



# WING & WING

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**The Official Newsletter of the American Schooner Association**

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## ROSE OF SHARON

51' LOD; 42' LWL. Designed by Starling Burgess; "NINETTE" design (Burgess designed NINA with 50' LWL, then designed NINETTE with 42'). Built in 1930 by Eastern Shipbuilding, Shelburne, Nova Scotia. Rebuilt 1973-77 by Roy Wildman and Byron Chamberlain.

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I first saw ROSE OF SHARON in Escanaba, Michigan, in March 1970. Charlie Stoll owned her and was terminally ill. He and I had been corresponding for some time and he asked me to find a West Coast buyer. My friend, Roy Wildman, a shipwright now located in Port Townsend, Washington, bought ROSE OF SHARON in the summer of 1970. Roy and his family spent two-and-one-half years bringing her to Newport Beach, California. Along the way they entered their first yacht race in September 1970, the Mayor's Cup Race in New York Harbor. Fully loaded for cruising they won the Mayor's Cup, finishing several minutes ahead of the second-place boat.

Upon arrival in Newport Beach, Roy hauled ROSE OF SHARON at Bob Sloan's yard in Costa Mesa, where Bob was building SPIKE AFRICA. Side by side they remained while SPIKE was built and ROSE OF SHARON rebuilt.

On December 7, 1976 ROSE OF SHARON became mine. I traded a Nick Potter design California 32 (46') sloop which I had bought in Mexico, sailed to California, and had just completed rebuilding. But that trip is another story...

By himself, Roy had put a new stem, floors, frames, keelbolts, and mast steps into ROSE OF SHARON, but she needed planking, interior, wiring, and plumbing. Dennis Burnett did the planking, while Van Hope and Pat Langley did the refinishing.

On February 1, 1977, we launched

ROSE OF SHARON, and Bob launched SPIKE AFRICA on February 6.

In May 1977 we stepped the now-varnished spars, bent on the sails, and went for our first sail. I had sold the Volvo engine to help pay the shipyard bill, so we sailed engineless for over a year.

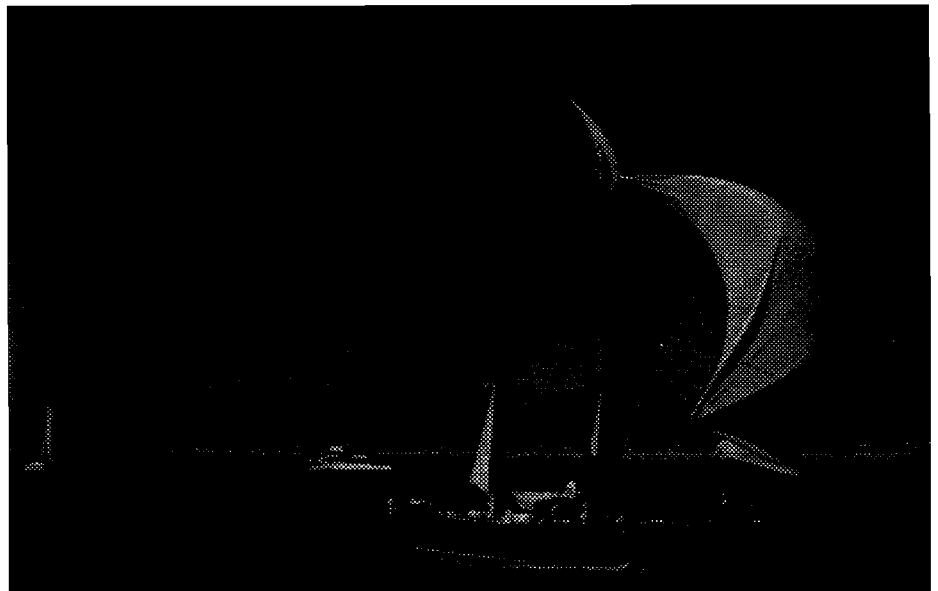
Our first race was a schooner race Bob Sloan and I had helped start in 1966. At the time, Bob owned the 62' Alden schooner DAUNTLESS and I owned the 46' Alden schooner GOLDEN HIND. The race started at Channel Islands Harbor (Oxnard, California), a beat to Anacapa Island, a run down the back side of the island, and a reach to Channel Islands Harbor, about twenty-two miles. In very light airs, we were first to finish. ROSE OF SHARON had begun another racing career for me, and we sailed many races locally: schooner, Ancient Mariner, and PHRF.

Our family spent the winter of 1977-78 cruising Mexico, as far south as Manzanillo, including Cabo San Lucas and Puerto Vallarta, and numerous other ports.

