



WING & WING

Volume XXV, Number 3 • Fall '97/Winter '98

The Official Newsletter of the American Schooner Association

ALTAIR

ALTAIR was one of the last in a line of distinguished yachts designed and built by William Fife III at the Fairlie yard on the eastern bank of the Firth of the Clyde. At the age of seventy-three, Fife was delighted with the opportunity to create yet another masterpiece.

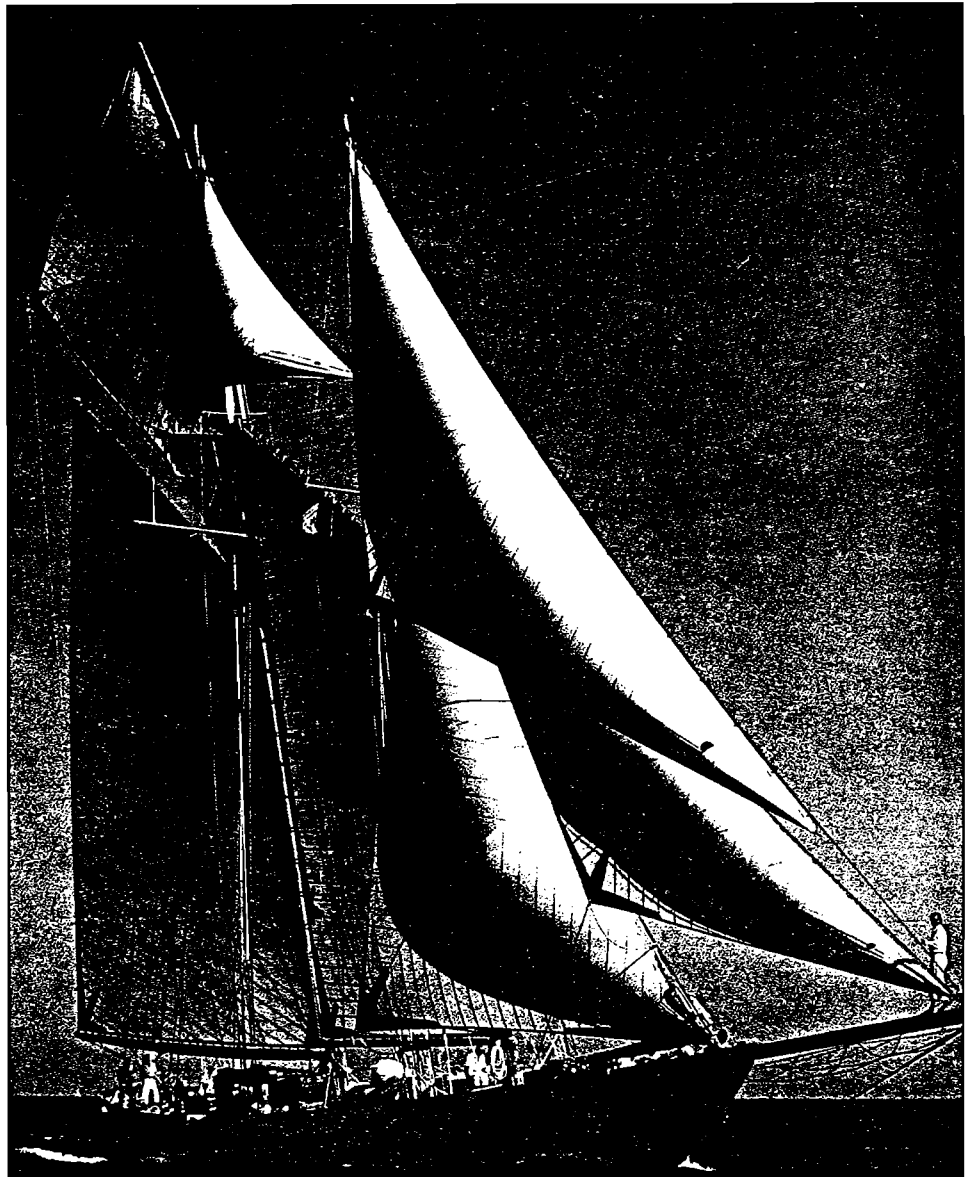
Commissioned in 1929 by Captain Guy H. MacCaw, Fife's brief was "to build a sound, safe cruiser, safe to go to the South Seas Islands in with no anxiety." Fife and MacCaw had a healthy correspondence regarding the design parameters prior to the final contract. ALTAIR was to be gaff rigged despite the trend of the time toward Bermudian. Furthermore, despite MacCaw's trepidations over the long overhangs (which he felt belonged exclusively on racing boats), Fife convinced him that the overhangs were an essential part of performance.

The finished boat bears the unmistakable sheer and presence of a Fife. But after all the directives about how he wanted to use ALTAIR for extensive cruising, MacCaw never made it beyond the French Atlantic Coast in the two years that he owned her.

MacCaw sold ALTAIR to Walter Runciman, Liberal MP for St. Ives, whose father was the owner of the renowned yacht SUNBEAM. He owned ALTAIR until 1938, cruising her up the West Coast of Scotland and competing her in various Solent races.

Her next owner, Sir William Verdon-Smith, sailed her for just a couple of years; then, along with many other yachts of her era, she was acquired by the Admiralty and enlisted in the war effort.

After the war, in 1948, she was purchased by a Portuguese gentleman who kept her for two years. Next, Miguel Sans



Mora from Barcelona discovered her and maintained a devoted relationship with her for thirty-four years. Under Mora's ownership, ALTAIR had a major refit in Southampton.

In 1985 she was sold to a company
(Cont. page 4.)

The article on ALTAIR is excerpted from In The Spirit of Tradition by Jill Bobrow and Dana Jenkins. © 1997 Concepts Publishing. Books are now available in stores or can be ordered by calling W. W. Norton at 1-800-233-4830. (ISBN 0-393-04556-1; \$60). Photos by Dana Jenkins.

Antigua Classic Yacht Regatta

Once again the waters south of Antigua were graced with some of the most beautiful yachts ever built, assembled together for the 10th anniversary of the 1997 Antigua Classic Yacht Regatta. This year's race, in April, showed a record number of entries at 55, and 52 yachts showed up for the races.

The regatta started off with the judging for the Concours d'Elegance. The judges inspected about 19 entrants and it was a tough decision. All entrants deserve a special mention, but Tim Charwood's AVRION was chosen for the best privately maintained yacht, and the Uli Prusse Trophy.

The best professionally maintained yacht was closely contested by Paul Deeth's schooner AMERICA, just recently refitted in English Harbor, and KENTRA. Paul Jonkers and his crew deserve credit for keeping KENTRA, a 1923 William Fife gaff ketch in almost original and pristine condition and they received a sterling silver inkwell, also circa 1923, as the *Boat International* trophy for their efforts.

The following three days out on the 20-mile race courses south of Antigua were graced with light winds ranging from 8 to 15 knots. This proved to be enough to keep the mighty ADELA moving, with Dennis Connor at the helm, as they battled with ALEJANDRA for the silver.

The fleet was well divided and, although not on the same start together because of different keel configurations, two replica schooner AMERICAS were side by side, changing the lead. At the finish of race 2 they finished within a boat length of each other, with the older long keel version in the lead—a sight which will probably never be seen again.

Also on the same start but in different classes, was the famous TICONDEROGA, winner of more ocean races than any other racing yacht in history, and her new, almost exact replica, RADIANCE, with her carbon-fiber rig. These two yachts chased each other, but Tom Reardon skippered the "old Ti" to be the fastest boat on the course and winner of the *Yachting World* Best Elapsed Time Overall Trophy.

The varnished PROSPECT OF WHITBY won the Wayfarer Trophy for 1st Overall, and other notable sights included the

Dutch family onboard ZEELAND, a traditional Colin Archer gaff ketch, with their small children climbing the rigging and helping set the working topsails.

INSULINDE sailed all the way from Curaçao into the wind to find that the wind had died and had not left enough breeze for their 250-ton riveted ship. They were not discouraged however and in the true "Spirit of the Regatta" they promised to return next year, and have sponsored a new Ship's Class.

After the racing, the fleet retired to Nelsons Dockyard for the Gig Racing and cream tea on the lawn of the Admirals Inn, along with a Heritage Festival in the old mast shed. The Festival included demonstrations, exhibits, and photographs of the classics. The regatta came to a close under the light of the full moon with the prizegiving outside the old museum in the Dockyard.

The Regatta Committee would like to thank all of the sponsors including Wayfarer Marine, North Sails, and Barcardi Rum, as well as all of the volunteers who help make this spectacle of sail possible. In 1998 we expect to include a Tall Ships Class as several of these grand ships plan to join in the event. See you all next year.

