



WING & WING

Volume XXIII, Number 1 • Spring 1995

The Official Newsletter of the American Schooner Association

CORONET

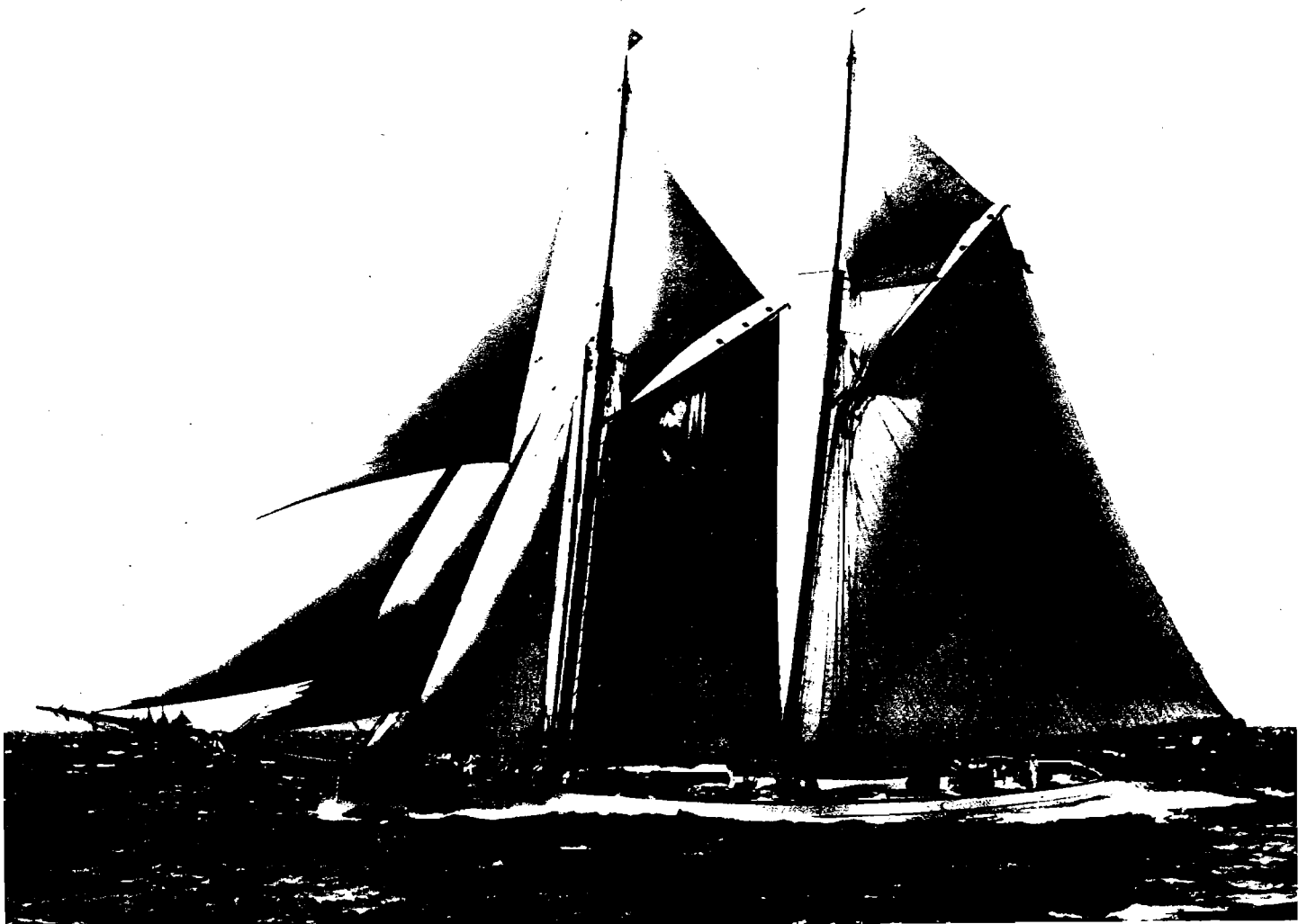
This glorious schooner was built for a wealthy New Yorker, Rufus T. Bush, in 1885 at the Poillon Yard in Brooklyn, New York, for a cost of about \$70,000. She was modeled after the New York Pilot Boat, with the intention that the schooner

CORONET. Photo courtesy of the International Yacht Restoration School, Newport, RI.

be fast and that she be able. In an article entitled "CORONET: Whither Away?" which appeared in the Jan./Feb. 1980 issue of *WoodenBoat* (Number 32), Timothy F. Murray, who grew up on CORONET, offers the following detailed description of the boat: "CORONET's design called for a

plumb stem, structural strength, and speed. As she lay on the ways in August of 1885, her wineglass counter stood 133 feet from her stem, her steep floors fell to a flat keel 12 feet in draught, and her beam was 27 feet. Under a coat of gleaming black (soon to be permanently changed to white), her

(Cont. on page 8.)



BOARD OF GOVERNORS' MEETING, NOVEMBER 5, 1995

In attendance: Jim Lobdell, Jim Mairs, Mary Anne McQuillan, Robert Pulsch, Roberta Pulsch, Jeff Robinson, Phil Smith (and friend), Fred Sterner, Gina Webster.

Newsletter: There was some discussion whether or not everyone was receiving the newsletter, as we had had some returned in the mail.

A suggestion was made to get Fred Murphy to write something regarding the rebuilding of ISHMAEL.

Roberta Pulsch and Vern Brady are working on a compilation of back issues of the newsletter.

Jim Lobdell recommended running a classified section. Gina reminded people that she welcomes all contributions—editorial, advertising, or photos—so all people need to do is contact her.

Register: Phil Smith noted that he was working on the schooner register and hoped to have a draft in time for the annual meeting. It was suggested that he use the *WoodenBoat Register* as a source for information. Jim Lobdell said he would contact Fred Murphy, who was also helping with the register, to see what he's come up with. Gina Webster mentioned a new contact in the Port Townsend area, who might be able to help with information on schooners in that area.

It was decided to run an item in the fall newsletter in order to get enough information to at least document all member

boats. Jim Lobdell said that it would be good to get the register out by the spring, and proposed mentioning this in *Wing & Wing*.

It was decided to get printing costs for the register, and Jeff Robinson was to ask John Robinson for prices.

Summer sailing: We discussed joining the Mahone Bay, Nova Scotia, schooner rendezvous. Other possibilities discussed were the WoodenBoat Show in Maine and Gloucester's festival.

Jim Lobdell voiced displeasure with the Newport Classic Yacht Regatta—too expensive. He suggested instead using Point Judith as a rendezvous spot for Labor Day. We could then all proceed to Mystic for the next weekend and the races there. Mary Anne suggested we check into some hotel package deals for people who don't have boats to stay on.

New officers: The following slate of new officers was proposed, to be voted on at the annual meeting: Commodore—Fred Sterner; Vice Commodore—Robert Pulsch; Rear Commodore—Jim Mairs; Secretary—Jeff Robinson; Treasurer—Mary Anne McQuillan.

Mail: Jeff is to check with the Mystic post office to see if they can forward mail directly to him. Alternatively, we need to find someone in the Mystic area who can forward mail from Mystic more regularly.

(Although George Moffett has been doing his best, but he is often out of town for long stretches of time.)

Nominations for the ASA award: The following were proposed for the annual award: Gannon and Benjamin, Giffy Full, and the Delaware Bay Schooner Project. We considered the nominees and decided to recommend Gannon & Benjamin. Jeff Robinson is to check back issues of *Wing & Wing* to see who in the past has been nominated. We also discussed finding an appropriate plaque or a framed letter of the award which could be given to the recipient, as well as having their name inscribed on the trophy.

Annual meeting: The annual meeting will be held Saturday, February 4. Jeff is to call Mystic and make arrangements. Jim Mairs suggested using Mystic facilities, such as the Galley, for the lunch, rather than hiring an outside caterer. Secretary needs to reserve by Christmas. Duties the morning of the meeting entail making the coffee and fetching the donuts (4-5 doz.).

Roberta recommended that we hold an auction at the annual meeting again this year, since last year's was such a success. Jeff will mention it when he sends out letter announcing the annual meeting. The auction will be done on a 50-50 basis, half the proceeds going to the ASA, half going to the item's contributor.

Respectfully submitted,
Jeff Robinson

A WORD FROM THE WEST

The San Diego Schooner Race will not be held until late March, so I have no results to offer.

Things in the Northwest have been quiet, but... the 65-foot Nat Herreshoff schooner GALLANT (ex-MARY ROSE) is being totally rebuilt out here by Wayne Ettl. The boat was purchased by someone from Stamford, CT. The decks were replaced by Wayne five or six years ago—teak over cedar and fastened to new steel deck beams (the boat is composite construction). Now the hull is completely gutted, and she's getting new framing (composite-galvanized iron) and floors, new stem, some new planking, the spars lengthened to original size, new engine,

wiring, bulkheads, everything! Someone from Giffy Full's firm comes out once a month to keep an eye on things.

Outstanding restoration, and she will sail this summer. I was up in the shipyard this morning to see how they are coming along. What a wonderful project, and the owner is to be congratulated for saving a boat well worth the effort.

ALCYONE is on her trip and presently in Costa Rica, preparing to depart for the Galapagos Islands, Pitcairn Island, Gambier, the Marquesas, and Tahiti.

