



# WING & WING

Volume XVIII; Number 1 - Winter 1991

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The Official Newsletter of the American Schooner Association

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## ANNUAL MEETING SCHEDULED AT MYSTIC

The annual meeting of the American Schooner Association has been scheduled for Saturday, February 2, at the Youth Training Building at Mystic Seaport. The meeting will likely determine the immediate future of an organization that has been becalmed since the last meeting a year ago.

The ASA Board of Governor's met early in December 1990 at the behest of an anonymous and unauthorized correspondent who, quite obviously, showed more concern about the fate of the ASA than did most other members. At that meeting, the Board agreed to accept the resignations of Commodore Phil LaFrance, Rear Commodore Mike Warr and Treasurer Valerie LaFrance. Mark Faulstick assumed the duties of Commodore and will act as Acting Commodore until a new Commodore is elected at the February 2 meeting. Roberta Pulsch continues to fill the position of Secretary. Sam Hoyt has agreed to serve for the moment as editor of *Wing & Wing*.

That the organization should go dormant in the year following an eminently successful International Schooner Rendezvous at Gloucester in 1989 is something of an enigma. Nevertheless, there would appear to be some exciting events on the horizon - primarily the Columbus Quincentennial in 1992 and accompanying International Tall Ships rendezvous - that could prove the catalyst to get ASA moving again.

Acting Commodore Faulstick is guardedly optimistic about prospects for a good turnout at Mystic. "At least we'll find out if we still have enough members who care about keeping ASA going," he said.

### LETTER FROM THE COMMODORE

Dear Fellow Members

Many of you who have looked forward to receiving *Wing & Wing* at least several times during a year will realize it has been a full year since the last issue was mailed. Members who joined ASA last year have never received one issue.

At a meeting of the Board of Governors last December, it was determined that the four most important ingredients of an association were:

- a regular publication
- an active commodore
- a diligent secretary
- a contributing membership.

Unfortunately, the ASA has had only one of these ingredients for the past year. Had our current Secretary not insisted that a meeting be held and that something be done to add the other ingredients, we

would have had no good news to report. Indeed, it is likely that nothing would have happened.

Like a seasoned gambler, I'm going to "box the numbers." This association is a great bunch of diverse individuals; a collection of groups of friends who have known each other for years. We are bound by our common interest in schooners. But, in the last year, not one of 120 people has sent so much as a photo or a sentence to *Wing & Wing's* editor. The editor, deciding it was not her place to be the sole contributor -- as well as editor and publisher -- thereby decided to teach us all a lesson -- and published nothing. Then, in the middle rather than at the top, the Commodore circumstantially followed suit.

This association has, quite simply, nearly died.

Yes, there is news, some of it positive.

Phil La France has asked that the Board of Governors accept his resignation. Due to business commitments and a schedule that simply did not enable him to perform the duties of Commodore, he has asked for our understanding and, indeed, we do give it.

Having recognized my responsibilities as defined in the Bylaws, I have assumed those duties as Acting Commodore.

Sam Hoyt, certainly no stranger to most of the longer time members, has stepped up again to take over the publication of *Wing & Wing*. But let us learn from the lesson Jeanette tried to teach us. We must express our interest in schooners to each other through the medium of our

Continued

## DOG WATCH

The South Street Seaport's Gloucester fishing schooner **LETTIE HOWARD** has been hauled and is blocked up on a barge between Piers 15 and 16 awaiting rebuilding. Estimated cost is \$750,000, of which \$550,000 has already been raised. That total includes a \$250,000 grant from New York State, \$150,000 from The Rouse Company and \$50,000 from an anonymous donor, according to SSSM President Peter Neill. Work will start as soon as possible and is projected to last about a year. All work will be done in public view, which should attract interest -- and perhaps additional funds -- for the project....Vern Brady is planning on giving tips on advanced knot-tying during the upcoming sailing season. Stay tuned...Don Glassie's **FORTUNE** walked off with all the honors in WoodenBoat Magazine's first Classic Regatta Series. Of the seven events in the series, **FORTUNE** took first at both the Governor's Cup at Essex and the Race Rock Regatta at Mystic. The only other schooner to take honors in any of the events was Landmark School's **WHEN AND IF**, which finished third at the Opera House Regatta at Nantucket.

Speaking of **WHEN AND IF**, a vicious late fall storm put the Alden-designed vessel on the rocks with what at first appeared to be irreparable damage. Closer examination fortunately disclosed only relatively minor structural damage. **WING & WING** will keep you posted of news about this great Alden schooner as the year progresses...Bobby and Roberta Pulsch sailed aboard Henry Hock's **HERANDIS** during Chesapeake Appreciation Days last October. After a late start to avoid traffic, **HERANDIS** was doing well and moving up through the fleet, only to be forced out with a bad leak.

Another case of fast but last...WoodenBoat's excellent coverage of the fire and subsequent rebuilding of the Gannon & Benjamin yard in Vineyard Haven is to be commended. It also proves that people can be sensible enough to chip in to keep a good thing going. [EDITOR'S NOTE: The success of a column such as Dog Watch depends entirely on gossipy (scatological is ok, too) tidbits from readers. Our spies are out there, but, alone, they're not quite enough to furnish all the scurrilous news needed. So keep those cards and letters coming.]