1997 PRIZEWINNERS

Concours d'Elegance Special Mention: Paul Deeth's schooner AMERICA, refit in Antigua

Uli Prusse Trophy for Best Privately Maintained: AVRION

Boat International Trophy for Best Professionally Maintained: KENTRA
Committee Boat: OCEAN MERMAID

Ann Wallis White Trophy for Smallest Classic: ALACRITY

Ann Wallis White Trophy for Largest Classic: ADELA

Caribbean Connections Trophy for Best Charter Yacht: ALEJANDRA

Tropical Studios Trophy for Most Photogenic Yacht: OWL

Seahorse Studios Trophy for Spirit of the Regatta: OWL

A&F Sails Trophy for Best Performance by a Local Yacht: MARIELLA

Yachting World Trophy for Best Elapsed Time Overall: TICONDEROGA
Wayfarer Marine Trophy for 1st Overall: PROSPECT OF WHITBY

SPIRIT OF TRADITION CLASS "A": 5th—AMERICA USA; 4th—SAPPHIRE; 3rd—CALEDONIA; 2nd—ADELA; 1st—ALEJANDRA

SPIRIT OF TRADITION CLASS "B": 5th—METEOR OF LUNE; 4th—WINSOME; 3rd—RADIANCE; 2nd—VORTEX; 1st—ULISSE (*TICONDEROGA Trophy*)

Sintra Trophy for Best Elapsed Time, Spirit Of Tradition Class: ADELA

CLASSIC CLASS "A": 4th—RAINBOW; 3rd—ZEELAND; 2nd BRILLEAU; 1st SUMMER CLOUD

CLASSIC CLASS "B": 10th—NIK NAK; 9th—CURLEW; 8th—CHEVALIER; 7th—PEDLAR; 6th—PAPER TIGER; 5th—TAFRRAIL; 4th—TIVOLI; 3rd—AVIRON; 2nd—CATRIONA M; 1st—PROSPECT OF WHITBY (*ASHANTI OF SABA Trophy*)

CLASSIC CLASS "C": 9th—ALACRITY; 8th—MAID OF SOAY; 7th—CORA; 6th—MYFIDA; 5th—SUMARA OF WEYMOUTH; 4th—POLARIS JACK; 3rd—ILL IOLAIRE; 2nd—MISHA; 1st—FREYA

Antigua Slipway Trophy for Best Elapsed Time Classic Class: PROSPECT OF WHITBY

SCHOONER CLASS: 6th—CASSIOPEIA; 5th—ATLANTA; 4th—AMERICA; 3rd—SEA GYPSY; 2nd—ROBERT GORDON; 1st—AELLO (*NICHOLSON YACHT SALES TROPHY*)
Beken Of Cowes Trophy for Best Elapsed Time Schooner Class: AELLO

VINTAGE CLASS "A": 7th—INSULINDE; 6th—OWL (Special Mention); 5th—KENTRA; 4th PETER VON SEESTERMUHE; 3rd—TICONDEROGA; 2nd—BOLERO; 1st—MARIELLA (*Nicholson Yacht Sales Trophy*)

VINTAGE CLASS "B": 6th—SLOR; 5th—TORRIDGE; 4th—SEA FALKE; 3rd—DIONE; 2nd—ARAWAK; 1st—STORMY WEATHER (*STORMY WEATHER Trophy*)
Archibald Reid Trophy for Best Elapsed Time Vintage Class: TICONDEROGA

ANTIGUA CLASSIC YACHT REGATTA 1998

The Tall Ships are Coming!

The goals of the Antigua Classic Yacht Regatta are to promote good sailing and seamanship in the sparkling waters of the Caribbean Sea, also to celebrate the excellent craftsmanship and beauty of the yachts and ships from the traditional era of sail, as well as promoting friendship and harmony amongst the crews, and good will between nations.

The 1998 regatta will be held between the 16th and 21st of April, and one of the highlights will be a new Tall Ships Class and a World Peace Cup Trophy. The STAR CLIPPER, ROSE, SEA CLOUD, EAGLE and ships from Chile, Argentina, Mexico, and Venezuela, as well as the Sail Training Association, have all shown a strong interest in joining us over the next few years. These ships will greatly enhance the ambiance, and draw people and press from all over the world.

We also have had reports that two J-class yachts, VALSHEDA and ENDEAVOR, which are planing to be in the Caribbean this winter, will join us along with our regular fleet.

Another new development on the horizon for Antigua is a Maxi World Cup to be held between the Classic Regatta and Antigua Sailing Week. This, together with the Tall Ships will turn these events into a large two-week Sailing Festival. First will be the Tall Ships, then the Classics, followed by the Maxis, and finally Antigua Sailing Week.

We plan to simplify our schedule of events and focus more on the dockage days, which can be sponsored. We plan to keep the activities near the yachts, with most of the parties taking place at the Yacht Club complex and in Nelsons Dockyard for the finale, as before. The Heritage Festival in the Dockyard is steadily growing. Run along the lines of a mini trade show, we have in the past had demonstrations and exhibits from sponsors, local craftsmen, and enthusiasts.

The interest in the 1998 regatta seems to be high as inquiries on the Internet and the fax have been coming in already.

Boat International published an excellent 6-page article in their July issue on the event this year; they continue to be one

of our sponsors and have expanded their circulation with a new publication, *Boat International USA*. This will increase our coverage as well. We plan to advertise the regatta in *Boat International* and in the yachting press, and to make more use of the Antigua Classic Yacht Regatta website (www.jalypso.com/classic). Tropical Studios is kindly sponsoring our site on the Internet. There, you can find out about last year's results, get next year's entry form, and the schedule of events for 1998. Or write, call, or fax Ken Coombs, Chairman Antigua Yacht Club, English Harbor, Antigua, West Indies at 1 268 460 1799 / 1879.

Mark your calendars now for the ASA Annual Meeting February 7, 1998, at Mystic Seaport. Flyers to be mailed around the holidays.

The WoodenBoat Show will be held next year at the Chesapeake Bay Maritime Museum in St. Micheal's, Maryland, on June 26-28. For more info on exhibits, tickets, or anything else, call Valerie LaFrance, show manager, at 207-359-4651.

Schooner ESPRIT Wins Cutty Sark Trophy

Her Royal Highness, Crown Princess Victoria with her father, His Majesty, King Carl XVI Gustav of Sweden, and John Rudd, Chairman of Cutty Sark Scots Whisky presented the Cutty Sark Trophy to the Captain and crew of the winning ship ESPRIT in Goteborg at the prizegiving at the end of the 1997 Cutty Sark Races.

The Cutty Sark Trophy, a silver replica of the CUTTY SARK clipper, is awarded to the tall ship which has contributed the most to international understanding and friendship during the annual Cutty Sark Races. The winner of the trophy, which is presented by Cutty Sark Scots Whisky, is chosen by the captains and crews themselves. Each ship in the fleet of more than 90 vessels casts a vote. Neither the sponsors, Cutty Sark Scots Whisky, nor the organizers, the International Sail Training Association, have any say in the vote.

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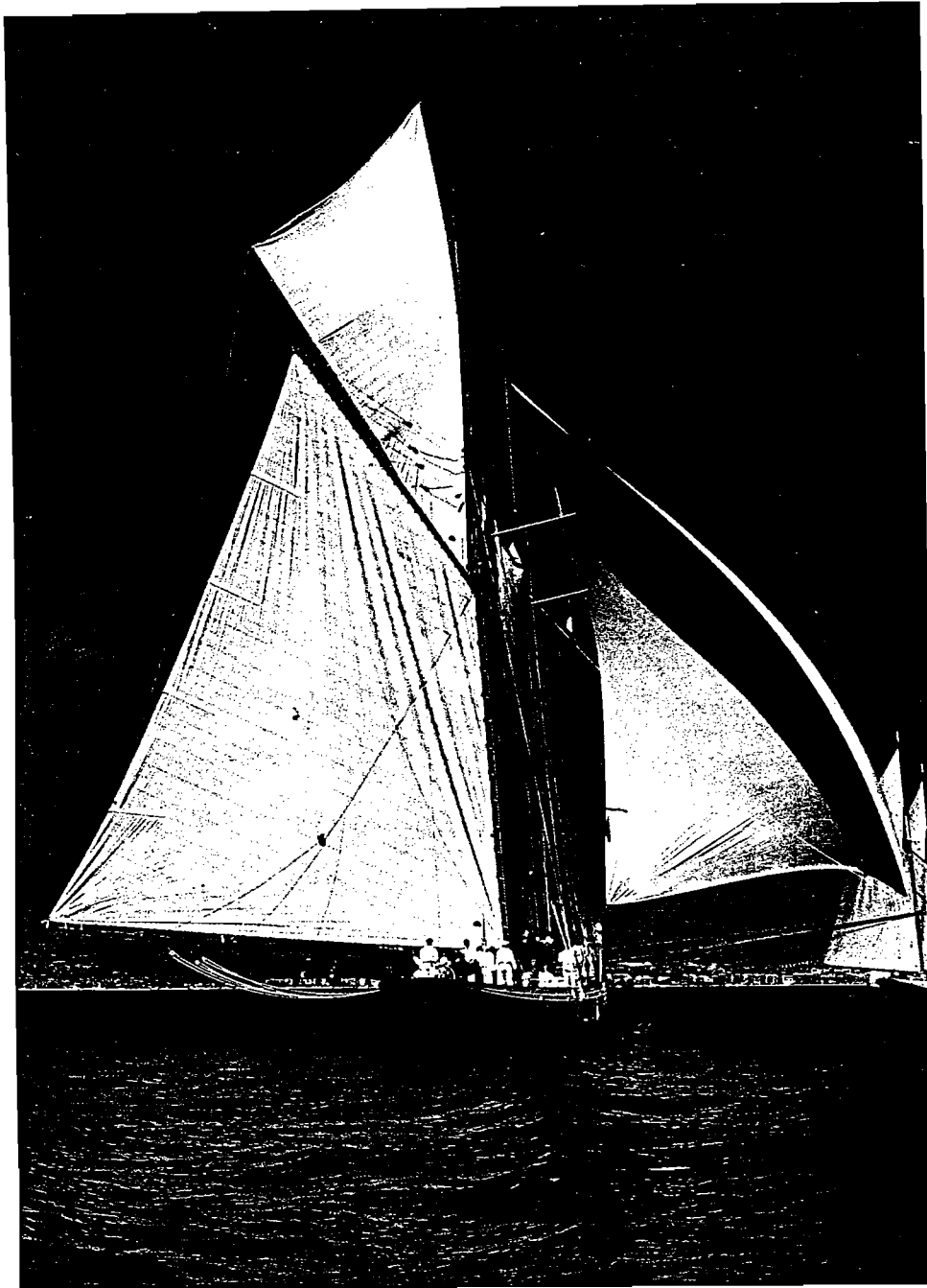
NEWSLETTER
Gina Webster

West Coast Correspondent
Byron Chamberlain

The Fleet chose the ESPRIT crew for their enthusiasm and willingness to cooperate both at sea and ashore. They not only came first in their class during the Cutty Sark Races at sea but also joined in the true spirit of the event and the many activities and crew parades provided by the ports.

