

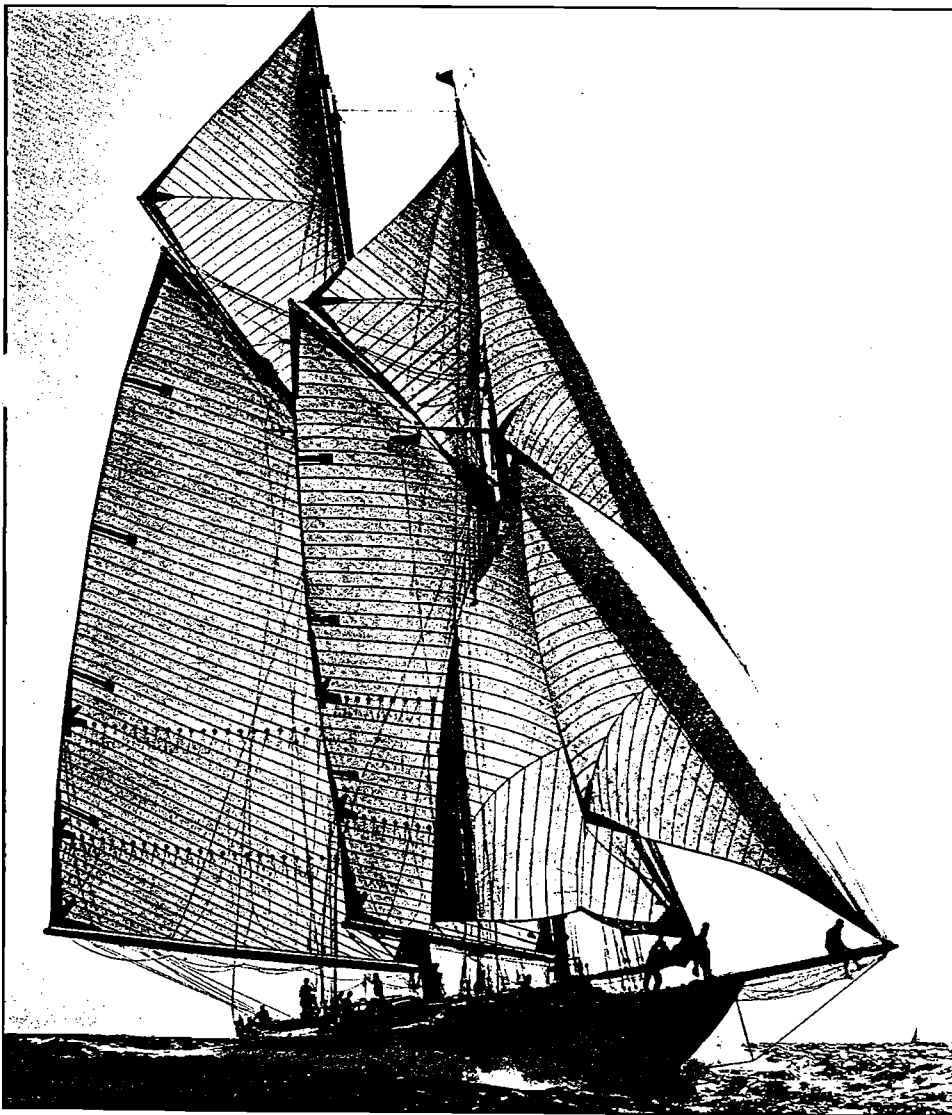


WING & WING

Volume XXVI, Number 1 • Spring '98

The Official Newsletter of the American Schooner Association

MARIETTE



MARIETTE is without a doubt one of the finest schooners that Nathaniel Herreshoff ever built. Commissioned by Bostonian Frederick Brown, she was launched in 1915 with much fanfare. She was prominent in the yachting news because she was a close sister to Harold Vanderbilt's famous yacht (his second) VAGRANT. Her actual sister ship was OHONKARA, owned by Karl L. Tucker (this schooner, later named RAMONA, had a tragic demise in the waters off Bermuda).

Brown kept MARIETTE for over ten years; when he was ready to sell, an eager buyer was in the wings. Francis "Keno" Crowninshield had long been an admirer of MARIETTE and was able to purchase her in 1927. He chose to rename her CLEOPATRA'S BARGE II, in honor of one of the first yachts built in America in 1816 by his ancestor. Legend has it that the first *Cleopatra's Barge* sailed across the Atlantic to help Napoleon depose the pope. Crowninshield kept his beloved yacht until 1941, at which time she was requisitioned by the U.S. Coast Guard and used as a patrol boat for the duration of World War II.

After the war, with her condition much deteriorated, Crowninshield reluctantly sold her. Her third owner called her GEE GEE IV. The '50s and '60s were not an auspicious time for this grand yacht, for she went through a succession of owners who did not seem to cherish and take care of her. In the '70s, she was purchased by a Canadian, Walter Boudreau, and brought to the Caribbean. He renamed her JANEEN, after his oldest daughter, and operated her as a charter boat out of his hotel in Marigot, St. Lucia. In 1975 Boudreau sold her to a group of Italian and Swiss bankers.

In 1979 Italian publisher Alberto
(Continued on page 12.)

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

Hartwell Antique & Classic Boat Fest.

Hartwell, GA
April 3-5
706-376-8590

Lobersterfest

Mystic Seaport, CT
May 23-25
860-572-5317

Small Craft Weekend

Mystic Seaport, CT
June 6-7
860-572-5317

Sea Music Festival

Mystic Seaport, CT
June 12-14
860-572-5317

WoodenBoat Show

St. Michael's, MD
June 26-28
207-359-4651

Americas' Sail '98

various ports along the East Coast
July 2-20
516-671-0534

Rockland Schooner Days

Rockland, ME
July 10-12
207-596-0376

Tall Ships Festival

(part of Americas' Sail '98)
Glen Cove, NY
July 11-15
516-671-0534

Antique and Classic Boat Rendezvous

Mystic Seaport, CT
July 25-26
860-572-5317

Sails Around Cape Cod

Harwich Port, MA
August 13-16
508-432-1600

Mayor's Cup

South Street Seaport, NY
September 19
212-748-8738

Minutes of Annual Meeting, February 7, 1998

The 1998 Annual Meeting of the American Schooner Association was held on February 7, 1998, at the Youth Training Building on the grounds of the Mystic Seaport Museum.

The meeting was called to order at 1020 by Commodore Robert Pulsch. After opening remarks by the Commodore, everyone present (approximately 50 people) introduced themselves and their vessel affiliations. It was very satisfying to note that such a large portion of those attending have schooners.

It was moved, seconded and approved to accept the minutes of the previous meeting as published in *Wing & Wing*.

Correspondence was read from John Senning, extending an invitation from the Essex, Connecticut, River Museum for the ASA to participate in the Traditional Vessel Weekend on September 11-13, 1998 in conjunction with the ASA 1998 Rendezvous.

A letter was received from Steve Baker, race coordinator of the American Sail Training Association, requesting a chance to make a brief presentation to the members during the Annual Meeting.

Correspondence was also received from Bob Kasindorf sending information about AMERICAS' SAIL '98—GLEN COVE identifying activities there and inviting schooners to the event.

Treasurer Mary Anne McQuillan presented the Treasurer's report. It was moved, seconded and approved to accept the Treasurer's report.

Under committee reports, Rear Commodore George Moffett gave a brief discussion of the possibility of holding the 1998 ASA Rendezvous in Vineyard Haven, with more discussion to follow under new business.

The Nominating Committee, represented by Sam Hoyt, proposed that the current slate of officers be nominated for the 1998 term. It was then moved, seconded and approved to close the nominations and the

current slate of officers were re-elected for the 1998 term.

There was no Old Business.

Under New Business, the venue for the 1998 Rendezvous was discussed at length, and with some apology to Robert's Rules of Order. The following highlights were brought out:

John Senning, from the Connecticut River Museum, re-iterated their invitation to participate in the Traditional Vessel Weekend, this year, or anytime.

George Moffett had indicated that the people in Vineyard Haven are very enthusiastic and noted that there are nine schooners that are home-ported on Martha's Vineyard.

The concept of having the Rendezvous rotate between several areas was suggested, similar to the *Woodenboat Show*.