Nothing else to report at this time from the "Left" coast, but I will bring you up to speed on the progress of GALLANT, as well as any other news I hear.

Byron Chamberlain

OFFICERS

COMMODORE
Fred Sterner

VICE COMMODORE
Bob Pulsch

REAR COMMODORE
Jim Mairs

SECRETARY
Jeff Robinson

TREASURER
Mary Anne McQuillan

NEWSLETTER
Gina Webster

West Coast Correspondent
Byron Chamberlain

COLLECTING ALL BACK ISSUES OF NEWSLETTER

This spring Vern Brady and Roberta Pulsch will be compiling a complete set of back issues of *Wing & Wing*. The issues will be bound and available at a price of approximately \$25. Vern and Roberta plan to have the binder sets available later this year.

However, in order to compile as complete a set as possible, help is needed in locating some missing newsletters. The following is the list of newsletters which Vern and Roberta have. It is incomplete, however. If any member has any issues which are not on the list, please send a good quality photocopy of it to: Vern Brady, 136 Main Street, Port Monmouth, NJ 07758.

All material needs to be in Vern's hands by the end of April in order to be included.

Editor: Sam Hoyt

Vol. 4, No. 111, March 77

Vol. 5, No. 1, Fall 77

Vol. 6, No. 2, Fall 79

Editor: Anne Closner

Vol. 8, No. 1, Winter 81

Vol. 8, No. 2, Winter 81

Vol. 8, No. 3, Fall 81

Vol. 9, No. 1, Spring 82

Vol. 9, No. 2, Fall 82

Vol. 10, No. 1, Winter 83

Editor: Vern Brady

Vol. 10, No. 2, Spring 83

Vol. 10, No. 3, Fall 83

Vol. 11, No. 1, Spring 84

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Vol. 12, No. 2, June 85

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Vol. 13, No. 1, Spring 86

Vol. 13, No. 2, Summer 86

Vol. 13, No. 3, Winter 87

Vol. 14, No. 1, Summer 87

Editor: Jeanette Phillipps

Vol. 15, No. 2, Fall 87

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? ? Summer 91

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Vol. 20, No. 1, Spring 92

Vol. 20, No. 2, Summer 92

Vol. 20, No. 3, Fall 92

Editor: Gina Webster

Vol. 21, No. 1, Spring 93

Vol. 21, No. 2, Summer 93

Vol. 21, No. 3, Fall 93

Vol. 22, No. 1, Spring 94

Vol. 22, No. 2, Summer 94

Vol. 22, No. 3, Fall 94

TREASURER'S REPORT

Due to a tight deadline (editor's baby due in three weeks, as of this writing), the minutes from the annual meeting will appear in the summer issue of *Wing & Wing*. We can offer, however, the following Treasurer's Report from the annual meeting, February 4, 1995.

We started this year with a balance of \$2068.89.

We took in \$1770 in dues, \$150 from shirts and burgees, \$694 from lunches, and \$169 from the auction at the 1994 annual meeting and miscellaneous.

We spent \$1033.53 to print *Wing & Wing*, \$413.25 to mail it, \$956.50 on burgees, \$867.65 on lunches, and \$88 on miscellaneous, and bad cheques and bank charges.

As of the 1995 annual meeting, my

accounting says we have a balance of \$1492.96. The bank, however, says we have \$1720.83, so I need to be replaced.

Our dues collecting isn't great. While we've gone from about 65 members to about 135 members in the past three years, we collect only about two-thirds of what we should.

Our newsletter expenses have gone up as *Wing & Wing* has gotten bigger, more regular, and is now printed on better paper. But it is the vehicle for bringing in and keeping members. We do have an inventory of burgees and shirts for a while—an asset. So if we can do better collecting dues and signing new members, we should have no trouble keeping our heads above water—perhaps even well above.

Respectfully submitted
Jim Mairs

DUES ARE NOW DUE!

Keep *Wing & Wing* coming to your mailbox by sending in your 1995 dues (this does not apply to recent new members).

Send your cheques for \$25, payable to the American Schooner Association, to: Secretary, American Schooner Assoc., P.O. Box 484, Mystic, CT 06355. (Burgees are also available for \$25.)

MYSTIC SEAPORT RACE

The Mystic Seaport Schooner Weekend has been scheduled for September 9-10. There will be a race on Saturday, for those who wish to race, followed by the awards dinner and a party on Saturday night (which racers and non-racers alike can attend.)

A flat fee of \$65 will cover all expenses: race entry fee, entry into the Seaport, dockage, and use of facilities. See you there!

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Byron K. Chamberlain

YANKEE SCHOONERS

One-hundred-and-forty years ago Vineyard and Nantucket Sounds—the waters between Martha's Vineyard and Nantucket to the south, the Elizabeth Islands to the west, and the mainland (affectionately known as America to islanders) to the north—would have been alive with a wide variety of commercial and pleasure craft, both sail and steam. At that time the Sounds were one of the busiest waterways in the world, second only to the English Channel, with over 30,000 vessels transiting annually.

But the opening of the Buzzards' Bay

Canal in the early part of the century substantially shortened the sea routes (which now bypassed the Sounds) along the East Coast of the United States. In addition, changes in technology and the decline of the American merchant navy left the Sounds virtually empty. Where once there were fishing sloops, paddle-wheeled excursion vessels, coasting schooners, yachts, and merchant sailing vessels beyond counting, now there are only a few steel-hulled, diesel-powered fishing boats travelling between the fishing grounds and port, the island ferries, and in the summer, numerous fiberglass recreational craft. That is all, except in

Vineyard Haven Harbor on Martha's Vineyard, which is home to an extraordinary collection of traditional wooden sailing vessels.

Early in October we were out sailing back from Edgartown with a group of charter guests when we spied ERNESTINA, SHENANDOAH, and WHEN AND IF, way off to the northwest and sailing towards us. The day was many shades of gray with spectacular cloud effects and plenty of breeze to send the three black gaff-rigged schooners on their way. It was a day from the 1800s and only we, on a modern yawl, were out of place. ERNESTINA and SHENANDOAH, the two big schooners, were on charter to a t.v. film group from Los Angeles who was recreating the MARIE CELESTE story for a segment of the show *Unsolved Mysteries*, but this was not apparent.

ERNESTINA was launched in 1894 as the EFFIE MORISSEY; for years she served as a fishing schooner, then as an Arctic exploration vessel for Capt. Bob Bartlett. Later, renamed ERNESTINA, she carried passengers from the Azores to southeastern Massachusetts as a Brava Packet. Now making her home port New Bedford, Massachusetts, she's owned by the people of the United States with title held in trust by the Commonwealth of Massachusetts.

WHEN AND IF, at 63 feet a much smaller schooner, was on a private charter but sailing along near the filming location. Built for General George Patton in 1939, she served for many years as a sail training vessel for dyslectic kids. She came to Vineyard Haven to be rebuilt—a major undertaking—after being wrecked in 1990. She now makes the Vineyard her home.

Launched on February 15, 1964, at the Harvey Gamage Yard in South Bristol, Maine, SHENANDOAH is a 108-foot LOD square topsail schooner. For all of her life she's sailed out of Vineyard Haven on week-long trips carrying passengers during the summer, and during the last two falls, she's carried Island school children (an experience every Island kid should have). Even to those people who have never sailed aboard SHENANDOAH, the

(Cont. next column.)

Vineyard Haven Harbor, October 1994.
Photo by Ginny Jones.



CHESAPEAKE BAY SCHOONER RACE, FALL 1994

Thursday, October 13, 1994, dawned clear and cool with a nice northerly breeze. The fleet of twenty-four schooners lead by the *LADY MARYLAND* made a memorable sight as they paraded through Baltimore's inner harbor. With vessels ranging in length from 32 feet to over 160 feet, and rigs from the very modern equal-masted staysail to the most ancient Chinese lug, it was a sight not often seen.

The start took place off Annapolis at 1513 in a 10- to 15-knot northerly breeze. The gaff-rig schooners and those carrying

(YANKEE SCHOONERS: cont.)

sight of her lying to her anchor in Tarpaulin Cove with the lighthouse and keeper's house in the background, or sailing down Vineyard Sound, her yards braced sharply around and her canvas gaff sails perfectly trimmed, driving along with a bone in her teeth, is a never-to-be-forgotten memory. On her mooring during the winter, she's an amazing and beautiful sight. She's one of the first things any visitors to Martha's Vineyard see when they arrive by ferry, and the last that they see when they leave.

SHENANDOAH's design is one that Bob Douglas—her owner and captain—drew and it is based on the *JOE LANE*, one of seven cutters commissioned by the U.S. Revenue Service in 1848. An extreme clipper-schooner type, she's the only top-sail schooner under U.S. flag operating without an engine and carrying passengers. Her long, low black hull with the red cove stripe and boot top, her gold-leafed defiant eagle under the bowsprit, the sharply raked masts, topmasts and yards all give her a rakish, raffish appearance. But unlike most replicas, whose hulls hide high technology and who sport Duradon sails, Kevlar running rigging, sophisticated navigational equipment, and big diesels, *SHENANDOAH* is rigged, outfitted, and sailed absolutely traditionally, without compromise. She is undisputedly one of the world's great boats...she is *the real thing*.