These celebrations in Goteborg end another year of the Cutty Sark Races. More square-rigged ships than ever before came to take part in this month-long event which started in Aberdeen, Scotland, visited Trondheim and Stavanger in Norway, before reaching Goteborg, Sweden—a distance of 1440 nautical miles.

The Cutty Sark Tall Ships' Races are the world's largest international sailing event and Cutty Sark Scots Whisky celebrated their 25th Anniversary of sponsorship in 1997.



(ALTAIR: Cont. from page 1.)

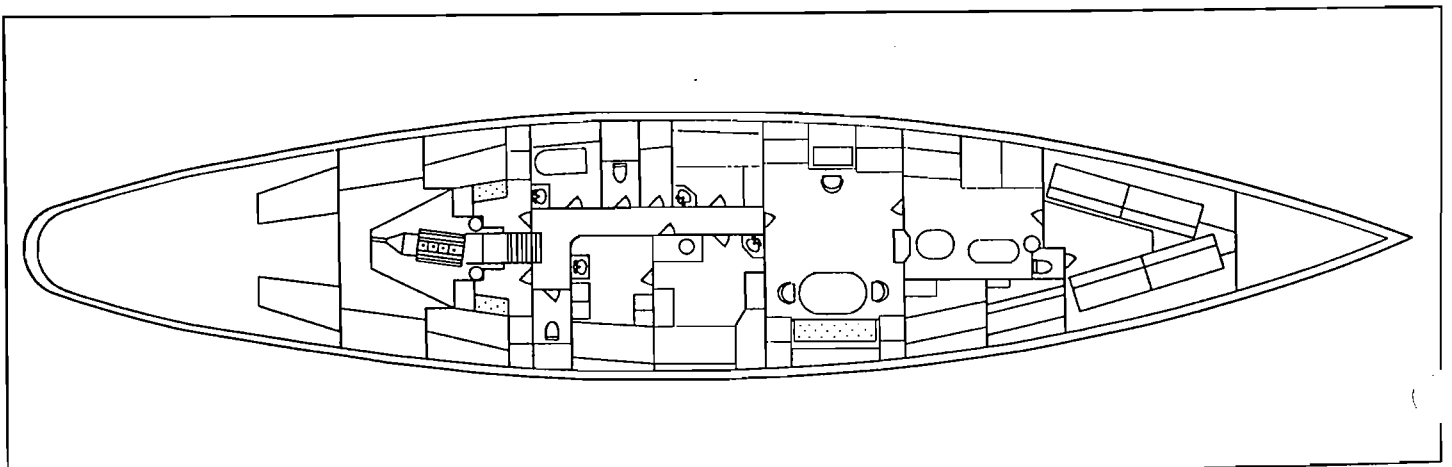
called Blue Wave, which decided to totally rebuild her and return her to her original glory. She was taken to Southampton Yacht Services on the River Itchen, the successor to the Camper & Nicholsons yard that had done excellent work on SHAMROCK V and PURITAN. ALTAIR was lifted out of the water into a custom-built cradle, and a shed was constructed over her so that work could begin.

Paul Goss, skipper and project manager, oversaw the rebuilding. ALTAIR was dismantled piece by piece—deckhouse, hatches, literally everything was removed down to the bare hull, and every piece was labeled and saved. All that was possible to restore, including the furniture, walnut paneling from the saloon, and so on, was removed for refurbishment.

Once she was opened up, complete replacement of electrical systems and plumbing was made easier. Scotsman Iain McAllister has provided an invaluable service to anyone interested in Fife's by painstakingly cataloguing all of Fife's original paperwork. Therefore, at the outset of ALTAIR's restoration there was a meticulous paper trail that included everything from the bill for crew uniforms to correspondence with Fife himself and the sailmaker.

ALTAIR truly set the standard for all subsequent classic yacht restorations. The 2 1/4-inch Burma teak planking on oak frames was in fine condition; however, the corroded iron floors had to be replaced, and new timber had to be scarfed into the frames where it had deteriorated around metalwork.

While new plumbing and wiring were



Type: *Gaff Schooner*
LOA: 129'7" (39.52 m)
LOD: 107'8" (32.80 m)
LWL: 77'9" (23.71 m)
Beam: 20'4" (6.2 m)
Draft: 13'2" (4 m)

Displacement: 161 tons

Hull: *Burma teak on oak frames*

Designer/Builder: *William Fife & Sons,
Fairlie, Scotland*

Restoration: *Southampton Yacht Services,
Southampton, England*

Year built: 1931; restored 1985-87

fitted, the original water and fuel tanks were found to be safe and usable. A new Gardner 200-hp six-cylinder diesel was installed. Conveniences such as the water maker, washing machines, and freezers were hidden under the galley sole on a mezzanine.

While some concessions bowed to modernity, every effort was made to maintain the masterpiece that Fife had created originally. When it came time to make new sails, the owner wanted Egyptian cotton; Paul Coss thought that synthetic would be much more practical. In the end Ratsey & Lapthorn created specially pigmented cream-colored Terylene sails. Once ALTAIR paved the way, other classic

yachts could also order sails to match their heritage.

The interior accommodation layout remains the same: three guest cabins and his-and-hers interconnecting owner's cabins. Carpets, fabrics, and paint were researched and reproduced. The eggshell finish on the overhead cannot be distinguished from the original.

Belowdecks the decor is simple and elegant. Sitting in the main saloon, surrounded by original paneling, cabinetry, and furniture, you can truly imagine the presence of all those who sat there before you over the last sixty-six years.

ALTAIR is one of the "queens" of the classic yacht fleet. She is expertly skippered by Steve Hammond who takes pride in every aspect of maintaining dignity in seamanship. Hammond came in late on the restoration team; in 1986-87, he and another crew member were responsible for the rigging. Hammond is passionate about his charge. He says that ALTAIR is the most impeccably restored yacht of all. He credits Albert Obrist (now owner of Fairlie Restorations) for his single-minded pursuit of excellence and attention to detail.

Hammond also attributes ALTAIR's continuing upkeep to the current owner, a Spanish gentleman, who is in love with his yacht. Yachts such as ALTAIR absolutely require dedicated owners and crew.

Volunteer Sign-Up for ADVENTURE

The schooner ADVENTURE is being restored by the city of Gloucester, but before the vessel can regain her U.S. Coast Guard certification, extensive restoration work must be completed. By joining ADVENTURE's crew, you can help restore this National Historic Landmark schooner and help her sail again with passengers.

Become a volunteer and learn how to rig and sail a schooner, get involved in restoration efforts, meet new friends and participate in ADVENTURE's special events and educational programs.

Listed here are the different areas for which the ADVENTURE needs volunteers. Let us know what you are most interested in doing, even if you are not sure of how to do the work that most interests you; we can teach you! Also let us know if you

have special skills that you would like to offer to the ADVENTURE or if you have materials to donate or can help acquire.

Vessel Work: carpentry, electrical, machinery, rigging, scraping and painting, caulking

Hospitality: tour guide, baking, cooking, general housekeeping, storytelling, help in ship store, help with special events

Administrative/Clerical: photography, envelop stuffing, typing/data entry, receptionist (office), fundraising

Education: educate adults, educate children

Please call 508-281-8079 if you would like to help.

Tall Ships to Lake Michigan in 1998

ASTA (American Sail Training Association) is coming to Lake Michigan in the summer of 1998. This could be a premier event for the Midwest, as ASTA has never had a rally in Lake Michigan. Some of these ships will travel thousands of miles to get to Lake Michigan.

ASTA Lake Michigan Events 1998

July 17 to 20: *Chicago Navy Pier*

July 24 to 27: *South Haven, Mi.*

July 30 to Aug. 2: *Milwaukee*

Aug. 6 to 9: *Racine*

There are few parts of history that were not effected by the age of sail and Lake Michigan has a rich sailing heritage. (In the period from 1850 to 1900 there were over 2,000 schooners trading on the Great Lakes.) So come bring back the history of sail, if only for a week end.

For more info contact ASTA at: P.O. Box 1459 Newport, RI 02840, 401-846-1775.