It was noted that the management of Mystic Seaport Museum thought that going to Vineyard Haven was a good idea, and that the ASA would always be welcome back at the Seaport in the future.

After much additional discussion it was moved, seconded, and approved to hold the ASA 1998 Rendezvous at Vineyard Haven on the weekend after Labor Day.

It was also moved, seconded, and so voted to consider holding the 1999 Rendezvous at the Connecticut River Museum in Essex, Ct.

A motion was then made, seconded and approved to set up a standing Committee with authority to establish locations for future Rendezvous.

Steve Baker of ASTA gave a brief presentation of ASTA and its planned activities, inviting ASA members to participate wherever possible. He also handed out copies of the ASTA member's directory.

Bob Kasindorf spoke on the AMERICAS' SAIL '98—GLEN COVE on July 10-13, 1998, inviting the ASA to participate in the events at Glen Cove this July.

(Cont. page 17.)

Antigua in 1998: The Races, the Cruises, and the Shows

The coasts of Antigua are ideal for yacht cruising and racing, with constant trade-winds, and many harbors for exploration. Easily a week could be spent cruising around this picturesque island of the Caribbean. The sister island of Barbuda has shell-laden beaches so long that they dip below the horizon.

There are good airline connections with North America and Europe, and Antigua is centrally situated for Caribbean cruising. English Harbor and Jolly Harbor make ideal yacht headquarters.

The main events of 1998 will be:

April 16–21: CLASSIC YACHT REGATTA, hosted by the Antigua Yacht Club
April 26–May 2, ANTIGUA SAILING WEEK. This has become one of the top ten regattas of the world. It is run under the auspices of the Antigua Hotels and Tourist Association.

1st Week December, ANTIGUA YACHT SHOW, operated by V. E. B. Nicholson & Sons.

Other events of the year organized by the Antigua Yacht Club are the annual High Tide Series, Green Island Race, the informal Round-the-Island-Race, and the

“after work” Thursday afternoon races for all-comers.

Classic Yacht Regatta

This regatta has become one of the foremost classic yacht regattas. This will be the 11th annual event. It is expected that the two AMERICA replicas will be attending along with the beautiful 139' schooner ADELA.

In 1998 it is hoped to add a Tall Ships Class with STAR CLIPPER and others planning to attend.

The tentative program is as follows:

Friday, April 17: Judging for the Concours d'Elegance.

Saturday, April 18: Race 1, off the south coast. Parade of Classics off the Yacht Club.

Sunday, April 19: Race 2, off Falmouth Harbor.

Monday, April 20: Race 3, followed by an Edwardian Gala Dinner.

Tuesday, April 21: Heritage Festival in Nelson's Dockyard, Gig Racing and Tea Party, Prizegiving party

The Classes consist of Vintage, Schooner, Classic, Spirit of Tradition

For further information contact: antyacht@candw.ag or tel/fax: 268-460-1879

Antigua Sailing Week

The 31st Annual Sailing Week will be sailed around the coasts of Antigua. Each evening there will be entertainment at a nearby hotel.

Five races will be scheduled, for which points are given. The courses are not confirmed, but will be similar to 1997:

Sunday, April 26: 1st Race to Dickenson Bay at the far end of the island—28 miles.

Monday, April 27: 2nd Race, Olympic type course off Dickenson Bay—16 miles.

Tuesday, April 28: 3rd Race, back around the island to Falmouth Harbor—27 miles.

Thursday, April 30: 4th Race. A special course will be set off the south coast.

Friday, May 1: The Ocean Race. A course will be set off the south east coast to end off Falmouth Harbor.

Other associated events will be:

Guadeloupe Race on April 24: A feeder race from Guadeloupe—40 miles away.

Lay Day on April 29: Water Sports and a single-handed race at the Antigua Yacht Club.

Dockyard Day on May 2: Fun and Games at Nelson's Dockyard. Afternoon prize giving. Royal Antiguan Police Band “Beats the Retreat.”

Lord Nelson Ball also on May 2: Evening prizegiving. Jacket, tie and long trousers required and cocktail dresses for ladies.

The Classes will consist of the following: Racing classes: Racer/Cruiser classes; Cruising classes; Bareboat charter classes; There will be two divisions “A” and “B” (10 years and older).

Caribbean Yachting Association (CYA) handicap certificates are required. For more Sailing Week info tel: 268-462-8872; fax: 268 462 8873; or e-mail: ahta@candw.ag. See the CYA site at Antigua Online. All the above information is subject to change

Antigua Charter Yacht Show

The Yacht Show is organized and operated by V. E. B. Nicholson & Sons (Antigua Ltd). It takes place during the first week of December each year. This will be the 37th year this firm has invited agents from all over the world to inspect large charter yachts that have sailed from North America and Europe. A Marine Trades Show is also organized by the Marine Trades Association.

Some of the events are: Inspection of yachts by agents for the upcoming charter season; Marine Trades Exposition; lectures and slideshows; luncheon and cocktail parties (by invitation); “Beating of the Retreat” by the Royal Antiguan Police Force

For further info contact: nicholson@candw.ag.

OFFICERS

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Robert Pulsch

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SECRETARY
Howard Hopps

TREASURER
Mary Anne McQuillan

NEWSLETTER
Gina Webster

West Coast Correspondent
Byron Chamberlain

From the log of KOUKLA

Below are excerpts from Nicolaas J. Smits' diary of his sailing trip as crew on the schooner KOUKLA. The trip was from Port Washington, NY to St. Maartin and took place October 25–November 7, 1992. KOUKLA was being moved to St. Maartin, where she would spend the winter.

October 30, 1992

The approach to the Gulf Stream was something else. On a southerly course we had all the canvas up, Genoa, fisherman and main topsail. The wind had been freshening all afternoon from 8 knots up to 19 knots. With the approach of dusk, lightning could be seen across the entire horizon ahead. We were in for heavy weather. In the 20 knots-plus wind we took down the fisherman, topsail, Genoa, and reefed the main. This exercise took 6 of us 1 hour of hard, hard work in the dark. KOUKLA was now ready to challenge the wall of lightning. What lay ahead was anyone's guess.

As we approached the light show the wind increased to 25-plus knots. Then, as if sailing through a window, KOUKLA entered the area of uncontrolled weather known as the Gulf Stream; we were in a weather warp—massive wind shifts every 10 minutes, then no wind. The sea was a

boil. Waves were from all directions. The sky was black—black except for the lightning explosions. Then everything was even blacker. With 6- 8-foot swells from all directions. KOUKLA was being tossed around like a dinghy and the reefed main and foresail were unmanageable. In these conditions we took down the main and sheeted in the fore. Started the engine and made an anxious effort to cross this stream of water that could have been created in hell.

The lightning was constant in all directions. The temperature had risen from a cool 55°F to a tropical 75°F. With these two water and air masses up against each other one can understand the light show that was going on at the interface.

The passage through this zone of uncontrolled storm lasted 6 hours. As quick as it started it ended and we fell out the other side into a warm tropical sea with blue sky as far as the eye could see. Now we could pack our ski coats, hats, and gloves and break out the shorts—from here on we'd be in tropical water, all the way to St. Maartin.

The previous 3 days of sailing and 6 months of preparation had all been per-

formed to sail KOUKLA to St. Maartin for the winter. The six people partaking in the voyage were Thomas Soulantzos, the owner; Steve Cozzette, quarterback and orchestrator of the voyage, and one of the original crew who transported the boat from Taiwan; Lyle, a self-styled "Jack of All Trades" who is into sailing, was a more recent addition to the crew; Pepi, the son of Thomas's neighbor, was still trying to find his direction in life will spend the winter in St. Maartin on the boat; Harvey Barnes from the Nepean Sailing Club, who sailed with Steve and me on PLEIADES in Maine this summer, is a young and experienced sailor with much enthusiasm, but who has never been involved with any kind of ocean sailing. That makes 6 of us. The sensational 6!

In the preparations for the trip there were two main thrusts: safety equipment and navigation equipment. Under the heading of safety equipment there is the life raft, sent to the manufacturer, recharged and restocked. EPIRB—the transmitter can be picked-up by satellite, airplanes and boats. It will transmit a distress signal that will be picked up by satellite and initiate a search and rescue by the coast guard. Also there are the harness, lifejackets, night flares, whistles etc.