## BOSTON PLANS MAJOR SAIL EVENT FOR '91

The Sail Boston 1992 organization, which is coordinating the visit of the Tall Ships to that city for the Columbus Quincentennial, is planning to host an event for traditional sailing vessels this year, on the second weekend in August.

The Executive Director of Sail Boston 1992, Dusty Rhodes, will be attending the ASA annual meeting at Mystic on February 2 to outline the agenda and answer questions. She (sorry, baseball fans, she's not the one-time Giant hero) is hopeful of attracting at least 10 schooners to the event, which is scheduled for the weekend prior to the Opera House Regatta. Invitations are also going out to other organizations of wooden vessels, including the Friendship Sloop organization.

Boston, of course, will be the second major port of call for the Tall Ships in 1992. They will first visit New York on the July 4 weekend, then sail in company to Boston for the weekend of July 11.

Dusty has indicated that Sail Boston would be interested in discussing plans for a possible schooner race from The Big Apple to Beantown if ASA would participate in the organizing. Sounds like a good subject for the annual meeting.

### LETTER (Continued)

publication. Send photographs, letters, poems, comments, ANYTHING! Sam will make sure it gets published. (Sam Hoyt, 140 West 16th Street, New York, NY 10011.)

We need an active and contributing membership. It bears repeating again and again. If you care, contribute...at least by

your attendance at the upcoming meeting. But why not volunteer to contribute a little bit more of yourself? Consider holding an office or joining a committee to help organize our next rendezvous. I trust more members will come forward, as did John Taft, who has recently volunteered to help and to hold office. I repeat, this

association nearly died. If you don't care enough to see the American Schooner Association revived, don't bother coming to the annual meeting. If you do, there are no excuses. Be there!

I'll see you at Mystic on February 2 with your sleeves rolled up! We need to show each other we care.

Sincerely,  
Mark Faulstich  
Acting Commodore

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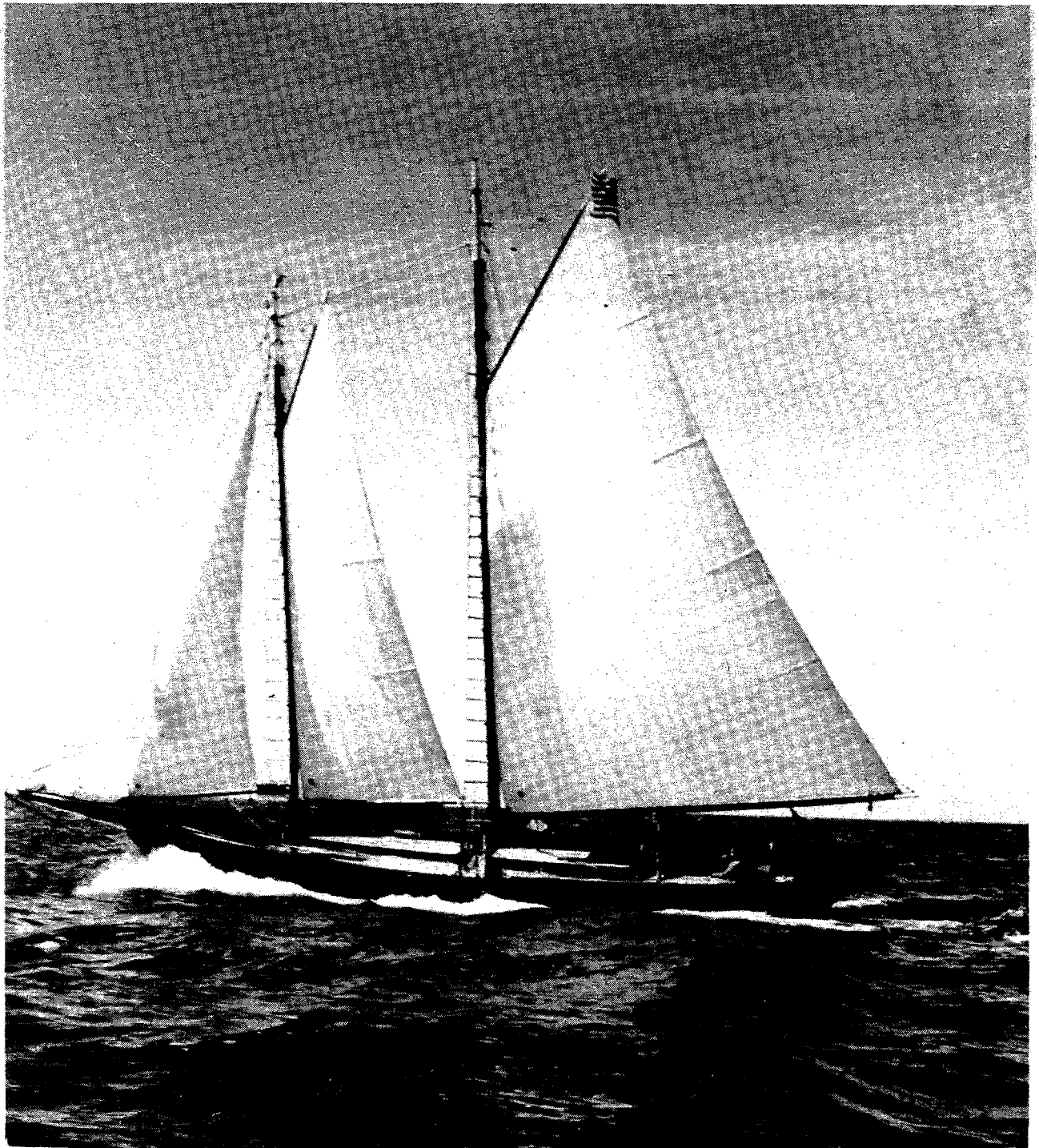
# WING & WING

Summer

1991

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The Official Newsletter of the American Schooner Association





ASA Flag Officers for 1991 include (from left) Bob Pulsch, Treasurer, Roberta Pulsch, Secretary, Mark Faulstick, Commodore, Jim Lobdell, Vice Commodore, and Fred Sterner, Rear Commodore. (Photo: Mike Florio).

