



WING & WING

Volume XXIV, Number 2 • Summer 1996

The Official Newsletter of the American Schooner Association

L. A. DUNTON

This summer marks the 75th birthday of the 123-foot L. A. DUNTON.

The ASA will be honoring the schooner during Mystic Schooner Days, September 6-8, at Mystic Seaport, CT. See you there!

The L. A. DUNTON's First Year:

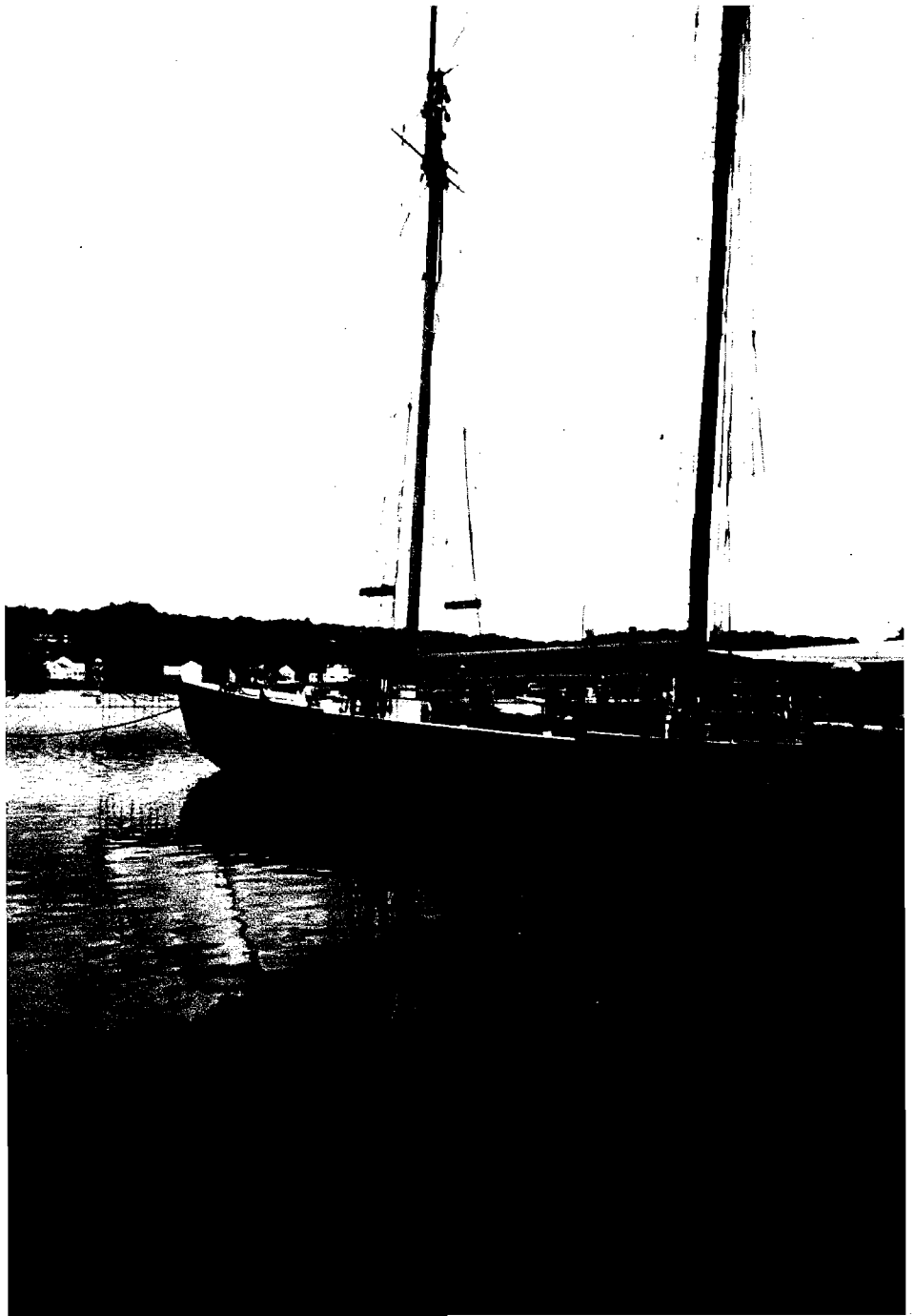
Gleanings from the Gloucester Daily Times

For years we have known the outline of the L. A. DUNTON's fishing career, but lacking the specific information on voyages and catches that visitors often ask about, we have interpreted the DUNTON largely as a generic fishing schooner. However, a survey of the *Gloucester Daily Times* reveals that both the DUNTON's career and the context of the period in which she fished can be reassembled with significant detail. The following reconstruction of her first year suggests how much we can learn.

The L. A. DUNTON was launched from A. D. Story's shipyard at Essex, Massachusetts, on March 23, 1921. The launch rated no more than two sentences in the *Gloucester Daily Times*. She was a conventional vessel, whereas the fishing community was preoccupied with the upcoming launch of the new schooner MAYFLOWER, designed specifically to compete against a Canadian fishing schooner in the International Fishermen's Races. After a successful launch into the narrow Essex River, the DUNTON was

(Continued on page 8.)

Photo of the L. A. DUNTON by Jim Mairs.



NEWS FROM THE WEST COAST

Much has happened over the winter in the Northwest. I haven't heard of any winter activity in Southern California, other than trying to stay dry and warm (as we are up here also).

After nearly twenty-five years of ownership and restoration, Harold and Annalise Sommer decided to sell their schooner WANDER BIRD. Sue Abbott of Mahina Yacht Sales in the Seattle area was the broker, and WANDER BIRD will be calling the Northwest "home" sometime this spring. Her new owners are James Flurry, an art dealer in Seattle, and David Cook, an art dealer in Denver.

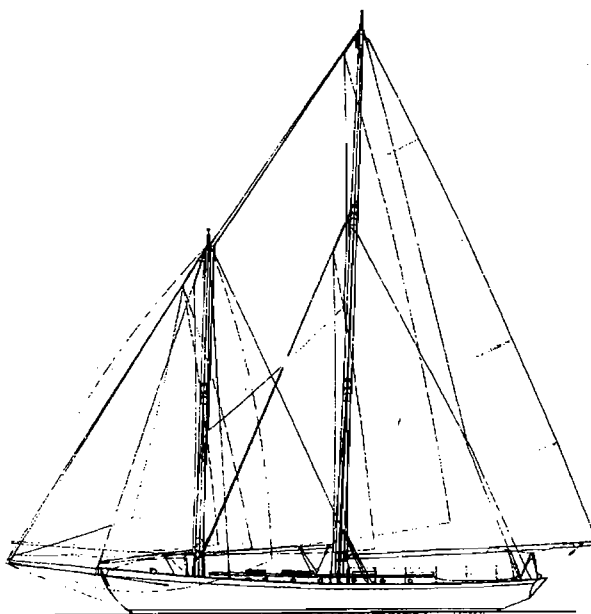
WANDER BIRD was launched August 9, 1867, in Germany—her original name was ELBE NO. 5. She is 76 feet on the water, with a beam of 18' 6" and an 11-foot draft. Going around Cape Horn from Gloucester, she sailed through the Golden Gate into San Francisco Bay for the first time on February 20, 1937. Since then, she has sailed to French Polynesia and Hawaii, but San Francisco has been her home port.

For those not familiar with the history of WANDER BIRD, *Nautical Quarterly* #17 (Spring 1982) has a great article about her. Also, Warwick Thompkins, who bought the pilot schooner in Germany in 1928, wrote a book, *50 South to 50 South*, about his trip around Cape Horn aboard WANDER BIRD. And, Irving Johnson, deck hand and then mate on WANDER BIRD, met his wife-to-be, Exy, aboard. Johnson later fashioned their YANKEE cruises after Captain Thompkins and WANDER BIRD.

After sixty years in the Bay area, it will be strange to see her gone from her berth at Sausalito, but to be sure, Seattle will welcome her.

Bill Brandt, owner of the 1925, 56-foot, L. E. "Ted" Geary-designed schooner SUVA, has loaned her to Evergreen State College. The college owns a Luders 44 yawl, RESOLUTE, which has been restored, and they teach students sailing and boat handling.

Del and Paulette Edgbert have donated their 1907, 68-foot, W. F. Stone schooner, MARTHA, to the Northwest Schooner



Byron Chamberlain owns the 52-foot LOD schooner ROSE OF SHARON.