Official TALL SHIPS 2000® Schedule

European Race:

Start—Southampton, England, 4/14-18

Start—Genoa, Italy, 4/20-23

Finish—Cadiz, Spain 5/4-7

Westbound TransAtlantic Race:

Start—Cadiz, Spain, 5/7

Finish—Bermuda, 6/8-11

Individual Vessel Schedules/

Western Atlantic Port Visits: 6/11-7/11

TALL SHIPS 2000® US Race Port:

Boston, Massachusetts, 7/12-16

Boston/Halifax Race:

Start—Boston, MA, 7/16

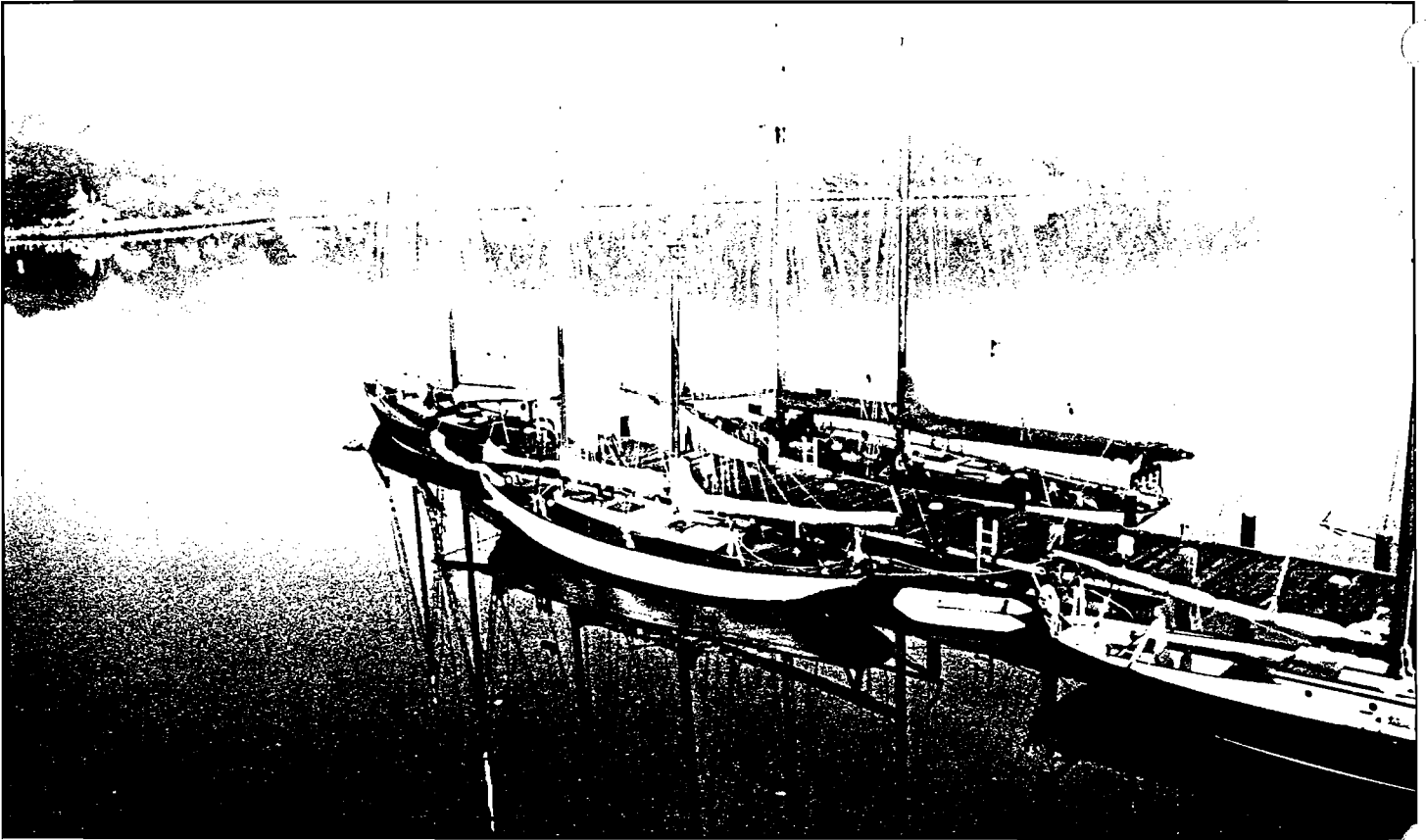
Finish—Halifax, NS, 7/20-24

Eastbound TransAtlantic Race:

Start—Halifax, NS, 7/24

Finish—Amsterdam, Neth., 8/24-28

1997 ASA Schooner Rendezvous



Those unable to attend the 1997 Schooner Rendezvous at Mystic Seaport missed a great event. Even the weather cooperated, with beautiful skies and warm temperatures—much better than last year's rain and hurricane threat. The weekend was coordinated by Howard and Becky Hopps, George Moffett, Bill Ames, and Roger Walworth.

This year's rendezvous coincided with "The Taste of Mystic" festival and the food was superb. (This was noted from one who tasted a lot of it for Friday night dinner.)

Friday evening ASA members cruised down the Mystic River onboard the Museum's Sabino, while enjoying tunes by Bill Ames and his Dixieland Band. It was a beautiful night for singing, dancing, and rekindling old friendships. We watched the moon set as the last steam whistle echoed across the still water.

Another plus on Friday night was watching ADVENTURER dock at the North Pier under sail (motor was not function-

ing). Mark and Nannette put on a good show of seamanship. This feat was noted by all on the dock, which also included Revel Carr and Walter Cronkite who were present on a boat at the North Pier.

The Saturday morning dinghy races were postponed until 10:00 A.M. to allow the breeze to fill in, and when the first starting whistle blew all participants realized they were in for a real contest. Five hotly contested heats, under the direction of Dave Rayner, with Bill Ames as Race Committee, determined the winner—Fred Murphy.

The rest of the day was spent visiting the boats, sharing stories and photos of racing, cruising, and the inevitable maintenance projects and constructions. Some people visited the exhibits at the Seaport, ferreting out the answers to the "Schooner Scavenger Hunt." (My children and grandchildren had great fun with the scavenger hunt.)

At 6:00 P.M. we all crossed the street to the Froshinn Hall to enjoy diner, awards

and dancing. The lobster was succulent, the steaks were tender, and everyone wanted the recipe for the sauce on the barbecued chicken. West Marine, through the efforts of Jim Cassidy, donated the wonderful prizes for the dinghy races and raffle. Thanks to West Marine and Jim! The rest of the evening the floor was full as everyone danced the night away to the music of Garry and the Moodmakers.

The next morning we met to discuss ASA plans for the coming year. Chris Cox of the Seaport attended the meeting and spoke to us. All agreed the rendezvous is a great event, that should be repeated. Please mark your calendars for next year's event, to be held September 11-13!

Fred Murphy mentioned that one of the nicest parts of the weekend was just sitting at the Seaport at night and enjoying the peaceful quiet atmosphere of the area. I quite agree with him.

Bob Pulsch
Commodore

Mystic Schooner Days, the American Schooner Association's 1997 Rendezvous, enjoyed near-perfect weather for the three-day event held at Mystic Seaport Museum on September 5-7. Schooners in attendance included BRILLIANT, ADVENTURER, LIBERTY CLIPPER, SPIRIT, ISHMAEL, EASTERN PASSAGE, COMPASS ROSE, IZURDE, SAPPHIRE, and SIENNA BELLE. Also there for the weekend was NEATH, a classic boat in her own right. Friday evening also saw the arrival of Walter Cronkite aboard his boat WYNTJE, on his way South for the season.

The weekend started Friday evening with an evening cruise aboard the Seaport's steam-powered SABINO. The highlight of the cruise was being entertained by Bill Ames's band, the Rock of Ages, with hot dixieland music.

Just at the start of the SABINO cruise BRILLIANT came in from Block Island, followed by ADVENTURER, also from Block Island. Due to having lost her engine earlier, ADVENTURER came in to the Seaport under sail, including making a Med-moor type docking. An impressive bit of seamanship, Mark.

After the SABINO cruise most everyone re-grouped at the North basin for quiet(?) catching up on news, gossip, etc.

Saturday morning was devoted to the "moment of truth"—races in the Seaport's Dyer dinghies. No handicaps, no excuses, just first over the line racing. When the dust settled, Fred Murphy from ISHMAEL took top honors.

Saturday was also spent touring the Seaport's grounds, finding answers to the Schooner Scavenger Hunt (just how many six-masted schooners were built in New England, anyway?), and visiting aboard each other's boats.

Saturday evening was the Rendezvous dinner-dance, held again this year at the Froshinn Hall, right across the street from the Seaport. The food was plentiful (steak, lobster, or chicken) and the band, enjoyable to listen and dance to.

West Marine in Mystic had very gener-

Facing page: Sunday morning. Clockwise from bottom right, ISHMAEL, SPIRIT, ADVENTURER, BRILLIANT. Photo by Judith Haughton.



Top: Bill Ames; Bottom: Ralph Clark demonstrating marlinespike seamanship aboard DAPHNE. Photos by Becky Hopps.



ously donated merchandise for awards and raffles. Everyone was indeed impressed with the quality and quantity donated, and thanks go out to them and to Jim Cassidy for arranging for it.

Sunday morning was a quiet dawning on the Mystic River. The ASA had a planning meeting in the Seaport's meeting house, with good input from the members with ideas for next year.

Chris Cox, Seaport VP, joined the meeting and extended the Seaport's invitation for next year too. After the meeting many of the schooners prepared to get underway to make the 11:15 bridge opening, and an impromptu schooner parade resulted.