In 1979 we journeyed to San Francisco for the Master Mariner Regatta. With a large Southern California crew and an expert tactician from San Francisco aboard, ROSE OF SHARON was able to win the Master Mariner Regatta. As if sailing your own boat under the Golden Gate Bridge isn't enough of a thrill, to come up from Southern California and win the Master Mariner Regatta was unbelievable!

In May of 1980, our next big race was the Newport to Ensenada, Mexico International Yacht Race. Over 500 boats were entered. We raced in PHRF, with over fifty other boats in our class, mostly fibreglass sloops. It was ideal schooner conditions, ROSE OF SHARON weather, a light close to beam reach. Out of all of the PHRF boats entered, ROSE OF SHARON was first overall, giving us a wonderful win on her fiftieth birthday.

In June 1981, the Ancient Mariner Sailing Society of San Diego, in conjunction with the Lahaina Yacht Club in Maui, sponsored a Transpacific Yacht Race from San Diego to Lahaina. Our start was one

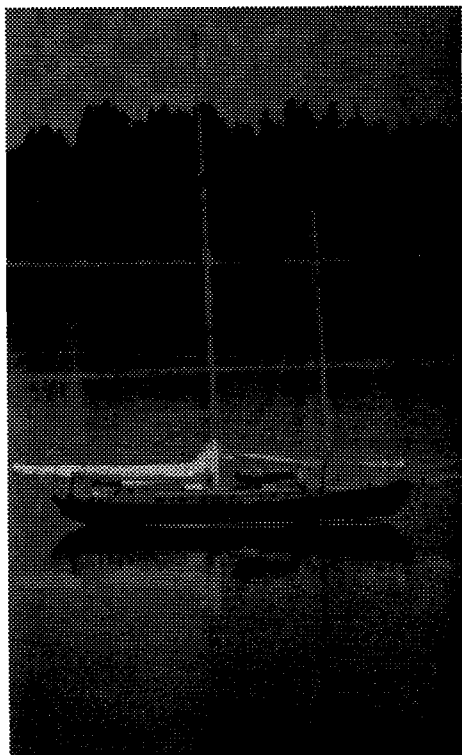


every racer dreams of: On a warm, sunny Father's Day Sunday, with a crowd on the beach just a few yards from the weather end of the starting line, the race began. Just as we reached the weather end of the line, the starting gun sounded. Under genoa, forestaysail, fore, fisherman, and main, we came across the line on a close reach at over eight knots, the rest of the fleet behind us. Ahead, a San Diego fireboat with water spraying into the air from hoses port and starboard, led us out of San Diego Bay, past Point Loma. What a thrilling start!

SPIKE AFRICA, with Bob Sloan at the helm was right behind us, followed by the balance of the fleet and various spectator boats.

For nearly ten days we logged 220 to 230 miles per day. As we reached the chain of Hawaiian Islands, the wind started to lighten. 180 miles, 150 miles, and finally on July 4, we crossed the finish line, setting a new elapsed time record of thirteen days. A record which still stands today. I believe ROSE OF SHARON is the only schooner to still hold a Trans-Oceanic elapsed-time record. What a thrill to be first to finish! We had radioed Lahaina Race headquarters with our ETA, and my wife, who flew over, drove up to the weather side of the island to look for us. It

*Below and page 1: ROSE OF SHARON. Photos provided by Byron Chamberlain.*



still brings tears to my eyes to remember her describing how she looked out to sea, nothing in sight but water, and then she saw a tiny black dot on the horizon. She stood transfixed as she watched the black spinnaker above the black hull grow larger and larger.

Though we were first to finish, under handicap we had to give SPIKE AFRICA fifty hours. As the allotted time neared and we thought we had saved our time, SPIKE AFRICA finished second, forty-eight hours after us, saving their time and winning first corrected. So many times, over so many years, with different schooners, Bob and I had competed. It seemed only fitting and just that though we were first to finish, we corrected second to Bob. It was to be our last race against each other. Bob was sick at the time and has since left us for another schooner race, another place.

We spent a few days in Hawaii, then left for Sitka, Alaska. Seventeen days later, we arrived. Along the way we caught albacore and mahi mahi, and my wife, who sailed with us to Alaska, seldom had to get into the freezer for food.

Six of us made the trip from Hawaii to Sitka, where three more friends joined us for the month-long trip to Seattle, Washington.

We arrived in Victoria, British Columbia, in time for the Wooden Boat Festival, held on Labor Day Weekend, 1981. From there we went to Port Townsend, Washington, where Van Hope and Pat Langley (who recently passed away) had arranged for me to keep the boat. We pulled the rig, hauled the boat, and put it in a shed for the winter. Pat's sons and daughter, plus countless others, worked on the boat through the winter of 1981-82, refinishing and riggering, until we launched in May 1982, just in time for the Swiftsure Race.

