



WING & WING

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The Official Newsletter of the American Schooner Association

ALCYONE

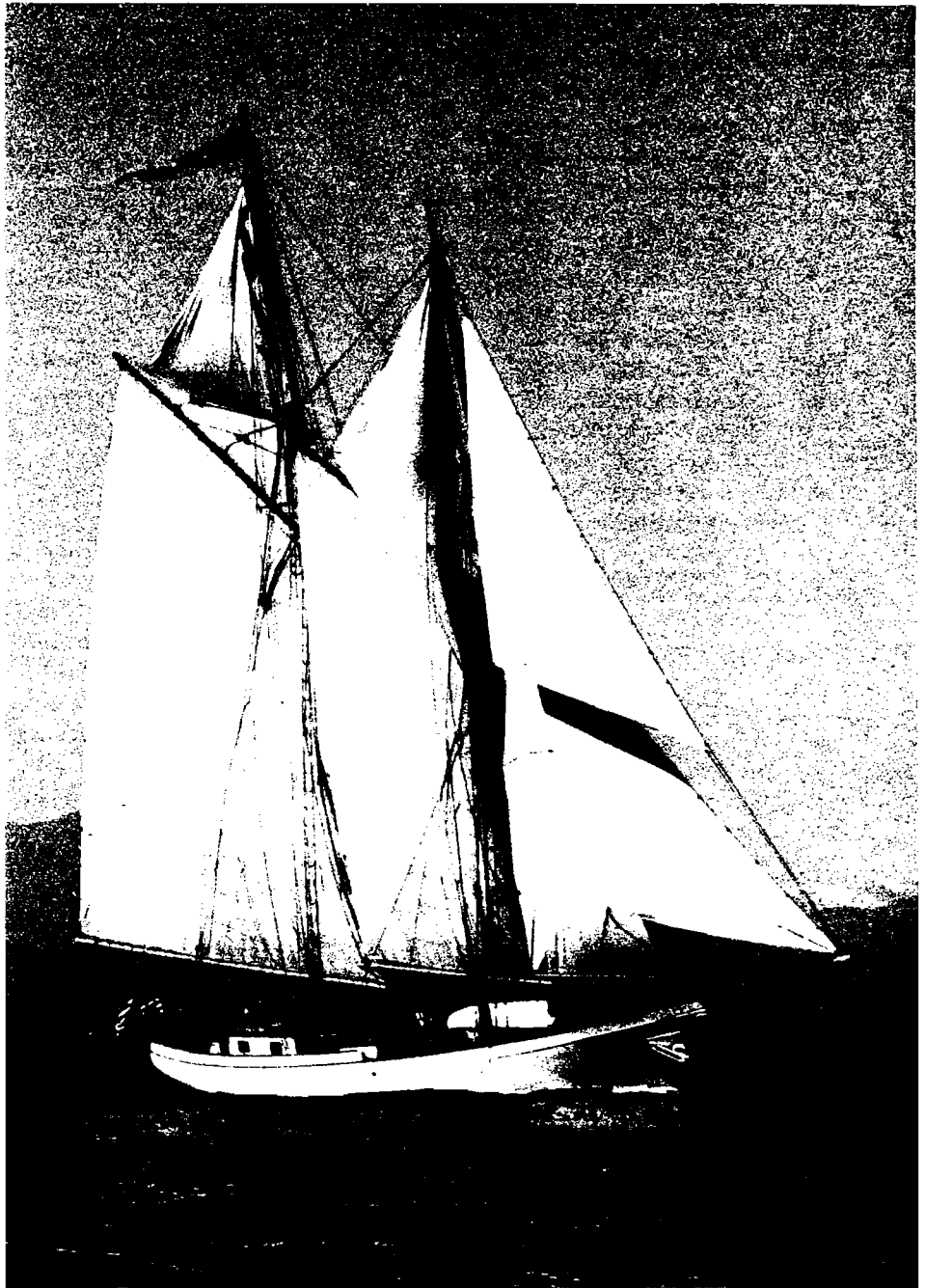
In 1956, Seattle master shipwright Frank Prothero launched a boat he'd been working on for six years. She was a 65-foot gaff-rigged topmast schooner, built for his personal use, a project undertaken to please no one but himself. He named her *ALCYONE*.

Prothero, arguably the dean of wooden boat building in the Pacific Northwest, built *ALCYONE* as stoutly as a workboat, using oak and cedar. To please his eye, he modeled her after the Gloucester fishing schooners of New England, some of the most beautiful commercial craft ever sailed. The result was a majestic, graceful schooner, ready to cruise anywhere in the world.

Prothero sailed the boat for nine years, until 1965, when he sold her to Peter Hanke. For the next twenty-two years, the Hanke family cruised her extensively and maintained her to exacting standards. She twice won the Best Sailing Vessel award at the Classic Boat Festival in Victoria, British Columbia. We purchased *ALCYONE* in 1987, and use her for charter, cruising, and racing.

In May of last year we competed in the Old Gaffer's Race (in Sidney, BC). It was *ALCYONE*'s first run in this Canadian event—a salty gathering of people and boats. The skippers' meeting was at the Stone House Pub, a traditional English tavern with a woody atmosphere, which complemented the style of the vessels and their owners. When the race started, off

(Cont. page 4.)



ALCYONE. Photo provided by John Flanagan and Leslie McNish.

MINUTES: Annual Meeting

The annual meeting of the American Schooner Association was held February 5, 1994, in the Youth Training Building at Mystic Seaport Museum, Mystic, CT.

Introductions: As usual, Commodore Jim Lobdell opened the meeting by introducing each officer. After that, each person in attendance introduced themselves and named the vessel with which they are affiliated.

Officers Spoke: The minutes of the previous meeting were noted and approved. Jim Mairs, Treasurer, handed out the financial report (see below). This was approved by all. Fred Sterner, Vice Commodore, reported that last summer all had a good time at the cruise-in-company which started at Block Island, went on to Tarpaulin Cove, and ended up at Harbor Court in Newport, RI, at the Classic Yacht Regatta. Bob Pulsch, Rear Commodore, said that the new racing schedule was not available to him at this time, but it is usually printed in *WoodenBoat Magazine*. Bob also said that the WoodenBoat Show was going to be at Southwest Harbor, ME, this year, and the ASA is going to organize a cruise-in-company to Maine, to include the WoodenBoat Show and the

Eggemoggin Reach Regatta. More information about this at a later date. Roberta Pulsch, Secretary, noted that membership was up considerably. This was due to a mailing that Gina Webster had sent to schooners listed in the WoodenBoat yacht register. Roberta also thanked all those who wrote to acknowledge or decline the dinner invitation at Harbor Court. It was nice to hear from each of you. At this time Roberta announced that she was resigning as Secretary.

Herreshoff Museum: A letter was received from the Herreshoff Museum, with an offer to give the ASA space in their America's Cup Hall of Fame Room. They requested a fee for this, an ASA burgee, and a short synopsis of our organization. This was discussed by membership and declined.

Mystic Schooner Race: Commodore Jim Lobdell spoke about the Mystic Schooner Race. He asked all to support it. He noted that Mystic Seaport has the lowest entry fees and it also has the best accommodations/facilities. Jim discussed the fact that fewer and fewer boats are entering it each year, and this does not make it cost effective for the Seaport to host us. He urged everyone to find a way to contact all schooner owners regarding this event, and to encourage their participation. It is our race, in that it is the only race for schooners only. Jim again stressed that networking to increase attendance at this event is important. George Moffett asked for ideas on how the event can be improved to benefit both the schooners and the Seaport. Brian Beckwith stated that he felt it was not well known by the Seaport employees themselves. He explained that when he had asked at the gate if the schooners were there, he was told that the race was not that particular weekend, when in fact it was. Another suggestion was to get a list of participants in the Gloucester Race, and correspond with them. Still another suggestion was made to see if charters could come and do the race.

Memberships: It was decided to renew memberships with South Street Seaport and Mystic Seaport Museum. There was also a discussion about the Secretary contacting the Nova Scotia Schooner Association in regard to a reciprocal membership. This would alleviate the necessity of us sending them dues and them return-

ing dues to us.

Discussions: Phil Smith will get a membership list together and send it to Gina Webster for printing and mailing.

A question concerning just who the Board of Governors arose. It was noted that the Board consists of the current slate of Officers, all past commodores, plus the newsletter editor.

Fred Sterner noted that he had just read *Amberjack*, by Ed Yeomans, about the family's schooner. Fred said it was good reading.

The members discussed promoting or advertising our organization in other publications. Jim Cassidy said this did not work for the Noank Boat Club. It cost quite a bit with little or no response. This was discussed further, and it was decided not to pursue the matter.