The ASA extends its thanks to the Mystic Seaport Museum and all the Seaport personnel that helped make this year's Rendezvous special. Our thanks also to West Marine for their generous donation, but particular thanks goes to the participants, both those who brought schooners and those who arrived by land. It is truly the membership that made this weekend the event it was.

Howard Hopps

Minutes of ASA Planning Meeting, September 7, 1997

As part of the 1997 Rendezvous, the Planning Meeting for next year's events was called to order at 9:00 A.M. by Commodore Bob Pulsch. The location was the Meeting House at Mystic Seaport Museum. Commodore Pulsch explained that the purpose of the meeting was to plan next year's calendar and give guidance to the Board of Governors for next year's activities.

Much discussion followed about the future direction that ASA-supported events should take, with the following points brought out:

- Perhaps the Rendezvous should be combined with the Gloucester Schooner festival.
- Mystic Seaport is a great facility at which to hold our event.
- Perhaps we should combine with MSM's Antique & Classic Weekend.

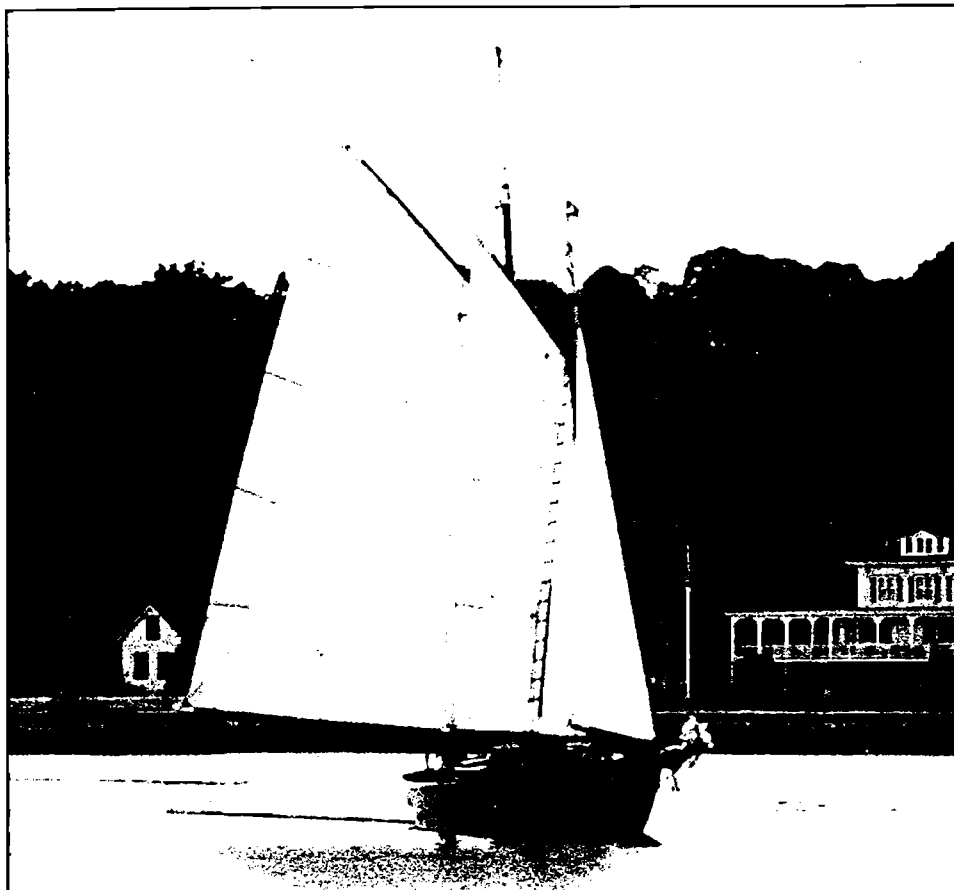
- More publicity and more schooners are needed.
- Maybe we should offer 1-year free memberships for new boats joining the ASA.

Chris Cox of the MSM management joined the meeting. There was discussion about the inter-relationship of the museum and the ASA. Mr. Cox stated that the museum is behind the ASA, that this year's Rendezvous was a good event, and that the weekend after Labor Day "is ours."

The consensus was that we should have a Rendezvous next year at Mystic, similar to the previous two years', and that a concerted effort must be made to get more boats to attend.

The meeting was adjourned at 10:00 A.M.

Respectfully submitted,
Howard Hopps



The engineless ADVENTURER approaching the dock at Mystic. Photo by Becky Hopps.

ASA Merchandise

Hats (colors: poppy, spruce green, forest green, khaki/spruce green)—\$15

Crewneck Sweatshirt
(color: natural)—\$25

Outerbanks Polo Shirt (colors: black forest, white, forest green)—\$30

3-River Cotton Shirt (colors: green, natural, red)—\$35

ASA Burgee—\$25

Wing & Wing Back Issues
(in binder)—\$25

Canvas Tote Bag—\$25

Canvas Zippered Tote Bag—\$30

Please add \$3 shipping/handling per order. For order/information call Becky Hopps at 860-564-7204; e-mail h&rhopps@cyberzone.net

BRILLIANT Edges Out GRAY WOLF to Win 25th Annual Opera House Cup

The conditions at this year's Opera House Cup were just right for schooners. Four out of five legs were reaches and two were close reaches. The final leg, a beat, we fetched with only one tack, and it was on that leg where we expected to lose to GRAY WOLF. She ended up tacking early and tacked three times to our one. Otherwise, we went around the course together. It was a study in design contrasts at the extreme ends of the spectrum, including Gray Wolf pumping water from side to side to keep her upright, along with twelve crew members out on the rail.

GRAY WOLF has a flat-bottom, deep-fin keel (high-aspect type), and state-of-the-art carbon fiber rig. With the moderate air of 12-15 knots we were sure she'd kill the fleet, except for SHAMROCK V. . . nice to be wrong sometimes.

George Moffett

BRILLIANT's winning crew. Photo by Jennifer M. Stich, Mystic Seaport.



Late-Breaking News

Sad News: On November 13 Thomas Ioulantoz, 55, was killed in a car accident in Greece. Founder and proprietor of Poseidon Seafood Restaurants in Queens and owner of the schooner KOUKLA, Thomas loved fishing and the sea.

In 1980, Thomas contracted with George Stadel and Sons to build the 60-foot schooner. Launched in 1984, the first American-designed schooner built in Taiwan, Thomas sailed KOUKLA back to Port Washington, NY under Captain Richard Bailey.

For the past 13 years Thomas and KOUKLA have sailed Long Island Sound and participated in ASA regattas and events from New York to Gloucester. He is dearly missed by friends and crew.

Steve Cozzette

(More complete details to come in the Spring 1998 issue.)

Attention ASA Members: By the time this newsletter reaches you, you will have undoubtedly received a mailing about a worthy project, *The Encyclopedia of Yacht Designers*. Support it if you can, even if some of the designers went astray with silly, non-schooner rigs.

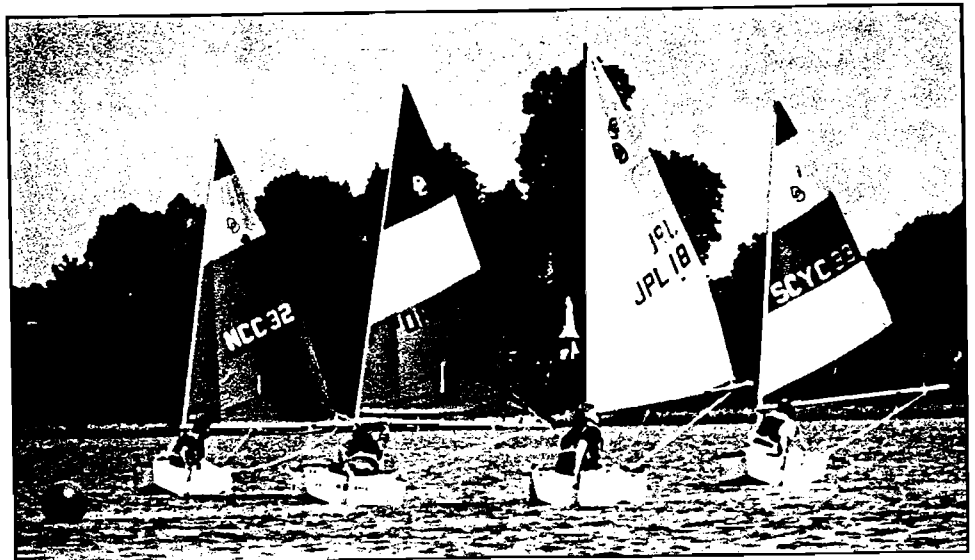
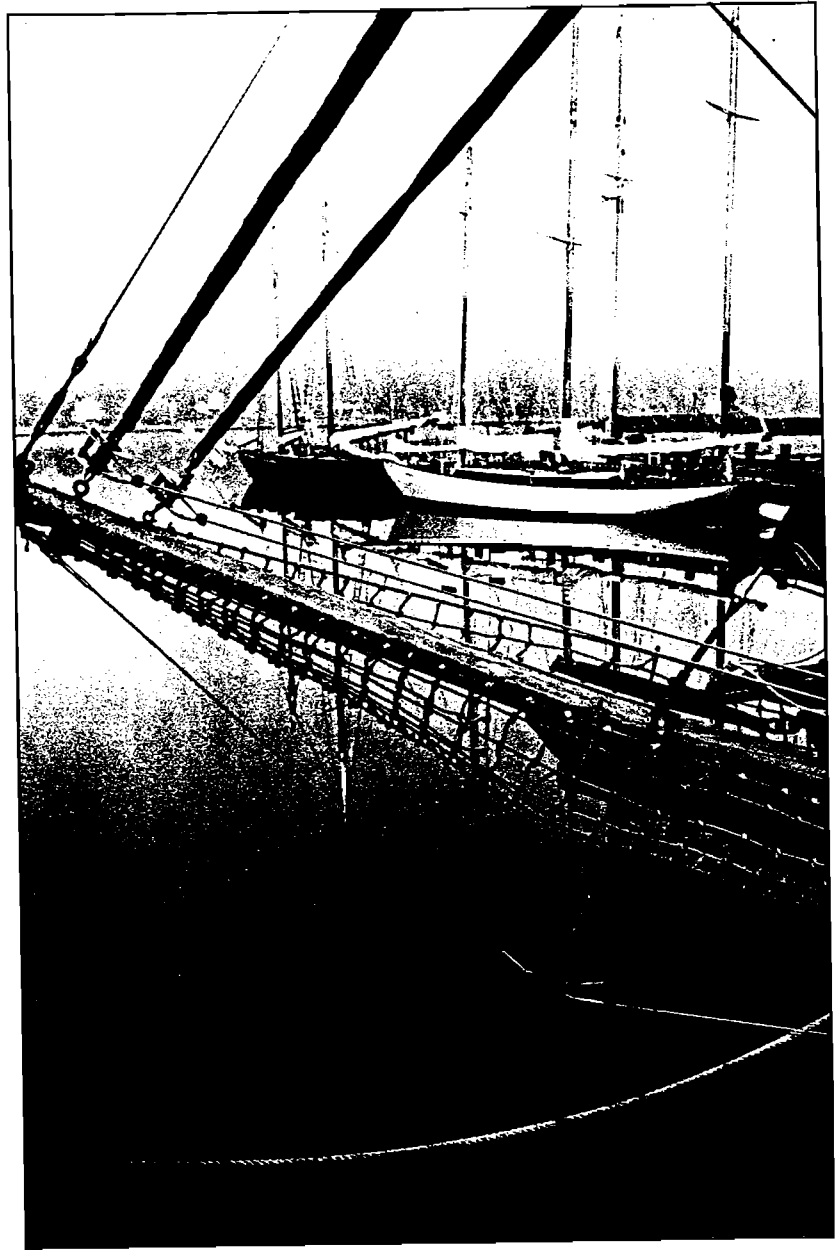
JLM