On that October day we watched the schooners reaching down the Sound then tacking back towards Vineyard Haven...and expected to see a paddle wheeler bringing passengers over from the mainland.

Ginny Jones

squaresails were off down the bay in fine style, with the A-class greyhounds opening a nice lead on the fleet. By sundown the wind had shifted to the east and freshened, giving everybody the reaching "schooner breeze" all had hoped for. With 15- to 20-knot winds on the beam, the whole fleet was soon doing hull speed plus down the bay.

With such perfect conditions the first boats began finishing before sunrise Friday morning. Line honors went to *ADIRONDACK* in the A class, with an elapsed time of 13 hours, 45 minutes, 58 seconds. The cold-molded, gaff-rigged, light-weight *ADIRONDACK* was the newest boat in the race. With a 58-foot waterline, she averaged approximately 8.75 knots for the 120-mile race.

Race results were as follows: *AA class*: *TOLE MOUR*, first place; *OCEAN STAR*, second place; *JOHANNA LUCRETIA*, third place. *A class*: *LEOPARD*, first place; *ADIRONDACK*, second place; *WOODWIND*, third place. *B class*: *NOMAD*, first place; *FLUTTERBY*, second place; *YANKEE*, third place. *C class*: *FAREWELL*, first place; *SILVERHEELS*, second place; *TICKLE ME QUICKLY*, third place.

The A class provided the most excitement, with *ADIRONDACK* first to finish, *LEOPARD* first on corrected time, and four of the five boats in the class finishing within five minutes of one another.

All boats completed the race with the last boat finishing in under 24 hours. *NORFOLK REBEL* finished with an elapsed time of 23 hours, 36 minutes.

Due to the speed of the race the crews should have had most of Friday to rest, clean up, and hang out, but it was not to be: the staff and live-aboard folks at Willoughby Harbor Marina started serving breakfast to the schooner crews at 10 a.m. and arranged a pot-luck supper for later on that day. Plenty to eat and drink and the good company of sailors—a combination hard to beat.

The parade of sail to downtown Norfolk was delayed due to high winds and several boats chose to stay put rather than deal with the conditions. The turnout at the pig and oyster roast was very good in spite of the wind, with everybody enjoying the retelling of the race.

The "farewell breakfast" at Reggie's British Pub was highlighted by the unveiling of the Great Chesapeake Bay Schooner Race Perpetual Trophy. Donated by Howdy Bailey, the trophy is the combined efforts of designer Joy Ingram and stainless steel artisan Philip "Pete" Huffman, with woodwork by Lee Davis (all on the staff of Howdy Bailey Custom Yachts). The trophy will remain on display in Reggie's at the Waterside in Norfolk and will list the schooners that finish with the best corrected time.

Plans are already under way for the sixth sailing of the Great Chesapeake Bay Schooner Race and if half the boats that have shown and interest show up, it will be bigger than ever. Plans for October 1995 are as follows: After completing the parade of sail through Baltimore's inner harbor, the fleet will assemble off Annapolis, Maryland, for the start. Depending on the wind conditions, the boats will begin arriving in Hampton Roads, Virginia, Friday evening and will anchor in Willoughby Bay or the Quarantine Anchorage until Saturday morning.

On Saturday morning the fleet will assemble and parade to downtown Norfolk, where the crews will enjoy an oyster and pig roast and awards festivities. On Sunday morning all hands will be treated to a full breakfast at Reggie's British Pub. The breakfast is thought by some to be the high point of the affair. It is a time when everybody involved with the race—the crews, the people who worked on all the behind-the-scenes committees that make the whole event happen, as well as many of the sponsors and contributors—can get to know each other. Many sea stories are exchanged while plans are made to "Do it again next year."

Thomas J. Donan IV

FLUTTERBY

At the time of this writing in November 1994, FLUTTERBY was preparing to head south for the winter. Thomas Donan writes: "My wife and I have both quit work and will be cruising 'til we get too old or too tired to continue... We intend to be in New England for the summer of 1995, and race at Mystic on our way south again." Wing & Wing wishes the Donans the best and we look forward to hearing about FLUTTERBY's travels!

THE ONGOING RESTORATION OF A. J. MEERWALD

An article on the Delaware Bay Schooner Project's restoration of the 85-foot oyster schooner, A. J. MEERWALD, appeared in the Spring 1993 issue of *Wing & Wing*. Meghan Wren, founder and director of the DBSP spoke at the ASA annual meeting on February 4, 1995

Built in Dorchester, New Jersey, in 1928, the A. J. MEERWALD was one of approximately thirty-five "new style" schooners built along the Delaware Bayshore, before the decline of the shipbuilding industry that coincided with the Great Depression.

The area's fleet of oyster vessels numbered in the hundreds over a span of nearly a century. The peak years saw over five hundred vessels licensed to oyster on Delaware Bay. Most worked out of the Maurice River Cove, where a cluster of small fishing villages became the focus of the industry. Port Norris, the site of the packing, shucking, and shipping of oysters, was once referred to as the "Oyster Capital of the World," and some claim it was home to more millionaires per square mile than any other place in New Jersey.

A. J. MEERWALD was a bald-headed gaff-rigged oyster dredge, built at Charles H.

Work on the A. J. MEERWALD. Photo by Robert Pulsch.



Stowman and Sons shipyard for the Meerwald family of South Dennis. The oystering gear consisted of a "winder," or winch, powered by a small gasoline engine, for hauling in the dredges.

A. J. MEERWALD was seasonally altered to operate under power because oystermen were only legally required to be under sail when working the oyster seed beds in the upper Delaware Bay.

In June of 1942 A. J. MEERWALD was commandeered by the Maritime Commission under the War Powers Act. She was turned over to the U.S. Coast Guard, who outfitted her as a fireboat. The vessel underwent a dramatic change at this time, with most of her sailing rig being removed. She served as a fireboat on the Delaware River for about four years.

In January of 1947, A. J. MEERWALD was returned to the Meerwald family. Eight months later they sold the vessel to Clyde A. Phillips who used her as an oyster dredge under power. Phillips renamed the boat CLYDE A. PHILLIPS.

In 1959 ownership passed to Cornelius Campbell, who outfitted the boat for surf clamming. Until her retirement, she operated primarily as a clam dredge, tapering off in the late 1970s, with occasional trips

made to keep the clam license current. She was inactive in the 1980s and remained essentially retired until her donation to the Delaware Bay Schooner Project.

Specifications

Sparred length: 115'
LOD: 85'
Beam: 22'
Depth of hold: 6'
Rig height: 70'
Gross tonnage: 57
Sail area: 4,127 sq. ft.

DBSP Beginnings

In 1988 the Delaware Bay Schooner Project was founded by Meghan Wren, who assumed responsibility for the schooner's restoration. The Schooner Project's purpose is to educate the citizens of the Delaware Estuary about the region's rich natural resources and maritime culture, and the restoration of the A. J. MEERWALD is the Project's first priority.

A \$215,000 grant from the New Jersey Historic trust, a \$375,000 grant from the New Jersey Department of Transportation, and a line of credit from the United Jersey Bank are the major funding sources for restoration. Special fund raising events are regularly staged to cover volunteer work party expenditures and operating costs, while memberships, corporate sponsorship, and individual donations provide the foundation for education efforts.

The restoration is in full swing, with a full-time crew of shipwrights working during the week and a volunteer crew augmenting the progress on the weekend. The schooner is expected to be launched in June of 1995 and the plan is to be sailing by September (the goal is to enter the A. J. MEERWALD in the Chesapeake Bay Schooner Race in the fall).

ASA Vice Commodore Robert Pulsch is a volunteer with the DBSP and offers the following report:

The project has a designated weekend each month for volunteers to come and work under the direction of shipwrights Mort Hughes and Milt Edelman. There are three shipwrights working full time,

(Cont. on page 14.)

MAKASSAR SCHOONERS

The following is from a letter from Roy Wildman, West Coast ASA member.

I just got back from a two-month swing through Singapore, Malaysia, Thailand, and Indonesia. I usually go over there once or twice a year if I can, my main purpose being to look into boatyards, wooden boats, and especially wooden sailing cargo carriers.

On the island of Sumatra they build and maintain a large fleet of sloops between forty-five and eighty feet in length. Many of the boat owners are acquiring diesel engines and are gradually dispensing with sail to the point of removing the masts and building huge cabin structures on the boat.

Whenever I can arrange it, I live in the fishing villages or boat-building communities, so I can talk to the builders and sailors. They, of course, see no romance in sail and as soon as they can afford it, they switch immediately to power.

This is really unfortunate for several reasons: one loss, of course from our standpoint, is that of the picturesqueness and romance of sail; but also, as the dependency on the power and speed of engines increases, the skills and traditions of cargo-boat sailing are being rapidly lost to the point of losing certain, essential boatbuilding skills that were necessary for making strong and seaworthy sailing vessels.

Indonesia is the last stronghold of large sailing cargo boats, the larger of which are still known as *Makassar* (ma-kass-ar) schooners. Although no longer rigged as such, they were actually schooners at one time—two masted with standing gaffs and gaff topsails fore and aft, with the lower sails loose footed and brailed against the masts. Three or four jibs were carried along with a main staysail. All in all it was a very picturesque but handy rig.