Bill Barnum noted that no stories or articles about ASA boats or schooner races ever appear in *WoodenBoat Magazine*. He wondered if this could be pursued. Other members agreed with this fact. At this time, however, no decision was made with regard to contacting *WoodenBoat*.

Jim Lobdell appointed Vern Brady and Roberta Pulsch to work on compiling (Cont. page 3, column 2.)

TREASURER'S REPORT

Balance as of 6/21/93:	\$2,592.81
Income through 2/4/94:	
<i>Dues*:</i>	\$ 885.00
<i>Burgees:</i>	50.00
<i>T-shirts:</i>	405.00
<i>Newport dinner:</i>	1,600.00
<i>Mystic lunch:</i>	54.00
<i>Misc.:</i>	5.00
	\$2,994.00
Expenses through 2/4/94:	
<i>Wing & Wing:</i>	\$ 815.67
<i>T-shirts, burgees, flags:</i>	750.00
<i>Newport dinner:</i>	1,951.28
	\$3,517.92
Balance as of 2/4/94:	\$2,068.89
(*anticipated dues for 1994:	\$1,625.00)
Working balance for 1994:	\$3,693.89

OFFICERS

COMMODORE
Jim Lobdell

VICE COMMODORE
Fred Sterner

REAR COMMODORE
Bob Pulsch

SECRETARY
Jeff Robinson

TREASURER
Jim Mairs

NEWSLETTER
Gina Webster

West Coast Correspondent
Byron Chamberlain

FROM CANADA

We all join our friends up north in mourning the passing of Don Stephanson, owner of WILLIAM MOIR, who died on March 18 after a long battle with cancer. Those of us who met Don at the '89 Gloucester Rendezvous all came to appreciate the grace and sportsmanship with which he participated. And we'll always remember that glorious fisherman staysail. Whoever acquires the MOIR, which is now for sale, will have very big shoes to fill and a very good schooner to sail.

The good news from up north is that the inimitable Ed Murphy is willing to forsake NSSA Race Week to bring HEBRIDEE II to the WoodenBoat Show and, knowing Ed's keen competitive nature, very likely the big race to follow. Let's hope some more of the Novies can make.

On the PR side, an article in the current *Classic Yacht Magazine*, the English publication for traditionalists, features "The Schooners of Mahone Bay." Got to get a copy of that one.

Sam Hoyt

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SEBIM at the start of the Gloucester race (see article pages 10-11). Photo by Betty Ramsey.

(MINUTES: Cont. from previous page.)

existing copies of *W & W* in order to xerox them and make them into booklets.

ASA Award: There will be no award this year.

The ASA had some gifts which were donated to us and it was the Board's decision to give some awards to members. A bottle of wine (ASA Captain's Stock) was awarded to Gina Webster for her where-with-all in getting new members and her work on the newsletter. A bottle was also given to Sam Hoyt for his regular contributions to *Wing & Wing*. Another bottle of the same wine was awarded to Humphrey Barnum who is a charter member of the ASA and who still makes every meeting

and every sailing event. A leather palm was awarded to Phil Smith for getting BLUENOSE JR. off the island and for rapid sail mending just before a race (Classic Yacht Regatta).

Lunch: The meeting adjourned and a luncheon followed in the Youth Training Building. After lunch Jim Mairs presented some slides of past races and events, and he promised next year to show slides of the rebuild of *WHEN AND IF*. After the slide show, Dave Clarke was auctioneer for several items which had been donated to the ASA (proceeds to benefit the ASA). The auction turned out to be a lot of fun and we will try to do it again next year after the meeting.

Roberta Pulsch



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Jim Cassidy

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(ALCYONE: Cont. from page 1.)

the Sidney waterfront, ALCYONE was third across a line crowded with twenty-six boats. We foolishly tried to make Sidney Spit on one tack against a strong adverse current. They say that God takes care of fools and drunks, and we just scraped (literally) by the spit and into first place. The Old Gaffer's Race is a race of local knowledge (lack of which on our part let two boats pass) and luck (so we got to pass one of them again). We finished First Traditional Gaffer, had lots of fun, and look forward to racing again this year.

Then in August it was time for the Port Townsend (WA) Mayor's Cup Race. The party on the beach with the boats anchored off of Fort Worden is always fun, as is the race the next day. For the second year in a row we towed the bucket, the price of having won the previous year. This year, although we nailed the start, it didn't take long for BARLOVENTO, a racy 65-foot stay-sail schooner, to catch us on the weather leg. Just after the start, we were set upon by about 150 kayaks doing a triathlon. ALCYONE split their fleet in two; they looked like buckshot scattering around us, and some of them were not too pleased! We finished the race second behind BARLOVENTO.

From the Mayor's Cup we moved on to Victoria (BC), which is always fun with our front-row seat to the Classic Boat Show. For the race we had a steady six- to ten-knot breeze—a little light for ALCYONE, but we enjoyed setting a cloud of sail. We finished fourth after three stay-sail schooners; first gaff schooner.

The next weekend was the Port Townsend Wooden Boat Festival, which has a small-town, home-brewed feeling that is always fun. The first evening of the festivities we rounded Point Hudson at dusk after a hull-speed reach across the straits and were greeted by a crowd at the Beer Garden, cheering ALCYONE as we tacked back and forth along the waterfront through the anchored boats. By the time we doused sail it was dark with a good breeze blowing. Point Hudson Marina was packed and a crowd gathered to see if we could shoehorn ALCYONE into a spot. We found room to turn around, and backed into our weekend home with a couple of feet to spare.

The next day the race started in a calm, but then as the forecast gale filled in, we started to fly. On the weather legs we were over-canvassed with our rail awash; off the wind we reached along at ten knots. We finished after BARLOVENTO and PASSING CLOUD which is, barring any major mistakes on their parts, right where we should be. We went over to console PASSING CLOUD about their loss to BARLOVENTO, the speedy new kid in town, and staggered home at 2:00am. The next day we chose to have a nice, relaxed, four-lowers sail with the rest of the fleet.

Specs

LOA: 65'
Beam: 15'2"
Draft: 9'6"
Mast: 85'
Sail Area: 3,000 sq. ft.
Fuel: 180 gal.
Water: 300 gal.

After a couple of days in Port Townsend, we were off to Desolation Sound (Canada). Late summer was in full swing by this point, and after only one rainy day we had sunshine and warm weather for the rest of the trip. In Desolation Sound we swam in five lakes, adding two new ones to our existing repertoire. One of our more exciting adventures was maneuvering Dodd Narrows, *aka* Nanaimo Rapids. We arrived a little before slack water and decided to go for it, following a classic tug named THE BEE. After watching her struggle despite her big Enterprise engine and 56-inch prop, we should have known better. Crawling forward at nearly full throttle, making one knot over the bottom, we felt like a 65-foot salmon fighting upstream to spawn.

Another highlight of the summer was a tour of Count Von Badden's house and islands, near Cortez Island. It's a private residence built in the late '40s for the Count, a relative of Queen Elizabeth. We met the caretakers, a German couple, and were invited over for a gander. The house must be one of the largest log cabins anywhere, with seven bedrooms and five bathrooms. Yet it is quaint and homey, with furniture built by a local Norwegian craftsman.

Our biggest adventure of the summer was a two-and-a-half week cruise to the outer coast of Vancouver Island. We sailed around the Broken Group, hundreds of islands which once were home to the largest Indian settlement in the Pacific Northwest. Ruins, burial caves and ancient tribal sites are scattered throughout the islands. The best anchorages are the sites of old trading ports from Captain Cook's day. In these coves you find white beaches, which are the remains of the natives' largely shellfish diet. Five thousand years of eating clams and oysters on the shore makes for a lot of white sand. We sailed around with three other woodies, and initiated the First Annual Barkley Sound Cruiser's Regatta with rafting up and parties on the beach, while lies and good Jamaicky rum were passed around the fire.

From the Broken Group we sailed north fifty miles to Clayquot Sound and Hot Springs Cove. This was a real treat. After a 45-minute walk along a mile-and-a-half red cedar boardwalk, we arrived at our own private hot springs. This is a *real* hot spring with the water temperature ranging from 107 degrees to 45 degrees, if you feel like jumping into the ocean. The best was to sit in the last small pool where surf broke over the rocks, which rather than cooled you off. Then the hot, fresh water from the spring flowed into the pool and you were warm again, until the next splash of cold water. We spent three days there and had a grand time.

