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# NEWSLETTER

c/o Mystic Seaport, Mystic, Conn. 06355

Vol. I, No. III, September, 1973

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## Agamemnon Sweeps Gloucester

In a spanking schooner breeze punctuated by squalls, AGAMEMNON, skippered by the intrepid Bahamian, Mike Daniels, won the top laurels for speed and seamanship over thirteen other schooners in The Great Schooner Race held at Gloucester on August 11. In addition to the City of Gloucester Trophy donated in honor of the 350th anniversary of the town for the fastest vessel, AGAMEMNON garnered the Thomas J. Lipton and Gloucester Times trophies for the overall winner and the Gorton Trophy for the vessel which will represent the United States next year in Lunenburg during the International Competition.

The Clark Dodge Trophy for second place went to Pleiades owned by Peter Obetts of Gloucester while PIONEER from the South Street Seaport won third place and the Gloucester Paint Company

prize. APACHE from Halifax, in fourth place, was awarded the Ben Pine Trophy for sportsmanship.

Other entrants, all of which finished the race, were, in order of finish 5)

OUTWARD BOUND, 6) DENYSE, 7) BANDIT, 8) JERRY B, 9) SCHOONER, 10) BOLD EAGLE, 11) BLACKJACK, 12) AMBERJACK, 13) CHARLOTTE JEAN, 14) FIDDLERS GREEN.

## Halifax Trophy Stays

AMBERJACK, captained by Ed Yeomans of Cambridge, made the long trip to Lunenburg, Nova Scotia, this year to represent the United States in the international competition for the Halifax Herald Trophy. She had won this honor by taking top position in the Gloucester Race in 1972. Her competition was the Nova Scotia schooner CATHY ANN which had won her right to defend the title in a series of elimination races.

Light air for the first two races

proved to be the undoing of AMBERJACK as the lighter built CATHY ANN won two successive races and the title.

Not to be outdone, however, Ed entered the Nova Scotia Fisherman's Reunion Schooner Race the next day, and in a blustering breeze won the event over thirteen Nova Scotia competitors, including the CATHY ANN, to bring home to the United States the first piece of silver since 1920.

# Sail Training Cruise Is Successful

By DAVE PHILIPS

A few years ago, sail training was confined to a few square-rigged vessels whose purpose was to train professional career officers for the Navy and Merchant Marine.

Now, thanks to the Sail Training Association in England and the newly organized American Sail Training Association, smaller, more economically operated ships are taking young people on short cruises as a character building experience.

That was the purpose behind the A.S.T.A. training races held during the week of July 22-29.

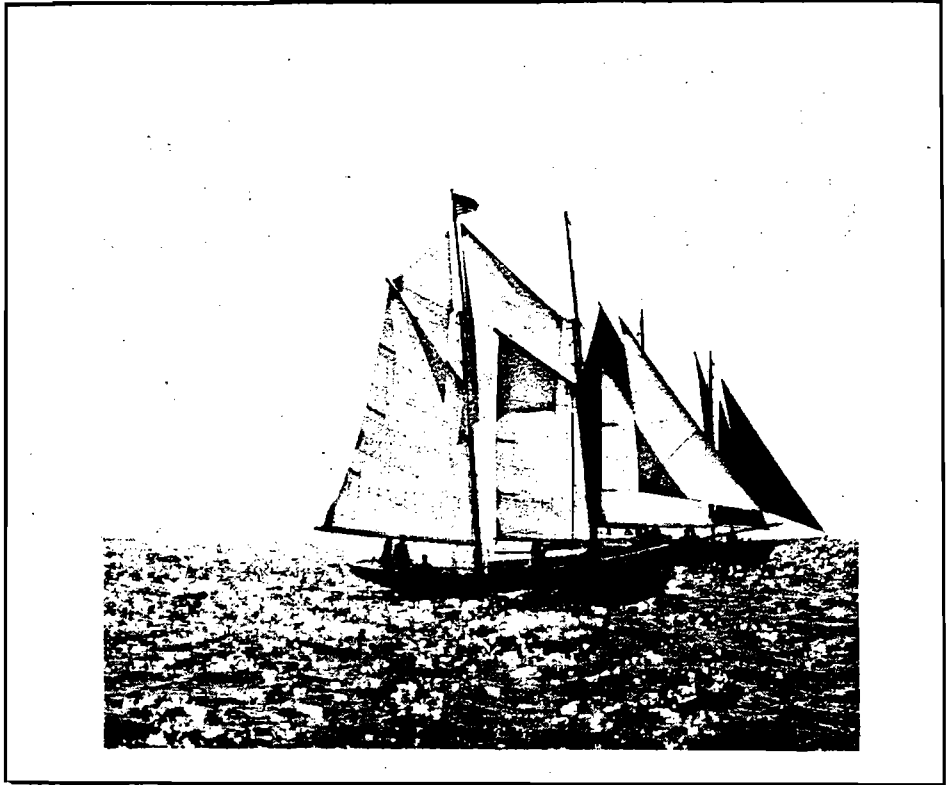
Eight schooners: BILL OF RIGHTS, PIONEER, SHENANDOAH, TABOR BOY, LEAH, SERENDIPITY, LANDFALL and WESTWARD had a rendezvous in New Bedford, Mass. Sunday, July 22. The United States Coast Guard barque EAGLE had been paying an official visit to the whaling city as part of a special weekend event in honor of the Coast Guard and it served as flagship of the fleet on port-to-port runs from New Bedford to Block Island and from Block Island to New London,