The race started in Victoria, BC, out around the Swiftsure Bank, and back to Victoria—a 151-mile race. We did not do well in 1982, but in 1983 we missed first in class by twenty-one seconds. However, after the 1982 race, Van called his friend, naval architect Bill Garden and we sailed ROSE OF SHARON to his island off of Sydney, BC, where Bill does his design work, as well as some boat building. We spent a wonderful day with a remarkable man in an unforgettable place.

Since that time, we have cruised Washington State and Canadian Waters, gone up and down the coast between Newport Beach, California, and Puget

Sound several times. We don't have any plans to race, just to cruise northwest next summer.

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ROSE OF SHARON was built in 1930 by Thomas Lamont of New York and Michigan. He was President of J.P. Morgan. Mr. Lamont sold the boat in 1935 to Fred Pape who renamed her SAN CRISTOBAL II. Mr. Pape did quite a bit of racing until he sold the boat to Charlie Stoll of Escanaba, Michigan, in 1940. Mr. Stoll renamed her ROSE OF SHARON. Roy Wildman bought her from Mr. Stoll's estate, so I am the 5th owner. I have ROSE OF SHARON for sale. If she sells, I'll do one more schooner restoration; if not, everyone would agree, I have a wonderful boat.

Byron K. Chamberlain

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*(Byron Chamberlain has been in Newport Beach, in the yacht insurance business, specializing in older classic boats, for over thirty-two years. He's owned two other schooners, both Aldens: GOLDEN HIND, 46', built by Dauntless Shipyard, and REVENGE, 43', built by Britt Brothers and now on the Chesapeake. He's also owned a 46' Nick-Potter designed California 32, and a 28' Winslow sloop.)*

#### OFFICERS

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**Jim Lobdell**

REAR COMMODORE  
**Fred Sterner**

SECRETARY  
**Roberta Pulsch**

TREASURER  
**Bob Pulsch**

NEWSLETTER  
**Gina Webster**

## MALABAR II SWEEPS AT MYSTIC

Heeding the philosophical admonition that those who don't benefit from their mistakes are doomed to repeat them, Jim Lobdell kept MALABAR II well north of the Race and, benefitting from a fresh northerly that faded for classes A and B, sailed to a sweeping victory in the 1992 Mystic Invitational Schooner Race.

A year ago, both MALABAR II and VOYAGER lost early leads because of a combination of strong tides and dying wind that drew them out into the Race. This year, both stayed well to the north, but the Vineyard Haven vessel fared a bit better.

In fact, MALABAR II annihilated the field, drawing off to a half-mile lead over arch-Vineyard-and-class-C-rival PHRA LUANG by the first mark in mid-Sound west of New London. After a reach back to Silver Eel Pond on Fisher's Island and a beat back to the finish west of Seaflower Reef, MALABAR II extended her lead to finish just as the breeze was dropping for the rest of the fleet of seventeen schooners.

Most of the action took place in class B, sad to say. TALISMAN rounded the first mark, and thus avoided a nasty collision involving TOTEM and SEBIM. Although the details remain hazy at best, it appeared that TOTEM, rounding first, overstood the mark, jibed, and reaching back towards the mark on port tack was struck amidships by SEBIM, who was just starting to jibe around. SEBIM's bowsprit absorbed the full force of the collision and shattered, but there was little further damage to either vessel and no one was hurt.

Class A saw the usual duel between BRILLIANT and FORTUNE, which remained close until Don Glassie's staysail schooner pulled away in the lightening air. VOYAGER, in third until just before the second mark, found some bad air to windward of Fisher's Island and watched in frustration as first TAR BABY and then ADVENTURER sailed on by. TAR BABY had a problem trying to figure out which way to cross the finish line and had to cross twice, a lapse that cost them.

At Mystic's usual casual but elegant awards ceremony in the Galley, Jim Lobdell carried off the BRILLIANT Trophy for best corrected time in fleet, the Soundings Award for best corrected time by a gaff-rigger, the Billy Atkins Memorial Trophy for first boat to finish,

and first place in class C. PHRA LUANG took second in class, and the Joseph Conrad Award for youngest crew. Jim Raferty's GOLDEN GOOSE took third in class. WE'RE HERE, EASTERN PASSAGE, and STELLA POLARIS rounded out the class.

In class B TALISMAN sailed in her usual impeccable fashion by Bob Fitzgerald, took first place honors with TOTEM second. SAGAMORE and SEBIM withdrew and SWAY did not finish.

Mystic Seaport Director J. Revell Carr made a special presentation of the Director's Award to Humphrey Barnum, owner and co-skipper with son Bill, of SAGAMORE. Carr noted that Humphrey and SAGAMORE have raced more often than any other schooner except BRILLIANT in this event and were highly deserving of this award, which usually is presented to the oldest vessel in the fleet.