Our last trip of the year saw us back in the San Juan Islands for the Around-the-Country Race, a two-day event that took us from the east side, around the bottom and up to Roche Harbor the first day, then up and around the top of the islands and back down the second day. With our crew of locals, we raced in about every condition imaginable. Our favorite leg was a close reach from Turn Point to Patos Island. We rounded Turn Point in 29th place and by the time we reached Patos Lighthouse we had passed twenty boats. Most of these boats were serious racers, sporting lots of Kevlar. The next leg, they showed their stuff as all twenty of them re-passed us, beating the weather to the finish. It was fun while it lasted. We came in fourth in our class of eleven boats.

During the trip back home we had the excitement as temporary engine

lems forced us to get sailing in a hurry in thirty to forty knots of wind (we were short-handed, too). It was too much wind for the single-reefed main, so we charged across the straits with fore and staysail up. The decks were soaked and a forty, gusting fifty-knot wind whistled in our rig. Sails like that are fun when the end is in sight and when you can look back knowing nothing broke and no one got hurt. It was an exciting and eventful season.

Upcoming voyage

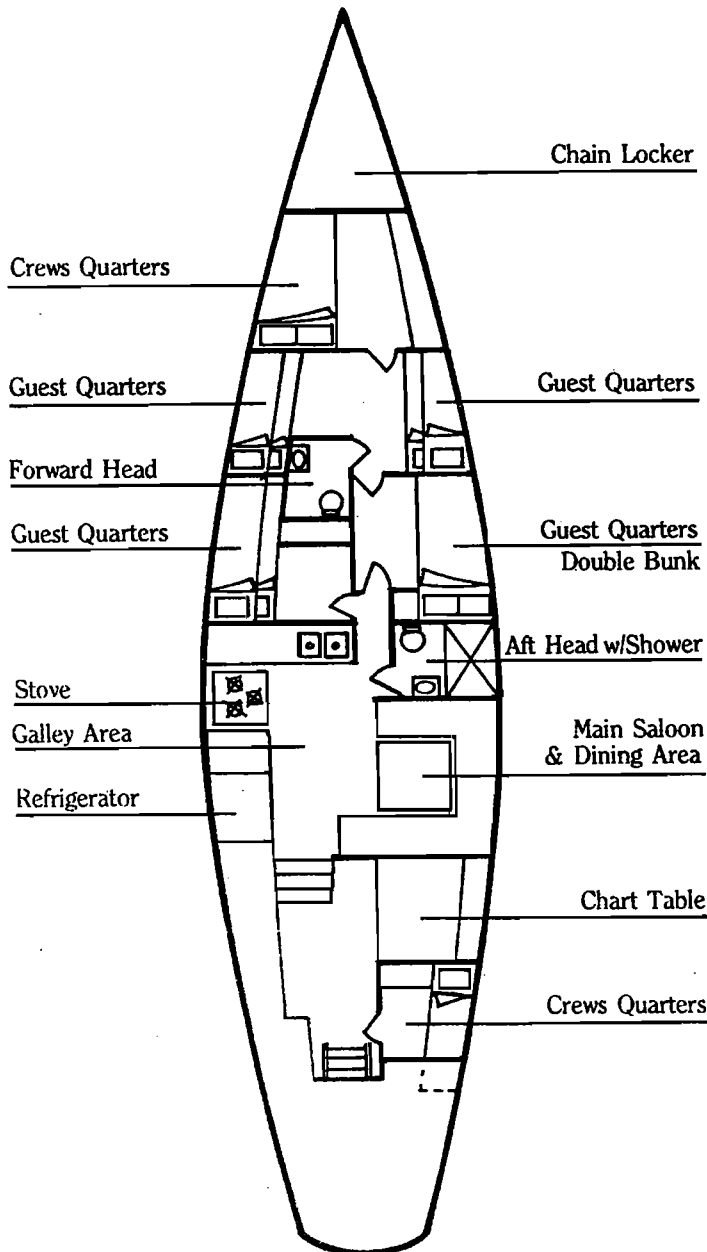
Now we are busy preparing for a trip to the South Seas. We're sewing up a new course, raffie, flying jib and mainsail, awnings and deckcovers. And when that's done, we'll start working on systems; installing a watermaker, GPS, autopilot, a new twelve-volt battery bank and charging system. We're also building in new lockers and bookshelves, not to mention the regular maintenance that has to be done on the

boat. All this must be ready by the fall. And on September 19, 1994, ALCYONE will depart Port Townsend for a two-year cruise through the South Pacific, an adventure we've been planning for some time.

We'll begin by coastal hopping down to Costa Rica. From there we'll jump offshore to the Cocos and Galapagos Islands, then to Ecuador for a major reprovisioning, before sailing to the southern ocean. Along the way we'll visit Easter Island, Pitcarin Island, the Gambiers, Marquesas, Tuamotos, and Tahiti. We'll top off stores in Tahiti and cruise the Society Islands. Then it's on to the Cooks, the Vava'u group, Tonga, Fiji, and finally south to New Zealand, where we'll enjoy the southern summer and sit out the hurricane season. Departing New Zealand, we'll head east in the roaring forties to the Chatham Islands, up through the Australs and back to Tahiti, followed by our longest blue-water passages: to Hawaii and Alaska. We'll head home to Port Townsend via the inside passage.

The voyage will be broken up into passages where paying crew can join us. The cost will be \$75.00 per day, per person. This is serious sailing and everyone will pull his or her own weight. This will include standing watches, steering, helping with the sail changes, lending a hand down below, and staying up for anchor watches. ALCYONE has all the modern-day equipment, but that doesn't mean we'll use it; celestial navigation has worked fine for years and is more fun and challenging than pushing buttons. Also, underway ALCYONE is a dry ship (but as with most rules, there are exceptions, such as crossing the equator, birthday celebrations, and landfalls.) If you are at all interested in sailing with us on part of this cruise, please contact us at the following numbers: 805-985-3540 or 805-985-1771.

Leslie McNish
John "Sugar" Flanagan



*To follow the drops sliding from a lifted oar
Head up, while the rower breathes, and the
small boat drifts quietly shoreward;
To know that light falls and fills, often
without our knowing.*

The Shape of the Fire, 1948
Theodore Roethke (1908-1963)

WHAT ABOUT SCHOONERS?

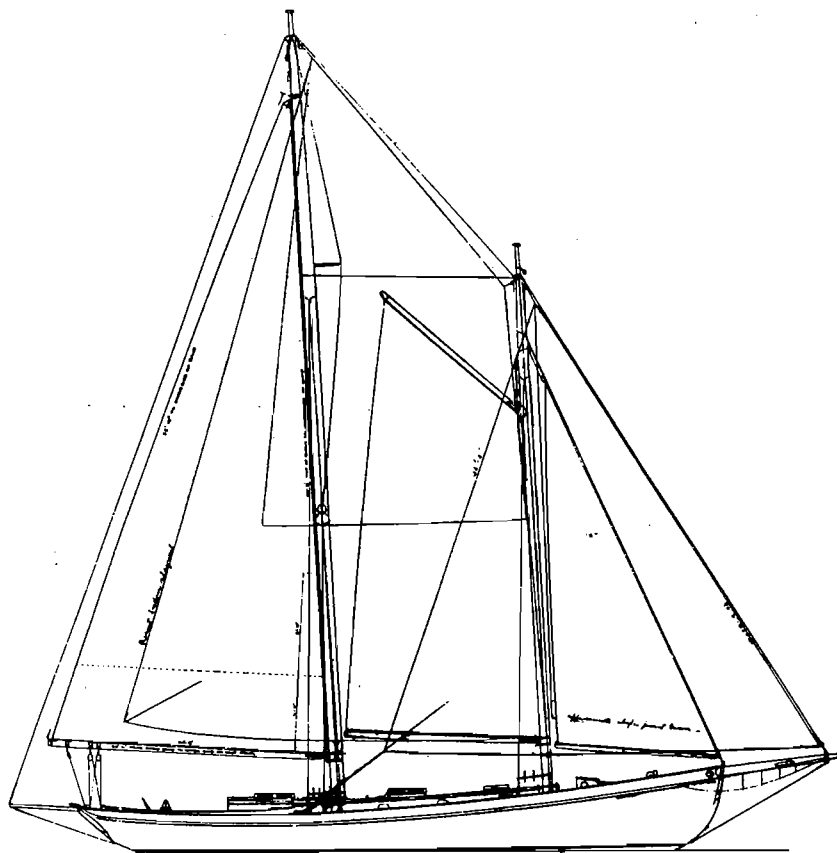
(The following article, written in 1947 by William H. Taylor, gives a good account of the pros and cons of the schooner rig, and suggests why the rig lost popularity among some designers. A copy of the article was sent to Wing & Wing by George Moffett. It first appeared in the December 1947 issue of Yachting and is reprinted here with kind permission of the publishers.)