Society (which owns the 135-foot pilot schooner, ZODIAC). MARTHA will be used for sail training, as is ZODIAC.

REVENGE, a 43-foot Alden schooner which I owned in Southern California from October 1970 to May 1974, is back in Bellingham, Washington. She had been in Portland, Maine—where I originally purchased her in 1970. Originally called IRMA ANN V, she is an Alden 270. We look forward to seeing her racing out this way again.

Craig Downey of Poulsbo, Washington is busy with BARLOVENTO—see *Wing & Wing* Fall 1994—preparing for the 1996 season. New sails, new Perkins 6-354 diesel engine, max prop, and—rumor has it—a new foremast. Probably bigger!

MARILYN (another Alden 43, design #309), owned by Scott and Marilyn Richardson of Poulsbo, Washington, is ready for a season of racing and cruising. The last two years the Richardsons have been busy adding to their house, including building a new dock for the schooner, and haven't had much time for sailing. 1996 will be different.

DIRIGO II and REJOICE, both Alden schooners, are in La Conner, Washington.

Hopefully we will see them sailing this summer.

PASSING CLOUD—see photos of her elegant interior in the Spring 1996 issue of *W&W*—will be sailing out of her home port of Victoria, Canada, though Greg and Lynn Sager are always busy with business and children.

Leslie and Sugar are still in New Zealand with ALCYONE. They should be back in Puget Sound sometime this fall, after a trip to Hawaii and Alaska on the way home.

In Southern California, Craig Downey's father, Brad Downey (owner of the 42-foot Edson Schock schooner LUCKY STAR, winner of almost every race entered for more than thirty years, and also one of my best friends), will be entering the Newport Harbor Yacht Club Opening Day Race in May. But after that, the schooner will be on her mooring all summer while Brad and Rosie enjoy Alaska.

I know others will be racing and and cruising the waters of the Northwest this summer, and I will keep you posted on activities up here, as well as activities in Southern California and San Francisco, as the season progresses.

Byron Chamberlain

BOWKER AND GARDNER, HONORARY FELLOWS

The Fellows of the G. W. Blunt White Library—the cornerstone research facility Mystic Seaport, CT—have announced the election of Captain Francis E. Bowker and John Gardner as Honorary Fellows.

Bowker and Gardner were recognized “for their dedication, scholarship, and inspiration to others in the maritime research community.”

Biff Bowker, a longtime ASA member and past Officer, has worked at Mystic Seaport for thirty-six years.

He first went to sea in 1934 at the age of sixteen, aboard the 200-ton schooner PEACELAND. He sailed aboard many three- and four-masted schooners, served at sea during World War II, and made a brief sojourn into the business world before becoming the mate aboard Mystic Seaport’s training vessel, BRILLIANT.

Three years later Bowker became captain and stayed with the vessel for twenty-two years. During this quarter century of sail training, from 1959 to 1983, over 5,000 trainees went to sea with Captain Bowker.

In addition to numerous articles and views, Bowker has written three books focusing on the history of schooners and his experiences aboard them: *Hull Down*, *Blue Water Coaster*, and *Atlantic Four Master*. Bowker was recently awarded the American Sail Training Association’s Lifetime Achievement Award.

John Gardener, who died in October 1995 (see *W&W* Fall 1995), was a renowned boat builder, author, lecturer, and associ-

ate curator at Mystic Seaport for twenty-five years.

“John Gardner is not easily captured in words. His true nature is obvious in the boats he has built. He was an extraordinary blend of craftsman, historian, leader, scholar, teacher, activist, author, and mentor,” said J. Revell Carr, Director of Mystic Seaport.

Gardner was technical editor at *National Fisherman* and wrote for numerous publications, covering topics such as heritage hand tools, traditional boats and boatbuilding, maritime history, and the environment. He was the first to call attention in print to chemical hazards in the boatyard.

Gardner also wrote four books: *Building Classic Small Craft*, *Building Classic Small Craft—Volume II*, *The Dory Book*, and *Classic Small Craft You Can Build*. As well, he co-authored *The Adirondack Guide-Boat* with Helen and Kenneth Durant. A new book in Gardner’s how-to-build series, *Wooden Boats to Build and Use*, will be published by Mystic Seaport this summer.

Bowker and Garner join Gerald E. Morris, Mystic Seaport’s former Director of the Library and Publications, who was elected an Honorary Fellow on his retirement from the Museum in 1992.

The Fellows of the G. W. Blunt White Library are fifty scholars, educators, researchers, and others with special interests who form a focused support group for the Library. Founded in 1980, the organization promotes scholarship in

maritime history through awarding prizes for articles, sponsoring lectures and publications, and making acquisitions of library materials.

As the heart of Mystic Seaport’s research resources, the G. W. Blunt White Library has one of the most complete collections of its kind and comprises more than 60,000 books and 700,000 manuscripts.

Periodicals and microfilm cover such fields as marine engineering, shipbuilding, navigation, marine archaeology, fisheries, and polar explorations. Information on maritime folklore, sea chanteys, and the arts and crafts of coastal life is also available. Items in the library include a large collection of ships’ logbooks, the complete New York Maritime Register, and extensive collection of nautical charts, and rare books.

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The ASA now has a Web site, thanks to Tom the SchoonerMan. Check it out at <http://www.novagate.com/~schoonerman/asa/asa.htm>

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SCHOONER TALK

This article by Jim Emmett appeared in the April 1957 issue of The Rudder magazine, along with the following editorial comment: "Schoonermen are getting scarce and therefore we are glad to print an article by one of the few remaining friends of this rig which, as far as yachts are concerned, is almost extinct. The schooner rig was always the rig of romance, but due to various factors practically none are now designed or built. The Rudder rarely receives schooner plans for publication and no pictures of recently built schooners have reached the editorial desk."

The schooner rig is picturesque and if you love the traditional, it might appeal to you. Still you will probably ask, "Just how practical is it for small boats up to, say, forty feet in length?"

The answer depends largely upon the use you will make of the boat. If you want her for racing the answer is in the negative, for the small cruising-type schooner has no place in modern racing competition. Nor would I want the schooner rig if my sailing time were limited to the usual short weekends and a two week vacation. For one thing, there are too many "sticks and strings" involved. Getting the boat ready and under way, with everything on deck tidy for sailing, takes too long. The same applies when you return late and tired. You can simplify things somewhat, probably have removable sails so there will be no covers to bother with, do away with lazyjacks, avoid lifts, downhauls, a vang. But without these you may be making the boat harder to handle under adverse conditions.

On the other hand, you may say you like the schooner rig largely because there are so many lines to play with. You may prefer deadeyes and lanyards, want ratlines on all the shrouds and otherwise try to ape the big fishermen. Invariably though there comes the time when one begrudges the hours spent in keeping such gear in proper condition. Then you either try to simplify things or begin to consider a more modern type of hull and rig with uncomplicated gear. Personally I like to keep everything as simple as possible but

never to the extent of doing away with our man-and-wife way of handling the boat.

I have monkeyed with schooners since I was a boy, from Newfoundland southward, I have owned some good and some poor ones, and sailed or actually worked aboard several of the best of the big ones. Perhaps this makes me prejudiced, but if I were considering a sailboat as part of a way of life, for doing more or less serious cruising in out of the way places, she would definitely be a small schooner. The rig, while seemingly complicated, need not be costly for much of the work can be done by the owner. The same applies to its maintenance and the inevitable replacement of sails and parts. With it all there would be the advantage of having an easily handled and sea-kindly ship.

And how large would my schooner be? Well, let us put the size at between thirty-two and forty feet overall in a reasonably beamy but not overly deep hull. I know that the schooner rig is supposed to be unsuited to boats of such size. Still I have known a number of quite small schooners that were thoroughly satisfactory. Among designers boats of this general type are known as small coasters and a number of suitable plans can be had. Dimensions for what could be considered a large schooner within this size range are 40" by 32" by 12" by 5"3'. Or for a smaller one, 34" by 27" by 11" by 5".

The alternative rig would be the ketch, but there is an old saying to the effect that for a seagoing cruiser the ketch is most healthy when she is most like a schooner, and the schooner when she is most like a ketch. What I am doing here is merely carrying out the latter thought. Largely the aim is ease in handling, low first cost and cheap maintenance. In a ketch I definitely would not want gaff-headed sails. In the schooner I would prefer them for the main and of course the fore. Such sails seems to fit the plain type of small schooner best. They are efficient enough for the purpose for which they will be used and they have the advantage over sharp-headed sails of being cheaper to make and longer lasting. With expensive sails I have always felt I had to be very careful, for once they lost their original set or shape their efficiency was poor. This is not so with a gaff-headed sail, as adjustments can be made.