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On the Cover: ASA Flagship is the Alden Malabar VI design ADVENTURER, owned by Mark and Roberta Faulstick. Home port this year is New York. (Photo: Photo-Boat)

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## Free Spirit

I sail with memories of the Past;  
Days of wooden ships,  
Clouds of canvas on their masts.  
Ghosts stand by my side,  
From a time 'ere I was born;  
Ghosts of the men  
Who sailed 'round the Horn.  
I sense them near me  
And a feeling comes  
Of being home — of being free.

Larry L. Roney  
1990

### AMERICAN SCHOONER ASSOCIATION OFFICERS

Commodore: Captain Mark Faulstick  
Vice Commodore: James Lobdell  
Rear Commodore: Fred Sterner  
Secretary: Roberta Pulsch  
Treasurer: Robert Pulsch

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## 1991 Calendar of Events for Traditional Vessels

6/24-30 Liberty Cup, New York Harbor (schooners to provide "atmosphere" and will not race.  
Contact: Sam Hoyt (212) 575-3879.

7/5 Great Schooner Race, Northaven to Rockland Breakwater, ME. Contact: Meg Maiden,  
(207) 374-5400.

7/6-7\* New London, CT, Sail Fest. Contact: Marine Commerce and Development Commission  
(203) 443-8331.

7/13-14\* Landing Regatta, Newport, RI. Contact: Don Glassie (401) 849-3033.

7/12-14 Lawley Yacht Rendezvous, Boston.

7/13-14 Boston Antique and Classic Boat Festival

7/20-21 \*Emperor's Cup, Marblehead, MA. Contact: Gary Gregory (617) 577-8222.

7/22-27 Nova Scotia Schooner Assn. Race Week, Hubbards, NS. Contact: Ralph Tingley  
(902) 826-2559 (to be followed by cruise to Bras D'Ors.)

7/27 Mystic Antique and Classic Boat Rendezvous, Mystic, CT Contact: Mystic Seaport Museum  
(203) 572-0711.

7/27-28\* Mariah's Cup, Portland, ME. Contact: Phineas Sprague (207) 774-1067.

8/3\* Eggemoggin Reach Regatta, Brooklin, ME. Contact: Steve White (207) 359-2236.

8/9-11 Sail Boston '91. Contact: Dusty Rhodes

8/10 \*Yankee Mariner's Cup, Boston. Contact: PO Box 379, Stoughton, MA, 02072.

8/18 \*Opera House Cup, Nantucket, MA. Contact: Chick Walsh (508) 228-2121.

8/24-25\* New Bedford Heritage Days, New Bedford, MA. Contact: Phil LaFrance  
(508) 990-2600.

8/31-9/2\* Classic Yacht Regatta, Newport, RI. Contact: Maggie Martin (401) 847-1018.

8/31-9/2 Gloucester Schooner Festival, Gloucester, MA. Contact: Mike Costello,  
Cape Ann Chamber of Commerce.

9/ Mystic Schooner Race, Mystic, CT. Contact: Mystic Seaport Museum (203) 572-0711.

9/14 \*Governor's Cup, Essex, CT. Contact: Tom Wilcox (203) 767-1643.

9/21\* Mayor's Trophy, New York. Contact: Chris Carlson (212) 669-9400.

10/4-6\* Race Rock Regatta, Mystic, CT. Contact: Jim Cassidy (203) 572-8174.

10/26 Chesapeake Appreciation Days.

### \* **WoodenBoat Classic Regatta Series II**

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# ANNUAL MEETING

Mystic, CT, — Some 40 members and guests attending the annual meeting heard elected a new slate of officers and voted the ASA Award for 1992 to the Mystic Seaport Museum, to be presented as a tribute to the Museum's hospitality during the organizations's 20th year.

Additionally, an ambitious racing and cruising schedule was discussed, with some new events listed as part of WoodenBoat Magazine's Classic Regatta Series. The organizers of Sail Boston 1992 were present to promote an event in that historic seaport this year.

Mark Faulstick assumed the position of Commodore and immediately embarked on an ambitious program to restore some life to the Association, which fell into a period of lassitude last year. Joining him as officers were Jim Lobdell of Vineyard Haven as Vice Commodore and Fred Sterner of Barrington, RI, as Rear Commodore. Roberta Pulsch of Port Monmouth, NJ, remains as Secretary and Bob Pulsch, of the same fair village, was elected Treasurer.

In light of the inactivity last year, a special Membership Committee was formed, consisting of Commodore Faulstick, Roberta Pulsch, Mike Friedman, Brian Beckwith and Peter Phillipps.

