May I make a request? I am particularly sorry to miss the coverage of sailing in Mahone Bay. It's been 10 years since I saw the Stevens schooners under sail. Is there a chance that any tapes of the event might be duplicated? I shall be happy to pay a reasonable cost to be able to enjoy them, if copies can be made.

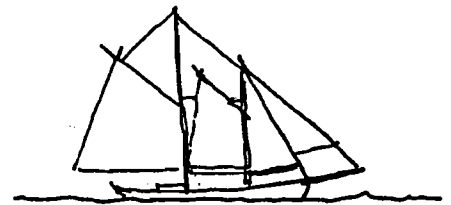
Some one of these years I'll be able to make a meeting. Until that happy day, I remain—

Sincerely yours,
Edgar Denton
Sterling, N.Y.

Jeanette—

Recently I located this literature about schooners that maybe of interest to you. The 1st invites for schooner races were in '69, and I think this was really the beginning of the ASA. There are only two schooners in the original race that have shown up at Mystic lately. There has been some talk the last few years about an ASA publication, if this ever gets serious I have a little more reading matter to contribute to the cause. Maybe you could help me locate more schooner material. I'm missing "Schooner Invitations" for the years 72-73-77-80-81 and all after '83. Also W & W newsletters. All volume #7-1980—all 1978. For 77 volume #5 I have only issue #1 letter. For 75 volume #3 I have only issue #1 letter, Is there a summer letter for 1975. If I had these missing items things would be more or less complete.

Jack Vibber
Waterford, Ct.



Sea Scout Ships

There are in the United States according to the last most recent count 880 units. Many are inland along our rivers. The rest along our coast lines both east and west.

In most cities the telephone book will list the headquarters of Boy Scouts of America Council offices. From here schooner skippers can learn the name and address of the skipper of a Sea Scout ship or unit which also could be called an Explorer Unit.

By dealing with the skipper, arrangements can be made to use some older boys as crews or work parties that they may earn moneys for their own ships treasury.

A Sea Scout skipper is always looking for ways to keep up the attendance at meetings and work parties. Many times competition is run and records kept so they know who are the regulars and hard workers.

Here a schooner skipper and a Sea Scout skipper can get together and after a weekend cruise on a schooner for a prize to the two boys who have the most points.

Here also are young men and girls who study their Sea Scout Manual working towards their Quarter Master Award which is equal to the well known Eagle Award. Many times certain time and instruction taken and learned from a schooner captain progressed this scout along the way.

So here is a program where schooner captains can surely help our young americans along the way to health and happiness.

John Addicott
Fairfield, Ct.

DOG WATCH

A reminder to unpaid members: Please send in your dues soon if you want to be included in the 1988 Directory of current members, and if you want to continue to receive "Wing & Wing." If your check is postmarked by midnight 15 April 1988, our Treasurer promises to personally scrub your bottom on the eve of the last ASA sanctioned race of the season.

Knot enthusiast and rigger, teacher, author and video star Brion Toss will be visiting Snug Cove this May to completely replace VOYAGER's rig. She will retain the gaff lowers, but is adding topgallants and studding sails on both main and fore. We will of course send in our revised sail area for the 1988 Directory.

Members Henry and Anne Hoch and Tom and Ellen Schiller have recently defected to the Chesapeake Bay area. HERANDIS & BOUNDING HOME have not. What's to become of their schooners? Inquiring minds want to know.

After the sale of MOONDRIFT last summer, Greg Sager and Lynne Robinson returned to their home port of Victoria, B.C. and have already begun stockpiling lumber for the construction of a 60' schooner. While working as a shipwright at the Mystic Seaport Museum last winter, Greg was fine-tuning the hull design with a half model he carved. His talents combined with Lynne's canvas and finish work should produce another fine schooner suitable for voyaging.

FOR SALE

MYTH

Beautiful William Atkin Schooner (27' 2") X (21' 6") X (9' 8") X (4' 0") Port Oxford Cedar on white oak frames. I dur fastened throughout. Totally sheathed in glass at time of construction. Var-nished spars, hatches and trim. Stas'l rigged, roller genny, gollywobbler, fisherman. Volvo MD-1 Diesel. Bob Kasindorf (516) 773-4466. Asking \$22,000.

FOR SALE

Two Buda Diesels "Navy engines", 4 cyl., "low hat" models, with compression control for starting.
(718) 284-0008 evening
(718) 780-5725 day

Please send to the Secretary any changes or corrections you wish to make so that our 1988 Directory can be completed for publication. Directories will be sent to paid members only.



American Schooner Association

P.O. BOX 484
MYSTIC, CONNECTICUT 06355