When DOLPHIN II won the Honolulu Race [in the summer of 1946], schooner adherents (and there are lots of us despite anything that may be said in this article) cheered lustily. It had been a long time since a schooner had won a major ocean race, and here at last was proof that they could still, on occasion, win in a fleet that included some of the best of the modern sloops and yawls.

It was like a dash of cold water, there-

fore, to get a letter not long afterward from John Alden, who designed DOLPHIN II (ex-SALLY II) some 20 years ago, attributing Frank Morgan's victory to a combination of picking the right course, getting just the right conditions, and sailing his ship well and hard. "Under the same circumstances," John wrote, "DOLPHIN would certainly have done as well and probably better with a cutter, yawl, or ketch rig"—this despite the fact that DOLPHIN's rig with short mainmast and small mainsail gives her a low rating for her size. Coming from the leading exponent of the schooner, both as designer and skipper, for nigh onto 30 years, this smacked of treason and started us wondering.

We wondered, for instance, if the schooner, traditionally the characteristic American rig for a century and a half, is really on the way out; if so, why; whether deservedly or not; and, if not, what ought to be done about it by and in behalf of those who like the rig?



ABENAKI. (Courtesy John. G. Alden, Inc.)

Mr. Alden was obviously the man to talk to about it. In the past 30 years, some 500 schooners have been built to his designs, including the numerous sister ships, like the famous 43-footers, of s design. The pre-eminence of the schooner among ocean-racing and cruising-type yachts from World War I down to the middle '30s may be attributed largely to the fine yachts of this type designed by Alden, Charlie Mower, Bill Hand and Bill Roué. Other designers have produced outstanding schooners, but relatively few of them.

On the other hand, the last two yachts that John had designed for his own use, MALABARS XII (now CARIB) and XIII, had been ketch rigged. This circumstance made things look bad for the schooner until we wandered into Mr. Alden's office recently and he greeted us with the news that, only a few minutes before, he had completed the purchase of a yacht for his own use—you guessed it, a schooner. She's the 52' l.o.a. ABENAKI, a sister ship to George Ratsey's famous old schooner ZAIDA, but with a new rig; taller, with a jib-headed mainsail, a shorter main boom and a permanent backstay. Alden had designed her in 1930.

After having schooners for many years John said, he decided a few years ago preferred the advantages of a ketch rig. He still prefers a yawl in a boat 36 feet or less in length, and a ketch in somewhat larger craft, but after sailing ketches for a few years he had decided that, for his own use, which is primarily cruising with racing an occasional and secondary factor, he prefers the virtues of the schooner, in a boat over 50 feet, to those of a ketch of equal size.

Do I hear some racing enthusiast snort: "What virtues?" It's a fair question. Virtues she has, and defects as well, and we may as well take a look at both. We will start by conceding that if you're going in for afternoon racing, the schooner is about the most impractical rig you can put in a boat, next to a brig. With her mainsail, foresail, fisherman and two or three headsails, there are just too many strings to pull, too many fine adjustments of trim to be made.

I recall one such race, in the old ZAIDA, when we tacked around a buoy off Greenwich [CT] and all hands worked like beavers for several minutes getting trimmed just right for a close reach ac...

to Oak Neck. After we thought we had finished the job, and were catching our breath, the skipper suddenly leaped three feet off the deck and let out an anguished howl: "My God, we forgot the fisherman!" And so we had—we'd doused it for the tack and in the ensuing scramble nobody'd remembered to hoist it on the other side. By the time we got it up and trimmed properly it was almost time to drop it for the jibe around the next mark.

So nobody in his right mind would rig an afternoon racer as a schooner. But for offshore and long coastwise races, the same objection doesn't apply. Then your sails are set and trimmed for hours or days on end, requiring only occasional minor adjustments for variations in the breeze, and the few extra seconds and extra pulls on sheets and halliards don't matter.

Beating to windward, the schooner is not quite a match for the modern jib-headed sloop or the ocean-racing type yawl with a minimum of area in her mizzen, though she may do well against a ketch, or even against a yawl with a big mizzen. The single-masted (or almost single-masted rig) is undoubtedly more efficient to windward than the schooner, but not as much so as might appear from a casual glance at race results in recent years. Two facts have worked against the schooner since the sloops and yawls have come into fashion among the ocean racing fraternity. Few schooners, for one thing, are equipped with first class racing sails and gear nowadays, most schooners being owned and sailed by cruising men who race only occasionally and not too seriously. And, conversely, since most of the keenest racing men are now sailing sloops and yawls, only occasionally is a schooner raced by a skipper and crew who really get the most out of her, especially to windward. Maybe the "schooner men" of a decade or two ago are getting old. Could we be?

DeCoursey Fales' NINA is the outstanding exception to the above remarks, and the one schooner on the East Coast that has, during the past two seasons, proved time and again that she can stay with the big sloops and yawls, and on occasion, even on a beat to windward. She has the sails and gear and she is sailed by a master schooner skipper. Being staysail-rigged, she is closer-winded than a gaff-foresail schooner. Of course there was some argu-



"The schooner's ideal point of sailing." David Stevens at the helm of KATHI ANNE, NSSA race week in Mahone Bay, 1987. Photo by Jim Mairs.

ment, when NINA first came out 20 years ago, whether she really was a schooner, as she just missed fulfilling the requirement that a schooner's mainmast must be stepped at least 55 percent of her waterline length abaft the forward point of the waterline.

The schooner's ideal point of sailing, of course, is a reach, where she can really use her full sail plan to advantage, provided she has an assortment of main topmast staysails, including one of the big balloon "gollywobblers," and a good reaching headsail. With a good, whole-sail breeze, from a point or two forward of the beam to broad on the quarter (ideal sailing conditions in any boat) the schooner can get up and get with the best of them. The trouble is that one seems to meet this condition so rarely in our ocean and coastwise races. And when they do get 'em? Well, in the 1932 Bermuda Race, a close reach in fresh to strong breezes from Montauk clear to Kitchen Shoals buoy, MALABAR X, 44 feet on the waterline, won with a corrected time average speed of 8.95 knots for the whole 628 miles, close to the all-time record.

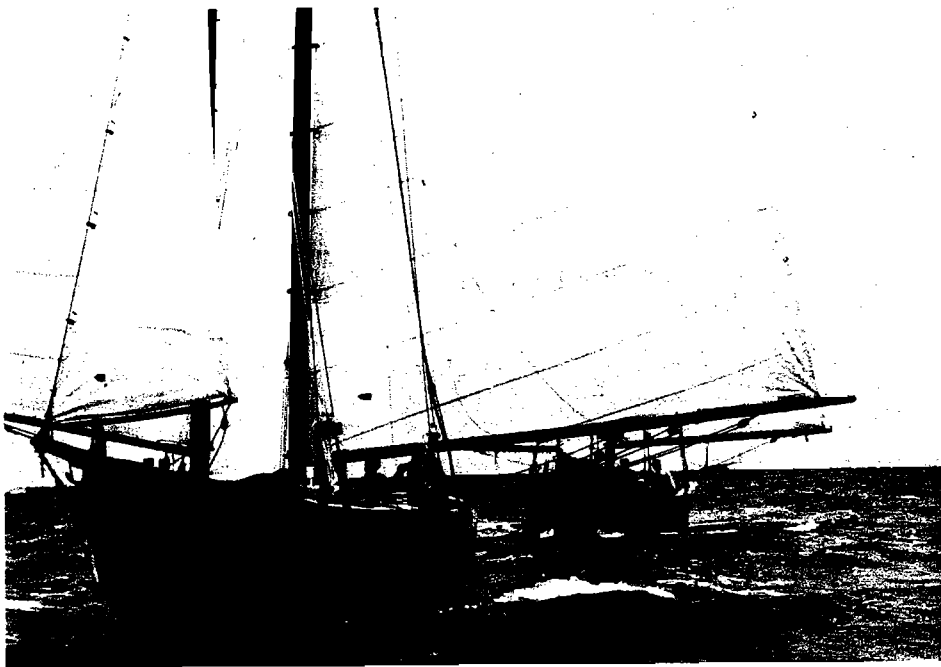
Before the wind, or so nearly before it that the big balloon staysail doesn't fill properly, most schooners are at a disadvantage because, their foremasts being much lower than the mainmast of a sloop,

yawl, or ketch, they can't set big enough spinnakers. Even NINA is no exception to this and she can hold her own only when the breeze is light enough to make reaching downwind a profitable maneuver, getting her enough extra speed to compensate for the extra mileage entailed. On this point, Mr. Alden feels that a rig with a taller foremast than most schooners carry now would more than pay for the extra measured sail area, and that the rig carried by the typical schooner of today could be improved in other ways.