At this time they are nearly all gone now, the rig having degenerated to a gaff ketch—on those boats that still carry two masts. Over ninety percent of the boats, however, have done away entirely with the mainmast and only retain the fore as a steadying sail or for use in case of engine failure. But while I haven't seen any yet, I have heard rumors that there are still a few fully rigged schooners left in the out

islands, and some still with sail alone.

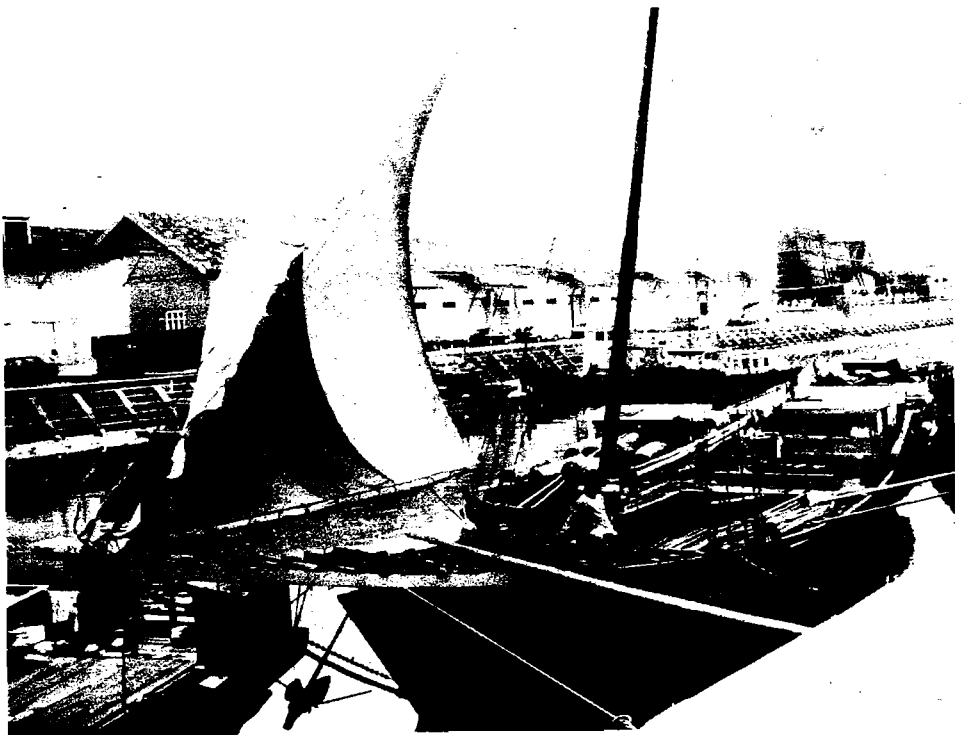
The Makassar schooners are really quite large for wooden sailboats, running from one hundred feet to two hundred feet in length, and weighing up to two-hundred-and-fifty deadweight tons.

When they were primarily sailboats they carried a crew of over twenty men, with the owners and captains always taking their sons and nephews to sea as apprentices, to become future sailors and captains. Now that need for manpower is not so great, as anyone that can be taught to start an engine and steer a course is called a sailor, and the traditional and very necessary lore of the sea is no longer a requisite.

As an old boat builder and wood-schooner sailor, I am fascinated with Indonesia and its history of boatbuilding and seafaring (at one time with voracious pirates). I would like to take a year and do a documentary on the boats of the area with film and still photos. (A year would be barely sufficient, however, as there are more than three thousand islands in the archipelago.)

I've been going over to Southeast Asia at least once a year for the last five years and now, at the age of sixty-eight, I am

"Malaka, Malaysia. One of the medium-sized (55') cargo sloops of Sumatra of the type I plan to buy—maybe schooner-rig it!" -RW. Photo by Roy Wildman.



retiring from active boat building and plan to live in Southeast Asia at least for the foreseeable future. My plan is to buy one of the big cargo sloops and use that for a home and transportation through the islands. My main interest, of course, is in the big, old cargo schooners but unfortunately my finances don't allow for an in-depth research study and documentary—but if you know of anyone handing out large grants for such a thing, let me know!

I hope to be able to send you some really neat stuff on Indonesian cargo schooners soon.

Roy Wildman

Ed. note: W & W looks forward to it!

CORRECTION

A typo in the Dogwatch column in the last issue of *Wing & Wing* incorrectly states that Arden Scott, who was honored at last year's Gloucester festival, was from Greenport, CT. Arden Scott is, in fact, from Greenport, Long Island. Sorry Sam!

"Illusion dwells forever with the wave"

—Emerson
Sea-shore

(CORONET: Cont. from page 1.)

great frame combined massive strength with some of the sweetest lines on the New York waterfront.

"She was generally considered (by the press, at least) to be the finest product of Poillon's yard up to her time. Keel, keelson, frames, and planks were all white oak from the State of Maine. Three-inch planking was mated on the inside with a 4-inch hard pine ceiling, through-fastened in the good old-fashioned way with treenails. Great naturally grown knees secured her deck timbers both laterally and vertically.

"As he strolled about the white pine deck on the day of her launch, Rufus Bush must have been pleased. Varnished teak stanchions complemented the brightwork of deckhouses and rail, all Honduras mahogany of extraordinary (by modern standards) density, beauty, and closeness of grain.

"Going below, he descended the main stairway of polished marble, fan-shaped at its foot, past two newel posts crowned with brass lamps, through swinging doors with stained glass lights, into the spacious saloon. Finished in hand-carved panels of the same fine mahogany, and set off with handsomely engraved mirrors, the main cabin was graced with a granite-topped sideboard, a writing desk, a large table with matching chairs (over which hung a brass chandelier), and a piano. Around the sides extended upholstered settees for the further comfort of her passengers. And in cold weather an open tile fireplace would dispel the chill.

"Moving forward he passed into the paneled centerline passageway on which the richly appointed staterooms opened. The three largest—there were six in all—contained chests of drawers, mirrors, spacious double beds, and ample storage area.

"Such was the quality of this vessel as she took to the water on August 17, 1885, and later received her spars. Aloft, her main topmast truck was to stand 135' above the deck. Outfitted with a variety of sails and upper spars according to her needs as a cruiser or racer, she would spread 8,305 square feet of canvas with 'all regular sail set.' Whether or not Bush could see it all complete on her launching day, he must still have been a satisfied man. And anxious to try her."

Specifications

LOA: 178' (133' on deck)

Beam: 27'

Draft: 12'

Sail Area: 8,500 sq. ft. (working sail area)

Befitting such grandeur, CORONET has had an impressive and busy life. Two years after she was built, she won the 1887 trans-atlantic race from New York to Queenstown, Ireland, against the famous schooner DAUNTLESS. The following year, during the first of four trips around the world, she played host to royalty—King Kalakua came on board in Hawaii and Emperor Meiji in Yokohama.

In 1895, under the ownership of Commodore Arthur Curtiss James of the New York Yacht Club, CORONET went to Japan, to be used by an American/Japanese scientific team to study a total eclipse of the sun. She also became the flagship of the New York Yacht Club—see related articles on pages 9 and 10-11.

In 1905 she was purchased by her current owners, The Kingdom—a nondenominational Christian organization—who used the schooner for missionary work in England and the Middle East until 1911.

That year, while returning to Portland,

Maine, CORONET was badly beaten up by a series of gales. Over the next few years she was hauled several times for repairs and numerous refittings.

Unfortunately, in 1933 she was again badly damaged, this time by a waterfront fire. She was repaired again, but lack of use and attention during the war years led to some decay. Her owners, however, had not forgotten her and in 1946 and '47 the Kingdom had CORONET hauled at Donaldson's yard in South Portland, Maine, where she was given a thorough refit: diesel engines were added, her large deckhouse aft was shortened, and her rig altered somewhat.

In her lifetime, CORONET has logged some hundreds of thousands of miles (rounding Cape Horn four times), and her restoration is now the centerpiece of the curriculum at the IYRS (International Yacht Restoration School) in Newport, Rhode Island.

The IYRS and the Restoration

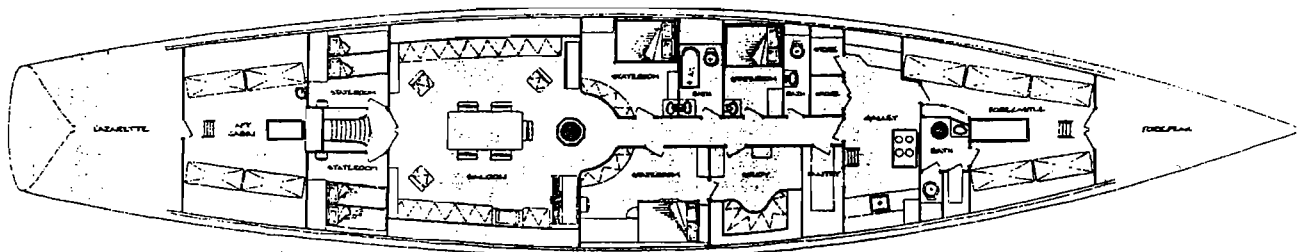
The IYRS is a fledgling not-for-profit corporation, whose aims are to teach a diverse group of students the skills and history involved in the understanding, restoration, and maintenance of classic yachts. To that end, the school intends to collect, restore, and preserve a fleet of classic yachts, and to use them for teaching purposes.