From there the fleet went to the Mystic Seaport before returning to Newport where an in-shore regatta was held, featuring racing in Herreshoff America catboats and pulling boats, a line-throwing contest and a hilarious tug-of-war involving more than 30 people on each side.

The parade of ships drew big crowds to New Bedford and Newport and a crowd lined the beaches in Block Island to watch the "tall ships" finish their 40-mile run from New Bedford in sparkling sunshine and a fine southerly breeze.

Although the turnout for the event had been small, Barclay Warburton III, of Newport, founder and director of ASTA thinks this kind of activity has a bright future.

"Next year we'll have a lot more boats," Warburton promised. "Remember we didn't get our charter until April so we got off to a very late start but we'll be ready to announce our itinerary for next year in September or October and we'll go on from there."



## Wins Own Cup *Small Cruise*

Brisk winds, fair tides, sunny skies and small seas were the order of the day as the Malabar Cup race got under way in Narragansett Bay on August 25. The sixteen mile race took the fleet around Prudence Island and MALABAR III took little time in establishing that these waters were definitely her territory. After a casual 360 degrees start, she splashed her way past all the competition to keep the trophy in home waters in the silver display case of her owners and sponsors of the race, Bruce Butterworth and Ron Kirby.

Second place went to Chuck Gregory's TALISMAN while WHISTLER owned by Eric Zeidel captured third. Other finishers were 4) NYLLA, 5) JERRY B, 6) THETIS and 7) JOELETTE.

The East Greenwich Yacht Club hosted the event in conjunction with the sponsors and provided exceptional entertainment for the crews of the competing vessels with a beer party after the skippers' meeting on Friday and a steak cook-out of Saturday night which lasted longer than the club expected once the schooner group unlimbered its voices.

Those who were present at the inaugural meeting of the American Schooner Association last December will remember the considerable burst of enthusiasm engendered by the idea of an annual cruise. While we don't recall who was enthusiastic, we do know they weren't around when cruise chairman Humphrey Barnum fired the cannon in Block Island's Great Salt Pond, July 1, signalling the start of five day's leisurely sailing to Martha's Vineyard.

In all only five schooners and one gaff yawl wended their way east in what might be described as a very loose-knit group. All hands did get together for a wonderfully foggy night raft in Cuttyhunk, July 3. The schooners SAGAMORE, SARA B, TALISMAN and REBECCA were already rafted up in the pond when SURPRISE and the yawl KLANG II arrived out of the murk in the middle of happy hour to complete a very enjoyable raft-up. It's not true that the merry men of SAGAMORE tried to polish off all the Appleton's Rum intended for the Vineyard Haven cocktail party. It is true that some very sweet singing went on far into the night.

# Bowker Wins Brilliantly At B.I.

Since 1967 when it first raced at Block Island, the American Yachting Heritage Class has failed twice to finish a race successfully. Fog and light airs are the norm at Block around the end of June, it seems.

This year there was wind enough for everyone and ten schooners went out in a 20 to 35 knot southwester and covered the 13 mile course in smart time. First to finish was Mystic Seaport's training schooner BRILLIANT which, under the capable hand of Captain Biff Bowker, sailed from the Great Salt Pond breakwater to Southwest Ledge and back in 1 hr, 35 min, 34 sec.

According to race organizer Jim Eastland, there were 16 entries for the event, 14 got through the fog to Block Island, ten started and eight finished.

For those that started, it was a wet and exhilarating close fetch out to Southwest Ledge buoy in the gusty southwester and a slightly broader reach home again. Schooners heading for the finish found themselves sailing on a parallel course with boats finishing the last round-the-island race of the Storm Trysail Club's Race Week. There was more than a little glee among the boomer men as they sped home, reasonably dry and upright, while many of the ocean racers cavorted all over the ocean, broaching and wallowing under the press of spinnakers.