In the real knock-down-and-drag-out hard chance (again, only occasionally met in racing) the schooner comes into her own again. With her various sail combinations she can be better balanced under reduced sail and can be kept going (as, of course, can the ketch) while the sloop or yawl loses valuable time practically hove-to while her mainsail is down for reefing and subsequently for shaking out reefs.

To sum up, for long distance racing, the schooner is not quite equal to the sloop or yawl but better than the ketch to windward; at least the equal of any rig afloat reaching; at her worst when running dead off, and a good rig to be shipmates with in really tough weather.

Insofar as smart sailing qualities are important in a cruising yacht, all this applies in considering the schooner as a



The glory of wing and wing. PHRA LUANG with TALISMAN and the fleet in pursuit, 1990. Photo by Jim Mairs.

cruising boat. The cruising man isn't interested in measurement rules and time allowances and while he wants a smart boat he doesn't, like the racing man, have to sacrifice everything else for the last fraction of a knot of speed. Relatively, he is more concerned with comfort, on deck and below, at sea and in port; with ease and safety of handling under all conditions; with workability for a short crew or one that includes a large proportion of women and children; with maneuvering qualities in crowded waters.

He is freer to indulge his personal tastes in rig, draft, appearance and in those more or less intangible qualities that give a boat individuality and make her one man's meat and another man's poison. And there are a lot of men who prefer schooners, just as there are a lot of men who prefer pointers to setters, or Jamaica rum to Scotch...

In the average boat less than, say 43 feet on deck or, if you prefer, 35 feet waterline, the schooner's sail area is too chopped up and her deck too cluttered with gear for efficiency, though some extremists don't seem to mind. But give her a few feet more length and her sails are big enough, individually, to have plenty of drive, while no one sheet or halliard carries too much pull to be handled by one man.

When the going get really tough, the

schooner has advantages, some of which have been mentioned above. With her jib lashed down on the bowsprit and a reef or two in the main she will balance nicely and keep going places in a pretty hard blow. When it really begins to whistle, you can stow the main altogether and, under the foresail, whole or reefed, and with or without the forestaysail, she will heave to, jog, reach, run and even work to windward after a fashion. The foresail is well inboard, where sail ought to be in such weather. The mainsail is easier to reef than that of a sloop or yawl and, with the modern schooner rig which has a short boom projecting little if any outboard, as easy as that of a ketch.

A good ketch possesses equivalent virtues. The schooner's advantages over the ketch are that in average weather the schooner is basically a faster rig, especially to windward; and that there is no mizzenmast with its gear plump in the middle of the cockpit or bridge deck to mess up the on-deck accommodations.

Minor perhaps, but of importance to the average cruising man, is the schooner's tractability around moorings and anchorages. Her biggest and heaviest sail being well aft, you can take your time and get it properly set and the gear coiled down while she lies head to wind like a lady.

With any other rig, once the mainsail is set, the boat ranges around like a calf around a picket, and if there's any breeze at all the main boom flails around fit to decapitate anybody on deck. Remember how the two-masted coasting schooners used to lie at anchor for hours and even days at a time with their mainsails up? Likewise in making a mooring or luffing into an anchorage, if you drop your headsails and sheet the main flat she'll swing head to wind and keep her nose there when her steerageway is practically nil and a boat of any other rig would be falling off and ranging around.

There are, of course, schooners and *schooners*, particularly with regard to the distribution of area between the main and foresails. In vessels built for speed, such as racing yachts and the later and faster Gloucester fishermen, proportionately larger and larger mainsails became the vogue and foresails shrank accordingly (the extreme rigs were sometimes dubbed "two-masted cutters") because the big mainsails made them faster to windward. On the other hand, where ease of handling with limited crews was a prime consideration, the tendency was toward a big, broad foresail and a relatively small main with mainmast well aft, as typified in two-masted coasters and the working schooners still in use on the Chesapeake and in the West Indies, whose mainsails are in some cases little larger than the fore. Some strictly cruising yachts show this same tendency, and are the handier for it, but win no races.

While most schoonermen still prefer gaff foresails, the gaff mainsail with a topsail has gone out of favor, a jib-headed main of smaller area being more efficient, especially on the wind. For some purposes, however, such as ocean cruising to out-of-the-way places, Mr. Alden is inclined to favor the older rig. Carrying away a topmast brings less grief than a similar mishap to a tall marconi mast. A gaff sail should last longer and be less likely to blow out, due to the stress on the canvas being supported all along the gaff instead of concentrated in the narrow triangular head, and it's easier to lower a topsail than to reef a mainsail in a squall. The modern trend is to a short main boom, often with a permanent backstay, and taller spars, especially the foremast.

Such, in a general way, is the case for and against the schooner. There are fashions in yachts just as there are in ... clothing, and at times they are equally illogical. Forty years ago, boats built for cruising more or less aped the fin-keel, spoon-bowed scows developed by the contemporary racing rules. The International Rule boats killed off the Universal Rule classes to a considerable extent in matinee racing. Now the fast cruising type has largely supplanted both those rule types since ocean racing has come into fashion with the sailor whose primary interest is in competition. To a considerable extent the schooner type has simply gone out of style, not because of any inherent defect but because, in the past 15 years, more ocean races have been won by sloops and yawls than by schooners.

Cruising yachts are raced under various measurements rules, predominantly the Cruising Club rule or some close approximation thereof, the avowed purpose of which is to equalize the chances of winning among suitable yachts of different sizes, types and rigs. The rule at present contains a "rig factor" intended to even things among the rigs, which takes jib-headed, single-masted yachts at "scratch" with their full measured area charged against them in the formula. Jib-headed yawls get a break of 2 percent; gaff sloops and staysail ketches, 3 percent; jib-headed staysail schooners, 4 percent; gaff yawls and schooners with jib-headed main and gaff foresails, 7 percent; jib-headed ketches, 8 percent, and all-gaff schooners and ketches, 10 percent. Judging by the racing results, the present schooner allowances are inadequate to give them an even break with other rigs.

The schooner suffers from three handicaps as compared to sloops and yawls; (1) the weight and windage of two tall spars aloft; (2) the free sail area which overlapping headsails and big parachute spinakers give the sloops and yawls, due to the latter's fore triangles being a larger proportion of their total sail area than a schooner's ...; (3) over-evaluation in the rule, of the effective sail area between a schooner's masts.

Regarding the latter, in measuring sail area for rating purposes, a schooner is charged with 75 percent of the total of an area bounded by the two masts, the fore

boom (or main staysail boom) and a line between the uppermost halliard blocks on the forward side of the mainmast and the after side of the foremast. While conceding the power of a big balloon main topmast staysail on the limited point of sailing where it pulls its best, Mr. Alden believes, and many experienced schooner sailors will agree, that considering all points of sailing under all conditions, 35 or 40 percent would be a fairer estimate of the efficiency obtained from the measured area between the masts, especially for the schooner with gaff foresail, which is preferred by schoonermen over the staysail rig for any except racing purposes.

Such a change in the rule, or any change which might have the same effect and suit the rule makers better, would go a long way toward accomplishing the pur-

pose of rig allowances; i.e., giving the schooners a fair chance against the sloops and yawls. That would give the present schooner owners some incentive to enter an occasional race, and would encourage prospective owners who like the schooner to build according to their preference rather than to the dictates of fashion.

(Ed. note: According to Carrick and Henderson's Alden book, the same year that William Taylor wrote this article for Yachting, he was with John Alden onboard ABENAKI for the Newport-Annapolis Race. They finished very late, so late in fact that Taylor, who was scheduled to speak at the awards' banquet, missed the dinner entirely. Three years later ABENAKI came second in her class in the 1950 Bermuda Race.)