Since the IYRS was founded in 1993, the Board of Trustees, Advisors, and Associate Members have purchased a waterfront site in Newport for the school's use, have raised an impressive \$500,000 in start-up capital, and accepted a deed of gift for CORONET.

In July 1994, CORONET was thoroughly surveyed and measured. She will be com-

(Cont. next page.)

CORONET's accommodation. Courtesy of Spencer Lincoln.



(CORONET: cont. from previous page.)

ing to Lee's Wharf in Newport in the summer of 1995 where she will reside permanently. At that point complete documentation of her hull, deck, and interior will take place. The IYRS plans to take on its first apprentices at this time, and restoration of CORONET will begin in the spring of 1996.

The IYRS plans to conduct classes on every aspect of CORONET's restoration, all the while keeping her accessible to the public. The school will house the schooner in a building which will be open to the public, with walkways at several levels alongside the hull. There will also be numerous exhibits and galleries where visitors can learn about some of the various processes and skills being used to restore the boat. The workshops surrounding CORONET's shed will also be open to visitors who may watch, ask questions, and possibly participate.

After restoration is complete (planned to take five years), the schooner will once again lead an active sailing life. She will be the flagship of the IYRS and will make goodwill trips throughout the U.S. and Europe, and will be used for sail training.

For more information on either CORONET or the International Yacht Restoration School, contact Michelle Morcos at 401-849-3060.

Thanks go to Spencer Lincoln, Michelle Morcos of the IYRS, Timothy Murray, and Matt Murphy of WoodenBoat for their help in putting this article together.

CORONET: NEW YORK TO SAN FRANCISCO, VIA CAPE HORN, DECEMBER 5, 1895, TO APRIL 1, 1896.

The following excerpt is from CORONET Memories 1893-1898, a book about the schooner's travels during those years.

Then under the ownership of Arthur Curtiss James of the New York Yacht Club, CORONET travelled to the West Indies, Nova Scotia and Newfoundland, twice around Cape Horn, and also to Hawaii and Japan.

The book is a compilation of contributions by guests on board, the captain's log entries, journal entries by sailors and guests, and letters home. CORONET Memories was published in 1899 by F. Tennyson Neely, New York.

The following piece is by Captain C. S. Crosby, who for many years was the schooner's sailing master. (Crosby also had had much input into CORONET's design, along with architects Smith and Terry.)

We left New York on December 5th with unsettled weather, and it continued so the most of the run to the equator Atlantic, which was passed on the 5th of January, 1896. The best run in twenty-four hours was two hundred and six miles. We passed several vessels, but none near enough to signal. Of course, we had a call from our old friend Neptune, but his visit was short, because it was Sunday and no grog served, but he attended to his converts—the tired boy included. The run was made in twenty-nine days from New York to the equator.

From the equator to Cape Horn we had the usual weather. The best run made in twenty-four hours was two hundred and sixty miles. On the 9th of January, 1896, we sighted the steamship ORION, with which we exchanged signals, in latitude 9°21' south, longitude 56° west, thirty-four days out. We saw many other vessels, but were not near enough to read signals.

On the 2nd of February we were off St. John's Harbor, Staten Island, three miles from shore, and on the 3rd passed Cape Horn, weather fine, wind E.S.E. This run was made in thirty days from the equator, fifty-nine days from New York.

The 4th of February, 1896 was very fine. It was almost a calm, with the sea as smooth as a kitten's eye. With the islands off the Ramirez in the north about four miles, and the high land off the Cape Islands, and the sky in the background, the scene was very handsome.

We had great fun with the Cape pigeons and the albatross with the hook and line. Our tired boy shot one albatross because he was too lazy to catch one with the hook. From this date, for fifteen days, was very bad weather, to 56° south latitude. Then fine weather. The best run was two hundred and seventy miles in twenty-four hours. Passed the equator in the Pacific the 13th of March, ninety-seven days out from New York.

From the equator in the Pacific to San Francisco fine weather most of the passage, excepting about one hundred miles from San Francisco, one northerly storm lasting four days, which was very severe. Saw a few vessels, but none near enough to read signals.

Made the light on Farallones, bearing N.E. by N. twenty miles on March 31st at nine-thirty p.m. and the next day, April 1st, arrived in San Francisco. All well on board, no accidents on the voyage. The best run in twenty-four hours was two hundred and seventy-four miles, and the number of days making the run from New York to San Francisco was one hundred and seventeen.

It should be noted that this was indeed a very fast trip during the worst season.

WOODEN BOAT FOUNDATION SEA SYMPOSIUM

The Wooden Boat Foundation in Port Townsend, WA, offers the following as part of their Summer Youth Sea Symposium:

From July 15 to 19, spend five days at sea on the 101-foot schooner ADVENTRESS. While living aboard, participants will take the helm, explore tidal pools, scrub the deck, raise and strike sails, cook in the galley, stand night watch, and study the ship's systems.

The Wooden Boat Foundation sees the ship as a metaphor for our planet: a closed system which requires understanding and

care, and sails best when all aboard are working together.

This summer sailing experience offers a chance to "hand, reef, and steer" a tall ship while exploring the ecology and history of beautiful Puget Sound.

For youths between the ages of 13 and 17 years, the Wooden Boat Foundation's Sea Symposium also provides several other programs during the month of July.

Scheduling is such that the programs can be enjoyed separately or one can participate in them all. For more information call 360-385-3628.

CORONA AND CORONET

Corona and CORONET by Mabel Loomis Todd was published in 1898 by Houghton, Mifflin, and Company, Boston. Mrs. Todd was a guest on board CORONET during the eclipse expedition of 1895, a journey which covered more than 10,000 miles of sailing for Mrs. Todd's party and some 45,000 miles for CORONET. Todd's writing covers the trip to Hawaii and Japan, discusses the expedition, and details various travels ashore for sight-seeing.

The following excerpt comes from Chapter XIV of the book, which chronicles a four-week voyage from Hawaii to Japan, and the reader can see that life on board CORONET was quite fine.

Westward and slightly south pointed the graceful bow of the CORONET, ever nearer the equator. A far southerly course would take fullest advantage of the regular tradewinds; but before they were entirely upon us the days were hot, quiet, tropical-ly lovely, the glassy sea spreading white and dreamy to a misty horizon. Now and then a sunbeam struck through the prevailing haze from some far-off rift, and then a sparkling line miles away, lay like silent surf breaking on an invisible shore.

With sea-water at 80°F, our days began by a plunge into the white bath-tank. Immediately after breakfast the awning was put up, impossible as it was to remain on deck a moment without it, in the heat and often blinding sunshine; and the great boom, swung far out over the water, was

not shifted all day. Great was the heat, and the bananas, hanging in the shade ripened apace—yet not too rapidly.

Always a surprise when mid-forenoon luncheon appeared, regular tiffin at one seemed but a few minutes later; when the afternoon had apparently but just begun, five o'clock tea was brought on deck—chased by dinner. And then came long, warm evenings under the brilliant stars. Occasional sunsets were fine, but as a rule not as gorgeous as on the Atlantic.

Twilights grew shorter, darkness following quickly after sunset: "One sunny day, by night ten thousand shine," but superb moonlight paled the glory of the Southern Cross rising higher above the horizon, the brilliant Scorpion, and all the tropic skies... And proportionally our old friend Polaris sank toward the northern sea-line with his tethered constellations; even the tried and trusted Dipper descended alarmingly low, but at this season we never quite lost it...

Sundays were quiet days of blue and gold, morning service read in the saloon as before, well attended by the sailors; and long afternoons on the shaded deck, full of peace and liquid silence.

Our sailing master pursued the even tenor of his way, undisturbed by changes of crew forced upon him at every port. The first mate had joined the CORONET at San Francisco, a bluff man with a mighty voice, and not above seizing a halyard in his grasp of iron if he detected a bit of lazy hauling among the men; the second mate,

a fair-haired Russian, reliable and resourceful, is now the CORONET's trusted first mate. The number of complicated knots which this amiable Andrew tried faithfully to teach some of us to tie, might have led to a profession in themselves.

Two quartermasters are charged with details on board more than the other sailors: they see that lights are in proper position, deck-chairs put away at night and arranged in the morning, the owner's "absent" flag and dinner-flags rightly hoisted in port, and altogether they are responsible for the minor etiquette of yachting...

Days grew constantly hotter, a bird now and then forming the chief incident in a wide sky, although whales occasionally spouted or sharks darted through the water, their sharp fins easily recognizable; once a series of fine water-spouts swept our early morning horizon. No sails appeared. If there were "ships that pass in the night," they remained invisible.

But winds were at last with us, steady and strong, and good runs were made—the whole voyage beautiful enough to last forever without protest. Scrapbooks were brought up to date,... journals and letters flourished, chess-players became finish experts, decorations (in the shape of various pennants) were painted in the saloon,...

As for a little Richard barometer in the companion-way, it was an intimate friend of all, a glance at its telltale cylinder being an invariable but half-unconscious inci-

20th ANNIV. FOR NCMC

In 1995, the North Carolina Maritime Museum will celebrate its twentieth anniversary. Nineteen seventy-five is the year that the museum was initially established, developed, and funded as it is known today. Prior to 1975, the museum's miscellaneous collection was moved from place to place, its only sense of permanence being the dedicated individuals who kept the collection together and who, like so many, felt that the natural and maritime history of the state's coastal region should be preserved and displayed for everyone to enjoy.