Bill Ames, longtime race committee chairman at Mystic Seaport, announced changes in the courses to be used for the annual schooner race, the only one of the traditional classic yacht events for schooners only. Gone are the never-used Cerberus Shoal course and the oft-used Plum Island course. The latter, of course, is one which most schooner owners have slogged

through against a headwind and sloppy chop all too often and won't be terribly depressed to see eliminated. Cerberus Shoal, on the other hand, might have been interesting.

Dusty Rhodes, executive director of Sail Boston 1992 and possibly the newest member of ASA, presented the basic agenda for next year's event, which is part of the Columbus Quincentennial OpSail extravaganza. Closer to fruition will be a "teaser" event for '92 to be held this August 9-11. Dusty indicated, too, that she would provide assistance at the Boston end if ASA decided to hold a New York to Boston Schooner Race.

The decision to go ahead with such a race was made at a subsequent meeting of the Board of Governors.

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## Letter From The Commodore

### Dear Fellow Members:

Only a few couple of short months ago, the call for "All Hands" went out. Some grumbled that it was too harsh, painting too bleak a picture of the state of our condition. Perhaps; but the effect and what seems to have resulted, certainly in part due to it, are both most encouraging. A review of our present position reveals a brighter and much more exciting horizon.

Indeed, the crew has responded. Backwinding the fore and putting the rudder over to the same side has brought us quickly off the wind and out of irons. We've got hull speed on a beam reach and we're putting a rocky shore far astern. We are well on a new course to some exciting harbors, activities and programs.

A follow-up meeting of the Board of Governors was held at the Vice Commodore's house on Martha's Vineyard on March 9. Several new programs were discussed and voted upon, but the most significant decision reached involves 1992. The American Schooner Association will sponsor a schooner race between New

York and Boston harbors after the July 4 OpSail activities conclude in New York Harbor. The finish line in Boston Harbor will be crossed in time to permit participating vessels to join the Parade of Sail and all the other Sail Boston 1992 events.

A conversation with Peter Neill, President of South Street Seaport, revealed that the rebuilding of the LETTIE G. HOWARD is already under way and due to be completed in time for her to be entered in our aforementioned race. There are other vessels, both members and soon-to-be members, that have enthusiastically expressed their desire to enter also. We will be contacting all the schooners in the fleet to officially invite them to participate in the Great Schooner Race of '92. There will be lots of press coverage, publicity and quite a fleet of schooners is expected to assemble. What a magnificent sight it will be!

Meanwhile, as the winds freshen from the nor'west and the skies continue to clear, the crew is busy shaking out reefs and bending on the tops'ls.

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We've expanded our offerings of ASA display articles to include window decals, embroidered emblem patches, and have a new t-shirt under design. The green burgee with the cream colored emblem re-order has arrived and they are on hand to be shipped on request. John and Dot Addicott have accepted our official invitation to manage the whole department, newly named "The Chandlery." Please note the ad elsewhere in this issue for how you can order your choice of items with which you can proudly display your association. The Addicotts will be on hand at up-coming races, not only to enjoy the festivities, but also to provide these items for you to conveniently pick up, too. We will all really appreciate the extra effort by them on our behalf.

The Vice Commodore has offered to collect the cruising plans from all member vessels. He will then publish a compendium in May. Please send Jim your vessel's itinerary for this cruising season. The Rear Commodore is offering his services as a clearing house for individuals interested as sailing as crew on member vessels.

To say, therefore, that exciting programs are being launched may now be labelled by some as a gross understatement. I'll take the chance. I'm certainly thrilled to see the interest, voluntarism and enthusiasm displayed by all the people who have truly heard the call, rolled up their sleeves and are bending to the tasks at hand.

Thanks to all of you for your continued support. To those of you who haven't found the time yet, it's never too late; join the active team. We have lots of fun at these meetings, too!

**Sincerely,**

**Mark Faulstick,  
Commodore**

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## Dog Watch

Vessels: The 108-year-old oyster sloop CHRISTINE is undergoing restoration under the auspices of the Connecticut River Museum at Essex.

Donations of all kinds (time, materials, money) would undoubtedly be appreciated. \*\*\* BOUNDING HOME goes south. Owner (and past Commodore) Tom Schiller, now a Maryland resident, has succeeded in refitting the fast Sweisguth schooner sufficiently to be able to take her to the Chesapeake. There, much closer to home, Tom hopes to finish her restoration and put her back in commission.

New (old) schooner discovered. Ever on the alert, Bobbie Pulsch has discovered a heretofore unknown (except to Bill Ames) schooner right in his own backyard. HERON, a 40' 1911 Crowninshield gaffrigger (watch out, SEBIM) was found in fair condition in a boatyard in Monmouth County, NJ. Bobbie has promised to keep an eye on this vessel, which bears a striking resemblance to FORTUNE, and to enlist the owner into ASA.

During February, SSSM's PIONEER was making day charter trips

out of Wilmington, NC, along the Cape Fear River, member Ron Lankshear writes. Ron and wife, Gail, will be heading farther south aboard THIRSTY MAJOR come April. They'd like to hear from members who might be interested in joining them for part of their cruise (919-457-0850, temporary). \*\*\* Anyone interested in a July 4 cruising rendezvous in Sandy Hook Bay

("No big deal, no race, easy going"), contact Vern Brady at (201) 787-7762.