FORTUNE won in class A for Don Glassie. While BRILLIANT was second technically, she sailed as a non-competitor, and second place was therefore awarded to Commodore Mark Faulstick and ADVENTURER. As a sendoff on their world voyage, Peter and Jeanette Phillipps and VOYAGER took third place. TAR BABY and FLUTTERBY were fourth and fifth.

Sam Hoyt

## CORRECTION

The photos accompanying the SO FONG article in the last issue of *Wing & Wing* were provided by David Matzenik, not Ginny Jones.

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*Below: ADVENTURER at Mystic, as seen from VOYAGER. Photo by Jim Mairs.*

## ASA AWARD PRESENTED TO MYSTIC SEAPORT

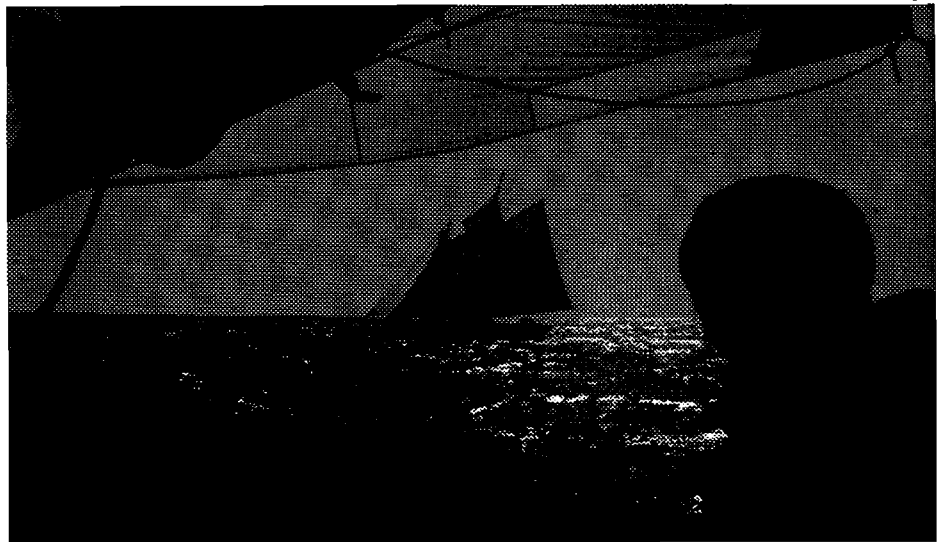
On the occasion of the 20th Anniversary of the American Schooner Association and the 25th Anniversary of the Mystic Seaport Museum, the former in the person of Commodore Mark Faulstick presented the latter, in the person of Director J. Revell Carr, the American Schooner Association Award for 1992.

In his presentation, the ASA Commodore acknowledged that Mystic Seaport has always served as the unofficial home port of ASA. Certainly, the hospitality the Seaport has always shown has made it a welcome port of call, whether nautically or administratively, for ASA and its members.

Faulstick specifically noted the contributions made by a wide number of Seaport staffers, including former race committee chairmen Mike Sturges, Jonathan Harley, and Connie Boehm, present race committee chairman Dave Raynor, long-time race committee/handicapping guru Bill Ames, BRILLIANT skippers Biff Bowker and George Moffett, youth training staffer Alicia Crossman, photographer Marianne Stets, and Revell Carr himself. These people, as much as the Seaport itself, are why the Seaport is the great place it is, Faulstick said, and it is they who are the true recipients of the ASA Award.

The award itself, a gorgeous half model of MALABAR II mounted on a plaque holding the names of all past recipients of the award, will permanently reside at the Seaport, probably in the Youth Training Building where ASA holds its annual meeting.

Sam Hoyt



## NOVI NEWS

CONSTANCE proved to be the only NSSA vessel ready and able to make a Sail Boston appearance and a quick glance at the log reveals that she, with a crew of seven, departed schooner cove (near Lunenburg) the evening of Monday, July 6, headed for Gloucester. After much fog and relatively little wind (except for the tail end of a gale early the last morning out), we arrived off of Eastern Point late Thursday afternoon.

Following the obligatory showers, laundings, reprovisionings, and tank-top-pings in Gloucester, we moved on to spend Friday night in an anchorage just outside of Boston Harbor. As a class C "rally" vessel, we were offered the choice of entering the harbor prior to the start of the official parade on Saturday morning and proceeding directly to our anchorage in the Mystic River, or viewing the parade from our assigned anchorage and falling in behind the last of the nineteen Tall Ships as she entered the harbor late in the afternoon. We chose the second option and spent an unforgettable day watching and photographing a stream of sailing vessels, the likes of such I will never see again.