On the navigational front a major effort was undertaken. A GPS (Global Positioning System) was purchased and installed. This system will continuously give latitude and longitude information (position or fix). This system would be a key navigational aid throughout the trip. Also installed was a single sideband (SSB) radio. This allows us to receive weather reports over long distances and weather fax transmissions. We can also communicate with other SSB radios and coastal centers such as the AT&T high-seas operator to place phone calls.

Also included in the navigation station are the more traditional items such as loran, radio direction finder and sextant. Without this equipment the trip would be totally unsafe and not possible.

Activity started Saturday morning October 24, 1992. Team Cozzette, Smit, and

The crew. All photos provided by Nick Smit.



Koukla passing the Statue of Liberty.

Barnes met at the Manhasset Bay Sportsman Club for a first day of heavy preparation. Boatloads of unimportant material, such as wardrobes, had to be removed. When the boat surveyed and work list made; perform tasks, then bring supplies on board.

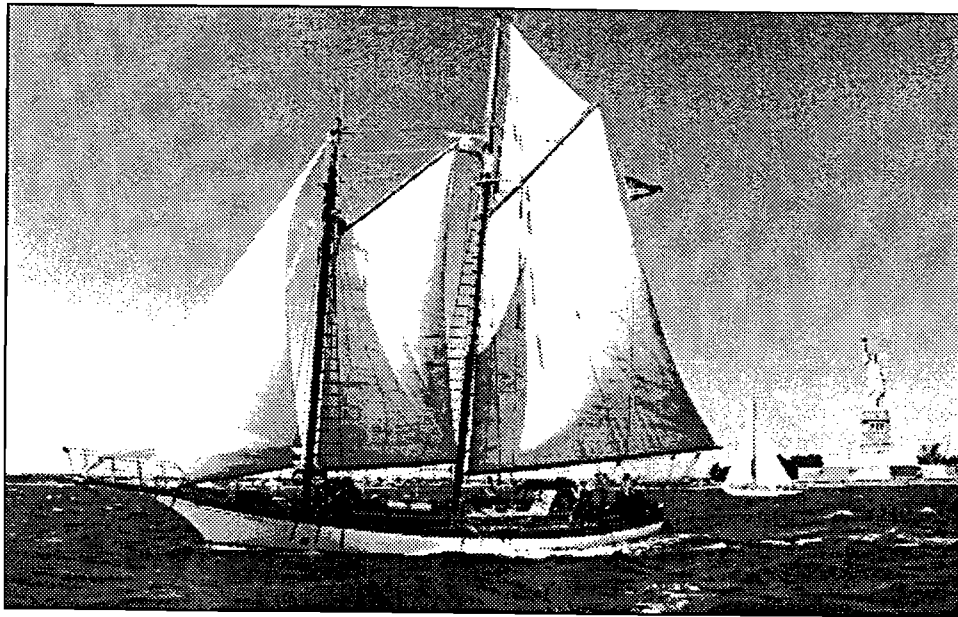
There had been concern about a leaking water pump on the generator. Lady Luck was with us, it had been replaced that Friday; we had reliable power for the journey! First observation was that the drinking water system was full of sea water. The problem was found to be an old valve that had unknowingly been thrown, connecting the sea water with the drinking supply. The system had to be drained, decontaminated with bleach, rinsed out and refilled.

Spare diesel tanks were installed, the rigging checked out from top to bottom. Sail inventory organized and stowed efficiently. Safety equipment had to be inspected and brought up to snuff.

All this happened on Saturday and Sunday. Monday would be the day for departure. Spent Sunday night at Hotel Cozzette to get a proper meal and shower before heading out. Spent Monday morning searching for 6-volt sealed beam lightbulbs for the large hand-held flashlight/search lights. Visited a halfdozen places, none to be found. Finally on our drive to KOUKLA "Bulbtronics" turned out to be "Bulb Heaven" and we were in business. Off to KOUKLA.

Suddenly the boat was loaded with winter clothes for 6 guys and 20 days of food. There was no space to move below, but let's go! Off the mooring at 2 P.M., October 26, 1992. On our way. Through Hell's Gate, past Lady Liberty, under the Verrazano, and past Ambrose Light. We spent this 3-4-hour leg stowing material. The dinghy was flipped and lashed to the deck. All deck hardware was stowed under it. Now there was moving space on deck. Below things were only half-stowed and half-ready for the trip's baptismal night of sailing in 20-25 knots of wind.

It was our first night of what was to be a major lifestyle change. We were on a watch system, no privacy, and the ground under our feet is never solid.



That night we sailed well. The wind started out of the south and shifted west and finally northwest. There were periods of uncontrolled jibbing of the foresail, and being rusty with our knowledge of ships' lights we mistook a vessel with 2 red lights for a tugboat and feverishly looked for a barge behind it, while we were about to sail astern of her. Boats have been known to sail into a tow cable not realizing that the two sets of lights were connected. We saw no barge and neither did our radar. So that wasn't a tug!

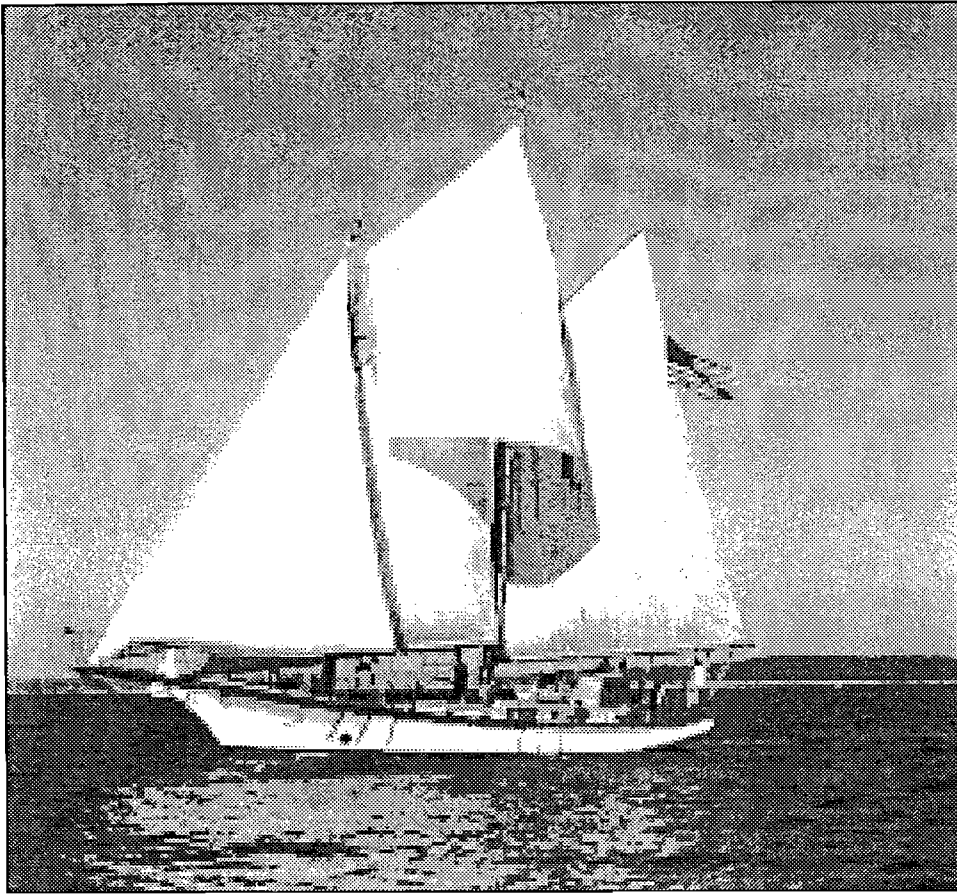
Upon checking "Navigation Rules," we found out we had seen a NUC (vessel Not Under Command)—probably a pilot home ship from which pilots are dispatched. I wasn't on watch at the time but I was urgently requested to give some input: There I was with an adrenaline rush, heart racing, looking for a tow cable, fearing the worst. All of this in 25 knots, 45°F, in my underwear and bare feet! It turned out to be a nonevent. But it did point out the importance of being fully prepared and knowledgeable about everything on the boat and everything to do with other boats.