Class A, for gaffers, went to Bill Warwick's SURPRISE, just back from a major refit in Thunderbolt, Ga. sporting a complete suit of new Dacron from a well-known Hong Kong loft. Watch for this speedy little McManus schooner to win again soon.

BRILLIANT took the gun and corrected time honors in Class B for Marconi-rigged schooners. Chuck Gregory's TALISMAN was close behind on corrected time. Indeed, the Gregorys were presented with the first place trophy and held it for several weeks until a

recomputation of the finish times and corrected times showed BRILLIANT to be the winner.

Stu Ingersoll of Essex cruised his oyster boat FLORA out to Block Island with the beer, a piano, a banjo band and all the race committee trappings. After serving as committee boat FLORA was the key boat in a harbor raft-up that

provided some stiff musical competition to the Storm Trysail revellers ashore.

Results were: Class A: 1) SURPRISE, Bill Warwick; 2) OUTWARD BOUND, Nick Craig; 3) AGAMEMNON, Mike Daniels.

Class B: 1) BRILLIANT, Biff Bowker; 2) TALISMAN, Chuck Gregory; 3) SARA B, Chris Bayreuther III.

## Mya Makes It Three Straight

Eighteen schooners answered the starting gun for the Third Annual Vineyard Haven Schooner Race held in Nantucket Sound on July 7. Divided into two classes depending on whether the vessel used overlapping racing sails or conventional working sails, the boats started the sixteen mile course towards Nobska Point in a light breeze which piped up briskly at the second mark off Squash Meadow and became a schooner breeze at the finish. For the third year in a row Jeff Hugret's MYA sailed away with the honors in the racing group with MALABAR III owned by Bruce Butterworth and Ron Kirby and TALISMAN owned by Chuck Gregory finishing second and third.

The working class was dominated by JUSFINE, Bret Slocum's Tancook

schooner just up from the Virgin Islands. Bill Warwick in SURPRISE captured second place and the Captain William Cook trophy for the traditional schooner with the best corrected time. Third place went to AMBERJACK skippered by Ed Yeomans.

The post race awards party was held at the home of Captain and Mrs. Bob Douglas of the SHENANDOAH overlooking the harbor and the fleet.

Race results: Class A: 1) MYA, 2) MALABAR III, 3) TALISMAN, 4) BRILLIANT, 5) SARA B.

Class B: 1) JUSFINE, 2) SURPRISE, 3) AMBERJACK, 4) ADVENTURER, 5) SAGAMORE, 6) AGAMEMNON, 7) SHENANDOAH, 8) PISCES (black), 9) OUTWARD BOUND, 10) HERANDIS, 11) PIONEER, 12) SQUANT,

## Fat One Belies Name

In a companion event with the Vineyard Haven Schooner Race, the Old Gaffers held their second annual race on July 7. The competition, which is open to all traditionally rigged vessels other than schooners, attracted sixteen boats. The first four finishers stayed reasonably close together throughout the race with Francis West Jr.'s 1910 sloop VENTURE leading for two legs before being overtaken by Franklin Barlow Jr.'s 1900 Crosby yawl FAT ONE for first place. Third place went to SKYLARK, a Meadowlark ketch owned by Douglas Higham,

A special award was made to D. R. Ives in the C. V. MORSE, a 20-foot ketch without engine, which spent more time at sea before finishing than anyone

Other places: 5) Douglas Craven's SHOAL WATERS, 6) R. Lees' SNOTTER, 7) Nathaniel West's SHADOW, 8) Edward Benedict's SKIPJACK, 9) Frederick Littleton's CHAIKA, 10) Robert Hyde's COCK ROBIN, 11) S. Richard Sauto's MAYFLOWER, 12) Alfred Keith's WHO FLUNG (a Chinese junk), 13) Alan Symond's BRANDARIS,

## Fall Racing Schedule

DATE	EVENT	LOCATION	ELIGIBILITY	CHAIRMAN
Sept. 22	Mystic Seaport Schooner Race	Mystic Conn.	Schooners only	Michael Sturges
Sept. 23	Mystic - Newport Race	Mystic, Conn.	Schooners only	Michael Sturges
Sept. 29	Leiter and Piper Cups	Newport, R.I.	All traditional boats	Barclay Warburton
Oct. 6	Newport - New York Race	Newport, R.I.	Schooners only	Barclay Warburton
Oct. 13	Mayor's Cup	New York City	Schooners only	Moulton Farnham

# Dog Watch

It was a cheerful and intrepid band of schooner lovers that gathered at Mystic Seaport on a bright cold winter's day nearly a year ago to form the American Schooner Association. All speakers agreed that the time was ripe for a group dedicated to maintaining the schooner heritage. Little did any of them know that they were exactly 98 years too late.