UPCOMING EVENTS

Spring Prep Weekend
Chesapeake Bay Maritime Museum, MD
(tel: 410-745-2916)
workshops offered on boat maintenance
April 9-10

Mid-Atlantic Maritime Festival
Easton, MD
(tel: 410-822-2866)
boatbuilding, racing, exhibits
April 22-24

Annapolis Waterfront Festival
Annapolis, MS
(tel: 410-268-8828)
historic vessels, exhibits
April 29-May 1

Kachemak Bay Festival
Homer, AK
(tel: 907-235-2986)
sponsored by Kachemak Wooden Boat
Society and the Shorebird Festival;
boats, builders, races, programs
May 6-8

**Dixieland ACBS Boat Show and
Rendezvous**
Rogersville, AL
(tel: 205-991-7222 days)
annual meeting of the classics
May 13-14

Yesteryear Regatta
San Diego, CA
(tel: 619-287-9066)
sponsored by the Ancient Mariners
Sailing Society
May 14

25th Annual Small Craft Weekend
Mystic Seaport, CT
(tel: 203-572-5028)
small craft enthusiasts from around the
world gather to work their vessels
June 4-5

Antique Car & Classic Boat Show
Chesapeake Bay Maritime Museum,
St. Michaels, MD
(tel: 410-745-2916)
over 75 classic boats and automobiles
rendezvous for a judged show
June 18-19

**Nova Scotia Schooner Assoc.
Race Week**
Lunenburg, NS, Canada
(tel: 902-852-4626)
July 25-30

1994 Wooden Boat Show
Southwest Harbor, ME
(tel: 207-359-4651)
July 29-31

GLOUCESTER FESTIVAL

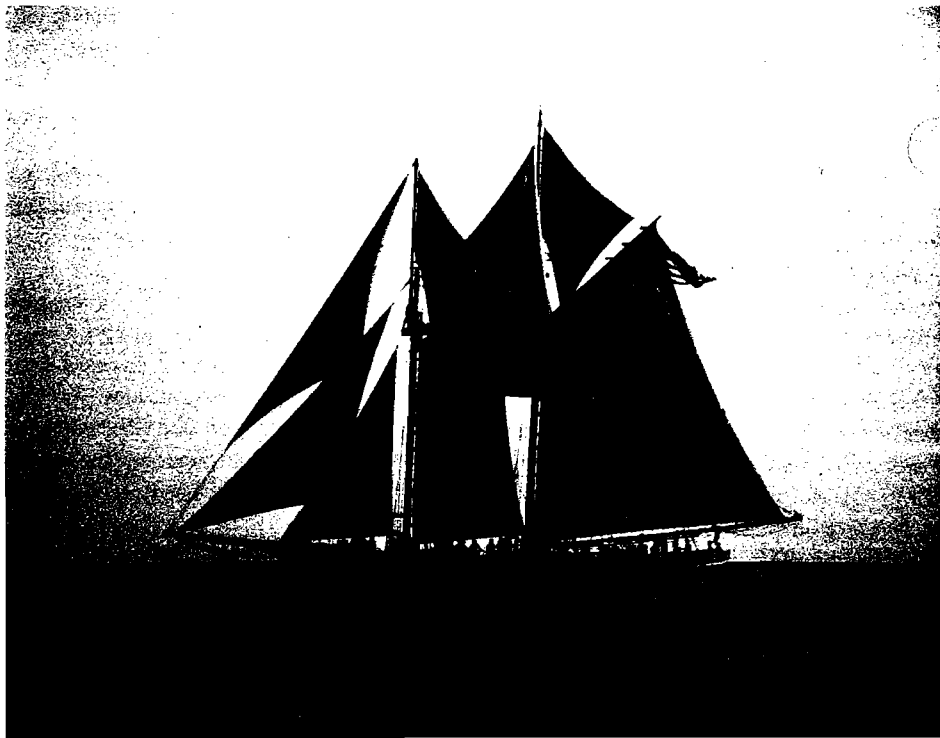
After several very pleasant days cruising in company with the ASA fleet, from Block Island to the Elizabeth Islands, SEBIM and her crew voted to forego the dubious pleasure of spending Labor Day Weekend in Newport, dodging a bunch of pointy boats in the Classic Yacht Regatta and vainly searching for an overpriced mooring. Instead we aimed our bowsprit for the Cape Cod Canal and made our solitary way East to the welcoming arms of the great port of Gloucester, MA. Believe me, this is where every schooner should be on Labor Day—the Gloucester Schooner Festival!

We made harbor on Friday afternoon, after an uneventful crossing of Cape Cod Bay; no whale sighting this year, as the warm water had forced them further offshore for feeding. The harbor police allowed us free use of one of their moorings for the entire weekend—a nice cozy one near their boat dock in Smith Cove.

After landing our inflatable, we dingied across the harbor for a fine feast at—where else?—Schooner's Restaurant! Saturday was a lay day for shopping and sightseeing, and gave us a chance to look over some of the big schooners that were dockside: ADVENTURE, LETTIE G. HOWARD, LIBERTY, AMERICAN EAGLE, and SPIRIT OF MASSACHUSETTS. We also visited with Betty Ramsey, the First Lady of Gloucester when it comes to hosting visiting schooners, as some of you may well remember from the Schooner Rendezvous in Gloucester, in 1989.

We topped off the day with a casual dinner and drinks at the Gloucester House Restaurant, with Lenny Linquata providing much entertainment, as he tended to his patrons. He's a great character and a fabulous host (and, as I recall, in 1989 he provided free dockage to about half the ASA fleet during the Rendezvous).

Sunday, September 5 was Race Day for the schooners. There were fourteen vessels entered, and although there were two classes for two trophies, all boats started together. The "small" schooner class was for vessels from 45 feet to 80 feet on deck, and the "large" schooner class took everything over 80 feet. There were seven entries in each class, and at 45'8" SEBIM was the smallest boat.



SPIRIT OF MASSACHUSETTS at Gloucester. Photo by Vern Brady.

There were several refreshing aspects to this event. Item One: no handicaps—pure boat-for-boat racing. Item Two: no sail limitations—run what you brung! Genoas, gollys, water sails, the cook's underwear; anything you could manage to get to fly was flown. (This, my friends, was a *real* schooner race.) Item Three: by common consent of the skippers, engines could be run for up to five minutes during the race, for safety reasons only, and could not be used to improve position. Very sensible considering the size of the vessels involved. Item Four: the race course itself was also selected by the skippers—one less source of complaint for the Race Committee.

The start was off the Eastern Point breakwater, making it possible for spectators onshore to watch. An 80-foot Coast Guard cutter served as Committee Boat, and the start line was about one mile long—really, I'm not kidding.

The whole fleet got off cleanly at 11:15, with a light southwest wind at 10 knots. SEBIM started at the windward (pin) end of the line, with genny and fisherman helping a lot. We had a close duel with the 49-foot staysail schooner, APPLEDORE, all along the first leg, and swapped position twice. We followed APPLEDORE around the

first mark, just behind the 65-foot staysail schooner, EDNA. All the "large" schooners were lumbering along close behind, hoping for some real wind.

The second leg, to windward, really showed the difference between schooner rigs, with both staysail schooners gaining impressive leads on SEBIM.

We rounded the third mark about a mile and a half behind APPLEDORE. We couldn't even *see* EDNA. As the wind had gone more southeast and freshened just a bit, the last leg was a broad reach, and we debated exchanging the fisherman for our golly-wobbler. However, it was only about four miles to the finish, and I figured that as we had just six in the crew and as they had never flown the golly before, it all might end up a big mess. As it was, we did so well off the wind that SEBIM all but caught APPLEDORE, and only crossed about 30 seconds behind her; third in class and fleet.

EDNA collected the Ned Cameron Trophy for "small" schooner, and won bragging rights with her First-in-Fleet performance. SPIRIT OF MASSACHUSETTS won the "large" class, and with it, the Esperanto Cup, one of the original trophies from the first International Fishing Race held off Halifax, Nova Scotia, in 1920.

The sight of SPIRIT reaching for the

AT MYSTIC SEAPORT

Art of the Yacht: Although many consider yachts themselves to be works of art, this exhibition explores yachts as subjects for works of art through paintings, prints, photographs, and models. The show runs until September.

Images of the Sailor: In this exhibition the many faces of the sailor are shown in rare oil paintings of heroic sea captains, in film clips of Hollywood sailors like Errol Flynn and Humphrey Bogart, and even in a whimsical display of objects from toys and games to cereal packages. On display 10/4.

The Music and Art of Stan Hugill: Known around the world as a songwriter, chantey man, author and raconteur, Stan Hugill was one of the last deep-water sailors from the days of commercial sailing ships. Today, his songs and paintings remain as a tribute to that way of life. The show is open from May 27 to August 1.

For more information contact the Seaport at 203-572-5315.

(GLOUCESTER: *Cont. from previous page.*)

ish with eight sails flying, and ROSEWAY and AMERICAN EAGLE in pursuit has to be experienced—words alone can't do justice to these magnificent vessels.

We got back to our mooring with enough time for hot showers before the awards' party, which was held at the Coast Guard station, followed by lots more socializing at the Gloucester House, and the crew finally got back onboard SEBIM just in time for a super fireworks display and boat "parade of lights." (Both of which had been postponed from a foggy Fourth of July celebration.) It was a spectacular finish to a great schooner weekend, and if the ASA wants to make a cruise and rendezvous and annual event, I can promise that we would get a warm reception in Gloucester.