My shift with Pepi that night was from 0300 to 0600 hours. Not having had much sleep that night and having had a couple of long days behind me, I found myself struggling. However, with the first light on the eastern horizon the energy come back and sunrise was wonderful. We were 80 miles out of NY and 40 miles off the Jersey shore.

Our watch schedule for the trip was to be as follows: 3 watches of 2 guys. Each watch was on for 3 hours and off for 6 hours. With this schedule each watch would rotate through all the watches including the midnight to 0300 and the 0300 to 0600 watch. At first these two watches seemed daunting and not something to look forward to: to break the body's sleep routine it had to be weaned from the 5-day work week schedule to one of sleeping when your body wants to. For the watches Steve was matched with Harvey, Thomas with Lyle, and me with Pepi. These teams produced a good mean sailing experience for all watches. Off course all watches are on standby in case of emergency and any major sailing activities.

200 nautical miles SSE of Bermuda
November 2, 1992, Day 7.

Was on watch from 0300 hours to 0600 hours. Since we have been sailing east, the sunrise was at 0530 hrs. The watch was a good one because we made a course change to compensate for a very gradual wind shift that finally put us on an unfavorable course. All of yesterday the wind had been out of the SW and shifted to the north. Wind speed 15-20 knots. At times we averaged 8-9 knots. The wind was lifting us and with our SSE course, finally the wind was coming from astern and very light; coming into the doldrums. On this course large rollers were hitting us abeam and knocking the ship and rig back and



Above: *KOUKLA* flying the fisherman. Opposite page: "The One That Got Away."

forth. There were also rain clouds ahead. So we jibed as had been planned. The outcome was a 5° knock on the port tack, a wind increase, waves from astern, and leaving the rain clouds behind. Things had made a turn for the better.

It is still 200 nautical miles 'til the southern end of the doldrums and the idea of motoring for 2 days is not a pleasant one. We have wind, possibly the northern edge of the trade winds. The wind has shifted from the N to NE. If this continues we'll have a clear shot at St. Martin, 671 nautical miles away. Soon the trade winds will hit us in full force and *KOUKLA* will be flying again. Schooner winds!

This morning is quiet time. No stereo. The sunrise was peaceful. Winds from the NE 7-9 knots., a broad reach. Boat speed 4.5 knots. A bright tropical day with light cottony clouds overhead. Had a coffee and prepared for a salt water shower and fresh water rinse. Something to look forward to when you can't remember your last shower and you've been splashed with salt

water for days. Clean again and the hair doesn't feel like its covered with wax anymore.

The fisherman also went up at 0830 hrs. We hoisted her inside the foresail this time for max downwind speed. This seems to be very effective. The sail is beautifully full and the accelerating *KOUKLA* quiets nicely.

This entry is being written at the navigation station. I'm sitting facing forward, ahead of me in the galley Thomas has just turned on Greek music; behind me in the dog house Ricky Lee Jones is playing. This means the end of the entry. 0920 hrs. November 2, 1992.

0710 hrs, November 3, 1992, Day 8— Election Day!

The 0600-0900 watch is light today. We are in the doldrums. Wind out of the NE 7-9 knots. and we're trying to maintain a straight south (180°) course. It's a fine line between maintaining good boat speed and staying on course downwind, stalling out the sails and making no progress. We're

waiting for the wind to shift out of the East. Still 150 nautical miles before we hit the trade winds. Yesterday flew the fisherman all day inside the foresail with great success. Sail was taken down at sunset.

Today the sail is up again at 0620. Even though the sail is extremely large, we are getting more comfortable handling it. The entry interrupted by morning toast (Mimosas) and French toast. Thomas has wanted to do a commencement of voyage champagne toast for 8 days now. We are past halfway so we aren't tempting fate by having such a toast. The de-corking was quite spectacular, and is believed to be on video. Along with this went what Thomas called "Thomas & Nick's Breakfast." This has to do with the fact that I had said bananas in pancakes were really good. So we had French toast with bananas and raisins. Also really good! Steve related his image of what the title meant: Thomas and me with towels over our shoulders, cooking breakfast and both smoking Lucky Strikes. Thomas cracked up and in appropriate Greek style smashed a dish on a brass coverplate. Shards everywhere. Well worth the spectacle.

Back to the fisherman. Lyle and I managed to hoist and set the sail without much of a problem.

Now back to the first couple of days. This entry covers the NY-Gulf Stream leg. As mentioned, our first night was quite something. Lots of wind and we were not prepared as a crew or as a boat. The bunks were full of equipment and supplies. So not only could people not find good places to sleep, things were banging, clashing and crashing all night throughout the whole length of the boat. Over the subsequently 2 days we stowed and packed *KOUKLA*'s insides to make her more noise-free. Also got the bunks freed up.

The winds were light and variable from the NW and we motored one night. Post-storm seas are the worst. Because the sea state is not balanced with the wind speed, the boat can not maintain a constant angle of heel relative to the wind. This pushes the rig back and forth across the boat and makes for noisy and uneven sailing.


The day before we entered the Gulf Stream, the wind was building all day.

With the fisherman and topsail flying, we entered that storm zone cruising at 7-8 knots. Entry finished 1045hrs, November 3, 1992.

November 4, 1992, 0730hrs

We have a new president, Clinton! However what is really exciting is that we are out of the doldrums and into the trade winds. The wind is blowing out of the east at 18-20 knots. We are on a beam reach with a reefed foresail and fisherman. Boat speed 7.1-7.5 knots. We should be in St. Maartin in 50 (+/-5) hours. Friday afternoon.

Yesterday we did run out of air and had to motor some 5 hours. Had the foresail up to stabilize the boat in the swells. Up until now, the foresail has had many years of use with no maintenance. But in a particularly violent swell we burst a seam. Sounded like a 15-foot zipper going. The luck was that the rip was below the reef line. We brought down the sail and put in a reef and we were ready to go.

Had some action on the fishing front. Throughout the trip we've been trawling a line. Caught a 5-pound Bonito, a type of tuna, a 10-pound yellow fin tuna, and yesterday a small mahi-mahi (dolphin fish), a  with a snub nose and a body color ranging from an olive green back to a canary yellow belly. Gave it the traditional shot of vodka. This hemorrhages the gills and allows the blood to drain from the meat. Not a pretty sight.

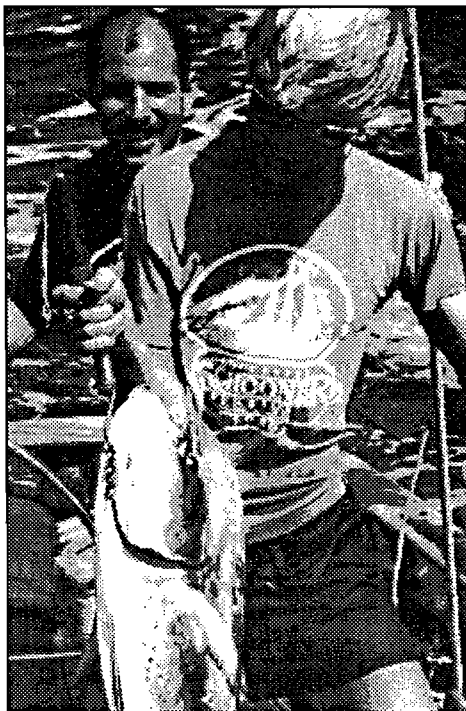
For the last couple of days Thomas's restauranteur genes have been coming out. The chef extraordinaire. We have a cooking schedule but he has kicked us out! out! out! of the galley. He has been cooking like a man possessed. Breads, French toast, and last night a bean soup from scratch and Sicilian pizza! In the middle of the Atlantic! It just keeps on getting better.

Placed two phone calls at 0800 this morning. Used the SSB to contact WOM in Florida. They connect to the AT&T operator and you place a phone call. Gave Antoinette an early morning wake-up call. It was great to hear her voice and be able to let her know that all is going so well. Also spoke to my father in Brussels, Belgium. Again, exciting to relay the good news about our progress to St. Maartin

and be able to put their hearts to rest that we have passed successfully through the danger zone—"the Bermuda Triangle."