To commemorate the twentieth anniversary, the exhibit "From the

Museum's Attic" is on display. This exhibit features some seldom-seen artifacts from the museum's collection. Items include ship models, boatbuilding tools, nautical artifacts and prints, and natural history specimens that have been accessioned during the last twenty years. This exhibit, designed to reminisce about the past, runs through the spring of 1995.

Also, a small craft exhibit devoted to North Carolina's traditional working watercraft will soon be on display at the museum. This new exhibit, which will be installed in the main gallery, focuses on the origins and development of small craft that are considered to be unique to the area. Beginning with logboats (boats that are literally dug out of a log) visitors will

see how those primitive techniques influenced local boat-building methods and how boats are made in North Carolina, right up to today's skiffs, schooners, and work boats.

Visitors to the museum can also check out the Harvey W. Smith Watercraft Center, where on-going projects include the restoration of the museum's small craft collection and the construction of wooden boats.

For more information call the museum at 919-728-7317.

Alone, alone, all, all alone,
Alone in a wide, wide sea.

—Coleridge
Ancient Mariner

dent of every trip below, if a dozen times in a morning.

The Captain barely escaped the loss overboard of his birthday at the one hundred and eightieth meridian, but its rescue was celebrated by a huge cake with candles, and many gifts unsealed from home. Delightful contralto, bass, or tenor solos diversified those evenings when temperature would admit staying below with the piano; or quartettes on deck floated over lonely Pacific wastes which may never again stir those solitudes. Chief, too, developed still another talent, giving us burlesque operas, accompanied by the guitar or autoharp in thrilling style, some of his final trills and cadenzas falling a little short of the sublime, as he dramatically bewailed a broken heart in brilliant falsetto.

And still Polaris sank lower, the Cross riding nightly higher in our southern heavens.

Hoisting the main topmast-staysail was always a pretty sight. When lowered and stowed away it is delicately hauled into position still tied; but when in place, the wind and a slight jerk breaking the little cords in speedy succession, it falls apart white and graceful, and is quickly made fast.

At early morning, oftentimes, a curious noise like the rush of an amateur cyclone sounded over our heads, but it was only a sailor scrubbing his white duck clothes on deck in sea-water with a big brush and salt-water soap. In the main they were fresh-faced, wholesome men, these sailors of the Pacific, quiet and industrious, with

great pride in the beautiful CORONET.

The shanties still continued, our mate, as on the previous voyage, singing the solos, and a hearty chorus aiding greatly in hoisting the mainsail...

After the course was changed to northwest, winds became curiously fitful, almost as if the edge of a typhoon has passed by, so abnormal were the conditions. Showers fell, general rolling prevailed, winds died out, or else sharp breezes sprung up from unexpected quarters. For several days anything was anticipated, but one afternoon a regular wind began once more, after a heavy rain; coolness and comfort returned, and ten knots were easily made. A high gray sea was running though the water still showed a temperature of 80°F. Then a rollicking blue morning with sparking white-caps, and everything was natural again...

A day or two before the coast of Japan should have been sighted, flocks of birds appeared, the breeze suddenly increased to sixty miles an hour, while huge gray rollers again broke all over the tossing sea in sharp white foam. Yet the wind was in an opposite quarter from its normal direction, if indeed this disturbance were the edge of a typhoon sweeping up the coast. Quick orders for lowering sail rang out; in the confusion of tramping feet above, and the booming wind, all sorts of expressions came down the companionway, cut into bits in their descent, and fraught with mysterious import, "Clew up your topsails," "Let go your throat," mingled with direc-

tions about the lee lift and the main sheets. I listened in vain, however, for my favorite order on board, "Jig up your peak!" Today's crisis demanded quite the opposite of "jigging up" anything. But in an incredibly short time phrases were translated into an accomplished shortening of all sail. Nothing remained but the main trysail and a jib; it rained with tropical lavishness, and once more we were "hove to" near the coast in a wild swirl of waters...

And after this one tempestuous night, the morning dawned fair and lovely, but greeted no longer by a sapphire sea to reflect the brilliant sky. The CORONET was unmistakably in the *Kurosiwa*, the "black current" of Japan; the water was dark green, and full of drifting seaweed.

Before sunset of that bright Sunday, the twenty-first of June [1895], two or three islands appeared—Mikura, Miaki, and Vries. Then the incomparable cone of Fuji lifted itself against the sky—that well-remembered landmark which was our last sight of the beautiful land nine years before, and without which Japan could not be Japan...

And then a fishing-boat or two appeared—first sign of human life other than our own in all the four weeks' wide stretch of lonely sea. As darkness came on, great Fuji melted from sight, and here and there torches twinkled unsteadily from fishermen setting trawls. The Captain remained on deck all night, and his guests went below with mingled sensations of memory and anticipation.

MORE ABOUT LARINDA

We've received a card from Larry and Marlene Mahan of LARINDA:

"Just received the fall newsletter after much mangling by U.S. postal machinery. Thanks for the coverage. We have just finished making our last payment. What a relief.

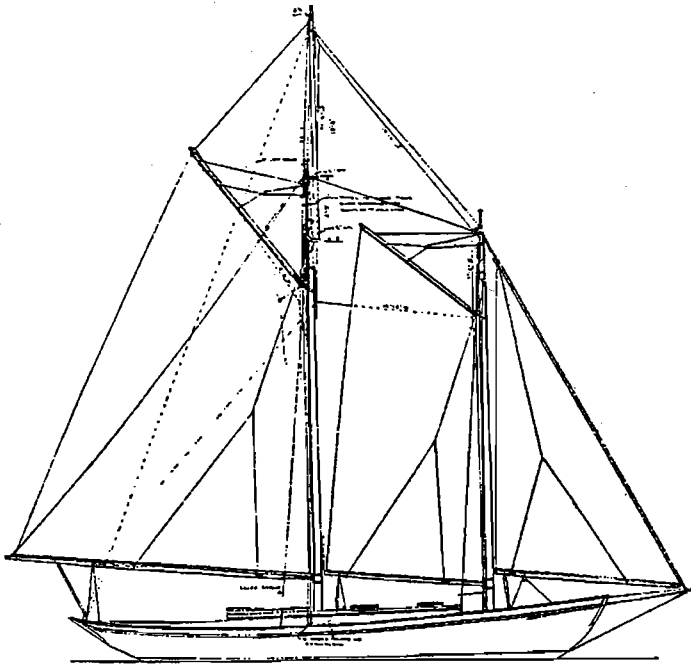
"Thought you might like to see our Christmas card for this year. The ASA logo should catch your eye. By spring we should be back in full swing with work on LARINDA. Thanks for thinking of us."

Larry and Marlene Mahan
LARINDA

Left: Below on LARINDA.



IN PRAISE OF THE SCHOONER RIG



AMBERJACK. From Ed Yeoman's Amberjack: The Story of a Boat and Her Family.

"There's no rig like the schooner rig," I told him. "He" is a friend who sails a yawl and had given me a lot of arguments in defense of that particular combination of masts and sails. He spoke of better balance, ease of shortening sail, ideal for single-handing and other familiar virtues. I had listened patiently, never wanting to stem the flow of a man's appreciation of the object of his affection. Now it was my turn.

"First of all, there's her profile. The look of a schooner, especially a gaff-headed schooner, makes you catch your breath and gaze. There's a line that begins with the bowsprit, travels through the top of the foremast, on up to the head of the main topmast (or mainmast if she is Marconi rigged), reaching its highest point slightly aft of the middle of the hull, then dropping down the leech of the mainsail to the end of the boom—a line completely characteristic of schooners and of nothing else. It is a profile that has style and balance, beauty and dignity—an altogether patrician profile. When a man wants a nautical weathervane to put on top of his barn what does he get nine times out of ten? A schooner, and preferably a gaff schooner.

"There are variants of this profile which are defended by schooner people with specialized tastes—the knockabout bow design,

for instance, which eliminates the bowsprit, or the bald-headed mainmast which permits no use of a main topsail or a properly peaked-up fisherman staysail. Such cut-down rigs are safer, requiring fewer hands, but they lose something that is esthetic in the full-rigged schooner with bowsprit, topmast and overhanging main boom.

"A Marconi mainmast is neater with its high profile and shorter boom, and its sail is certainly easier to handle, but it can't compare in looks to the sweep of a topsail down to the peak of the main gaff, and the great breadth of a mainsail that is carried between a long gaff and a boom that overhangs the stern. And you will agree, I am sure, that a boat must provide esthetic pleasure as well as safety and comfort."

My friend was getting restless. I could imagine the objection to these esthetic arguments forming in his mind. Without waiting for him to interrupt, I turned to more practical matters:

"Why do you suppose that the Grand Banks fishermen of Gloucester and Lunenburg developed the full-rigged schooner if it was not the most practical rig for their dangerous work? Their vessels not only had to be fast, but able to stand up to winter gales on the North Atlantic and to maneuver in and out of

shoal waters where the best fishing was to be found.

"The rig which they perfected allowed them to shorten sail in a variety of ways, depending upon conditions. They could drop the topsail and jibs, reef the mainsail, take in the mainsail entirely and sail under foresail and jumbo, heave to under reefed foresail in really heavy weather, with or without a trysail hoisted over the furled mainsail. But when the time came to swing her off for the race home to market they could shake out all the reefs, set working sails, hoist topsail and fisherman staysail and let her make a passage. This flexibility in sail area under varying winds and the requirements of their work earned for those vessels their reputation for seaworthiness."