Vern Brady

(*Ed. note: I have heard from reliable sources that Vern is putting the finishing touches on a new rig for SEBIM. Don Glassie and George Moffett take note: SEBIM will next appear on the circuit as a marconi main, gaff fore schooner. The rerig, Vern insists, will correct some of the vessel's tenderness and help her point higher as well.*)

FROM THE WEST COAST

Regarding the recent article on Sparkman & Stephens' boats (Fall 1993), I can tell you that SANTANA is in San Francisco, owned for the last twenty-one years by two brothers, Ted and Tom Eden. They are members of St. Francis Yacht Club and keep the boat at the marina by the club. She is still a yawl and beautifully maintained. Sadly though, Tom passed away in December 1992. In 1985 I went to San Francisco just to witness a match race between SANTANA and DORADE. It was very exciting, especially at the start. SANTANA won the start and the race by a considerable amount. Both boats were well sailed with experienced local crews.

In 1966 several of us started a schooner race in Oxnard (Channel Islands), California. It was a course around Anacapa Island, about 25 or 30 miles. It continued for many years, well into the '70s. Then, hard to believe as it may be, it became politically unpopular to have these rowdy schooner-types in a harbor of plastic boats. Now they want us back*, and June 18-19 we will be re-establishing the race. It was a lot of fun in the past and shall be again. I will keep you informed.

My best pal out here, Dan Carter, is donating his 29' Herreshoff ketch QUIET TUNE to Mystic Seaport, CT. Maynard Bray is making the arrangements. Mystic will keep and maintain the boat in its fleet, and it will not be sold. It is a beautiful boat, and Dan won the overall sweepstakes at Newport Harbor Yacht Club Opening Day (California) for the Best Maintained Boat in the club. Dan was a personal friend of L. Francis Herreshoff, as well as Muriel Vaughn.

I have just completely redone the masts, booms, rigging, etc. on my schooner, ROSE OF SHARON. Ten to twelve coats of Epifanes varnish. They have never looked so good in the 17+ years I have owned her (or she me?). I am very pleased and am looking forward to the spring.

Byron Chamberlain

(*Ed. note: The Newport (RI)-Bermuda Race Officials also seem to want to re-establish a schooner class. So far, BRILLIANT is the only classic vessel entered this year.*)

MISCELLANEA

Information Sought

William J. Roué, designer of the schooner BLUENOSE, in Lunenburg, Nova Scotia, was a prolific producer of fine sailing vessels, from 23-foot daysailers to 80-foot recreational yawls and schooners. Many of his works are documented, but many have not been properly recorded. Two authors are searching for design specs, half models, and building plans for any and all of William Roué's designs. Please call or write to Tom Gallant, R.R. #1, Lunenburg, Nova Scotia, Canada B0J 2C0; (tel: 902-634-3094).

Crew Wanted/Available

Looking for crew for upcoming races of events? Looking for a boat to crew on at a particular regatta? Send your name, number, and all other pertinent info to the editor, to include in the next issue of *Wing & Wing*—sort of like a "Personals" section, I guess.

ASA T-shirts

Made of 100% heavy-knit cotton, Outer Banks label, two-button, collared golf shirts, bearing ASA logo. Available in hunter green with ivory logo, or white or ivory with green logo.

To order, contact Mary Anne McQuillan, 66 Chipaway Road, East Freetown, MA 02717. Please indicate size S, M, L, XL or XXL. Shirts are \$25, plus \$3 for shipping and handling. Make cheques payable to American Schooner Association.

For Charter

The 46-foot schooner SEBIM is available for charter (see photo page 3). Cruise from New York to Maine for the Wooden Boat Show (July 16-30) and the Eggemoggin Reach Regatta (July 31-August 7).

SEBIM is also available for charter in Maine for the balance of August, then to the Gloucester Schooner Festival (Labor Day Weekend) and the Mystic Race (in September). Contact Vern Brady at 908-787-7762.

CHESAPEAKE BAY

New Book about Oyster Navy

The Chesapeake Bay Maritime Museum recently announced the release of its new book, *Maryland's Oyster Navy: The First Fifty Years*, written by Norman H. Plummer and published in conjunction with Washington College's Literary House Press. The 105-page book gives a scholarly account of the state's first attempts to police the harvesting of the Bay's oysters by commercial watermen.

Maryland's Oyster Navy begins in 1868 with the appointment of the State Oyster Police force. Its first boats were chartered steamers. In 1869, recognizing the need for a vessel dedicated solely to Police Force work, the state commissioned the steamer LEILA, and later supplemented it with two sloops. The State Oyster Police eventually became the State Fishery Force, the forerunner of today's Department of Natural Resources Police.

The Museum's book documents the troubled early years of the force and its progressive improvement through the early twentieth century. Norman Plummer, the Museum's Curatorial Chairman, presents a survey of the state's early conservation effort, using detailed descriptions to record the politics and patronage involved in the management of the force, and to give a sense of the public's reaction to the state's effort to enforce the restrictions on oyster harvesting. Gun battles and midnight raids toughened the young force almost at once, and the accounts of these skirmishes take the reader back to a time when Maryland's oyster pirates made life on the Bay like a high-seas adventure.

Maryland's Oyster Navy is on sale at the Museum Store in St. Michaels, MD; for more information call 410-745-2098.

Spring Workshop

A weekend of seminars and workshops for boaters will be hosted by the Chesapeake Bay Maritime Museum, in St. Michaels, MD, on Saturday and Sunday, April 9 and 10. The second annual "Spring Prep Weekend Workshop for all Boaters" will feature marine professionals from the Chesapeake Bay area, leading hands-on workshops and boating seminars for both

the novice and experienced boater.

Workshops include "General Marine Engine Maintenance," taught by engine specialist George Ritter of Mechanical Marine in Chester, MD. This workshop provides information on gas and diesel inboard motors for beginning boaters, regular maintenance tips, and basic diagnostic strategies to use when trouble occurs. The more advanced boater would want to sign up for "Marine Engines Beyond the Basics," also taught by Ritter. Geared toward people with more than basic engine knowledge, this class provides instruction on such things as filters, oil, diesel fuel contamination, bleeding an engine, raw water pump replacement, and proper rpm for engines.

The "Sail Care" workshop, taught by Mark and Dody Parris, owners of Chesapeake Sail and Canvas, will teach sailors how to survey sails for wear, cleaning tips, and sail maintenance. "Preparing for a Cruise," hosted by a representative from Fawcett Boat Supplies, Inc., Annapolis, will help boaters learn to prepare for a multi-day cruise, on the Bay or offshore. Daily schedules, "must-have" equipment, and being ready for the unexpected are just some of the areas that will be covered in this popular course.

The Miles River Power Squadron of St. Michaels will also return this year to teach "The Mate's Course," a two-part workshop that covers what to do if the skipper is disabled, basic knowledge in boat handling, man overboard procedures, use of the marine radio, and navigating home. Also offered in the 1994 seminar line-up are "Coastal Piloting" and "Electronic Navigation," both taught by retired U.S. Navy Vice-Admiral Jim Calvert. "Coastal Piloting" will teach the basics of reading and understanding charts, tide and current tables, differences in magnetic and true compass courses, and navigation without the aid of electronic equipment. And for boaters who wouldn't dream of casting off without a LORAN on board, the workshop "Electronic Navigation" will provide instruction on the operation of LORAN.

Two more popular courses returning to Spring Prep Weekend this year are "Electrical Systems," a workshop on basic marine electrical systems, electrolysis, battery information, and tips for troubleshooting, taught by Mike Hoffman of the

C. Plath Company of Annapolis; and "Managing Your Head," not a psychology workshop, but a how-to class on the care and use of what many boaters consider the single-most important piece of equipment of a boat—the marine toilet. Fawcett Boat Supplies of Annapolis will teach this workshop on basic tips on marine toilet repairs, minimizing odors, and using and pumping out holding tanks.

Workshops on painting and varnishing, how to live aboard a boat, overall boat evaluation, meteorology and weather safety, and many other subjects will also be available during the weekend to help sailors learn how to maintain their vessels themselves and get a head start on the boating season at the same time. Each workshop will be kept at a size that affords as much one-to-one contact between the boaters and the pros as possible.

The two-day workshop series also includes a "general session" seminar, "Your Boat and the Bay," with special guest lecturers. This seminar will offer tips to safeguard the environment, resource information for sewage pumpouts, current environmental laws and other topics to make cruising the Chesapeake ecologically sound so that future generations also be able to enjoy its beauty and bounty. A Saturday night social and lunch both days will provide opportunities for boaters to talk informally with instructors and to share experiences with one another.

The cost of the program includes workshop fees, general session seminar fees, boxed lunches, and the cost of the Saturday night social. Participants can sign up for one or both days. For more information or to register, call the Chesapeake Bay Maritime Museum's Education Department at 410-745-2916.