So in summary, we are on a port tack heading south on a beam reach, winds 15-20 knots and blue skies. We be jammin'.

The Gulf Stream to Bermuda leg was reasonably uneventful. The first day we motored, no wind, encountered a tanker from Croatia, of all places, and three days of solid wind from the SW. Our course was SE, this meant a beam reach. This was catch-up time for the slower days in



the beginning of our trip. From day 3 to 6 (70 hours) we covered 418.87 nautical miles, average sailing speed 5.98 knots. We had moments of 8 knots during this time. Imagine sailing the same tack 3 days, driving the boat hard 24 hours a day. Every human motion becomes a challenge. When sleeping you can't relax. While walking you are being bounced around against all objects, and when sitting, you get tight because you can't anticipate the shudder of the boat. After 3 days you are tired, stiff, and bruised. That is high-sea sailing, I guess.

We did have a mechanical failure during this period but the emergency response was very quick. Pepi calmly announced he

has no control of the rudder. Steve and I are at the chart table. Bang we're on deck, Steve dropped the compass binnacle to the side and opened the deckplate accessing the rudder post. I let out the main to prevent the boat from luffing massively and then cut the lashing holding the 6-foot emergency tiller from the rail, lifted it into place, and the two of us mated the tiller to the top of the rudder post. We pulled in the main and we were underway. The tiller installation took 1 minute. What a team.

The cause of the steerage failure was the cable releasing from the steering quadrant. The main nut and the backing nut had both come off the cable end. The cable was reconnected in 15 minutes and we were underway. Business as usual. 7.3 knots. End of entry November 4, 1992, 0910

November 5, 1992, 1245

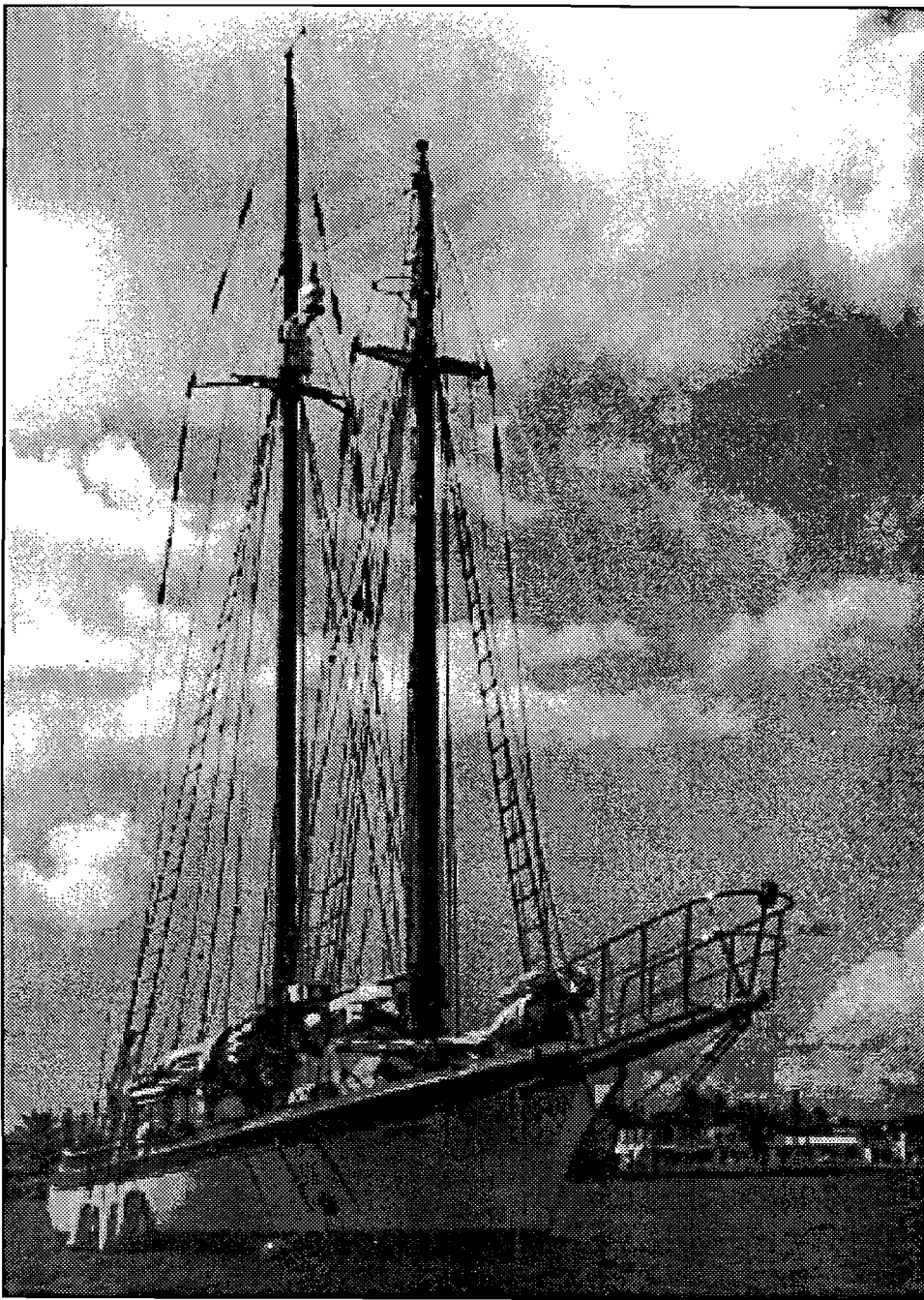
We are in the trade winds. 20-25 knots steady. The ocean has been building since Africa, therefore the swells are tremendous hills that lift the boat and roll under her. From trough to peak has to be 20 feet, from peak to peak 100-plus. This is the BIG ocean. Last night we sailed just with a main, a reefed foresail, and a staysail. When I got off watch at 0600 this morning my arms were shot from trying to keep KOUKLA on course. This is our last full day of sailing; by tomorrow at this time we will have made landfall and we will be getting ready for a weekend of work, celebration, and sleep. We have many projects to do before we leave Thomas and KOUKLA behind for the winter.

On sea sickness: The only time I have had discomfort was the morning of the first day. Heavy seas and lighter air. It was pitch black so the stomach got going. Since then I and everyone else have been A-OK in terms of sea sickness. For some it can be a real problem. Never getting over it and causing cancellation of the rest of the voyage.

End of entry November 5, 1992, 0900 hours.

November 6, 1992, Day 11, 0900 hours.

My skin has had so much salt spray I can't seem to dry it, or was it that there was a salt-water drip on my head all night? KOUKLA was in hyperdrive overnight. We had wind up to 35 knots and boat speed up to 10 knots. We've made good progress



KOUKLA at anchor after her long passage.

and should make landfall by midnight tonight. 65 sea-miles to go. The wind is off the beam, blue, blue sky, and BIG ocean surf, the trade winds!

The other encouraging sign that we are approaching land is the radio stations. Unfortunately half of them are religious broadcasts, but we have pulled in some Caribbean tunes.

Next entry will be from Phillipsburg Harbor, this afternoon, shower time. 0910, End of entry November 6, 1992.

Saturday, November 7, 1992, Phillipsburg, afternoon

Here it is, the successful completion of our voyage. We were at anchor last night at 2307; 11 days and 4 hours since passing under the Verrazano Bridge.

The approach was at night with low cloud cover so it was difficult to get a feel for the topography. Now I see a hilly tropical island—an old volcanic-type of terrain. The town of Phillipsburg is just a strip of buildings and long a bay. Very

simple, but very much set up for tourism.

The last 24 hours have been very exciting. First on the fishing front there was a great event. Just for idle amusement I checked our fishing line. I sensed the normal pressure but then there was a tug "Fish!" I burst out and with great excitement I pulled in a 4-foot, 35-pound Mahi-mahi with its characteristic mohawk nose, forehead profile, and glorious yellow-green color. We successfully brought her aboard and subdued her. We spent the next half-hour glorifying what we were going to do with her since there was much more than we could ever use. Just about when these plans were coming to finalization, it happened: a wave washed the fish over the deck and Mother Sea took her Mahi-mahi back. She just slid over the edge and the last I saw of her was her canary-yellow slowly disappearing into the depth. The emotional hit was incredible. In no time, we went from an incredible state of euphoria to total disbelief and shock. We do however have all of this well photodocumented! This fish was very real, even though it did get away.