Brian Kerrigan reports in the newsletter from Clark Sail-

makers that the loft is building a suit for the 38' steel staysail schooner JADIP nearing completion at Marine Metals in Virginia. [Hey, Commodore, we need a southern waters recruiter.] Notice to (northern) Mariners: The Spring '91 Scoon (not only are their schooners faster than ours, their Newsletter is, too) reports a new Canadia(e)n isolated danger buoy [ref. Canadian Coast Guard Publication TP10124]: white Fl(2)5s or Fl(2)10s, two black spheres. They need such buoys up there because there are only isolated dangers, except when ASA cruises north. \*\*\* Speaking of our mates to the north, rumor has it that the famous RANTS may be making a return to the pages of WING & WING. "'Tis a consummation devoutly to be wished."

SCHOONERS WANTED: This year the Liberty Cup will be held in New York Harbor June 24-30. And they want as many schooners as possible, not to race, but to provide "atmosphere" at the fabulous North Cove Yacht Harbor (World Financial Center). They'll provide free dockage, food, fuel and copious entertainment in return for dressing ship in port and taking corporate sponsors out to watch the races. Additionally, one of the sponsors is Weather Channel, which will be broadcasting live from North Cove and, who knows, from schooners at sea. All interested should contact the editor.



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KUDO DEPT\*\*\*To Merlon Wiggin, who spear-headed the complete restoration of the 1870-built Bug Light near the tip of Long Island's North Fork (SOUNDINGS, March '91) \*\*\* To Jim and Gina Mairs for perseverance in their quest for WHEN & IF. This calls for a reprise of the noted "sticktoit" award, last made to Ed Murphy in Gloucester in 1986 \*\*\* To Bill Ames of Mystic Seaport, who turned over his complete set of records of schooners that have entered the Mystic Schooner Race over the years, to the ASA Secretary for copying. Now, maybe we won't see any more changing beams and sail areas.

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GOOD OF THE ORDER: WING & WING will accept advertising at the editor's discretion: business card size at \$125 a pop. Be the first on your block \*\*\* Anyone who can update names and addresses of members or former members should contact the Secretary \*\*\* Finally, thanks to those of you who sent notes for this issue. It's a start. Keep those cards and letters coming. Hang by your thumbs.

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## «THE JANGADA»

### News and Comments from North of Cape Cod by Keating Willcox, Captain of Glad Tidings

You may remember the small Rosborough brigantine following you around at the Gloucester race several years ago. She is Glad Tidings, out of Boston. I was at the helm, keeping a keen eye on all the faster sails in the race, and plotting a strategy to overtake all competitors. Since square riggers don't point too well, I contented myself with taking home a small portion of last place, and memories of a truly stupendous weekend. Please send me any information you have on your vessels and cruising plans, including photos and drawings. You can send material to Sam Hoyt or call me directly at (508) 468-3869.

1991 looks like an exciting summer of cruising and events for everyone in the ASA. The Stickneys are planning to keep Heart's Desire up in Maine this summer, following a successful season of chartering. They plan to enjoy the Schooner races in Gloucester on Labor Day, as well as Maine Windjammer races during the final days of June. We wish them good luck, and will miss them at Coast Guard Birthday party at the Newburyport Homecoming on July 26 and the week after...for the racing community, the 20th of July means the Emperor's Cup in Marblehead. Gary Gregory of Sirius Software (617) 577-8222 reports that the Woodenboat Series ratings will be used, for single start races on both Saturday and Sunday. Gary promises an amazing party on Saturday night so there is no good reason not to attend, (except for the fact that Marblehead in July is not exactly alive with wind - better than Boston Harbor, though).

A similar race, the Yankee Mariner's Cup, will take place off of Boston on August 10. For details P.O. Box 379 Stoughton, MA 02072. Salem, MA features a maritime festival with several schooners attending on June 1. Traditional crafts and entertainment, with upwards of

10,000 eager admirers. Call the Gloucester Chamber of Commerce for details on participating in the Blessing of the Fleet, in Gloucester Harbor on June 30. The Mayflower is planning to emerge from Plymouth Harbor, and sail to Provincetown and back. Anyone interested in providing escort services or simply joining the party, call Plimouth Plantation, Plymouth MA. A tentative sailing date is the last week in June, so for those of us who are too slow to cut it in the Main windjammer races, here is a ship even you can beat. Boston hosts two different classic and antique boat shows this summer. The first is July 13, right after the Constitution turnaround on July 4, and the second is August 10. The early show is put on by Boston Harbor Associates, and the second is being organized by the Yankee race committee. Please enjoy these boat shows even if you are not able to bring your own vessel. The brightwork alone will be an inspiration for your own perspiration. I still remember seeing my own reflection in the brightwork of the ASHANTI OF SABA. What immaculate condition she is in.

In late August, we celebrate Salem heritage days and the birthday of the U.S. Navy in Marblehead and Salem. More details of September events in our next issue. As we go to press, the Gloucester Adventure prepares for an active summer with some surgery. Some of the planks used in the repair were themselves over a hundred years old. I hope I last that well. The PILOT remains at the dock, apparently with a good hull and with a couple of dollars here and there (who am I kidding - she needs a square meal and then some), she could be sailing again real soon. I'll be looking for her and for you this summer. If you have something to report or just want to say hi call me up...at sea, I'm on channel 16 (I'm the guy who keeps asking where the Bluefish are). See you in the next issue of Wing & Wing.

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## WHEN AND IF

From "Almost," to "Never," to "Soon."

The last issue of WING AND WING mentioned the misfortune of the schooner, WHEN AND IF, last November. What follows is an elaboration.