Now for the headsails. Should we have

a single one or the conventional jumbo and jib of the big schooners? A single headsail is more efficient and, working on a traveler, will tend itself in tacking. However in rough water it can easily be torn. In shortening down it may require reefing, which is generally a mean job and under extreme conditions often impossible. With a double head rig you can get the jib down and muzzled somehow.

Personally I hate reefing in rough going and want a rig that will balance under different combinations. With the one visualized your first attempt at shortening sail might be to get the fore off. Or in a harder chance it might be left on and all else taken down. In the first case if you are running before the wind it is only a matter of having the fore blanketed by the main when, with the wind out of it and lazy-jacks and a dependable topping lift to help, it can be lowered and tied without difficulty. Otherwise you simply sail with the main and headsails drawing, the foresheet slacked way off, and lower away. Under main and headsails, or perhaps with the jib off too, the boat is still likely to sail her best and even come about, for you are presenting enough sail area for a wind of any strength. A true ketch can be handled similarly under the same conditions, but yawls generally are too short rigged under such a combination to handle well. Their alternative is to use the main only, which may give you too much sail under worsening conditions.

For more speed, particularly in light weather, I would want a big light headsail and perhaps a topsail for the main and a fisherman staysail. While schooners are supposed to do their best with a wind over the quarter, there is bound to be a point where the fore is largely blanketed by the main. Accordingly for long runs it is a good idea to use the main and perhaps the topsail, but to get all the others down and set a big overlapping jib.

The main topsail is an appreciable help in light weather, and the same goes for a fisherman. They are nice sails to play with, but a short-handed crew must be careful to get either of them off in a rising wind while there is a chance. However it largely depends on how the rigging is arranged and because of the boat's size the areas involved are relatively small.

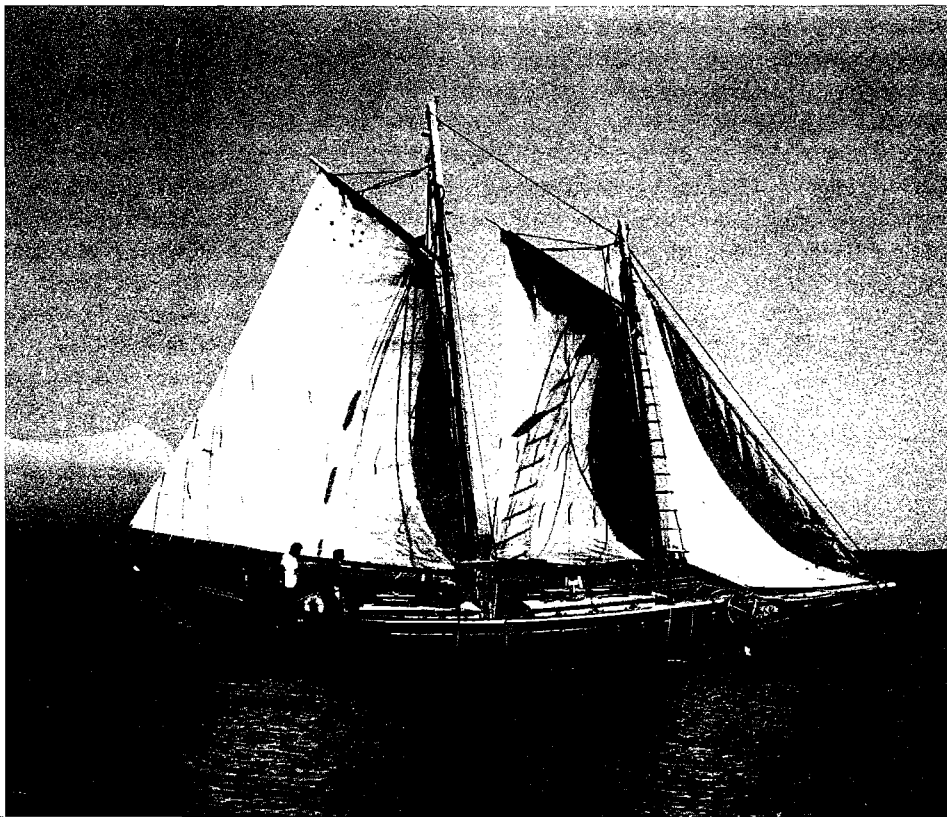
In any case the topmast or tall pole-type

mast is desirable if only because the appearance of the boat is more attractive than with both masts approximately the same height. From the standpoint of cost the topmast winds out since it is cheaper or more easily made than a single stick of the same height. Also, something can always happen aloft and the replacement of a broken topmast in an out of the way place is a simple matter and you are not badly crippled until it can be done.

So far as cruising boats are concerned I think easy steering and the boat's ability with the wind fair are the important factors. Too often it is the other way around. The boat is considered good or bad according to her ability to go to windward, the assumption being that any boat will sail with the wind fair. The latter is true of course, but few boats handle well or are comfortable when running before a strong wind and heavy seas. A schooner with a big main can be as bad as any of them under such conditions whereas one with fifty-fifty characteristics can be a pleasure to steer. Our forty-one-foot Chapelle-designed HEART'S DESIRE, with her comparatively small main and larger-than-usual fore, never caused us the least concern at such times. We merely wung out the fore on one side, the main on the other, to secure the boom of the former to the forward rigging but let the main ride free. She showed no tendency to gybe and the less attention we paid to the tiller and the more we let her look after herself the better.

For offshore, including runs along the coast, I do not think a boat's windward ability, or lack of it, matters much. The ocean racers, even the smallest, make unbelievably good distances to windward under really adverse conditions, but they are well crewed and everything about them, including the hull itself, is supposedly expendable or had better be. In the sort of use I am visualizing the opposite is true. You must husband your strength as much as possible and do what you can to save strain on your boat and her gear. Nor does the ability to claw off a lee shore count as much as it used to, for the modern marine engine has changed all that. If it has not the drive to do this unaided it will at least enable you to point up well enough to offset your boat's sluggishness windward.

It all comes back to the fact that most



PLEIADES is a 57' Pinky built by Patrick Stallcup from 1973-90. Her frames and planks are Oregon white oak, the interior is koa from Hawaii, and the masts are solid sitka.

of our passages along the coast and any real voyaging will be done before the wind. Despite the ability of a good small schooner to handle well under these conditions I would want to get away from the faults of the fore and aft rig at such times. It is quite feasible to carry a yard on the foremast of our schooner or to gain the advantage of a twin spinnaker rig by having a sail which can be set right opposite the foresail to equalize its pull.

The other extreme is working the boat in crowded places, including harbors, and in anchoring or picking up and leaving your mooring, even coming up to docks. Most of us rely on our engines at such times, but the more such maneuvering is done under sail the greater will be your pleasure from your boat. Of course, if you want a boat that will be particularly easy to handle at such times a modern small cutter would be ideal. The schooner requires entirely different handling, but once you get onto it you can really make a good showing. Some schooners are clumsy in this respect, can hardly be trusted where too many other boats are about. However a small one from a good design-

er is pretty sure to react properly although you must learn her peculiarities.

For one thing, more can be done with the sails and less dependence put on the tiller or wheel than might be the case with other rigs. One thing I like is that sail can be easily shortened when coming into a harbor and in a way that will leave you with the boat still under perfect control. For example, it is an easy matter to get the foresail off beforehand as mentioned. However you do need enough canvas so that good way can be maintained. It never pays to hesitate. Execute your movements boldly, with confidence in your boat and yourself. If you are coming in to anchor or pick up a mooring, or if you wish to look the situation over, it is largely a matter of picking the proper time for rounding up to slack up and let fly the fore and headsails and horse in on the main so that is weathervane action will keep the boat riding duck-like head to the wind. If you have overshot your mooring you can easily drop back, actually back-sail and even with some control over your direction, by shoving out the main boom first to one
(Continued page 6.)

SPRING THING

We've missed hearing from Novi Tom Gallant, so the following was swiped from the April issue of SCOON.