New Rendezvous Site: It appears Vineyard Haven, Martha's Vineyard, will most likely be the site of next year's ASA Rendezvous. We have early reports of a wildly enthusiastic group on the Vineyard, including Gary Maynard, Ginny Jones, and Nat Benjamin. Watch your mailboxes and/or come to the annual meeting in February.

Dues collection: If everybody diligently pays their dues on time this year, with no nagging necessary, the editor promises to get *Wing & Wing* out on time too.

Top right: Early morning at Mystic. COMPASS ROSE in foreground.

Bottom: The infamous Dyer Dinghy Races. Photos by Judith Haughton, 1997 ASA Rendezvous.



NSSA Race Week Results—July 1997

Congratulations go to Fred Rhineland and the crew of *CONSTANCE* for winning the *Herald & Mail* Trophy. *CONSTANCE* was hard to catch and Fred and his crew deserved to be in the silver. *CONSTANCE* had a fine record in a fleet that was highly competitive, during a week with highly variable winds.

The racing during Race Week saw some great match-ups that happened day after day. One of the most notable was between Glenn Bond's *KNOW KNOT* and Lorne Leahey's *AMASONIA*. This was boat-to-boat racing at its tightest, with the two boats often so close the proverbial biscuit could be tossed between the contenders.

The back of the fleet also had tough competition with various boats clinging like velcro to their nearest competitors. This gave rise to some interesting tactics, such as asking boats in the lead to slow down so a hat lost overboard could be returned. The tightness of the racing gave rise to several boats developing fun relationships over the week.

The 1997 season also had a number of other successes. The handicap system worked well, not only during Race Week, but also during the rest of the season. It

was an easy system for the Rear Commodore and those assisting to use at the end of a race. Besides being easy to use, the system also gave good information to the fleet as to how well each boat sailed in a particular race. It is hoped that this system continues to improve as we use it, and that it provides a solution to a difficult problem.

Lunenburg Yacht Club Races overall winners: *ELSIE*, *RENCONTRE*, and *CALANOVA*.

Lunenburg Fisheries Exhibition Race: Bad weather on Friday before the race kept a few boats away. However, *RENCONTRE* braved the elements on Friday evening under foresail and main engine. We had good winds on Saturday, and placings were as follows: *CHEERS*, *RENCONTRE*, and *CALANOVA*.

Labor Day Weekend Race: *WAWALOON*, *HEBRIDEE II*, and *COMET II*.

United Way Regatta, schooner class: *HEBRIDEE II*, *COMET II*, and *RENCONTRE*.

The Scoon

1997 Gloucester Schooner Festival

There was a record turnout at the Thirteenth Annual Gloucester Schooner Festival as 61 boats started (56 finished) in seven classes.

Those who were able to quickly work their way clear of the very light and patchy winds in the vicinity of the starting area did well in the races on Saturday. An outstanding performance was turned in by Jack Parker's *TWIN LIGHTS*, with first-to-finish honors and a ten-minute winning margin in the PHRF Fleet Class, and John Lind's *CRUSADER*, which similarly enjoyed a ten-minute margin in the Traditional Marconi-Rigged Class.

Sunday was another story—fog, fog, fog, and even a half hour postponement didn't produce the expected burn-off, as the fog lingered all day in light variable winds. *BRILLIANT* lived up to her name,

earning the title of first-to-finish and a winning margin of 42 minutes. As the boats sailed around the course it was great to see an age range between boats of more than one hundred years, with old timers like *ERNESTINA* and *LETTIE G. HOWARD* and this year's baby, the recently launched *THOMAS E. LANNON*.

Fog, light winds, or whatever—it surely beat having a hurricane bearing down on us—and as usual, it was really pleasant renewing friendships and discussing the “woulda,” “coulda,” and “should” of the racing at the awards dinner.

Congratulations to *SPIRIT OF MASSACHUSETTS* and Captain Dave Whitney upon receiving George Nichols, Jr. Memorial Cup for excellence in seamanship and education. A recognition well deserved.

Mike Costello

Gloucester Race Results

Esperanto Cup—Large Schooners

- 1st: AMERICAN EAGLE
- 2nd: SPIRIT OF MASSACHUSETTS
- 3rd: LETTIE G. HOWARD
- 4th: ERNESTINA
- 5th: HARVEY GAMAGE

Ned Cameron Trophy—Small Schooners

- 1st: BRILLIANT
- 2nd: ROAD TO THE ISLES
- 3rd: EDNA
- 4th: ELLIDA
- 5th: HINDU
- 6th: THOMAS E. LANNON

Betsy Ramsey Trophy—Little Schooners

- 1st: GREEN DRAGON
- 2nd: EASTERN PASSAGE
- 3rd: ANNIE

Traditional Gaff-Rigged Class

- 1st: COMPASS ROSE
- 2nd: GREEN DRAGON
- 3rd: ANNIE
- 4th: STROMBUS

Traditional Marconi-Rigged Class

- 1st: CRUSADER
- 2nd: FINESSE
- 3rd: FIVE PLY
- 4th: BLUE SHUE
- 5th: JESSE BOYCE
- 6th: STARLING
- 7th: ADVENTURESS
- 8th: DEFIANCE
- 9th: JEZEPHYR
- 10th: LOUIS B
- 11th: EASTERN PASSAGE

The 1998 Schooner Festival will be held again on Labor Day weekend (September 5–7, 1998). In 1998 Gloucester will be celebrating her 375th anniversary. The 1998 festival promises to be a great event. See you all there!

PEANUT—16 Feet of Gaff-Rigged Fun

Many heads turn and stare in awe as they spy a schooner sailing down the majestic Navasink River in Red Bank, New Jersey. They tilt their heads in slight confusion when this vessel comes nearer, as it does not seem to get larger as one would normally expect. PEANUT is a 16' gaff-rigged, wooden schooner that was built by Bob Pulsch in 1996. She has a full keel made from concrete that draws an impressive 2.8' of water, perfect for all parts of this river.

PEANUT sports a jib, a club footed foresail (without the club) and a main with combined sail area of 135 sq. ft. She has bench seats that are very comfortable, allowing four adults and a child or two to enjoy a day of sailing. Like all schooners she is pretty fast on a broad reach, impressing the hell out of the Flying Scott, Lightning and Sanderling fleets on the river.

The Navasink River is home to many small sail boats including its newest mem-

ber, PEANUT. PEANUT is moored at the Monmouth Boat Club and her crew is none other than the ASA Youth Choir—Bob and Roberta Pulsch's grandchildren.

We sail her leisurely on sunny afternoons, enjoying the flights of ospreys high in the sky and beautiful homes along the shoreline. We sail her competitively in many a bridge race—never to come in first, nor last. (A bridge race consists of a forty-boat upwind start to the first mark. Then head down river, staying inside the channel markers to the Rumson/Fair Haven Bridge, rounding a mark that is sometimes in very shallow water, and racing for home to the Monmouth Boat Club's dock where beer and refreshments await.) You can ask Vern Brady about the starts of these wonderful races, as he has also crewed on PEANUT.