I had been looking at ads for schooners for a number of years, when one caught my eye. ROSE OF SHARON, on the west coast, was certainly attractive and in stunning condition. Designed by Starling Burgess and built as NINETTE, she was a smaller version of NINA. Though she was pretty, she was expensive, furthermore, she wasn't an Alden.

The broker, however, was. He was Bill Salvo of John G. Alden, Inc., Commercial Wharf, Boston. He asked the obvious question: "What would make us happy?" I told him that Gina and I had sailed often on VOYAGER with Peter and Jeanette Phillipps and we had become quite spoiled. Bill and I talked about a lot of Alden schooners and then it slipped out almost as a lark: "Why not the WHEN AND IF?"

WHEN AND IF was possibly the strongest Alden schooner. As readers of the Alden book know, she was built for General George Patton by Pendleton in 1939, to sail around the world "when and if" Patton got out of the Army. Patton was killed in an automobile accident at the close of the war. WHEN AND IF remained in his wife's family until 1972 when she was donated to the Landmark School for Dyslectic Children in Manchester, Massachusetts, to become the centerpiece of the school's sail-training program.

As it turned out, Bill Salvo knew the boat well, and he promised to try to get her for us. (I should admit that we had heard a rumor that pressing finances had forced the Landmark School to consider a new arrangement for the wonderful vessel.)

Bill began an unusual quest. In a market where owners could not find buyers, he was trying to convince an owner to sell.

The next months of offers and negotiations seemed endless. But finally, by October, with a thorough and wonderfully optimistic survey by Giffy Full in our hands, we made a huge leap. Bill was midwife to an agreement in which we would buy WHEN AND IF, joining the Landmark School in an unusual arrangement which suited all of our needs. The boat would serve the school as she had in the past, but would also take us to Europe and beyond, which was our dream. The contract was signed and the closing was set for the first of December. We were ecstatic. But not for long.

On November 10, in a fierce gale, WHEN AND IF broke from her mooring and went up on the rocks in Manchester. High tides and the lack of proper salvage equipment in the area kept her on the rocks for a week while all prospects looked bleak. It seemed like the end.

Fortunately, Charlie Harris of Landmark prevailed

over the non-believers. He had Fred Atkins and his crew at Dion's carefully lift WHEN AND IF off the rocks, using a barge and gigantic "A" frame, and taken to their yard in Salem. That's where we saw her again, badly hurt: a gaping hole in her port side, many broken frames, twisted cabin sole, demolished interior, damaged keel, destroyed rudder - the list goes on and on. But she was proudly intact, a testament to her true strength.

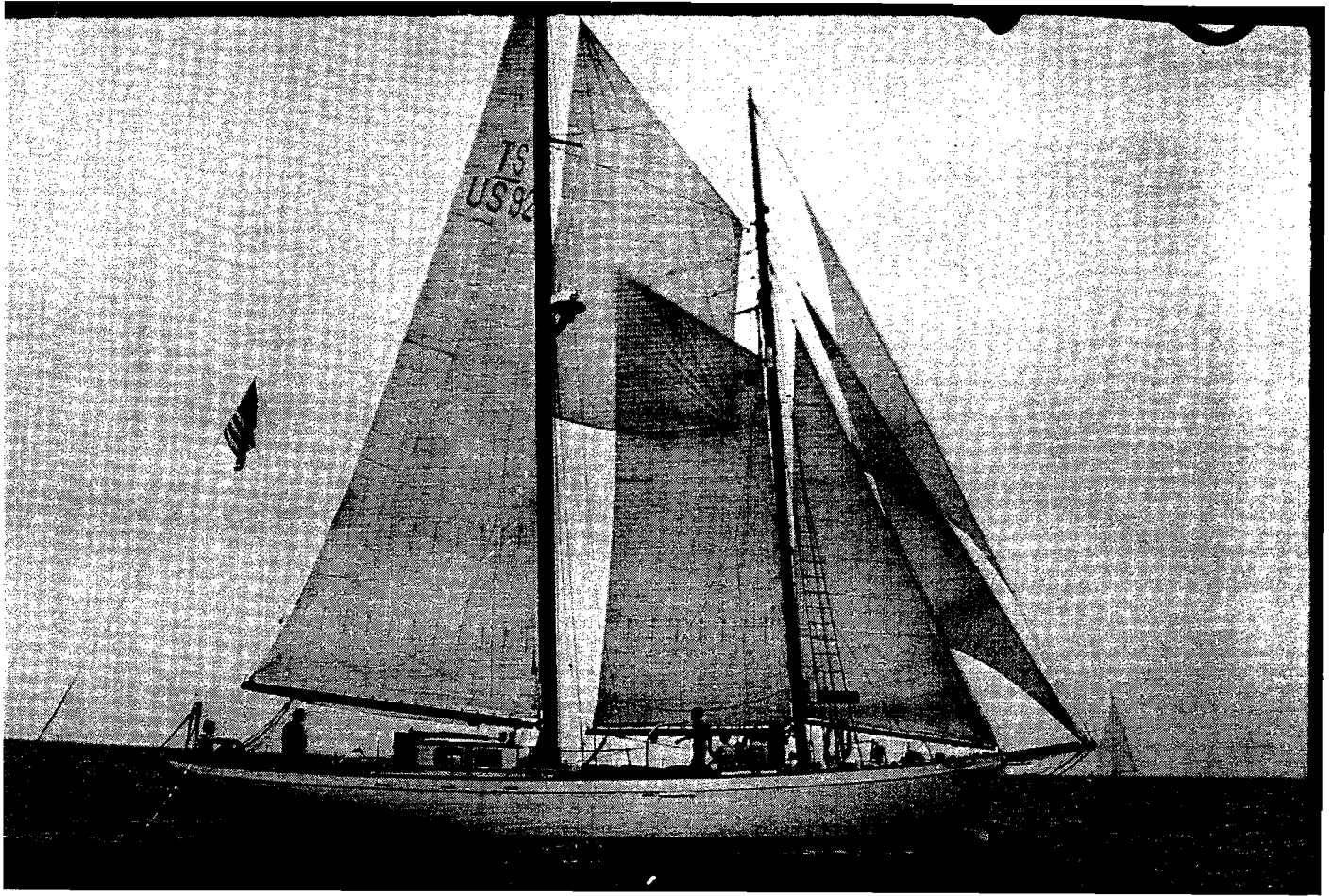
And once more, Gina and I began trying to get her. And once more, Bill Salvo threw himself into the negotiations.