Oh, it's a cruel season, spring. For some foolish reason it calls to mind flowers bursting through newly awakened ground, soft, warm rain and sunny afternoons. But what is it really? Mud! Sleet and bitter cold wind. Low grey clouds. And just enough good weather to make you crazy. Go ahead, uncover your boat. As soon as you've got the cover stowed, it'll snow. Open a can of paint and the temperature will plummet to below freezing. February and March exist to thin out the population—make us suicidal. But April and May are specifically designed to drive guys with schooners crazy. Take my advice: If it is nice and

sunny some Saturday morning in April, don't even think of heading down to the boat. GO BACK TO BED. By the time you reach the old hooker, it'll be hailing, raining, snowing, blowing. You know this is true, you've lived here for years. Spring is better used sitting around figuring out creative excuses for poor sailing—forestay sag is a good one. "Old sails" always works too. A bad batch of bottom paint is seldom used and always garners suitable sympathy. Then there's the wind. No wind where you were is a wonderful dodge, unless there were a lot of other boats around. Then you have to get really creative. You could carry an old lobster pot buoy with a length of polyprop in the lazarette. Then after the race pull it out and show everyone what you hooked at the second mark. Blaming the crew is not a good policy, unless they're too drunk to notice. These are just a few examples. Spring is long and frustrating.

(SCHOONER TALK: Continued from p. 5) side and then the other. Backing the main will help get the boat over on the other tack should you get in stays coming about. At any time in reducing speed your spread out rig is an advantage as you can keep drawing only those sails needed to give what you want and still the boat will balance. It is for such reasons that many of us feel the schooner is a sailor's rig and that even though the boat is small there is a certain interest in handling her that is not found in any other rig.

In the schooner rig the little details can make a great deal of difference in the way the boat will perform or handle. I like appreciable rake to the masts as this not only permits better staying but lessens the tendency of the main to gybe when running dead before the wind. With the shrouds given good spread there should be no need of backstays. I have found that even the topmast can be sufficiently well supported by merely leading the topsail halyard to either quarter. Even though you have double headsails the jumbo can work on a deck traveler and be self tending. I like that sail laced to its boom and the boom with its forward end riding on a traveler atop the bowsprit. With a topping lift up the foremast the boom and the roughly furled sail are held up off the deck and windlass so that the windlass is left free for getting the anchor set quickly. Having

roller reefing gear for the jib would simplify the handling of the headsails.

Deadeyes and lanyards look picturesque and are in keeping with this coaster type. Although they have certain advantages regular turnbuckles do the job better. Deadeyes, to have them right, cost more in the first place and they require frequent and careful attention. I would want ratlines on at least the starboard main shrouds. Here again I would desert the traditional tarred hemp kind and use rigid wood steps. The latter type, put on right, looks almost as well and is less likely to fail at an awkward moment.

A vang on the fore gaff will help as otherwise the head of that sail tends to fall off badly and lose its drive when hard on the wind. However it is a line that can give a lot of trouble for the number of times it will be needed.

I would want lazyjacks on all sails except the jib. On a long passage they chafe badly, but this can be avoided by rigging them so that they can be undone and triced to the shrouds most of the time. Another essential to my mind is a dependable topping lift for the main boom. Here you cannot do better than the fisherman type consisting of a served single wire from high up on the mast with a manila whip having its tail end carried along the boom to well inboard. The wire part can have its tufts of chafing gear or often can be carried clear of

You'd be wise using it thinking up some good explanations for your inevitable screwups, but you won't, will you? No, you'll go down to the boatyard and open up the trunk and drag out the sandpaper and scrapers and paint and varnish and then for a beer and when you come back, the sandpaper will be soaked from the line squall that just went through, the scrapers will be rusty, and the labels will be gone from the paint cans. But you'll soldier on, spending a month of weekends doing what you could have done in one day if you'd waited for the weather. And your mind will fill with images of the old girl going like a scalded cat, and looking like a million bucks. You'll rehearse your acceptance speech for when they hand you the Premier's Cup. "I've been close before" you'll tell yourself, "all I need is a little break from the ratings." You'll even plan to get the crew together and do some practic-

the sail. I would want a stout gallows aft into which the boom could be lowered to prevent its taking charge of the afterdeck. All such parts, when rigged right, help immensely in working even such small sails short handed.

The sails will look better and last longer if they are made with the cloth vertical to the leech and preferably double-bighted or showing narrow widths. When so made, if a sail is snagged or ripped the tear is not likely to extend far, and will not rip right across as with the conventional cross cut sails.

I prefer wooden jaws to gooseneck fittings for both booms. For the gaffs, though, metal saddles are far superior. I would also depart from the traditional in having parrels or lignum vitae beads, strung on outboard motor starter cord, instead of the usual hoops. The throat and peak halyards should be of the same ratio, that is, when hoisting with both grasped in the hands, both ends of the gaff travel up at the same rate. All these features combined make it easy to get wind laden sails up and down.

Jim Emmett

(Ed. note: The Rudder has not been in print since the 1970s and ownership to its offices has changed hands several times. Every effort was made to find and secure permission to reprint "Schooner Talk.")

ing with the fisherman. What you're doing is giving in to spring madness and that way goes heartbreak. "Spring" is not a season in Nova Scotia. "Spring" is a nice word, a gentle euphonious word. "Spring" is a sprightly word. What happens here that we call "spring" is some kind of meteorological virus. The best plan is to stay in the kitchen, near the fridge where the beer is, and make up excuses for why you're going slow and looking a little down at the heels. It'll take the pressure off yer salty old brain. Why not just take a couple of blocks home and clean 'em up and oil them whilst sitting by the furnace. Splice up a couple of new halyards. And get your excuses ready. I mean it. You're going to need them if I can just get a jump on the season and spend a little more time smoothing her bottom and maybe tune up the headstay, and...

Tom Gallant

10TH ANNUAL SCHOONER CUP CHARITY RACE

Results of the 10th annual America's Schooner Cup Charity Regatta—held March 29–31 in San Diego, California—were full of surprises, according to John Carbonell, race chairman.

Initiated in 1986 to pay tribute to the famous schooner, AMERICA, the race was hosted by the Kona Kai International Yacht Club. The event is a fundraiser to benefit the Navy-Marine Corps Relief Society, which provides grants, interest-free loans, and other assistance to San Diego's nearly 400,000 individuals affiliated with the Navy and Marine Corps.

This year 16 ocean-class schooners, ranging from 19 to 90 feet, match raced over a 12.57 nautical-mile course in San Diego Bay—the largest race of its kind in the United States.

In Class A, CURLEW, a 1926 Alden-designed 82-foot wooden schooner owned and skippered by Patrick Russell of Newport Beach, CA, took the honors by beating four other Class A boats. The schooner also won the Bristol Schooner trophy for being the best-preserved and maintained yacht of all the entries.

CURLEW has also now earned the right to challenge SAMARANG, a 70-foot wooden schooner owned by Ernie Minney and

DELAWARE BAY SCHOONER PROJECT UPDATE

We first reported on the Delaware Bay Schooner Project's (DBSP) restoration of the 85-foot oyster schooner A. J. MEERWALD back in the Spring of 1993. An update was reported in Spring of 1995 (as well, DBSP founder and director, Meghan Wren, attended our annual meeting that year and gave a presentation).

Restoration continues

Work on the schooner is moving along at an impressive rate. The MEERWALD's cabins, systems, and standing rigging are well under way now. An inclining experiment has been done and results indicate that 15 tons of ballast are required to carry the 49 passengers. As well, a survey has been done, enabling the group to obtain hull insurance.

The mast wedges are done, spars are lashed in place on the masts, and the spar hardware has been fabricated and galvanized. The main and aft cabins' soles are complete, the trunk cabin has been painted, and work is complete on the afterhold hatch. Wiring, lighting, the fire pump system, and engine room exhaust are complete. Work on the running rigging was begun early in March.

Volunteers conducting the "wainscotting project" are well on their way to stripping and reinstalling the cabins' original wainscotting. As well, eighty to ninety people were trained and drilled in March on how to sail and teach children about the Delaware Estuary.

Yawl boat completed

Members of the South Jersey Traditional Small Craft Association (TSCA) donated time and some materials to craft a replica of a yawl boat for the A. J. MEERWALD. Crafted of oak and local holly, the yawl boat was launched in February.

For charter

DBSP announces that bookings are still available for the A. J. MEERWALD. A summer sailing/environmental camp will be offered for 4th–8th graders. The camp will be based in Mullica Hill with field trips along the Delaware Bayshore. A limited number of campers will sail the MEERWALD and explore the Delaware Estuary. The sessions run Monday through Friday and will cost \$200–\$250. Interested parties can call (609) 785-2060 for additional details. As well, private charters are available for groups or special events—weddings, bar mitzvahs, graduation parties, fundraisers for not-for-profit organizations, for instance. Introductory rates are now available. Call (609) 785-2060 for more information. Or, perhaps you'd rather take the whole family on a sail. If so, you are in luck because the MEERWALD will be in Cape May during July and August, offering public sails. Book your trip now by calling (1-800) 275-4278.