My friend reminded me that he was not about to go fishing on George's Bank in winter. All he wanted was a summertime boat that was safe and comfortable and easily handled by his family and friends. He would race similar boats when the opportunity arose, but mainly he cared about cruising and living aboard for his vacations. Now I was on familiar ground and warmed to the recollections:

"A 42-foot schooner is large enough. You can sail her single-handed in good weather, but a family having two or three active members can manage almost any summertime situation. Of course you need more people if you are going to race and do a lot of sail-shifting. She will balance perfectly under her working sails on most courses. All you need to do is trim sheets a little here, start them a little there, to achieve that balance. If you want to go below and fix lunch when you are alone, you can heave to easily just by hauling the foresail over to windward, slacking the mainsail until it luffs and lashing the wheel down (rudder to windward) to offset the pull of the foresail.

"We seldom reefed any sail. If we found that there was too much wind for full sail we dropped and furled the mainsail. A schooner will go along perfectly well under foresail alone for that matter, especially if your course is a little bit off the wind. Going before the wind with a following sea we like to take in the mainsail in order to avoid an unwanted jibe of that long boom. Then we could wing off the foresail and jib and make about a

much speed as we did while the mainsail was drawing and blanketing one of the other sails.

The schooner is a great rig for sailing in and out of harbors when you are pretending that you have no motor, and that's good practice for the time when your motor really fails. When you have selected your spot for the anchor or mooring, you can swing to leeward of it at the right distance and coast up to it with mainsail sheeted flat and foresail luffing (you would have taken in the jib outside). The wind against these two sails will slow you down, and the mainsail will keep you on your course upwind. When you drop your anchor you will not fall away from your position right away, but will ride back on the anchor line with the mainsail acting as a weathervane. Of course if you have tide current to contend with, other tactics are necessary.

"To leave an anchorage or a mooring you do the reverse: set foresail and mainsail, leaving the fore sheet slack and flattening the main. Stand to your wheel facing aft and guide her past other boats by reverse steering as she backs down until you reach a point that is open enough for you to swing. Then trim your foresail, slack the main a bit and you are on your way to the harbor mouth.

"I suppose you might do that in a ketch using jib and mizzen, but I'm not sure that the smaller mizzen is capable of holding a boat into the wind against the hull's windage, whereas the larger mainsail of a schooner will do it."

My friend said that he hoped his motor would not fail at such times, and of course I hoped that it would not, too. But I reminded him that auxiliary motors, placed down in a bilge with salt water just below them are nowhere near as reliable as automobile engines, and it's reassuring to know that you can take your boat practically anywhere without power.

"The best time to use your engine," I went on, "is when you are beating to windward against the tide. A Marconi schooner can do that about as well as any other rig, but a gaff schooner can't quite summon the speed or the sharp pointing close to the wind to do her best on such a course. I never hesitated to start the motor at such times, except in racing, of course, to shorten the passage and charge the bat-

tery. The alternative, which I often used, is to select another destination for the day's sail that will allow you to get there with a fair wind.

"Now you have gone to one of the schooner races that are common along the East Coast. You have enlisted a crew of six, counting yourself, because it takes that many to handle the sheets and halyards, navigate, and steer. You have rehearsed going about and jibing, and have timed your speed carefully with sails sheeted properly for each course. From doing this enough times you have learned the finer points of sailing a schooner, one of which is that the foresail is a key to your vessel's speed.

"First, it must have a vang that holds the peak close to the mainmast so that the leech will have a proper curve. You must adjust the vang to prevent the head of the foresail from backwinding the main topsail. Next, the fore sheet must be started just enough to keep a full sail when close-hauled, but not too much to backwind the mainsail. The driving power of the mainsail lies along its luff, and you lose much of it the moment you allow backwinding from the foresail.

"Finally, on any course except before the wind you allow the foresail a little more sheet than the main in order to fill the windstream with as little interruption as possible between the two sails. A lot of bother and lines to handle, you say? Yes. But to people who like schooners such duties are bread and butter, and the satisfaction that comes when everything is set and drawing properly is rewarding for all the work."

I can't report that my friend rushed out to buy the first schooner that appeared in the listings. He looked a bit puzzled, as though weighing the things that I had told him against his experience in a modern rig. All I could say to him was, "Let your instincts tell you what kind of rig appeals to you. If you don't find pleasure in the look of a schooner's profile, then she's not for you. It's largely a question of esthetics.

Ed Yeomans

Ed Yeomans is former master of the Malabar schooner AMBERJACK, and a former vice-commodore of the ASA. He is the author of Amberjack: The Story of a Boat and Her Family, published by Windflower Press.

SCHEDULE OF EVENTS

12th Annual Classic Mariners' Regatta
Port Townsend Bay, WA
June 3-4

1995 Wooden Boat Show
Southwest Harbor, ME
July 14-16

Emperor's Cup
Marblehead, MA
July 15-16

Nova Scotia Schooner Assoc. Race Week and Rendezvous
Mahone Bay, Nova Scotia
week of July 31

Eggemoggin Reach Regatta
Eggemoggin Reach, ME
August 5

Mayor's Cup Schooner Race
Port Townsend Bay, WA
August 5-6

Opera House Cup
Nantucket, MA
August 19

Padenerum Regatta
Padenerum, MA
August 26

Newport Classic Yacht Regatta
Newport, RI
September 2-3
Northwest Cup Schooner Race

19th Annual Port Townsend Wooden Boat Festival
Port Townsend, WA
September 8-10

Mystic Seaport Schooner Weekend
Mystic, CT
September 9-10

Governor's Cup
Essex, CT
September 16

Mayor's Cup
New York, NY
September 23

Race Rock Regatta
Long Island Sound
September 29-31

LETTIE G. HOWARD RESTORED AND SAILING

The South Street Seaport Museum in New York City recently announced the completion of its two-year restoration of the 1893 Fredonia fishing schooner, LETTIE G. HOWARD, and is presenting the opportunity for the public to travel onboard in the spring and summer of 1995.

In honor of the restoration, the museum has planned a series of on-board sailing programs and workshops for the public, which include specialized one-day school programs, teacher workshops, camp programs, and weekend and week-long adult education programs.

One-Day School Programs

(weekdays: May 1-June 23, September 11-October 27)

Learn while cruising! For four hours, students of all ages learn to combine elements of marine biology, environmental science, weather, physics of sail, basic piloting, and seamanship. This program enables students to gain a further understanding of the physical elements which shaped the technology and culture of the maritime world and its fishery in the late 19th century.

Additional discussion focuses on present-day maritime technology, culture, and environmental concerns. Overnight programs are also available.

Also, the South Street Seaport Museum offers teacher workshops and camp programs which are similar to the one-day school programs.

Weekend Adult Programs

(May 12-July 9, August 4-6, September 10-October 22)

The adventure begins on Friday evening with a tour of the Seaport district and museum vessels, outlining the significance of the LETTIE G. HOWARD within the context of the New York Port.

While undersail, guests are invited to partake in such activities as standing watch, basic piloting, sail handling, steering, trawl operation, fancy ropework, fishing, anchoring, as well as the exploration of music, art, and literature related to late-19th century fishing.

Destinations will depend on the weather and currents, possibilities include the Connecticut shore harbors like Greenwich

and Norwalk; Long Island harbors like Northport, Cold Spring Harbor, and Oyster Bay; Hudson River stops like Bear Mountain; and New York Lower Bay harbors like Horseshoe Cove at Sandy Hook, and Gateway National Park at Jamaica Bay.

The LETTIE G. will return to the South Street Seaport Museum at 3:00 p.m. on Sunday.

Week-long Adult Programs

(July 16-29, August 13-September 9)

This program is similar to the Weekend Adult Program except the adventure begins on Sunday evening, with the schooner returning to South Street on Saturday afternoon at 1:00 p.m. Again, destination will depend on weather and currents.

Fares for these programs include visits to all Museum exhibition galleries, historic

(MEERWALD: Cont. from page 6.)

Charles Lofft, a retired marine engineer takes care of all details. There is also a group of volunteers from the GAZELLA, out of Philadelphia who come regularly.

The work has been progressing quite well. At the last work weekend in November we had a small party to celebrate the completion of framing the vessel (38 frames).

Some of the spars have been delivered as well. The Douglas fir timbers are being shipped in from Washington and all of them will soon be at the restoration site in Bivalve, New Jersey.

White oak is being used for the frames and planking, and long leaf yellow pine

ships, and a working 19th-century print shop. Those interested in more information should call 212-748-8590.

Also at South Street

Maritime crafts classes resume in April at the museum. Old hands and beginners alike are invited to sign up for boat building workshops being offered on weekends by master boat builder Bill Bichell. Bichell's workshops, which run from 8 a.m. to 6 p.m., range from two, two-session introductory courses to a five-week workshop in which a full-size Chaisson dory will be built from scratch. Call 212-748-8590 for more information.

And South Street Seaport Museum is looking for docents. If you have four or eight hours a week of time and energy to volunteer, consider becoming either a museum or gallery docent. Training programs begin this spring. Call Patricia Sands at 212-748-8600 for more info.

for the keelson and the deck beams.