But Giffy Full's second survey in four months, this time of the wreck, was daunting, as were the restoration estimates of seven boatyards. One bleak day in January, I called Ross Gannon to say that despite Gannon and Benjamin's reasonable bid, considerably under all others, Gina and I felt we would be getting in over our heads. Heartsick, we were forced to give up. But after explaining to Ross our previous arrangement with Landmark, somewhat as partners, he suggested that we and Gannon and Benjamin might consider becoming partners.

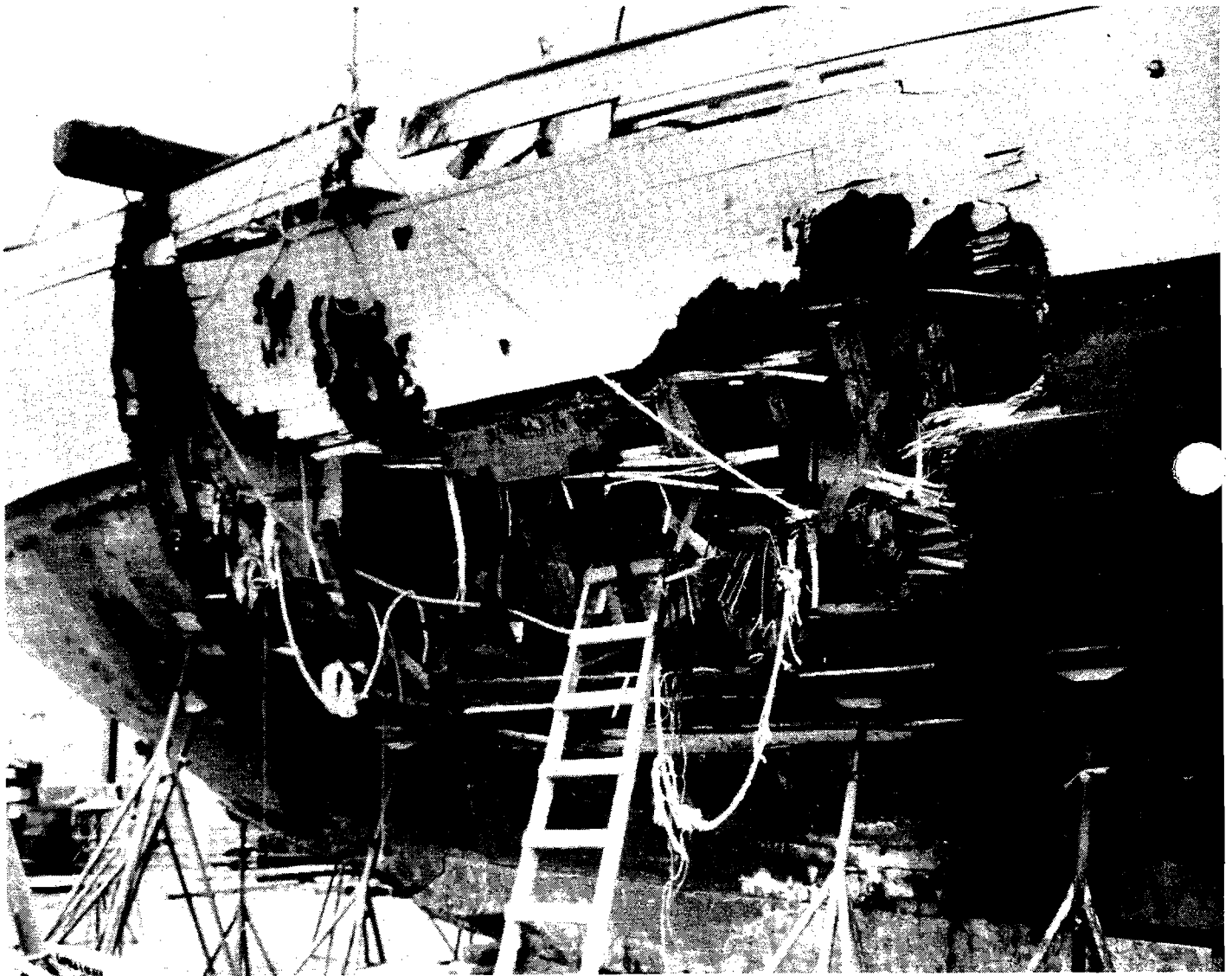
Some deals are made in heaven, and Gina recognized it immediately. With help and support from numerous friends, most of whom know much more than we do, we were back on course, trying to fend off effort by others who wanted to buy the wounded boat.