Late News: The long-awaited commissioning ceremonies for the A. J. MEERWALD were held May 11 in Bivalve, NJ.

(L. A. DUNTON: Continued from page 1.) towed around Cape Ann to Gloucester to be rigged and fitted out for the halibut fishery. Although the season had already begun, Captain Felix Hogan took his time in getting the vessel ready because he was "laying for" the MAYFLOWER to test the speed of the two new vessels. (*Gloucester Daily Times (GDT)*, March 23 and April 26, 1921.)

The DUNTON resembled (except in details of the rig) the 1906 schooner ESPERANTO, which had been selected to represent Gloucester in the first International Fishermen's Races, held in the fall of 1920. Nova Scotia had long provided much of the manpower for New England fishing schooners, but since shortly after the turn of the century the Nova Scotia fleet had modernized and grown to challenge the New England fleet.

At the same time, power had come to stay in the fishing fleet, making the all-sail schooners increasingly obsolete. The rise of the Canadian fisheries and the demise of the traditional schooner made both nations anxious to assert their supremacy in the traditional skills. The 14-year-old ESPERANTO had defeated the new Canadian schooner DELAWANA to bring the championship to Gloucester,

after which the Canadians built the extreme schooner BLUENOSE specifically to win back the title. A Boston syndicate hired yacht designer W. Starling Burgess to model the MAYFLOWER, which was about 25 feet longer, finer-lined, and more heavily rigged than either the ESPERANTO or L. A. DUNTON.

The MAYFLOWER quickly proved herself a racing fisherman when the DUNTON challenged her on the run to the Magdalen Islands, northwest of Cape Breton in the Gulf of St. Lawrence, where they were bound to take on bait. Departing on April 28 for Shelburne, Nova Scotia, they made a 500-mile beat to windward in the fog. The MAYFLOWER arrived seven hours ahead of the DUNTON. (In *Fast & Able*, Gordon Thomas reports that Shelburne hosted a dance for the crews of the two new vessels.) The MAYFLOWER also won the second leg, a 38-hour run to Canso, Nova Scotia. On the final leg to Grindstone Island in the Magdalens the MAYFLOWER led by ten miles. In fact, she sailed so well on this and later occasions that the race committee would disqualify her on the pretense that she was a yacht, not a true fisherman. (*GDT*, May 3, 6, and 11, 1921.)

The MAYFLOWER and DUNTON then

went fishing. Also on the grounds was the dory handliner and racing champion ESPERANTO, which sank on May 30 after striking a wreck near Sable Island. On July 7, the DUNTON arrived back in Boston with her first fare of fish, 25,000 pounds of salt fish and 35,000 pounds of halibut. She unloaded the fresh halibut at the Boston Fish Pier and went on to Gloucester to deliver the salt fish—presumable cod. (*GDT*, July 8, 1921.)

On July 11 the L. A. DUNTON set out on her second voyage. At the end of the month she was fishing on the southern edge of the Grand Bank, near the ELK and also the JOFFRE, the schooner on which her design was reportedly based. She returned to Boston on August 12 with 12,000 pounds of salt fish and 35,000 pounds of halibut. The halibut stocked (grossed) \$4,445, which earned her crew \$85 apiece. The salt fish was again delivered to the fish packers at Gloucester. (*GDT*, July 12, and August 6, 12, and 15, 1921.)

After being hauled on Burnham's marine railway for some bottom work, the DUNTON left Gloucester on August 17 for her third halibut trip. She was back a month later, landing 12,000 pounds of salt fish and 15,000 pounds of fresh halibut on September 16. The halibut was worth \$3,600, earning the fishermen \$56 each. (*GDT*, August 15 and 17, September 16 and 17, 1921.)

This combined catch of 27,000 pounds, or even the 60,000 she caught on her first voyage, was far below the DUNTON's capacity. A day after the DUNTON arrived, the dory handline schooner AVIATOR, one of several three-masted fishing schooners built near the end of World War I, returned to Gloucester from Sable Island Bank with 425,000 pounds—212 tons—of salt cod. The AVIATOR was 25 feet longer than the DUNTON, which gave her twice the volume of cargo capacity, rated at 210 net tons to the DUNTON's 94. Like the AVIATOR, the DUNTON could accommodate a weight of cargo more than the measure of her net tonnage (a figure that represented volume, not weight). Consequently, if she had spent long enough at sea, the DUNTON could have comfortably filled her hold with about 200,000 pounds—100 tons—of salt fish.

When sold, the AVIATOR's salt cod produced a gross stock of \$18,328 or slightly

The L. A. DUNTON at her berth at Mystic Seaport. Photo by Jim Mairs.



more than four cents a pound. The hand-line fishermen had kept track of their catch, and the highline doryman earned \$317, while the average share was \$225. At that rate, the DUNTON's 12,000 pounds of salt cod were worth about \$480. (*GDT*, September 19 and 27, 1921.)

The DUNTON's fourth trip began on September 22 and once again the voyage lasted about a month. While she was out, Gloucester held an elimination race to defend the International Fishermen's Race title. Since the MAYFLOWER had been disqualified and several other fast schooners were on the banks, the 1910 schooner ELSIE—also very similar to the DUNTON—won the chance to defend Gloucester's honor. On her way to Halifax, Nova Scotia, for the races, the ELSIE nearly crossed tacks with the DUNTON, bound in from the banks.

October 20 the DUNTON was back in Boston with at least 10,000 pounds of salt fish and 20,000 pounds of fresh halibut. The Boston market was offering 22 cents a pound for white halibut, 15 cents a pound for small, and 10 cents for gray. Fresh large cod was bringing four cents a pound, while market (small) cod and haddock were being bought by the dealers for two cents a pound and hake for less than a cent. Heading on to Gloucester, the DUNTON unloaded 15,000 pounds of salt cod, then spent four days in port. (*GDT*, October 20 and 21, 1921.)

Her fifth voyage began on October 26, two days after the BLUENOSE defeated the ELSIE off Halifax in the International Fishermen's Races. As Thanksgiving approached, Boston had received 2,483 cargoes of fish, totalling 106,364,860 pounds during 1921. The DUNTON helped increase that total on December 3 when she came in with 3,000 pounds of fresh cod, 7,000 of halibut, and 5,000 of salt cod. (*GDT*, October 26, November 19, and December 3, 1921.)

The DUNTON delivered her salt fish to Gloucester on December 5, and then Captain Hogan took her to the Burnham Brothers' shears, where her mainmast was replaced. Meanwhile, there was labor unrest in the fisheries, including a strike of the steam trawlermen. The fresh haddock schooner fleet was laid up for a time too in a dispute over the way outfitting costs were assessed. The fishermen

demanded free gear, which meant the costs of hooks, lines, and dories would not be deducted from their share of the voyage. Captains and owners of vessels with engines, on the other hand, wanted the crew to pay part of the cost of operation the engine. They could come to no satisfactory resolution, and after a few weeks most schooners returned to the accustomed approach, where fishermen paid for gear but not the engine. (*GDT*, December 5 and 24, 1921, and January 7, 1922.)

The DUNTON returned to sea on January 16, 1922, continuing in the halibut fishery despite the fact that many halibut schooners turned to haddock fishing in the winter. About a week after she headed into the North Atlantic, a fierce weather system passed across the banks. The 95-foot clipper-bowed schooner T. M. NICHOLSON blew out her mainsail and lay under bare poles for 60 hours at the height of the gale. When she became so heavily encrusted with salt spray ice that she threatened to capsize, Captain Ross ran her off to the Gulf Stream where the warmer water and air helped melt the ice. Ross reported that it was the most severe weather he had seen in 30 years of fishing.