As instructed, we and a number of other class C vessels fell in astern of TOVARISCH and with all flags flying, moved on to the entrance to the harbor. At that point we and our companions were informed by our Coast Guard escorts that the harbor had been officially closed and that we could proceed no further. When we were slow to react we were handed a document threatening us with a \$500 fine if we did not turn aside immediately. And so, very unhappily, we anchored and entered the harbor two hours later with the tour boats and the rest of the mob. And then our assigned anchorage proved to be about as far up the Mystic River as a vessel with spars can go; and there was almost no launch service. Not a happy ending to what had started off as a great day!

Several days later we were allowed to join MALABAR II off of Constitution Wharf, and then moved on to Salem and later to South Freeport, (did you know that L. L. Bean runs a free shuttle bus to South Freeport during the cruising season?), before heading back to Nova Scotia.

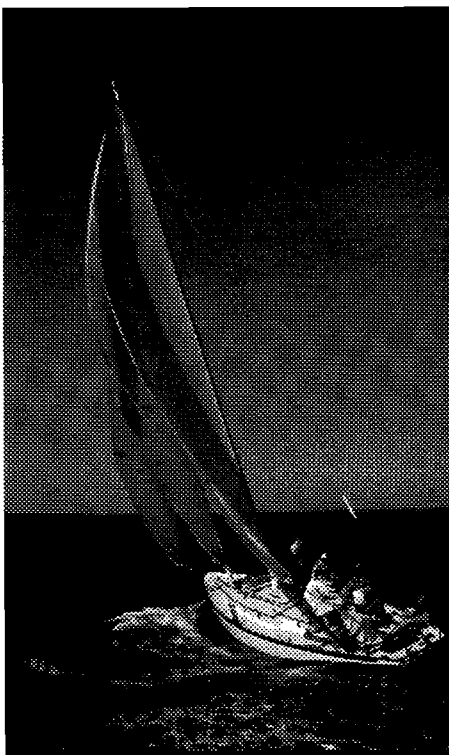
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The regular NSSA race week was held the last week in July, with Mahone Bay as our host. Our races, not entirely coincidentally, overlapped with the town's annual Wooden Boat Festival. Winds were generally light, most days were clear, and the big winners were CALANOVA (built two years ago and one of the smallest boats in our fleet), skippered by Doug Himmelman, and WILLIAM A. MOIR (a seasoned campaigner and the largest in our fleet), skippered by Don Stephenson. TREE OF LIFE contributed in many ways to our races and activities, and the ASA's TALISMAN was a welcome participant and keen competitor.

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At the fall meeting of the NSSA eight skippers expressed a strong interest in a cruise to the Bras d'Or next July (mid-month, most likely). The lakes offer idyllic cruising opportunities and we would be delighted to have as many ASA boats as can make it. A number of Cruising Club of America boats are expected to be in the area as well. I should have more details to share with you by the time the ASA gathers in Mystic for the annual meeting. Our regular race week is scheduled for the week of August 2, and we will probably be sailing out of the LaHave River Yacht Club.

Fred Rhineland



## SOUTH STREET SEAPORT'S 26TH ANNUAL MAYOR'S CUP RACE

The event did not have a good turnout of schooners, but those that did participate had a great race. It was a well-run event, with the Sea Cliff Yacht Club as the Race Committee. Approximately twenty-seven boats participated in the three classes.

A front came through early Saturday morning and when one looked up at the black clouds surrounding the Twin Towers, the view was wild. The storm went through very quickly, followed by a strong northwest wind. This was great for racing, but of course by the afternoon the wind had died down.

The Seaport's PIONEER was an impressive sight with all her sails set. I overheard one of her former crew members say he did not know they had so many sails in their inventory. She was magnificent!

KATHLEEN MARY and her crew had an exciting race under her new sail. The race was quick and there was an early return of boats to the Seaport, which led to an afternoon of socializing and even time for a quick nap in the sun.

The dinner and awards ceremony were held that evening. The boxed suppers did not win any awards, but the beer was a fine brew (New York Harbor Ale). Cheers to the brewer.

Trophies were awarded as follows: TALISMAN, Mayor's Cup and first place in the schooner class; ADVENTURER, Alfred F. Loomis Award and second place in the schooner class; and MYTH, third place in the schooner class.

Bob Pulsch

## FOR SALE

The most recent issue of *Scoon* announces that SEBIM is officially for sale. The hull is in good shape, with a re-built stern and transom, new standing rigging and bowsprit. Vern Brady can be reached at 902/823-3014.

ROSE OF SHARON is also for sale, as Byron Chamberlain notes in his article in this issue. He can be contacted via *Wing & Wing*.