In less than a week a new offer was with Charlie Harris at Landmark, with a commitment to give the school access to the WHEN AND IF as they had in the past. The papers were signed during a celebratory lunch in Salem on February 8th. The witness, appropriately, was Bill Salvo.

The next steps have been planned and with luck, will go smoothly. WHEN AND IF will be lifted onto a trailer and driven onto a barge to be towed to Gannon and Benjamin's yard in Vinyard Haven, where a temporary shed will be built for her. Over the course of the next two years, she will have a major restoration and, with the exception of a more practical interior, she will be unrecognizable from the way many of us saw her in New Bedford, Nantucket, or Brooklin last year. And she will be ready to do what she was built to do.



WHEN AND IF



WHEN AND IF in the yard

## NEWS FROM NOVA SCOTIA

Plans to celebrate the 30th anniversary of the NSSA were the dominating topic as the group met in late March for its annual meeting. The organization will return to the site of its founding — Hubbard's Cove — to honor several charter and one founding member during Race Week, July 22-27.

The meeting was more somber than usual due to the death of Mort Pelham, "Mr. Schooner," just a few months earlier. One of the founding members of NSSA, Mort was considered the fount of schooner knowledge in the Province and he maintained an active interest and participation in schooners and the Schooner Association until his passing at the age of 85.

The current slate of NSSA officers includes Joe Graves of SORCERESS, Commodore; Lorne Leahey of AMASONIA, Vice Commodore; Bart Shea of CHEERS, Rear Commodore; Warren "Pepe" Brodie, Secretary; Julie Tingley of ADARE, Treasurer; and Ralph Tingley, ADARE, as editor of The Scoon and liaison with the American Schooner Association.

There should be a good turnout at Hubbard's Cove for Race Week, and expectations are that they will be joined

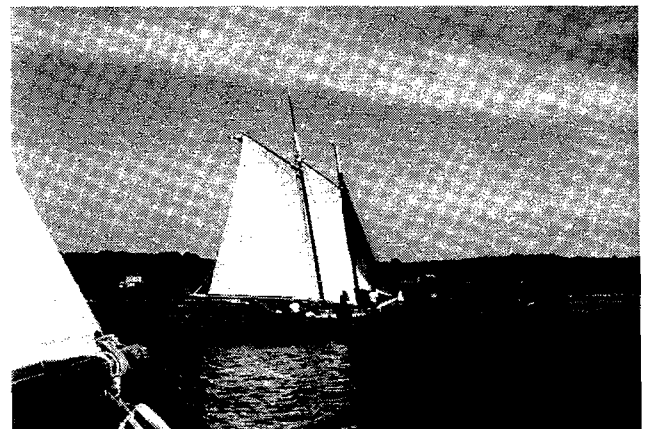
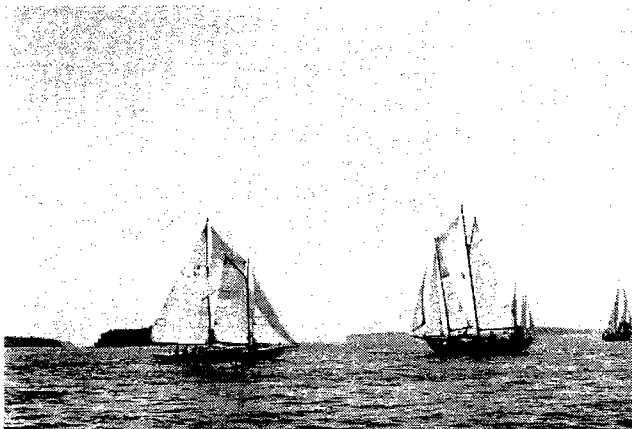
by the ASA's roving ambassador VOYAGER. Following race week, CONSTANCE, ADARE, HARMONA and possible others plan a cruise to the Bras D'Or Lakes. VOYAGER, on her way to Newfoundland, is likely to tag along.

While ADARE is scheduled to participate in these heady events, her frames were only half replaced at the end of March. Ralph and Julie are furiously at work - after returning home from Florida by way of Port Monmouth, NJ — at completing the job.

Two new schooners are reported under construction. A MALABAR II design is abuilding at Steven Slauenwight's yard in Mahone Bay for a Quebec Province resident. And a 60' design named TREE OF LIFE is under construction at Covey Island Boat Works for a Mr. Kellogg from North Carolina. Expectations are that this vessel will reside in Nova Scotia.

As usual, the NSSA extends its (notorious) hospitality to any ASA members cruising in the area this summer.

Editor's note: A NSSA Race Week is an event that every schoonerperson should experience at least once in his or her lifetime.



Action during last year's Nova Scotia Schooner Association Race Week at Mahone Bay. Upper picture shows AMASONIA and CONSTANCE. Lower picture shows the Tancook schooner ELLEN.

**Back cover: name the schooner!**

The firsts ASA member to identify this vessel correctly wins the privilege of submitting an entry for the next issue of WING & WING. Send answers to the EDITOR at 140 West 16 Street, NYC 10011

Clue: This staysail schooner, pictured in an early Mystic Schooner Race, also competed in the Newport to Bermuda race as late as 1975. (Photo: Peter Barlow)



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