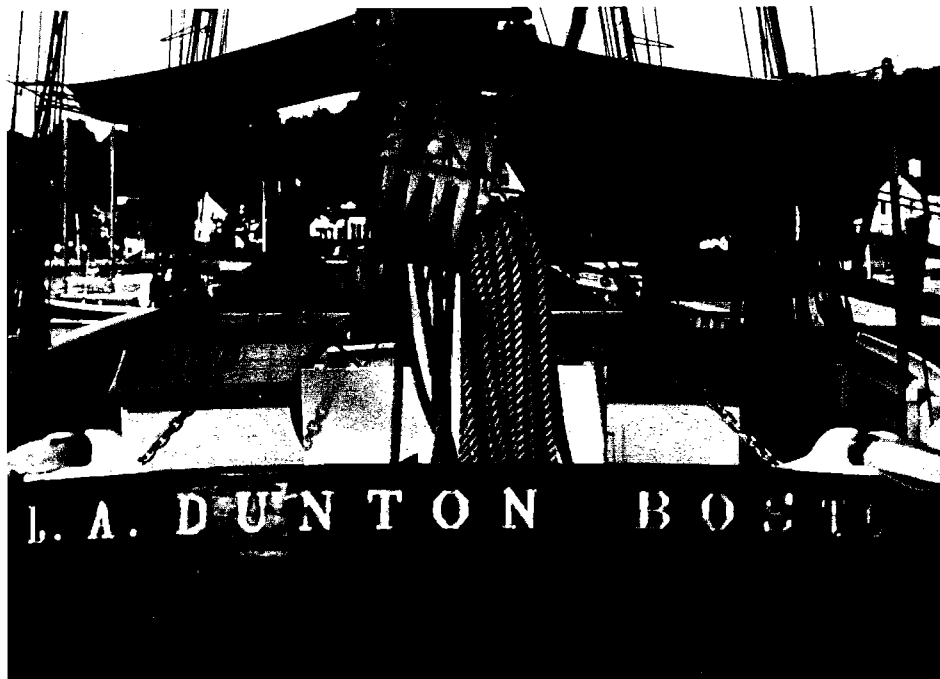
The DUNTON apparently missed the worst of the gale, but she did lose her

foresail to a squall on the banks. A fishing schooner like the DUNTON almost never took in her foresail. It was the heaviest, most basic of her working sails, and a wind that could reduce it to ribbons must have been of almost hurricane strength. Under reduced rig she worked her way into Halifax, and Captain Hogan ordered a new foresail from Boston. The new sail was shipped up to Halifax and bent on, and the DUNTON got back to sea about February 20. (*GDT*, February 6, 17, and 23, 1922.)

Having spent double her usual 30 days to complete a halibut voyage, the DUNTON returned to Boston on March 16, the day the fishing headline read "Boston Market at Rock Bottom." With halibut prices at 16 cents for white, 12 cents for gray, and 8 cents for chicken (small) the DUNTON's 50,000 pounds stocked \$5,283. For their two months of hardship and exposure, the fishermen received an average share of \$87.65, with the highline dorymates earning \$99.80 apiece. As usual, the DUNTON took her salt-cod—at least 2,000 pounds of it—on to Gloucester and fitted out for her next voyage. (*GDT*, March 16, 17, and 18, 1922.)

The DUNTON's seventh voyage began on March 23. Just about three weeks later, on April 14, she arrived at the Boston Fish Pier with 35,000 or 40,000 pounds of hal-

Photo by Jim Mairs.



ibut. With the price at just 13 cents for white and nine cents for gray, Captain Hogan decided to gamble and wait until Monday to offer his fish, hoping the demand would pick up at the beginning of the week. But a good many other vessels had come in by Monday, and the fish headline that day read "Halibut Took Big Drop at Fish Pier." The dealers were offering only nine cents a pound for white halibut and six cents for gray, so the DUNTON stocked just \$2,336, which gave the fishermen \$26 shares. (*GDT*, April 14, 15, 17, and 18, 1922.)

On April 18, the DUNTON left Boston for Gloucester, then headed back to sea on the twenty-first, 358 days after the start of her maiden voyage. During that time she had made seven trips to the banks, fishing as far east as the Grand Bank, surviving one of the worst gales in decades, and landing at least 197,000 pounds of fresh halibut, 68,000 of salt cod, and 3,000 pounds of fresh cod.

For decades we have known the basics of the L. A. DUNTON's career, but now we can add some detail to the overview, and even correct a few of our erroneous notions. It was a surprise, for example, to learn that the DUNTON fished for halibut during the entire year. Captain Hogan's reputation for splitting his year between halibut and haddock fishing was not supported by the DUNTON's first year; further research will determine whether this was a recurring pattern. It was also a surprise to find the DUNTON's crew catching fresh halibut and salt cod at the same time. This variation on shacking—catching mixed fish, salting the early catch and icing the later—has not been part of the DUNTON's fishing history up until now. The details of the DUNTON's landings also illustrate how variable the market could be, with prices fluctuating greatly and little recourse for the fishermen other than holding their fish out of the market, which could result in even greater loss.

Events during the DUNTON's first year demonstrate that this was an important transitional period in the fisheries. The international racing competition mirrored the international commercial competition and reflected the pressures from powered and net forms of fishing, which would soon supercede dory trawlers like the L. A. DUNTON. These pressures were also

represented in the labor disputes that tied up the fleet, as fishermen and owners sought a return to the profitable days of World War I, by demanding reductions in their shares of the overhead costs of fishing.

Perhaps the bottom line is that the story of the L. A. DUNTON is, inevitably, more complex than we thought. But that's what makes the stories of America and the sea so engrossing. They are complicated, interrelated stories of real life, and they are important, exciting, and fascinating.

Andy German

Andy German is Mystic Seaport's America and the Sea Research Fellow for Exhibitions and editor of The Log of Mystic Seaport, the Museum's membership publication.

CLASSIC BOAT FESTIVAL

Over 100 classic steam, sail, and power boats from throughout the Pacific Coast and beyond will arrive in Victoria's Inner Harbor on the Labor Day Weekend for the 19th Annual Victoria Real Estate Board Classic Boat Festival.

The Ceremonial Entrance on Friday, August 30, marks the start of the Festival, when this year's Salute Vessel, the classic West Coast tugboat the S. S. MASTER, arrives in the Inner Harbor around noon.

On Saturday, August 31, rowing competitions will be held in the Inner Harbor during the morning, followed by a parade of delightful steam vessels cruising the length of the nearby Gorge Waterway in the afternoon.

The highlight to the Festival takes place on Sunday morning with the Sailpast. All vessels will leave the Inner Harbor to take the salute from this year's Honorary Commodore, Dick Wagner, Founding Director of Seattle's Center for Wooden Boats, aboard the S. S. MASTER.

On Sunday afternoon, spectators can enjoy the 13th Annual Schooner Cup Race and the 11th Annual Classic Open Sail Race—both part of the Wooden Yacht Racing Association's Pacific Northwest Series.

For more information call: (604) 385-7766.

MODEL FESTIVAL

South Street Seaport Museum will be hosting the sixth annual New York Ship and Boat Model Festival on Saturday and Sunday August 3-4, from 1-5 P.M.

For the past five years scores of model boat builders have converged on South Street's Pier 16, models in hand, ready to introduce visitors to the wide range of model building traditions. This year, once again, the artists will be on hand to demonstrate their skills and techniques, discuss their motives for constructing models, and describe their unique approaches to this age-old art form.

Visitors will have the opportunity to view over 150 different models, from classic sailing vessels to working steamboat models, plying the waters of the festival pond.

The festival is free and open to all ship and boat model builders. Future model builders will not be overlooked: children will be able to create their own fanciful and floatable mini-ships between 2-4 P.M.

Registration is required. Call (212) 748-8615.

NEW APPRENTICESHIP PROGRAM AT IYRS

The International Yacht Restoration School (IYRS) in Newport, RI now offers a full-time residential apprenticeship program for individuals interested in pursuing careers in the field of yacht restoration and repair.

Students earn certification as they advance from apprentice through journeyman to master shipwright. Depending on previous experience and desired maximum achievement, students may enter and leave the program at any level.

IYRS apprentices will be exposed to a wide variety of restoration problems and solutions under the direction of master shipwrights. For more information on the apprenticeship program or for a listing of classes being offered during the Fall Program—beginning September 23—call: (401) 849-3060.

FROM THE LOG OF VOYAGER No. 6: AUSTRALIA

This Saturday night in Mooloolaba and morning. While Australia is the dry continent and this is the dry season, it has rained continually for a week. There was sun and gentle breezes until Jeanette left, and if this continues for her two-month-plus travels, I will go off the deep end.