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At left: FORTUNE at Mystic. Photo by Jim Mairs.

...And in at the last minute:

## LETTER FROM THE COMMODORE

Dear Members and Friends,  
Within a few weeks of your receipt of this issue of *Wing & Wing*, we will be meeting for what will be the twenty-sixth consecutive time, once again at the Seaport Museum in Mystic. Please make a note of Saturday, February 6 on your calendar and plan to attend.

We now have information cards about the ASA which we will be distributing at the meeting for you to give to any friends or acquaintances who express an interest in becoming members.

Speaking of new members, Captain Joe Davis of Newport, no stranger to schooners having owned and captained *BILL OF RIGHTS*, will be attending our annual meeting to propose a cruise/race week next summer. Details will be presented and finalized at the meeting.

As I write, the schooner sailing season for most of us here in the Northeast is

winding down. We are in the process of unbending sails, bringing down the running rigging, and putting up the winter covering. But for the lucky few like Bob Fitzpatrick on *TALISMAN*, the sailing season is perpetual: We met by chance aboard an Amtrack train as I write this letter. Heading north with his first mate, he was on his way to pick up his "land dinghies," to bring them south before continuing on to the Caribbean. Both promised to fly back up for the annual meeting, but if they don't make it, we'll understand.

I look forward to seeing all of you at this once-a-year event that promises to be most interesting, informative, and enjoyable. Until then, here's wishing you all the happiest of holidays.