It seems that a like-minded group in California stole our thunder back in 1874 and established the Schooner Association of America. While it hasn't exactly become world famous, the organization has been moving steadily along ever since. We hear that currently it sponsors about six races a year, has over 50 schooners registered and some 200 members. It also holds its centennial celebrations next year.

Judging by some photographs we saw in Californian Yachting News this spring, the trend out west is towards staysail rigs. But we shouldn't hold that against them. Perhaps we should send a truce team to the Pacific for the centennial? Meanwhile chairman Chuck Gregory is planning to establish friendly relations by sending newsletters from the upstarts in the east.

## Fresh Talent

There should be some new entries in the schooner racing Fall circuit this year. Launched in Thomaston, Me., at the Newbert & Wallace yard in July was the 45-foot Culler-designed pilot schooner FIDDLER'S GREEN. She's owned by Mr. & Mrs. Ned Ackerman of Portsmouth, N.H. According to designer Pete Culler: "A crowded gadget-loaded craft she certainly is not. A seaman's vessel and home she very much is."

Also launched this summer was the 52-foot schooner DENYCE designed and built over a 14-year period by a Massachusetts schooner enthusiast, Earle Williams. Her home port is Scituate, but we hear that Williams, his wife and two daughters are heading south this Fall for the Caribbean on the first stage of a world cruise. Hopefully we'll see them at Mystic and Newport and New York.

Another possible entrant in the upcoming races is the 102-foot Alden schooner PURITAN. This classic steel ship was built by the Electric Boat Co., in New London, Conn., in 1931 and has spent all her life on the West Coast and more recently in Florida. This summer she arrived in Newport, R.I. under a new owner, Bill Bolling, of Fort Lauderdale. So, if you see a gaff topsail schooner -- 126-feet of graceful sheer from bowsprit to boomkin -- sweeping down Narragansett Bay, you're not dreaming. She's real.

## For Sale

If you're really keen to race this Fall, we know of several schooners on the market. Gordon Hull is reluctantly selling his speedy MORNING LIGHT in favor of a much smaller boat. It's not true that you automatically get sailmaker Ed Raymond along with MORNING LIGHT's famous green and black spinnaker and gollywobbler. We heard about the listing from Phil Morris at John G. Alden Yacht Brokerage in Greenwich, Conn. Contact him or Gordon Hull if you're interested. Also on the market is FOGGY owned by Larshe B. Mewhinney of Mamaroneck Ave., White Plains, New York. Yet another schooner for sale is Earle Smith's INSATIABLE. She's a William Atkin design launched in 1965 and currently lying in Old Saybrook, Conn. Contact Earle Smith at High View Road, South Windsor, Conn. If your thoughts turn lightly to something traditional in design and fiberglass in fabrication, check out the Lazy Jack 32, a very pretty Ted Brewer shoal draft design currently under production at Ted Hermann's Boat Shop in Seaford Harbor, N.Y. Ted will sell you a finished boat or make it available in kit form.

Nigel Warwick

# Gatsby Green, He Ordered

The lettuce green color scheme sported this summer by Nick Craig's OUTWARD BOUND drew some hard stares from traditionalists raised on fisherman green, but as Nick cheerfully points out, it paid the year's insurance bill.

It all came about because Nick answered a New York Times advertisement seeking 1920 model classic boats and automobiles for movie purposes. Now, we're not suggesting that Nick likes hamming it up, but we do hear he wasted no time in firing off a signal volunteering his ship's services. Back came a missive from London informing him that OUTWARD BOUND was to become some of the background color for THE GREAT GATSBY, starring Robert Redford and Mia Farrow. Report to Newport, R.I., June 23, he was told.

In Newport, all went well until the film's director took off his dark glasses, blanched and declared in ringing tones that fisherman green hulls were definitely de rigeur. It wouldn't photograph well, he explained.

Always resourceful, Nick grabbed some sickly green paint and ordered all hands over the side for some high speed cosmetic work. By nightfall he'd landed the contract.

"Filming is rough," said Nick in a recent interview. "It starts at six in the morning and ends at sundown. I spent two days sailing around Hammersmith Farm with a walkie-talkie jammed in my ear, listening to instructions from the director."

## Annual Meeting

The annual meeting of the American Schooner Association will be held at Mystic Seaport, Saturday, December 1, 1973. All hands are invited to attend. Chairman Chuck Gregory promises a lively business meeting and good company for cocktails and lunch.

All members will be advised by letter of the exact meeting place on the Seaport grounds. They will also receive nominations for the slate of officers for the coming year prior to the meeting.

The business meeting will start at 11:00 a.m. sharp. Break for cocktails and lunch at 1:00 p.m. Reconvene for any residual business at 2:30 p.m.