In Bundaberg there were three wood (they're all called "aimber" boats down here) gaff schooners, two from Port Townsend, WA, and two other gaff ketches. ISHMAEL (approx. 54') is owned by a marvelous family. The couple is in their young forties, with two boys, 5 and 8, who play in the rigging and charge about with four other young boys from Israel, Canada, and Australia. Now that I am stuck below in a port where I have yet to make friends, I would have preferred to remain in Bundaberg with an exceptional international gathering of cruisers.

Our trek here, however, was a delight. Just the two of us and quite challenging. We sailed inside Fraser Island—apparently named after Walt "Sly", a point guard for the New York Knicks some years back. The guide calls it the world's largest sand island, almost forty miles long and some hills (200–300 feet of drifts) partially covered with Eucalyptus and Pinis Americansis.

The island was once connected to the main island (as Tasmanians refer to Australia) and still is at low water. In fact, slithering through the narrow winding channels of sand dunes, seemed a bit like cruising the Sahara. At times the shimmering water of the rising tide seemed like a mirage, and we felt like spinning about and packing out, but behind us was just more of the same. All around us there were piles of sand and scarcely any water.

Jeanette did all the navigation, if only to be able to say she was not at the helm when VOYAGER became a tourist attraction for camel caravans and four-wheel drive motorheads.

As we headed for a large dune of pure white sand I did not dare question her corrections to continue ahead, but hoped

there was a hard turn soon. We went through the shallows where the tide split into two directions, both at three knots, with possibly a foot under us on a rising tide so we could steam off if we had to. But we did not touch, at least not that we are aware of, and came into a harbor well after dark, with a favorable wind and a well-marked entrance.

It was fortunate that we made a night entry, for the next day when we saw the proximity of the jetty to the waves breaking on the beach and a recent shoaling a few feet on the opposite side of the range, we realized that we might well have sailed further down the coast to Brisbane. While we did everything by the books and even called the Coast Guard, who advised us to carefully thread the channel because of our draft, there has to be an element of luck in these situations. The bottom changes quickly in these parts, as does the weather.

It seemed appropriate to take a break once tied up. But now I am anxious to either get a car and explore the outback or move on down the coast. Fifty years ago Mooloolaba was a swamp. It is now a reticulated canal system line with wharfs and houses, all of which appear to be under construction or about to receive a final coat of paint as soon as the rain stops.

The beaches are marvelous—wide, long, and pure white sand with rock outcroppings every half mile. These outcroppings are of black basalt worn smooth by the pounding of waves. Shark nets are placed a half-mile out, but not continuously, so a stray white is a possibility.

In Sandy Straits, which I described earlier, the guide recommends not swimming as crocodiles up to seven meters long frequent these waters.

As I sit below writing, a steam of Aussies pass by: "Ya son, that's the old ENDEAVOR, Captain Cook's old boat! Came all the way from England... Actually it's a replica. Oh, you know what a replica is!

"Boy, look at that timber! You don't see timber like that any more.

"Eh, mate, Zat a Malabar? Boy, she is some fast-looking vessel."

No one says "a lot of work." VOYAGER is now better than ever, considerably more so than when launched in '74. The Aussies appreciate a well-designed boat even though, like the Novies, they are more likely to design and build their own, and with the same propensity to a solid bimini above a house above a trunk cabin.

There also seem to be a lot of ferro hulls and a lot of people with scant means out there moving about in their backyard creations.

My neighbor to port is 52, on his second hernia, living aboard a 45-foot ferro ketch that is covered in blue tarpaulins to protect what is left of a cancerous cement skin. Since we arrived he has decided to clean up his act, which may take seventy to eighty years. His wife left him five years back and he hopes she will not return, even to assist with the scraping. He has no job, but manages somehow to remain in an expensive marina.

To starboard is a 64-foot steel ketch motorsailer whose steel dodger is so high neither the sun nor wind penetrate it. It's a new boat and I think the young man aboard is a caretaker, not owner.

Another ferro boat nearby has a pleasant Dutch couple on board. They have convinced me to take a night course in CAD graphics. Also, our new Apple laptop with IBM compatibility arrives any day, so I am looking forward to becoming more cyberpunk in the upcoming months.

Peter Phillipps

*When the rain's before the wind,
Halyards, sheets and braces mind.
When the wind's before the rain,
Soon you may make sail again.*

*When the glass falls low
Prepare for a blow;
When it rises high,
Let all your kites fly*

FOR SALE

Forty-five-foot gaff-rigged schooner built in 1976 by Clarence R. Heisler of Mahone Bay, Nova Scotia. Complete rebuild in 1986. Mahogany and pine on oak frames, laid cedar decks, mahogany cabin and interior.

A strong, safe, and comfortable passage-maker, she has travelled to and around the Caribbean during the past seven years, and is now home in Maine. A true sailing beauty.

Asking \$68,000. Please call (207) 633-2503.

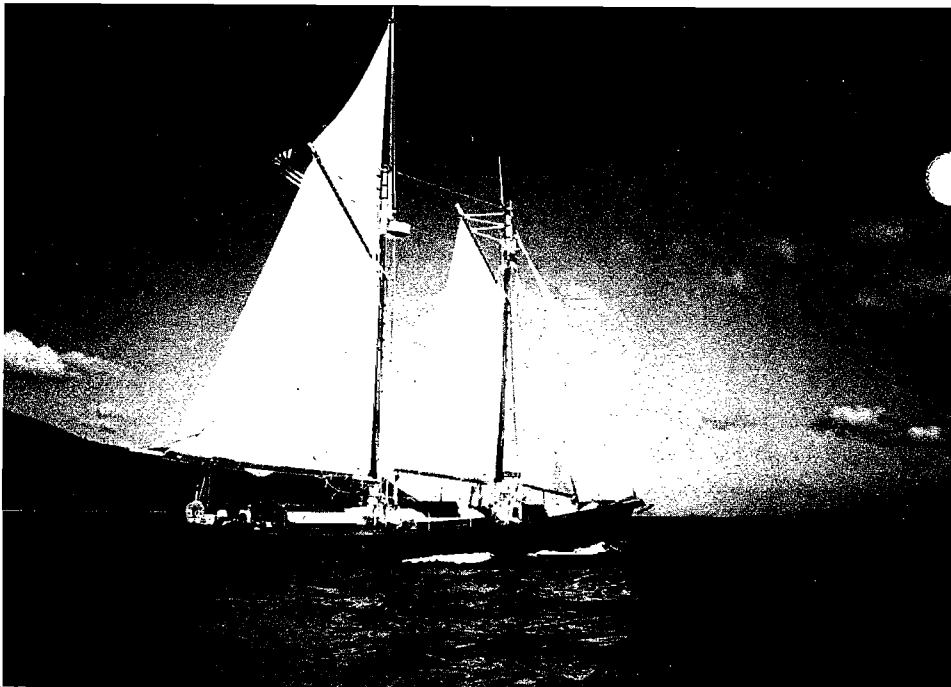


Photo: Bob and Janet Foster's ONE DAY is now for sale.

NYC MAYOR'S CUP RACE

The 30th Annual Mayor's Cup Race takes place in New York Harbor September 19-21. Festivities begin on the 19th with a Benefit Dinner Cruise aboard the WORLD YACHT. There will be a Captain's Reception on the 20th, held at South Street Seaport Museum, for sponsors and racing crews, and a Captain's Breakfast Meeting on Pier 16 on September 21. After the race, the awards ceremony and dinner will be held on board the Museum's tall ship PEKING.

In case you missed it: Last year's event was won by SPIRIT, with MYTH second, and ALBERTO CERON third. MYTH also won the Chase Manhattan Cup for outstanding performance of Seamanship, while the Museum's own LETTIE G. HOWARD won the Decoursey Fales Award for Cook aboard the last vessel in.

The race is one of seven races in the Wooden Boat Classic Regatta Series that takes place along the East Coast from Maine to New York each summer. The regatta pays tribute to the celebrated tradition of offshore and coastal fishing vessels racing back to port with their catch.

This year's event promises to be exciting, with some forty to fifty classic schooners, sloops, cutters, ketches, and yawls (all built before 1960) expected to participate. For those boatless individuals who wish to follow the race, there will be a spectator boat (complete with commentator and entertainment) in the harbor. For more information call (212) 748-8738.

LARINDA SOON TO BE LAUNCHED

Larry and Marlene Mahan are pleased to announce that a date has been set to launch the schooner LARINDA. After more than twenty-six years of work and joy, along with a few hardships, they plan to launch the schooner on September 28, at the Sandwich, MA, marina located next to the Cape Cod Canal.