Mark Faulstick  
Commodore

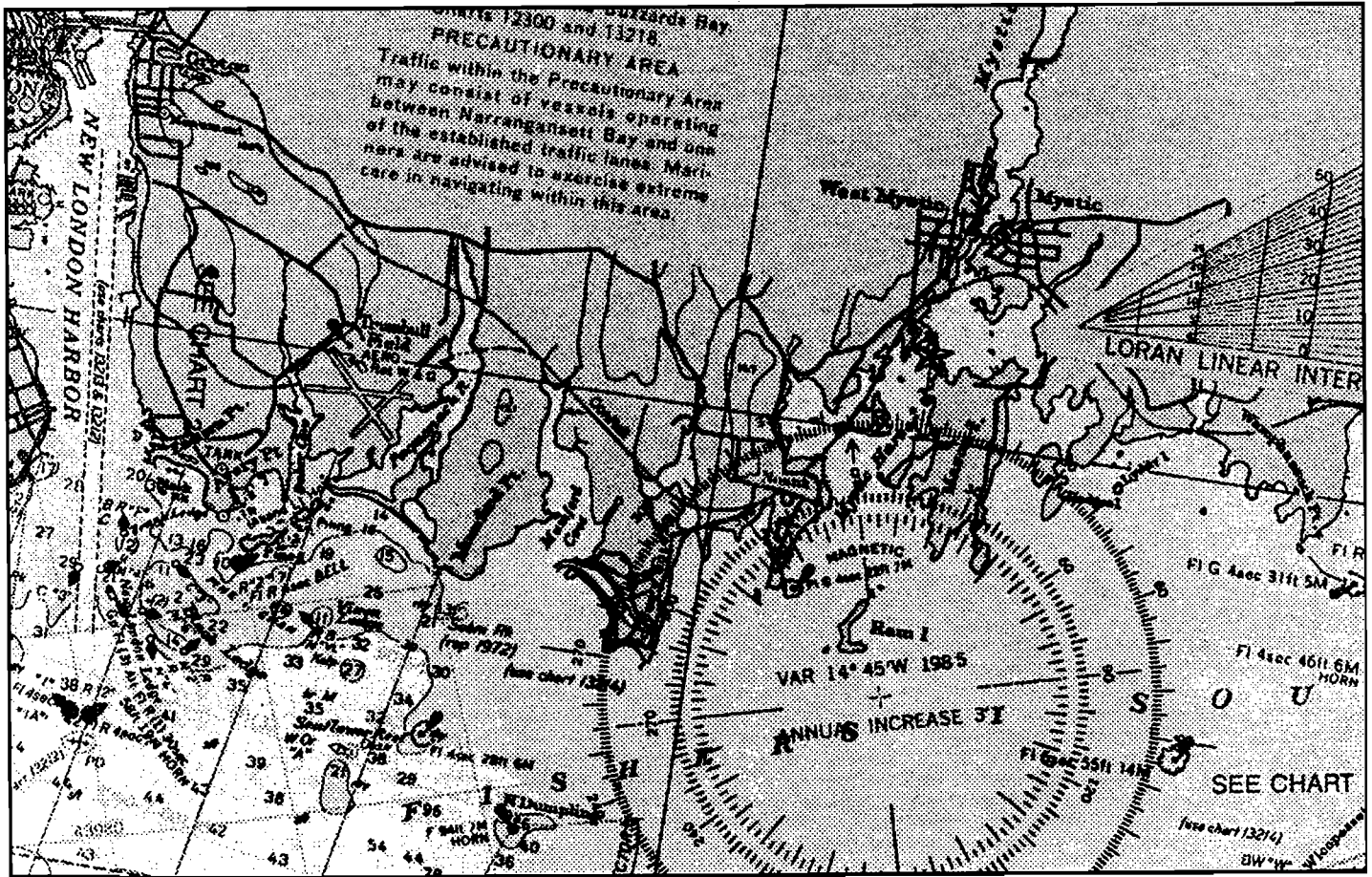
## ...AND FROM THE REAR-COMMODORE

One of the things we are trying to plan for next summer is a cruise in company. To put it simply, we would meet someplace like Block Island and then spend a week visiting different anchorages; for example, Menemsha, Cuttyhunk, Vineyard Haven, Newport, Tarpaulin Cove, and Nantucket.

It seems like July would be a good time to do this, and we could finalize the date at the annual meeting if people give it a little thought between now and February 6. We could keep it very informal and decide where to go depending on which way the wind is blowing. We could also plan to arrive at a certain port on a particular day, enabling us to set up a shore party or reception.

It would be great if many boats participated, so think about dates and places and come to the meeting prepared for discussion.

Fred Sterner  
Rear-Commodore





## THE WORST AND THE BEST

Why do we do it? What makes us go out there to repeatedly suffer such deprivations?

This time it's grey gales on the nose. A dead battery, a foul bottom, and ill-fitting sails. The cadence is as frenetic as the weather. Sleep is compressed to fit between duties: pump the bilge, check for chafing, nurse the seasick back to life, pee in your foul-weather gear, and survive the watch.

The pumps are only holding even now. What do you mean the navigator isn't sure if that's Cabo Roca or Cabo Carvoeiro? They're fifty miles apart!

Give up. Turn around. Throw away the sixty-hour beat from hell. Get safe.

Put the boat away. Inadequate funds have killed an adventure that should have lasted a lifetime. Only the heartache remains to raise warning flags, as events occasionally conspire to recreate these scenes of lost hope.

Maybe we do it for the times like these:

Bluer than blue water, twenty-five knots on the beam. The only fear is that the voyage will end. Don't stop. Every sighting, every LOP is on the money. We're maybe 1000 miles from land, but the chart shows the ocean we're looking at. In control and comfortable.

A few days later the morning cumulus clouds start grouping on the bow. We know what to expect. At midday the highlands of our destination are in view. The afternoon's speculations turn out to be accurate. We'll be in by nightfall.

The wind eases around the point and we gently beat to anchor in a crystal dream of sand and water, trees softly outlines on shore.

We set the hook. Tonight we stay on board, not yet ready to deal with society again.

Paul Bradley

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## STARBOARD TACK

In a letter to *Wing & Wing*, Byron Chamberlain offered his assistance to the ASA in providing West Coast schooner information. I plan to take him up on his offer, since we all too rarely hear about other boats on the other side of the country (down south, and the Great Lakes as well!). The bulk of the ASA members reside (and sail) in the northeast, but I'm sure all of us would like to broaden our organization. *Wing & Wing* will attempt to cover a greater area in the future.

My impression is that schooner people like to hear about other schooners (have you ever been in a group of schooner enthusiasts where the conversation did *not* consist largely of repairs to your boat, speculations about others' boats, sailing yarns, and dreams about future trips or future boats?).

The Channel Islands race, organized by Byron Chamberlain and Bob Sloan, as well as the rebuilding of ROSE OF SHARON and SPIKE AFRICA, suggest to me a level of schooner involvement on the West Coast of which we here in the East are not aware. I think the number of schooners nation- and worldwide far exceeds the number of ASA members, and think our organization could do better in reaching them. I've printed extra copies of recent newsletters, which could be sent to potential members. Please give me the names (and addresses) of any schooner folks you think might like to join ASA. If you want extra copies of the newsletter to leave on board their boats, let me know.

Hope to see you all at the annual meeting this winter.



Don Glassie and FORTUNE. Photo by Jim Mairs.

## LETTERS

Dear Gina,

Thanks again for sending me the newsletter, it was great reading! Last I heard of SO FONG was that the Vietnamese government was going to auction off the boat to the locals, but that was about three or four years ago. What a shame. I used to hang out on her when she was in Asia. She was a beautiful boat...

Would it be possible via *Wing & Wing* to locate a schooner on the West Coast? I'm just curious of its whereabouts and provenance since I was on it. It was a Pinky named ATTU, sold in San Diego in 1986, built in Malaysia in 1983 or '84. I sailed from 1984-86 from Singapore on it and would like to know where it is in case I'm in the neighborhood (possible trip to San Francisco over Christmas).