Then there was the count down to first land sighting. St. Maartin is 800 feet high, and visible from 40 miles. At 30 miles we saw nothing. Finally we saw the island well above the horizon. The problem was that the cloud cover was so low, and there was so much haze that it couldn't be seen. Made the passage east of Anguilla and St. Maartin. With our GPS system and radar the nighttime approach was not a big problem.

We anchored inside a 120-foot 4-masted schooner. Once the anchor was secure, the bar opened. Rum and cokes all around and crank the tunes. Celebration time! Had a round of champagne. Tried to prepare some eggs later on. It's difficult to fry eggs when they are hard boiled! However, stubborn that I am, I peeled the boiled eggs, then diced them into the bacon. Problem was that the eggs were rotten, so the whole caboodle went into the garbage. We finally had a mix of bacon, sausage, onion, and pasta sauce. It hit the spot.

Woke to sunlight and a heavy head. People had been active all night, and the dinghy was in the water, mast in place and just needing to be rigged. Steve and I figured out the lug sail and went for a spit

around the bay. A little different from the 75-foot schooner, but we had a nice sail in a crisp breeze.

We later did the customs and immigration thing and established some initial contacts with local marine establishments. Got ice. Ran into Joe, who Steve, Harvey, and I had sailed against in Maine in July. He is here for the winter, captaining someone else's boat. As always, small world! Tonight we go into town for dinner and a drink. I look forward to it.

Tuesday, November 10, 1992: flight 648, Puerto Rico—JFK.

The last couple of days have been spent getting KOUKLA situated and tying up loose ends.

Had dinner on the boat Saturday night. The last of the food from NY. We had ice throughout our trip which is remarkable. Went to shore afterward and walked around town. After 11 days of no real leg work, an hour walk definitely had its effect. I could hardly step over the pot holes. We stopped off for a beer. I had to fight to stay on my chair, kept on nodding off. Long day.

Sunday had breakfast at Mulberries, a British Pub. Bacon and eggs. 2nd floor

overlooking the bay. Very relaxing. Got a rental car and drove to Simpsons Bay and Lagoon to survey the site and locate a spot to moor KOUKLA.

The important outcome was that we found a spot off La Palapa Marina and got the bridge openings—0600 and 1730 hours. Only twice a day. Decided to move KOUKLA late that afternoon and anchor by the bridge. This way we'd be able to get the early morning bridge opening and spend the morning getting KOUKLA on some kind of permanent mooring and not just an anchor. All this went fine. Moved the boat, only a 3-mile trip.

Went out for dinner in Marigot, the French side. All of us had a great dinner at an open-air restaurant, then did the tourist thing. Hit a few bars and casinos. Back at KOUKLA by 2300 hours and ready to rise at 0500 hours for the bridge.

By noon KOUKLA was on her 80-pound CQR anchor, 45 feet of chain and a brand new rode; probably of better quality than her mooring in Port Washington. Simpson's Lagoon was referred to us by a sailor as a "boat prison." The bridge and its hours limit traffic. This is fine, because now KOUKLA is in a safe spot.

Had a last dinner, hosted by Thomas at La Rivola. A very fancy Italian place. Spent the night talking about our accomplishments and effort. Thomas passed out small appreciation gifts in the form of small gold pendants. Beautiful mementoes of our trip. A very enjoyable evening of rational talking.

The reality of what we had done only really come home to me once I started packing. I found my heavy winter sweater and a down coat. How cold the first couple of nights had been and now we were in shorts and baking. We had sailed from winter into summer. 1400 nautical miles on open sea, never seeing another boat—only us and the elements. We sailed through lightning and rain, winds up to 35 knots and waves 15–20 feet high. All of this happened day in and day out, and we all implicitly put our lives in each others hands when we slept. We all counted on each other to sail KOUKLA safely and she counted on us. None of us could have accomplished this alone. It was, in the end, a team effort and a great effort at that.

Nicolaas Smit

In Maine July is Windjammer Month

Maine's Governor King has proclaimed July "Maine Windjammer Month." All of the vessels in the Maine Windjammer Association fleet will offer cruises along the coast of Maine from late May to the mid-October, with most of the vessels participate in the following special events in 1998 (for more info call 207-596-0376):

Windjammer Days—June 24

Kick off the summer season with a grand sail parade through picturesque Boothbay Harbor. Majestic windjammers come from up and down the coast to participate in this exciting early-season event. Shoreside activities with tents, music and a fireworks display add to the festive atmosphere.

Great Schooner Race—Week of June 29

More than two dozen tall ships gather along the coast for an exciting race in which passengers may participate. Post-race activities include live music and a huge raft-up of windjammers. This year marks the 22nd anniversary of the Great Schooner Race, North America's largest annual gathering of tall ships.

Windjammer Street Dance—July 6

The Maine Windjammer Association fleet gathers in Buck's Harbor, Maine for a street dance under the stars with the nationally renowned steel drum band, "Flash in the Pans."

Rockland Schooner Days—July 10–12

Many of the windjammers will participate in Friday's Parade of Sail in Rockland Harbor, kicking off a weekend of shore-side activities, including fireworks, live music, craft fair, and exhibits, nautical and otherwise.

Schooner Jam—July 13

A mid-summer windjammer gathering just for the fun of it! Relive the age of sail during this quiet rendezvous of more than a dozen 19th-century-style ships. Passengers have the opportunity to tour all of the vessels. Location is determined by the weather.

Camden Windjammer Weekend—September 4–6

The fleet gathers in picturesque Camden Harbor for festivities reminiscent of the days when hundreds of coastal schooners lined the waterfront. Festivities include a parade of sail, flag-raising ceremonies, live music, dancing, and fireworks.

WoodenBoat Sail-In—September 8

A celebration of the final fall gathering of the fleet takes place in Brooklin, Maine, headquarters of *WoodenBoat* magazine. Now in its 12th year, the event includes an hors d'oeuvre "Cookoff" between galley crews. Crisp, clear air, and the first colors of fall foliage make this event truly spectacular and a photographer's dream come true.

The International Fishermen's Trophy: Why BLUENOSE Was Built

The preferred America's Cup racing yacht designs that emerged early in the twentieth century were magnificent wooden J-Class sloops that were long, low, and sleek and carried towering masthead rigs. These yachts, though very fast, were unusually sensitive to wind speed, often needing a tow to return from the race course. In 1919, one particular America's Cup race was cancelled because a 23-knot wind was considered too dangerous.

The men of the fishing fleets of Nova Scotia and New England, who regularly weathered winter gales while fishing on the Banks, considered this a disgrace. There was considerable enthusiasm for the idea of a separate competition, to be held between ships proving sufficiently seaworthy to spend at least one full season fishing the Banks. Senator William H. Dennis, publisher of the *Halifax Herald*, donated a cup and, in a deed of gift, set out the conditions that ships must meet to be eligible for competition. In addition to the requirement that only true fishing schooners be allowed, restrictions on dimensions and sail area were specified. The cup was officially designated the *Halifax Herald* North Atlantic Fishermen's International Trophy, but was more commonly referred to by simpler names: the *Halifax Herald* Trophy or the International Fishermen's Trophy.

The distance of time has served to diminish two important facts concerning the Trophy series. In those days the fishing industry was a more visible and integral part of society in East Coast ports, and Lunenburg and Gloucester could boast two of the finest fishing fleets in the world. Both ports were thriving centers of activity and commerce, and their fleets were a matter of considerable pride. It was this matter of pride that spurred intense interest in the series, not just in the two host ports but throughout all of New England and the Maritimes. Although Lunenburg and Gloucester supported similar fleets, there was an important difference in the type of fishing they did that makes the achievements of Bluenose even more remarkable. The Lunenburg fleet

was engaged in salt fishing while Gloucester was more interested in the fresh fishery. The Lunenburg vessels were therefore constructed to carry large amounts of salt to the Banks where they would stay for extended periods of time, salting and stowing fish as it was caught. For this purpose the ships had to be both large and sturdy.