The lines on the boat are all the same as on a larger vessel, so the hands of the children are being skilled for true schooner sailing. I, myself, find it wonder-

fully relaxing to sail on a breeze that is freshening and watch the kids do all the work.

This summer Bob entered PEANUT in the Tom's River Wooden Boat Show, in Tom's River, New Jersey, where he was awarded the First Place in the category of "Sail Boats 16 Feet and Under" and also was awarded "The People's Choice Award" in the sailboat category.

This schooner has another great advantage, you can trailer it, to any place with a hoist or back-hoe and drop her into the water.

After the boat show we took her to Lewes, Delaware, for a week of fun in the sun. This summer was great for me and my family as we have joined a very fun boat club on a pretty little river. and have enjoyed the pleasures of sailing a schooner!

William J. Carton

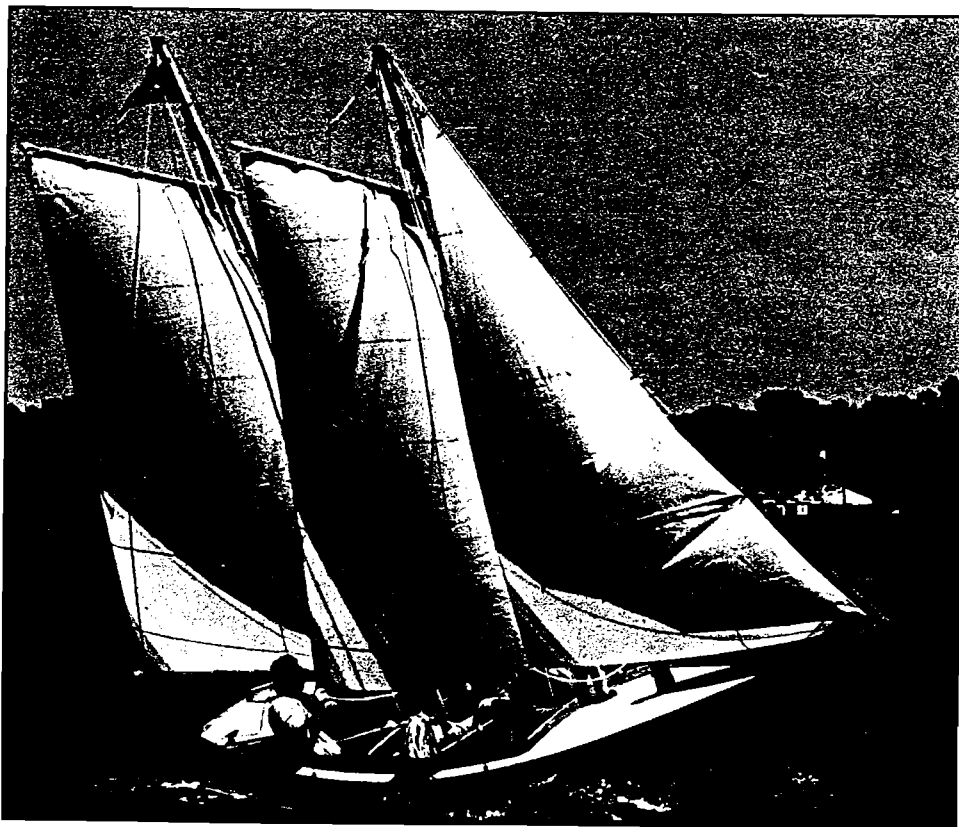
SchoonerMan Site

"SchoonerMan" is a site for the lovers of all tall ships whether they're schooner, brig, brigantine, bark, or a full rigged sailing ship. So if you love the history of the sea and the feel of the wind in your sails, join us on the tall ships of yesteryear and meet the seafaring men that sailed them. This site features a wide range of nautical items, some modern, but mostly traditional.

The SchoonerMan site for tall ship lovers is starting on its third year. What began as a few links is now a popular tall ship site. But help is needed to make it even better. Any information you have on upcoming tall ship events, past events, missed links, new sites, or new ULR would be appreciated, as well as information on new and old sailing ships, photos and history; anything on sailing ships you would like to share would be welcome. The site will also host any non-profit tall ship page for free. Email to: tom@schoonerman.com.

The SchoonerMan site can be found at <http://www.schoonerman.com>

Photo of Peanut provided by Bob Pulsch.



Mayor's Trophy Race (From the Log of SEBIM)

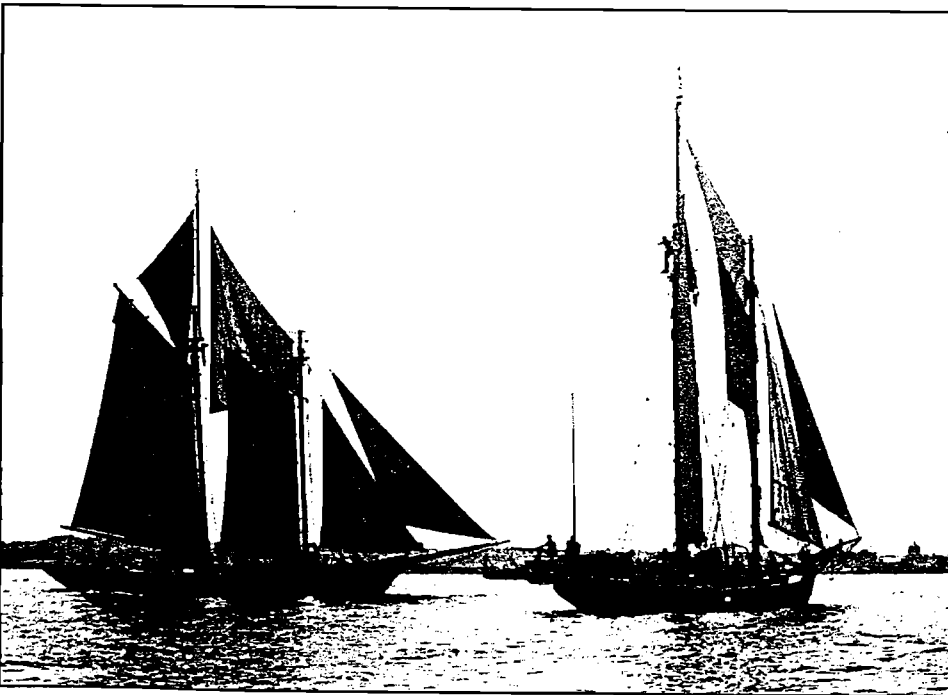
(Edited to protect certain crew members from scurrilous and nefarious defamations—SH.)

9/26: 1630 hours: Arrived Liberty Landing Marina. Secured to floating dock/finger slip. Fantastic improvement over South Street Seaport piers. Not the same ambience but much kinder to boats and crews (*skippers*). Sad to say only six schooners entered and no one moored near us. No ASA boats. Got so relaxed that we passed on the cocktail party at the Seaport. Had burgers at a concession stand here and beers on the Lightship. Saw Jim Cassidy. He just sold HOBNOB and was crewing with the new owner. Retired early.

9/27 0700 hours up. Had to use paddles to get Sam's heart started (*wrong and apocryphal*). Rigged fisherman and light anchor. Northwest wind dying. Crew aboard, including Alan Wilson and Michelle from the Vineyard. 0900 skippers' meeting.

0940 underway. Paraded past Battery under power. Set all lowers. Race Committee postponed start, waiting for wind to die completely! (*Probably correct.*)

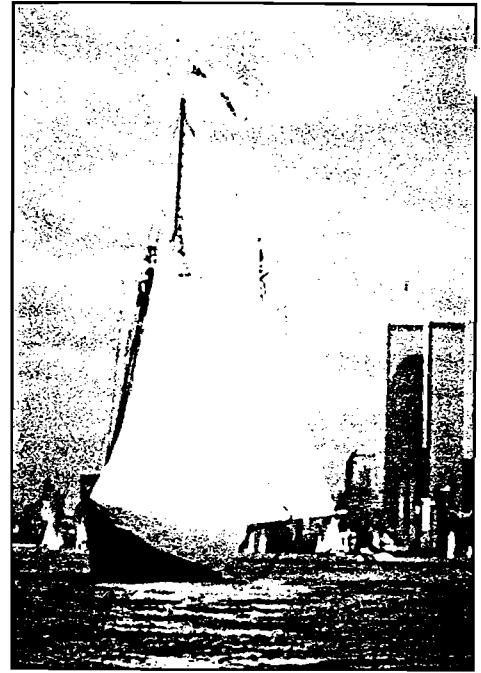
Lettie G. Howard and Pioneer. Photos by Susan Thomson.



Finally got going with zero wind, zero steerage and 2.5 knots of ebb tide. SPIRIT set below the line before the gun and never made the race. (*Actually, SPIRIT did start, albeit very late, sailed the course and took home the Cook's prize of a box of Cornflakes and a bottle of gin—which this year was vodka in deference to the sponsor—presented to the cook of the last boat to finish.*)

MYA got a good start and was closely followed by SEBIM, PIONEER, LETTIE G. HOWARD and ORBIT II, a 38' Colvin steel-hulled gaffer. A light air downwind drift. Just had to be careful to dodge the buoys that were shooting past at close to three knots.