Sam Ragan  
(Ed: Anyone with any information on the whereabouts of ATTU, can write to Sam c/o W & W.)

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Dear Ms. Pulsch,

Your name has been given to us by Richard Jordan, the Commodore of the Manhasset Bay Yacht Club, and we write to enquire if members of your Association would be interested in putting together a schooner fleet to participate in the 1994 Newport-Bermuda Race.

This next sailing of the blue-water classic will be particularly notable as it coincides with the 150th anniversary celebrations of the Royal Bermuda Yacht Club and it would be most appropriate for the grand, beautiful schooners to make up a special class.

If there should be any interest, please respond to us as early as possible so that arrangements can be made in good time.

Brian W. Billings  
Vice Commodore

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Postcard from the Azores:

We had a lovely fourteen-day sail, ten days of which were under double-reefed main and staysail in fifty- to sixty-knot winds, thanks to Frances, but always from a favorable direction. Very wet; minimal damage; lots of chafe. We will stay here through 12/1 and then a few more islands, then Madeira-Morocco. No definite schedule yet.

Jeaneatte and Peter  
VOYAGER

(Ed: The Phillippses can be reached c/o 60 Canterbury Ct., Orange Park, FL, 32065-7201.)

# DOGWATCH

When You're Hot Department: It's been quite a year for Jim and Ginny Lobdell and MALABAR II. Great September picture in the WoodenBoat Calendar; a full-page picture in the New York OpSail program; a half-model on the ASA Award presented to Mystic Seaport, where, to prove the point, they carried off all the silver. And guess who's due to become Commodore for '93?

Globe-Circling Department: VOYAGER completed a fifteen-day crossing to the Azores after skirting the fringes of Hurricane Francis for several days. Sustained winds of up to fifty knots meant they were moving along at a good clip. The Phillipps may run into some Nova Scotia schooner people when they get to the Aegean, according to the latest edition of *Scoon*, the newsletter of the Nova Scotia Schooner Association. When VOYAGER departed Mystic Seaport following the schooner race, it was a nostalgic moment for schooner people. Vern Brady put it best, "It gave you kind of an empty feeling to know you're not going to see them for a while."

Good news from Nova Scotia: Tom Gallant of AVENGER fame is taking wife Melissa home from the rehab center,

according to *Scoon*. The Gallants were involved in a terrible car accident last spring, but this news has been greeted with great joy and relief by the entire membership of NSSA. Those ASA members who know the Gallants, as well as our entire membership, send best wishes for a continued and full recovery.

Closer to home, Barry Nickerson of the Boston National Heritage Group has purchased the big topmast schooner HARVEY GAMAGE and recently visited the Mystic area to look at other large charter schooners, including (big) VOYAGER, MYSTIC CLIPPER, and MYSTIC WHALER. Plans are to establish a not-so-far-down East charter fleet and, hopefully, to make that fleet part of the American Schooner Association. We wish him well.

This past summer was the first in a long time that Mystic Seaport's BRILLIANT was absent at all of the events on the traditional racing circuit. The only race she sailed in was the Seaport's schooner race, and she sailed in that as a non-competitor. This comes about as a result of a misguided decision by the Seaport's Board of Directors, which collectively feels that the vessel is too valuable to place into competitive, and therefore dangerous, conditions such as exist during these events.

A shortsighted decision, this correspon-

dent feels. By its very nature the sea is a dangerous environment. In this age of carjackings and other quasi-terrorist atrocities, any place can be dangerous.

What the directors miss is that BRILLIANT is more than just the flagship of Mystic Seaport. In fact, as one of the best cared for, not to mention *brilliantly* sailed by Captain George Moffett, schooners anywhere, she is a symbol and an inspiration to all who admire traditional vessels in general and schooners in particular.

BRILLIANT was built for Walter Barnum who wanted a fast and able vessel to compete in ocean races. She was finished just in time to enter the Transatlantic Race of (I forget which year). Her racing record is unmatched by any other schooner, including NINA, as all of us who have been subjected to a view of her rapidly receding transom over the years can testify.

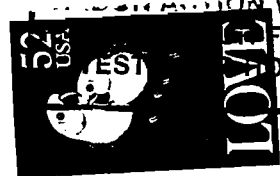
It is reported that BRILLIANT will carry the Mystic banner to the Bras d'Or Lakes in July 1993 as part of the 75th Anniversary Cruise of the Cruising Club of America. Such an offshore passage, even in company, is dangerous, too. C'mon, Directors, lighten up. BRILLIANT belongs in all of these events, if only to prove to the rest of us just how slow we really are.

Sam Hoyt



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