The Gloucester ships, in contrast, were built for speed so that small catches could be hastened ashore while still fresh. That their ships be proven faster was therefore a matter of particular pride for the Gloucestermen.

The Gloucester schooner *ESPERANTO* defeated the Lunenburg vessel *DELEWANA* in the first Trophy series of 1920. Although the Gloucester citizenry believed that all was right with the world, the Lunenburgers were determined to reverse the situation. A design was commissioned from William J. Roue for a ship that could reclaim the Trophy, and *BLUENOSE* was the result. The Gloucester ships were well designed, well built and as beautiful as any, and many of the series were close. But the quality of *BLUENOSE*'s design and construction, combined with the pride, determination and skill of her skipper and crew, were sufficient to meet every challenge.

The Trophy Series

1920 (Halifax): October 30, November 1, *ESPERANTO* (Gloucester) over *DELEWANA* (Lunenburg) 2-0. *ESPERANTO* was lost on Sable Island, May 30, 1921.

1921 (Halifax): October 22, 24, *BLUENOSE* over *ELSIE* 2-0. *ELSIE* sprung a leak and was lost off St. Pierre in 1935.

1922 (Gloucester): October 21, *BLUENOSE* over *HENRY FORD* 2-1. *HENRY FORD* won the first two races in light air. The first was declared No Race both because the start was disqualified and the time limit was exceeded. The second race exceeded the six-hour limit by two minutes, but was counted. *HENRY FORD* was lost in 1928 off Martin Point, Newfoundland.

1923 (Halifax): October 29, November 1 *BLUENOSE* over *COLUMBIA* 1-0. An inci-

dent in the first race prompted a rule change regarding a navigation buoy (not a marker or turning buoy). The change was not officially accepted by both Masters, as required by the original rules of the race, prior to the second race. Captain Walters (of the *BLUENOSE*) violated the new rule in the second race and was disqualified, even though the contravention did not affect the distance sailed or the tactics chosen. The second win did not count, and Angus Walters, under tremendous controversy, sailed *BLUENOSE* back to Lunenburg. This ended the series for eight years. *COLUMBIA*, considered by many to be *BLUENOSE*'s closest rival, was lost in the hurricane of August 24, 1927.

1931 (Halifax): October 17, 20 *BLUENOSE* over *GERTRUDE L. THEBAUD* 2-0. *BLUENOSE* won both races by wide margins. This was the most cleanly contested of all the Trophy series, marked by good wind and clean racing. The depression was well under way, and sail-driven fishing vessels were becoming a thing of the past. 1938 (Boston and Gloucester): October 9, 13, *BLUENOSE* over *GERTRUDE L. THEBAUD* 3-2. Ten years is very old for a Salt Banker; *BLUENOSE* was in her eighteenth season. She was hogged (sagging in the bow and stern, unable to support her own weight), and had been permanently weakened during her battle with the hurricane off Falmouth three years earlier. Her skipper and crew were privately very concerned that her poor condition might lead to a humiliating defeat. Nevertheless, her newly added engines were removed and for one last time she defended her crown as Queen of the North Atlantic.

Spectators of the races understood that the age of sail was over and that they were almost certainly watching the last race between the magnificent fishing schooners: *GERTRUDE L. THEBAUD* was wrecked near Venezuela in February, 1948. *BLUENOSE* died on a Caribbean reef in January of 1946.

Sir Thomas Lipton Cup

Sir Thomas Lipton, the British tea magnate, put up a trophy that became known

as the Sir Thomas Lipton Cup. In 1930 BLUENOSE and the new GERTRUDE L. THEBAUD competed for the Cup. BLUENOSE had a new set of sails for her first race. The new material stretched quickly and the race was a disaster for the Lunenburgers.

The second race was much closer, but BLUENOSE again lost. Captain Walters has always maintained that this loss was his own fault and not a true indication of the relative merits of the two ships. A poor choice of tactics allowed GERTRUDE L. THEBAUD to overtake and win on the last leg. That this happened only once in all the races is a testament to Walters's ability as a skipper and a seaman.

BLUENOSE, Walters and crew redeemed themselves the following year, decisively winning the Fishermen's Trophy from GERTRUDE L. THEBAUD in a cleanly contested series.

The Nova Scotian vessels that sought to out-sail BLUENOSE—CANADIA, ALCALA, MAYOTTE, KENO, MAHASKA and DELEWANA—were ultimately taken by the ocean for which they were built. So too were the American challengers MAYFLOWER, HENRY FORD, ELIZABETH HOWLAND, GERTRUDE L. THEBAUD, PEERLESS ELSIE.

Scott Flinn

Addendum: Some sources report that the America's Cup race that prompted the offering of the trophy was in 1919, others say 1920. There is also some debate as to whether the fishery in Gloucester at that time was salt or fresh water; there are sources citing both. For updates to this article and for more on BLUENOSE, visit <http://www.cs.ubc.ca/spider/flinn/bluenose/bluenose.html>.—SF

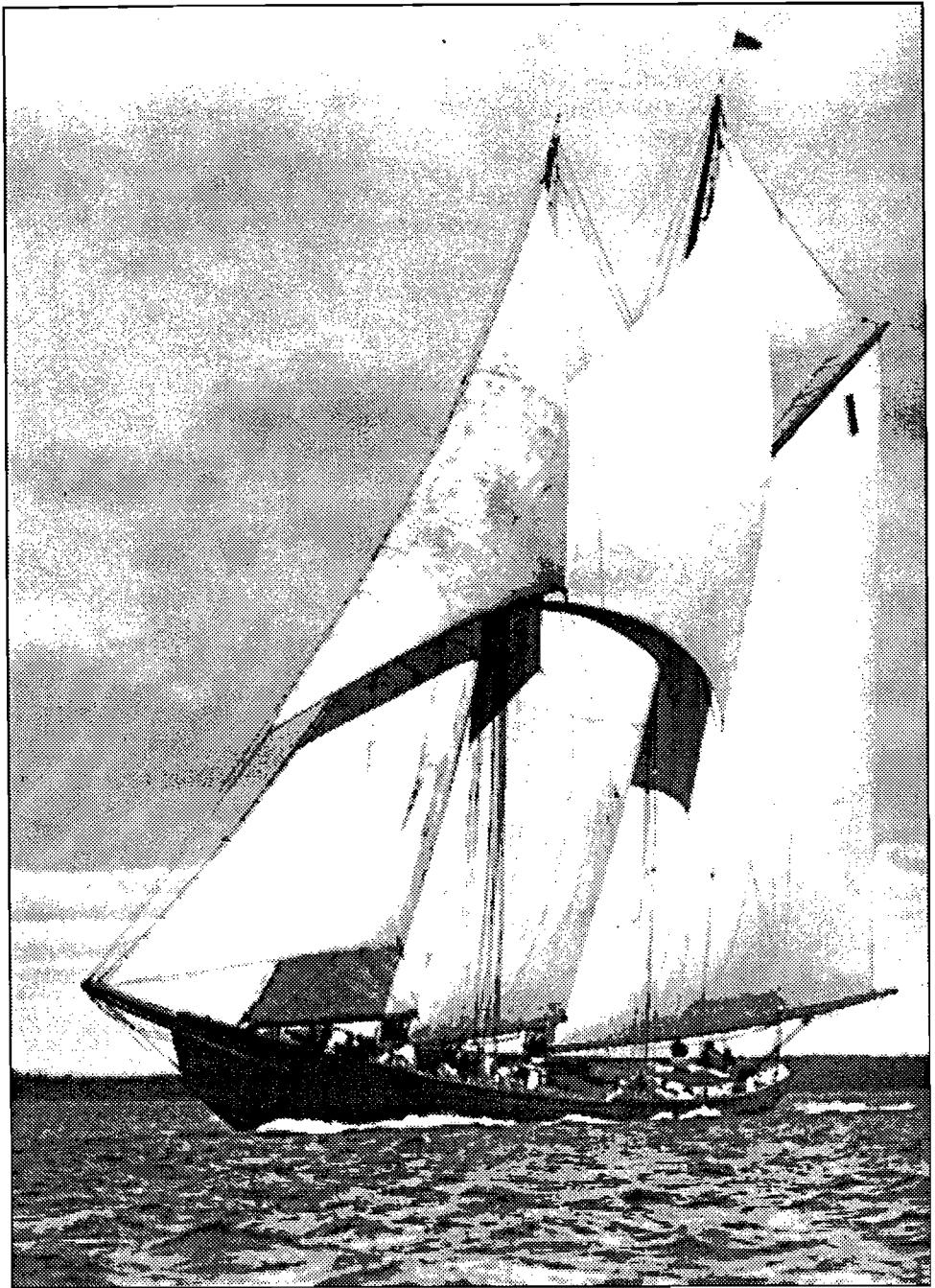


Photo of BLUENOSE by W. R. Macastell; 1934. Collection of Gordon W. Webster.