*There is a pleasure in the pathless woods,
There is a rapture on the lonely shore,
There is society, where none intrudes,
By the deep sea, and music in its roar:
I love not man the less, but Nature more.*

Childe Harold's Pilgrimage,
canto III, 1816
Lord Byron (1788-1824)

SOUTH STREET SEAPORT

The Paintings of J. E. Buttersworth

It is difficult now to appreciate the importance of transportation by water before the network of bridges and roads that we know today were developed. During the time when goods and materials, as well as people, were transported mainly by water, the ship necessarily held a prominent place in people's lives.

The ship, it could be argued, was the primary vessel of nineteenth-century discovery. First driven by sail, then steam, the ship was the highest evolution of contemporary technology. It was the viable agent for progress as measured by world immigration and trade. It could also be seen as an extension of man and a symbol of his relationship with nature.

To the artist James Edward Buttersworth (1817-1894), the ship was an object of both beauty and power, with its own personality and life. His great clippers were more than vessels for transporting massive freight speedily over great distances. They were works of art, in and of themselves, capable of inspiring romantic yearnings. He infused his paintings with powerful feelings: the exhilaration of speed, a sense of immediacy, and an awareness of the power of the elements.

The hazards of the sea were all too numerous—fog, icebergs, treacherous currents and shoals, reefs and sandbars, hurricanes and storms. Buttersworth did not ignore these confrontational aspects of nature, but his ships did not struggle through the elements alone. He usually depicted boats within sight of land or other ships, or with gulls to indicate the presence of human habitation. And although he did paint vessels laboring through heavy seas, every dark cloud has a pink lining. Even when ships are caught by a sudden squall or distracted by gales, a patch of blue suggests clearing skies and hope, and his ships never appear helpless or unable to weather the storm.

Buttersworth recognized and accepted the march of technology and therefore did not confine his attention to sail. He painted a succession of oceanic naval and merchant steamships as well as coastal and river steamboats under a variety of weather conditions. Indeed, he celebrated the

introduction of steam propulsion as a heroic as well as utilitarian innovation. His painting, *The Steam and Sail Ship WESTERN METROPOLIS* (1864), balances the ship, slightly off center, between a lighthouse and a schooner to suggest forward momentum under sail as well as steam. The waves have Buttersworth's characteristic fluidity, with translucent spray thrown up by the bow. The ship is dramatically silhouetted against a cloudbank and a flamboyant sky, and is lit from behind by the diffused rays of the sun.

Racing yachts, with their low hulls, schooner rigs, and massive spread of sail in relation to their size, offered an impressive profile to the marine artist. Buttersworth almost certainly attended the New York Yacht Club regattas and received commissions from proud owners who wished to commemorate their yachts. The painting *Yacht Racing in New York Harbor with Naval Salute at Castle William on Governors Island*, illustrates how he sought to create an impression, not offer a photographic likeness, transforming these records of yachting events into seascapes.

What makes Buttersworth stand out as an artist is his personal vision of the world. His spontaneity, lyricism, simplicity and joy in nature have much in common with the celebrated landscape artists of the Hudson River School. It has long been felt that Buttersworth's art could—and should—be appreciated alongside that of the Hudson River School and the painters of Cape Ann, and would not be wanting either in content or technique. His paintings transcend the conventions of traditional ship portraiture that is so frequently pointed to by critics desiring to belittle marine art as a serious genre. His yachting scenes and images of ships in extremes share his best artistic qualities: authentic detail, elegant composition, sophisticated color, refined qualities of light, and a palpable dynamism.

The exhibition, *Ship, Sea and Sky: The Marine Art of James Edward Buttersworth*, featuring close to sixty of Buttersworth's paintings, is on display at South Street Seaport Museum, New York, from April 14 through September 5. For more information, call the Museum at 212-669-9400.

Following its showing at South Street

Seaport, the exhibition, *Ship, Sea and Sky*, will travel to the Peabody Essex Museum in Salem, MA, for the fall, and then travel on to the Terra Museum of American Art in Chicago, for the winter of 1995.

Recent Acquisitions

Collecting the Port: Recent Acquisitions of the South Street Seaport Museum, currently on view through October 30, previews more than one hundred artifacts, works of art, documents, and images acquired by the Museum since 1991.

The Port of New York has affected—and continues to influence—the daily lives, thoughts, and physical circumstances of millions of people here and around the world. The Port has always been a place of excitement, struggle, and continuous movement. To reflect this human and material dynamism, the Museum has begun collecting a wide variety of artifacts, ranging from once mundane, simple necessities, to exceptional and high-style luxuries. Common tools, products, and containers are as important to this collection as are unique works of craftsmanship, design, and art. By strengthening its holdings to represent the broadest scope possible, the Museum's collecting policy now paves the way for the development of a major, permanent, exhibition on the history of New York as a world port.

Collecting for the Port includes 19th-century marine, portscape, and urban-view oil paintings; popular and fine art prints and engravings of harbor scenes and vessels; rare Colonial maps; an architectural model; tools, implements; and office equipment from 19th-century South Street businesses, including a leading firm of merchant shipowners; a selection of 19th and early 20th-century Seaport district products, advertisements, paper ephemera, and trade signs; unusual photographs, documents, and confiscated objects from the U.S. Customs Service, New York Region. In addition, visitors may view and compare documentary and promotional films of the port today with similar films from the '50s and '60s, and flip through facsimile photo albums and scrapbooks.

For more information, call the Seaport Museum at 212-669-9400.

DOGWATCH

Now that most of the snow has gone, those busy folks on the Vineyard are bestirring themselves and thinking nautical again. Actually, Jeff Robinson of PHRA LUANG is always thinking that way, and not just about his own boat. Jeff has, over the last year and a half, virtually rebuilt Fred Murphy's aging knockabout schooner, ISHMAEL. Scheduled for relaunching in June, ISHMAEL has been reframed, had new topside planking added, as well as covering boards, bulwarks, cockpit area, part of the transom, and a new interior. No wonder Fred has spend so much time at sea. ***Jeff also reports that he has been in touch with Dusty Rhodes of Sail Boston fame, who is organizing three New England seaport festivals: Hyannis 6/30-7/4; Portsmouth 8/11-14; and Boston 8/18-21. While the Hyannis event may be full, the other two seem nicely scheduled for those boats returning from the WoodenBoat Show and attendant events in Maine. At least that's what Jeff plans with FROG'S LEGS. Any skippers interested should contact Dusty c/o Seaport Festivals, 250 Summer St., Boston, MA 02210. ***Also on the Vineyard, the return of old friends — the Craig family

and OUTWARD BOUND. Long-owned and well-raced by Milton "Nick" Craig, one of the original members of the ASA, and who took OUTWARD BOUND to Nova Scotia to race for the International Schooner Trophy. The 36-foot Stadel gaffer has been taken over by Nick's son, Jeff, who has brought the boat from Florida to Falmouth. He plans to sail out of Vineyard Haven this summer. Best wishes to Nick who remains in Florida.***Another Vineyard launching is scheduled for June 4, when WHEN AND IF takes advantage of the only day the Brownell trailer will be available. Work remains to be done on the rig and the interior, but it will certainly be good to see her back in her natural element ***Commodore Jim Lobdell spent a recent weekend in Portland, ME, with the La Frances, no doubt ironing out the social events surrounding the WoodenBoat Show. Contact Jim for the real scoop. ***Moving up the road a bit to New Hampshire, Dave Clarke is putting the finishing touches on his labor of love, the NANCY CAROL, which has been under construction for the last several years. This whole column could be about Dave and Nancy's search for equipment for the 38-

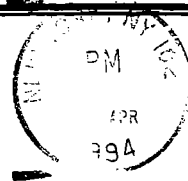
foot Atkin-designed gaff rigger, the same design as Doug Fleming's former boat, CHANTEY, for those of you with long memories. Just a tidbit: the Clarkes somehow discovered, in unattended dry storage on the desolate eastern shore of I George in upstate New York, a large old steamyacht with vintage fittings. The Clarkes bought the boat and stripped it on the spot, thereby acquiring some unmatched accouterments for NANCY CAROL. But you're going to have to look fast once the vessel is launched, for the plan is to head south and keep going. ***The Swamp Yankees are busy in Joisy. In addition to his efforts to coordinate an ASA cruise to the WoodenBoat Show in Maine, after which all participants will undoubtedly enter the Eggemoggin Reach Regatta, your erstwhile Rear Commodore Bobby Pulsch has laid the keel and poured ballast for what he hopes will be the first of many 16-foot open, double gaff-rigged schooners. Bobby may plunk the finished vessel on a trailer to the WoodenBoat Show. The vessel is under construction in Bobby's Port Monmouth workshop and is very likely just practice for the MALABAR II that's probably in his future.

Sam Hoyt



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