All made the first two marks ok, although we really hoped MYA would be swept past the buoy at Robbins Reef by the current out of the Kill. No such luck. (*Instead, SEBIM overstood.*) MYA got the first of the sea breeze and took off for the windward mark over on the Brooklyn shore. We held port tack towards Staten Island hoping to get a lift to windward from the bow current, which we did. (*Read "overstood."*) Unfortunately, MYA got stronger wind on



LETTIE G.'s huge balloon jib (single-luff spinnaker?)

the other side and rounded the third mark some eight minutes ahead.

The rest of the race was downwind in 5–10 knot southeast breeze. God, how I wished I still had that big gaff mainsail. (*Me, too, although I must admit a lot of the rest is a lot easier.*) Two runs and only about a mile-and-a-half to windward. A gaff rigger's dream race. Even the HOWARD caught us at the finish line and crossed about five seconds ahead. (*There was some desultory discussion about protesting her for an obviously illegal headsail, but instead we just had another beer.*)

Overall, no bad mistakes and the crew had a good time. Back at the dock, MYA was about four slips away and the girls got excited watching Ted Kennedy, JFK, Jr., and the rest of the clan. The party on the PEKING was great. (*Amen!*) Two buffet lines and two bars, all free after the \$30 dinner ticket, super dinner and lots of good booze. (*No comment.*) MYA took the Mayor's Cup; SEBIM was second (*again!*) and the HOWARD third. Crew back aboard by midnight. (*Honest!*)

Dogwatch

Gleanings from the Mayor's Trophy Race: Lots of pluses and just a few minuses at this year's event hosted by South Street Seaport Museum. All boats were berthed at Liberty Landing Marina in Jersey City which led to some interesting maneuvers by the cowboys driving the water taxis across the Hudson. Particularly amusing following the excellent party on PEKING, hosted by the decade's winners of the Perle Mesta award, Absolut and Bass Ale. And the food was terrific, too, and plenty of it. It's time for the schooners to take back this race, especially if SSSM president Peter Neill makes good on his pledge to rebuild Pier 15.

A historic first in the acceptance speech, complete with old, corny joke, delivered by Senator Ted Kennedy after accepting the Mayor's Trophy for MYA's well-deserved win. Seems Senator status even counts in the Big Apple. But the Kennedy star of the day, who caused considerable excitement among the distaff crew on SEBIM, was John John. And the frenzy became even more disturbing when he stripped to the waist, boarded a kayak and set off across the Hudson, no doubt flexing all the way.

But what is it with the race committees this year? Readers will remember *Dogwatch's* diatribe against the Boston YC committee at the start of the Marblehead-Halifax race. Now the SSSM committee has contributed its entry for (remember the old) Moosehead Award with its decision to postpone the start. Now, there's nothing intrinsically wrong with postponing a start, especially to wait for some breeze. The mistake was in starting the race after what little breeze there was died to absolutely zippo. So the fleet drifted with the tide and was therefore barely to the second mark when the sea breeze kicked in for a while.

If the race had commenced at the original starting time, most of the fleet would have been at the leeward mark and so able to take the most advantage of the southerly. But then there wouldn't have been anything about which to fulminate. And what about that headsail on the LETTIE G. HOWARD?

Peter Neill has rendered an extraordinarily enterprising coup in merging South Street with the Mariners' Museum of Newport News, VA, to create the largest maritime museum on the North American continent. The synergies are there: South Street's impressive fleet and Newport News' collections and exhibits, which the museums will freely interchange. And Peter has also increased the SSSM fleet as the SPIRIT OF MASSACHUSETTS and HARVEY GAMAGE now sail under the SSSM flag. Keep up the good work, Peter.

Soundings has run some intriguing articles of late. An e-mail from McSchoon disclosed that ERNESTINA spoke to PICTON CASTLE with "lots of sails up" near Boston in mid September. Then, the October issue of *Soundings* had a good article based on the PICTON's fitting out for an 18-month circumnavigation. The good stuff is that the vessel has been rerigged as a 148' three-masted barque by the guy who had something to do with restoring ERNESTINA.

But the really good stuff is that PICTON CASTLE was originally built in Norway in 1928 as a diesel freighter, no rig, no spars, no nothing but engines. She left Lunenburg November 1 with an amateur crew and, with some misgivings, we wish her a pleasant voyage.

Then, the November issue chronicled the building of a replica of the Irish barque DUNBRODY which made 30-40 passages to America with Irish emigres between 1845 and 1870. A building in New Ross, County Wexford, she's scheduled for launching late in '98 and will sail to Boston or New York in 1999 carrying exhibits of Irish achievement in North America. (Do we have a bit of an oxy-moron there, Vernon?)

Dogwatch received a somewhat disjointed letter addressed to the ASA from a project called 1000 Days Non-stop at Sea, Ltd, an operation of the Mars Ocean Odyssey. Seems a ". . . specially built 70-foot schooner" will leave New York at a time yet to be announced ". . . for 1000 days non-stop at sea." To quote a bit more from the letter: "The expedition will depart the sight of land longer than any previous humans and will not touch the terra firma [sic] for the longest time since humans have evolved out of the sea." Seems some-

what overly epic in scope, and one can't help but wonder, *Why?* There was a further elliptical reference to preparation for a planned voyage to Mars. Although your intrepid reporter has not yet verified it, the schooner is supposed to be tied up at Pier 63 on the North River. That would be about 23rd Street. They're on the Internet at <http://www.artlink.org>.

Some jottings from around the Sound, Long Island, that is, and all of it optimistic in conception and nature. Most practically, and the best news, is that the Coast Guard Station at Eaton's Neck will remain operational at least for the foreseeable future. The town of Oyster Bay is contemplating turning the old Jakobsen Shipyard, which built many of the tugboats plying these waters, into a "marine center." Hearings—it seems to do anything on Long Island, you first have to hold hearings—are scheduled for January and March and, naturally, much money must be raised.

A familiar vessel to old Seven Seas Sailing Club members already resides there, the oyster sloop CHRISTEEN, which was, for a brief time, a non-sailing member of Teddie Charles' impressive fleet.

And way back in August, *Newsday*, the Long Island daily that once tried to take on the Grey Lady and the Big Apple tabloids, and it was a commendable effort, ran a nice piece on the World War II Coastal Picket Patrol, sailing vessels volunteered, and often sailed, by their owners to patrol for German U-Boats off the northeast Atlantic coast. An accompanying picture shows an unidentified marconi schooner carrying a beautiful fisherman and bearing the service number CGR 1923. It would be a real coup if any ASA member could id this vessel.

Ignominy of all ignominies Dept.: *Dogwatch* actually had to work the Saturday of the Mystic Schooner Rendezvous and was so unable to attend. Disappointed to hear, however, that the ASA Youth Chorus, although in attendance, did not perform this year. And John Turner, sad to say, is no longer the Greatest Sailor in the Western World. That title, we hear, now belongs to none other than Freddie Murphy, who represented the Vineyard at the Rendezvous on ISHMAEL. That's ok, John. Just remember: *Sic semper gloria*

mundi or *Tempis fugit*, or something along those lines.

A couple of weeks later, though, this reporter did accompany SEBIM up to the Big Apple for the Mayor's Trophy race. Great sail up in 15-20 knot northerlies, which made getting under the Verrazano a bit of a chore. But we had picked up a 50-something yawl out of Sheepshead Bay named LEILANI and had a nice tacking duel under the bridge and up the harbor, which the schooner won handily. Well, the yawl was only carrying jib and mizzen, but then "Yawls have no [expletive deleted]" to coin a phrase. The lack of wind on race day is recounted elsewhere.

Among SEBIM's crew on race day was Alan Wilson (and his lady friend, Michelle) from the Vineyard, who, just a day earlier, had gone on the shakedown cruise of ALABAMA. Take out the round trip drive and that's a pretty impressive schooner weekend double.

Where it took SEBIM about six hours to make the trip up from Atlantic Highlands, it took just over two to get back, on a close

reach in about 20 knots, and was she ever flying under main and jib. "And yawls still have. . . ."

Of less than general interest, the commotion caused by the great wake debacle generated in Newport harbor by the J-boat SHAMROCK, as reported in *Soundings*, has received far more attention than it should have. We thought only incipient jds and others of that ilk on personal water craft participated in such activities. Never thought we'd say that a J-boat sailor was giving traditional boat enthusiasts a bad name. On the other hand, maybe the other denizens of Newport ought to lighten up a tad. . . .

And an ad for a small, chlorox bottle listed in the same publication carried as an item of its equipment a Hoyt gun mount. One continues to wonder and marvel.

Finally, another more recent e-mail from McSchoon listed some 24 things an ex-sailor could do to simulate shipboard life. Among my favorites:

—Put lube oil in the humidifier instead of water and set it on "high."

—Once a month, take every major appliance in your house completely apart and put it back together again.

—Sleep on the shelf in your closet.

—Replace the closet door with a curtain;

—Six hours after you go to sleep, have your wife whip open the curtain, shine a flashlight in your eyes, and mumble "Sorry, wrong rack."

—Put on the headphones (but don't plug in) from your stereo. Go and stand in front of your stove. Say (to nobody in particular) "Stove manned and ready." Stand there for three or four hours. Say (once again to nobody in particular) "Stove secured." Roll up the headphone cord and put it away.

—Have the paperboy give you a haircut.

When he's not passing on these odd bits of esoterica, Fred Sterner also relates true items of interest such as the fact that he may be doing the Spring Semester at Sea aboard HARVEY GAMAGE from St. Thomas to Dominica to Long Island.

(Or is it MaryAnne who collects these funnies?)

Sam Hoyt



**American Schooner
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