This summer I watched one of the gaffs being made at the WoodenBoat Show in Southwest Harbor, Maine.

It is a great feeling to participate in reconstruction of this centerboard schooner—meeting people and learning alot. I will keep you posted on progress in future issues of *Wing & Wing*.

The information in the first part of this article appeared in the Delaware Bay Schooner Project's newsletter. Thanks to Meghan Wren for supplying it. Also, the Schooner Project is always looking for volunteers, Sundays 10-4. No experience necessary. Call 609-785-6020.



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Bank Square, P.O. Box 188, Mystic, CT 06355

DOGWATCH

The great blizzard of '95, such as it was, was sufficient to prevent your erstwhile scribe and spouse from attending the annual meeting, the first such pitiful performance since the great "heart attack" fiasco of 1985. But we probably wouldn't have found the meeting even if we had braved I-95, since the Seaport shut down. Once again, ASA owes a debt of thanks to Mystic Seaport's Dave Rainer who found accommodations for the hardy souls who did make the trip.

In the last edition of *Wing & Wing*, we gleefully, if subjectively, awarded Wimp of the Year awards to certain parties, so we are more than happy this time around to make a Heroine of the Year award to Meghan Wren of the Delaware Bay Schooner Project. Ms. Wren, whose presentation of her group's work to restore the A. J. MEERWALD we're truly sorry we missed, left south Joisy at 9:00 p.m. on Friday night, obviously doing a better job at ensuring she'd be in Mystic than yours truly. Coincidentally, 9:00 p.m. was also about the same time the aforementioned 'zard started in that neck of the woods. Northward she battled against the shrieking gale until about 3:00 a.m., when, exhausted, she stopped at a forsaken rest area and curled up in her sleeping bag for some much-needed rest. Several hours later, somewhat refreshed, she commenced to complete the journey, arriving in time for the meeting. Aye, she was bound thar and it was a voyage surely and safely completed. We only hope that the trip home was an easier one. Her presentation came as somewhat of a revelation to many who didn't realize that the Swamp Yankee State really has a significant maritime heritage.

Delighted to hear that Gannon and Benjamin, of Gannon and Benjamin, both attended the annual meeting. Maybe these guys are even members now, which would be a significant and prestigious addition to the roster, as their Vineyard Haven yard has become one of the Northeast's most respected builders and restorers of traditional vessels. Just ask Jim and Gina.

We promised you dates for the Manhasset Bay Yacht Club's August pro-

(Cont. next page.)

RODERICK STEPHENS, JR.

On January 10, the sailing world lost one of its most innovative and best yacht designers. Aged 85, the well-known and respected Roderick Stephens, Jr., passed away in his sleep at his home in Scarsdale, New York.

Rod Stephens was born in New York City in 1909, and became involved in sailing at the age of 11. He was a graduate of Scarsdale High School and attended Cornell University. He held an honorary Master of Arts degree from Brown University, awarded jointly in 1958 to his brother, Olin, to "a rare team of designers of yachts, ships, and amphibious vehicles."

In 1928 Rod left Cornell to work at the Henry Nevins boat yard on City Island, NY, and in 1929 Rod and Olin, together with partner Drake Sparkman, founded the Sparkman & Stephens naval architecture and design firm. Rod served as associate designer and later as president of the firm. (Of course the firm of Sparkman & Stephens is best known to schooner folks as the designers of the renowned BRILLIANT and SO FONG, both of which have been featured in past issues of *Wing & Wing*.)

A year later, he collaborated with his brother and father on, DORADE, a boat that revolutionized the ocean-racing world. (It was for DORADE that Rod designed the innovative dorade vent, which efficiently allows belowdeck space to be ventilated even in bad weather—an invention for which many sailors are eternally grateful.)

Rod was first mate aboard DORADE for the 1931 Transatlantic Race from Newport, RI, and the Fastnet Race, both of which she won handily. In 1933 he repeated those victories as the skipper of STORMY WEATHER. In 1937 he was in the afterguard of the well-known J-class RANGER for her successful defense of the America's Cup. And in 1958 and 1964 he served in the afterguard of the 12-meters COLUMBIA and CONSTELLATION—all S&S boats—for two more successful defenses of the America's Cup.

In addition to such notable racing, Rod Stephens cruised and raced hundreds of thousands of miles throughout the world as the chief inspector for S&S. He had the

final word on numerous details during the construction and sea trials of more than 2,000 S&S-designed sailing and motor yachts.

As Bill Langan, chief designer for Sparkman & Stephens put it, Rod Stephens's "long curiosity about boats was infectious. He loved boats and made everybody around him love boats."

Rod received the Medal of Freedom, the United States' highest civilian award, for his contributions during World War II in the design and engineering of the DUKW ("duck") military amphibious vehicle.

He was an active and vital member of the sailing community in the U.S. and abroad: he was a member of the Society of Naval Architects and Marine Engineers, the New York Yacht Club, the American Yacht Club, a former commodore of the Cruising Club of America and a winner of its Blue Water Medal, a member of the Royal Ocean Racing Club in the U.K., a former commodore of the Storm Trysail Club, a former commodore of the Off Soundings Club—North American Station, a former post captain of the Royal Swedish Yacht Club, an honorary member of the U.S. Naval Academy Fales Committee, chairman of the New Ship Committee of the Sea Education Association, a member of Mystic Seaport Museum, and the National Maritime Historical Society's WAVETREE foundation.

He is survived by his daughter, Betsy Stephens of Washington, his brother of Hanover, NH, and his sister, Marguerite Stephens Sheridan, of Seaford, DE.

NEW PHONE NUMBER

The phone number which appears on the ASA stationery is no longer valid.

Please do **not** call 203-536-2754. The current secretary, Jeff Robinson, can be reached at 508-693-2803.

"They who go down to the sea in ships behold the wonders of the deep but they who go down to the sea in schooners see Hell."

—Old sailor's maxim

(DOGWATCH: Cont. from page 15.)

gram to mark the 100th anniversary of the Yacht Racing Association of Long Island Sound. Races will be held the weekends of Aug. 12 & 13, and 19 & 20, and schooners are heartily encouraged to enter. If enough do, there will be a class for schooners alone. Races will start and finish in Manhasset Bay, which should make for some interesting racing what with all the various traffic around Execution Light and the problems getting around Sand's Point against the prevailing southwesterlies.

Good News Dept: Bobby Pulsch, our erstwhile Vice Commodore, had just about finished planking up a gorgeous little (16') undecked double gaffer in his Port Monmouth, New Jersey, workshop when Dogwatch visited in mid-January. She'll be a gas to daysail on the Navesink, and Bobby is talking about taking her up to the Mayor's Trophy Race in New York City in September. What's that about decked vessels only? If the RUSSELL GRINNEL can enter, why not Bobby? Now this will definitely not be a cruising-type boat. And with KATHLEEN MARY now seriously for

sale, what will the Pulshes do for farther horizons? More on that a bit later, but suffice to say that there are some plans in the offing for a certain Crowninshield gaffer currently residing in the general vicinity of Port Monmouth.

And rumor has it that Walter Page, who used to sail a bit on VOYAGER and now calls the Virginia Swatchways home, is contemplating the purchase and restoration of the glorious MALABAR X. 'Tis a consummation devoutly to be wished. (This info courtesy of Jeanette Phillipps, who until recently was on a short leave from VOYAGER. Jeanette is now back with the boat, which is currently located somewhere on the east coast of New Zealand.)

If Anyone (except maybe Jeff Robinson) Cares Dept. (cont.): While avidly perusing a *New York Times* story on one of the neighborhood's more interesting purveyors of carpeting, we inadvertently stumbled across the meaning of "feng shui." As readers of this column will no doubt remember, that was the new Nova Scotia Schooner Association schooner owned by the Panyu, China

brewmeister who commutes to Mahone Bay, Nova Scotia. Well the Gray Lady's reporter revealed that "feng shui" represents "... an ancient Chinese view that... the position of a building affects the health and happiness of those who occupy it. This would seem to indicate that movement can bring on ill health and unhappiness. We can readily grasp the philosophical import of such a view. But we have difficulty applying it to a boat which, presumably, moves around from place to place. Does that imply that the health and happiness of FENG SHUI's skipper and crew could change, perhaps dramatically, as they sail between First and Second Peninsulas? Now this could have serious implications, indeed, and we hereby go on notice as alerting the NSSA to please pass on this caveat when the brewmeister returns to Nova Scotia. You can't be too careful... (I wonder what Tom Gallant might make of this conundrum.)

I know the postal rates have increased since we last communicated, but... those cards and letters.

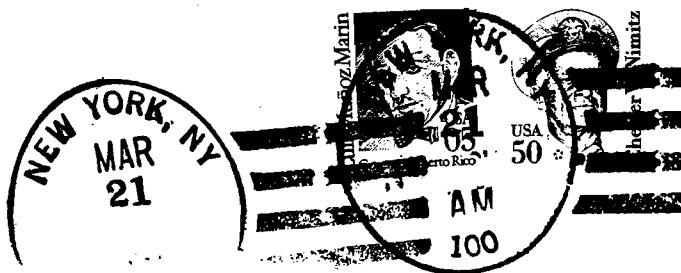
Sam Hoyt



American Schooner Association

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