LARINDA is a modified replica of the colonial schooner SULTANA, which was built in Boston in 1767. Mahans refer to LARINDA as a "modified" replica, as many changes have been made to the original design, including a small increase in length. Another interesting addition is their choice of auxiliary power—a 1928 Wolverine diesel, rated at one-hundred horsepower, at 350 rpm has been restored over a ten-year period. It is now installed and ready to go.

Mahans would like to invite everyone to come and witness the launching. The festivities will start early in the morning and last all day. Several television stations will be on hand, along with other members of the media.

At this time, the Mahans would like to ask *W&W* readers if they could help with part of the festivities. Larry and Marlene

would like to christen LARINDA with a bottle containing water from the oceans of the world. If one person from each geographic region could send a small amount of ocean water to the Mahans, the christening will be able to reach around the world.

Larry and Marlene can be reached at 737 Race Lane, Marston Mills, MA 02648, (508) 428-8728.

SAFETY COURSE

The North Carolina Maritime Museum is offering a boating safety course (NASBLA approved) for boaters aged 18 years and up. The class is held at the old Beaufort Depot and taught by experienced instructor James H. "Bud" Doughton. Classroom instruction is 8:30 A.M.-12 noon on Mondays and Tuesdays, for a \$5 donation to the Beaufort Depot. Optional boating instruction is available for \$100 a person on Monday and Tuesday afternoons, and all day Wednesday and Thursday. Register through the museum by calling (919) 728-7317.

CALENDAR OF EVENTS

NSSA Annual Race Week
July 21–July 27
Halifax, NS
(902) 425-3890

Eggemoggin Reach Regatta
August 3
Rockport, ME
(207) 236-9651

Mayor's Cup Schooner Race
August 3-4
Port Townsend, WA
(360) 385-5814

Antique and Classic Wooden Boat Regatta
August 23-25
Buckeye Lake, OH
(614) 861-3018

*19th Annual Victoria Real Estate Board
Classic Boat Festival*
August 30–September 1
Victoria, B.C.
(604) 385-7766

Classic Yacht Regatta
August 30-September 1
Newport, RI
(401) 847-1018

Gloucester Schooner Festival
August 31-September 2
Gloucester, MA
(508) 283-1601

Wooden Boat Festival
September 6-8
Port Townsend, WA
(360) 385-3628

Antique and Classic Boat Show
September 7-8
Irving, TX
(800) 262-8990

30th Annual Mayor's Cup Race
September 19–21
New York, NY
(212) 748-8738

DOGWATCH

Happy to be able to report that Bill Ames is doing well in his battle with Lyme disease and, in his own words, is back to "about 85%," though he didn't say 85% of what. Our intrepid reporter in eastern CT says both Bill and Eileen are looking great. Look for Bill to be at 110% when he receives the ASA award at the Seaport in September.

Picking right up in the "you hoid it here first" department: BLUENOSE will be at the Gloucester event over the Labor Day weekend. As reported by Mike Costello, who runs the Cape Ann C of C, the Canadian legend will be making its first appearance at the Gloucester event and should certainly add a great deal of interest to the race. Nothing like a scoop to teach *Soundings* and others that they should run ASA press releases.

SPIRIT OF MASSACHUSETTS, the defending champion, as well as HARVEY GAMAGE, AMERICAN EAGLE and ERNESTINA have already indicated they will attend, and ADVENTURE will hopefully be sailing in some capacity, if not racing.

Mike reports that the Adventure Project has received a grant that should get her back on the railway this Fall for work on the starboard side, which should be sufficient to regain her Coast Guard certification.

The big schooners will continue to race on a boat for boat basis, but it appears that there will be a handicapping system for the smaller schooners. **Dogwatch** has already suggested the Seawanhaka Corinthian rule of 1887, which is so absurdly simple, even with a fudge factor, that yours truly and Captain Vern were able to apply it successfully the last time we all were in Gloucester. It will be good to get back to that fair city.

Arrangements continue apace for the Mystic event. Howard Hopps reports that twenty ASA member schooners have committed to attend the Mystic event. That's a good start for this time of year. But it would not be a satisfactory showing in September. **Dogwatch** suggests that every member without a boat to call their own should pick out a member with a boat and *strongly encourage* said member to attend,

thereby attaining a ride for themselves and bolstering the turnout. Those who are unsuccessful in this worthwhile endeavor can berth on the JOSEPH CONRAD for \$20 a night, which certainly beats the local hostleries.

Committed to Mystic are: PAGAN MOON, ADVENTURER, BLACKBIRD, BRILLIANT, CHANTEY, DANIEL LOUISE, DEFIANCE, FORTUNE, GOLDEN GOOSE, MARIETTA, NANCY, PEANUT, SEBIM, SYLVINA BEAL, SPIRIT, and WHEN & IF. Now, if we can just convince BLUENOSE to ease on down south a bit from Gloucester.

Here's some other big, and good, news from Canada which found its way to McSchoon@aol.com from Eric Macklin in Toronto. That city's regional conservation authority is currently reviewing and is expected to approve plans for a 20-acre site on the harbor, done in 19th-century period architecture, *à la* Mystic.

Once the plan is approved, Mr. Macklin reports, fund raising will commence for a project to build a replica of the 97' topsail schooner NANCY, originally built in 1789 for Clan Macintosh in Moy Hall, Inverness, Scotland and sailed by Angus Macintosh. The NANCY will carry working long sixes, which should be interesting when she meets USS NIAGARA in mid-lake.

The commodore needed to get his sea legs back and has put to sea on ERNESTINA once again, only to break the main gaff jaws in Woods Hole. ASA member David Martin, who is presently building a new schooner to the design of TYEHEE (as reported by Bill Wertenbaker), managed to come up with two excellent pieces of oak, but when they unstepped the gaff they found its end was rotten. Why is this not a surprise?

So Fred and Captain Jeff Stone (formerly of SPIRIT OF MASSACHUSETTS) did a clothespin splice and ERNESTINA proceeded on to Nantucket, the Vineyard and back to New Bedford.

For Sale: The Alden 390 ARCTURUS, profiled in the Summer 1993 issue of *W&W*. One of nine 390s built, the most notable, of course, being VOYAGER, she was once owned by General George Patton and his wife who took her to Hawaii.

After years of decline, the vessel was rescued, sailed to New Zealand, subsequently rebuilt and relaunched in 1992. ASA secretary Howard Hopps, (860) 564-7204, has a brochure if anyone is interested.

Speaking of VOYAGER, Jeanette Phillipps passed through on a whirlwind tour that took her from New York to Rome and Israel before rejoining Pete and the boat in Australia. Such a life. . . .

In other news, HERON is lofted in north Joisy and Bobby Pulsch is moving along at a steady pace in this ambitious project. An example of Bobby's work, the 16' PEANUT, is expected to be on display at Mystic for the September event. . . .

And Dogwatch's eldest progeny has completed her studies and taken up residence in Seattle where she may perhaps be persuaded to correspond about that hotbed of wooden boat activity.

Communications news: *Soundings* editorial policy needs reexamination, judging by their choice of news articles over the course of the last several issues. How raft-

racing on some forgotten backwater could rate coverage and ASA's Mystic (and Gloucester) plans not, is yet another example of inherent mediocrity reaching decision-making levels. . . .

At the other end of the spectrum, no less an authority than Merriam-Webster, purveyor of lexicons, sought help from ASA when the illustrations editor, faced with drawing a "typical" schooner, e-mailed McSchoon to determine just what a "typical" schooner was.

Dogwatch even offered his Talmudic wisdom to said editor—any illustrations editor named Amy must be young and beautiful—but to date has not heard back. Come to think of it, what is a typical schooner? . . .

And the History Channel ran a series on Great Ships, of which this reporter only viewed the one on clippers. Ok from a historical perspective, which I guess is what they're about, given their name, but somewhat misleading graphically as the action footage showed barque-rigged vessels that certainly didn't qualify as clippers. Maybe the History Channel folks should get

together with Amy from Merriam-Webster.

And, finally, perceptive readers may have picked up the several not-so-subtle references to the internet throughout this opus.

Yes, dear readers, even the ultra reactionary Dogwatch seems to be succumbing to the inevitable and has actually, horror of horrors, gone online. The last couple of years have produced some great heresies: Sebim with a marconi main, the ASA annual meeting in the Planetarium, the demise of the Mystic Schooner Race, now schooner people communicating on the Internet. The next thing could be the right wing of the Republican party moving to ban schooners because they don't necessarily contribute to traditional family values. Don't get me started. . . .

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