For Sale

1925 Alden schooner SAGAMORE. Built Morse yard, Thomeston, Maine. LL yellow pine on oak; bottom completely restored 1985-86; needs decks and cockpit area restored; sail, ss rigging, stitka masts and 4-107 diesel—all A-1 condition; very saveable vessel; asking \$20,000. Call Bill Barnum 860-434-0399 after 6 P.M.

Barry Nickerson of the Boston Nautical Heritage Group sends details of the following race, which promises to be exciting:

The 8th annual "Sails Around Cape Cod" will take place August 13-16. It involves a 140-mile circumnavigation of Cape Cod, starting at the west end of the Cape Cod Canal, and finishing at the east end. The race is open to all displacement monohull cruising and racing yachts, 28-foot or more. Sanctioned by the U.S. Sailing Association, the SACC chal-

lenges sailors on all points of sail and conditions, including night sailing. Sponsored by the Harwich Chamber of Commerce and the Massachusetts Maritime Academy, the event promises to provide good sailing, great vessel facilities, and fabulous parties.

For more info contact: Debra DeCosta, Harwich at 508-432-1600. Vessels interested in taking paying passengers or trainees aboard for this event (or others) should call Barry Nickerson at 781-344-1749.

(MARIETTE: Continued from page 1.)

Rizzoli bought her and hired Eric Pascoli to help rebuild her under the guidance of Ugo Faggioni at Cantieri Beconcini in La Spezia. Her original interior was significantly restored at this time, and she was given her original name back. Nonetheless, she was transformed with an updated staysail rig and a new deck configuration. The Rizzolis kept her quite a few years, sailing her around their favorite anchorages in the Mediterranean, until they finally sold her.

Mariette was in need of a new patron, and as fate would have it, Tom Perkins, a California inventor and businessman, was searching for a unique classic yacht. Initially he was captivated by the Alden schooner PURITAN, but ultimately he was unable to buy her. At the 1994 Nioulargue Race, he observed MARIETTE's sailing ability and was intrigued. Having been involved with sailing all his life (he owns a 154-foot Perini Navi ketch, ANDROMEDA LA DEA), he wanted a classic he could race. An inveterate yachtsman, he has raced a variety of yachts and was keen on being a hands-on owner; MARIETTE had found an owner dedicated to her restoration. Tom Eaton (who had been PURITAN's skipper for years as well as supervisor of her restoration) was hired to be the skipper and project manager of MARIETTE's rebuild.

The rebuild of Mariette went much the same way as that of ALTAIR. Massive research was undertaken; over 150 drawings depicting rig and deck plans were obtained from the Hart Collection at M.I.T. in Massachusetts, where Herreshoff had studied. A major restructuring of her rig to the original configuration was completed by Harry Spencer. He shipped new spars to the Beconcini yard in Italy. Ratsey made the special cream-colored sails for the new rig. All fittings were cast in nickel aluminum bronze by Wessex Castings.

Along with an entirely new rig, MARIETTE underwent a completely renovated deck plan. Old stainless steel fittings were replaced with new lustrous ones designed by Tom Eaton and cast by Oscar Genesi. A steering cockpit aft was a new addition; because the owner is normally at the helm, his guests can sit in comfort and safety nearby. The other cockpit forward

of the helm is an old modification of the original. MARIETTE's deck gleams with tradition and reflects love and care.

Belowdecks is extraordinary. The main saloon spans the entire beam of the boat. Her lustrous paneling is the original Russian walnut. To port is an L-shaped lounge area with settees and armchairs upholstered in a rich red leather. Closed-cupboard bookshelves and exquisite built-in cabinets showcase rare books, china, and various trophies. The tiled fireplace, created for MARIETTE in the summer of 1996 in Ireland, is both beautiful and incredibly efficient. A writing desk is on the aft starboard bulkhead and the commodious dining area is all the way to starboard. Beautiful seventeenth- and eighteenth-century oil paintings, for the most part nautical subjects, adorn the bulkheads. A fifteenth-century ceramic plate

LOA: 138' (42.06 m)

LOD: 108'2" (33 m)

LWL: 80' (24.38 m)

Beam: 23'7" (7.19 m)

Draft: 14'6" (4.42 m)

Displacement: 165 tons

Hull: Steel

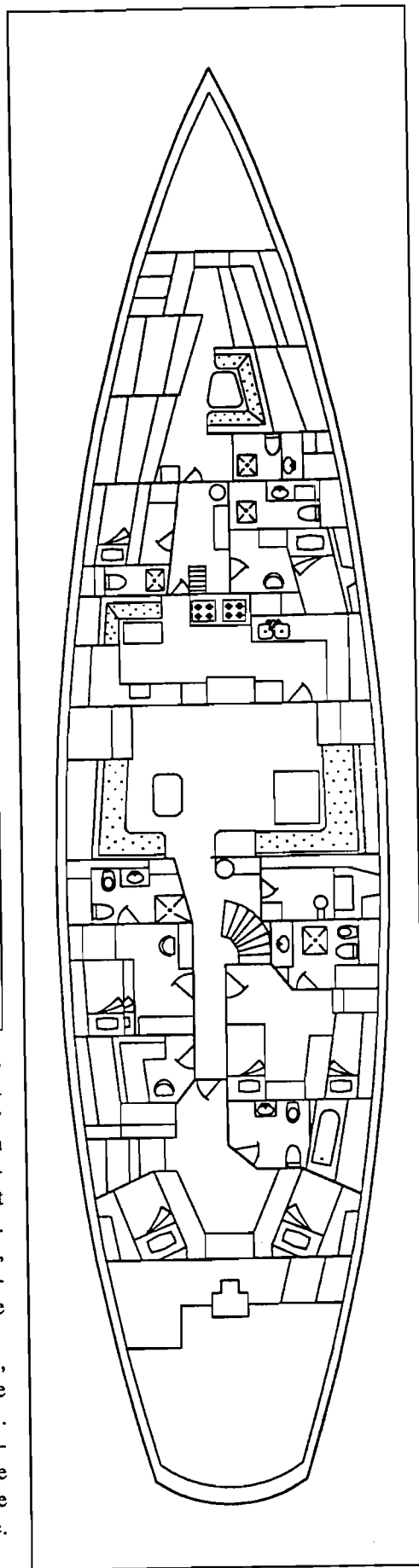
Designer/Builder: Nathaniel
Herreshoff, Maine

Year built: 1915; restoration: 1995

Engine: Twin GM 6-71, 6 cyl.,
185 hp diesels

called the *Armatore* is one of Perkins's favorite pieces. In a cupboard is an old yacht trophy from 1848—the first trophy of the America's Cup dates from 1851. An ornate silver tureen sitting atop a break-front has a story. When Perkins bought Mariette, he asked to purchase the tureen. Wolf Chitis, MARIETTE's former owner, told him it was a priceless family heirloom; he couldn't sell it, but he would be happy to make a gift of it to the yacht.

Beauty surrounds MARIETTE—below, on deck, and under sail. Seen from the dock in Monte Carlo, Cannes, or St. Tropez, this noble schooner makes a stunning impression. Her deck and interior are without equal—and to sail this incredible schooner is an unforgettable experience. (See page 15 for more on Mariette.)



Mayor's Cup

The South Street Seaport Museum's 32nd annual Mayor's Cup Race for Schooners and Classic Yachts will take place on Saturday, September 19 in New York Harbor. Some thirty to forty classic schooners, sloops, cutters, ketches, and yawls built or designed before 1970 will raise their sails and chart a course that takes them from the tip of Manhattan toward the Verrazano-Narrows Bridge and back.

The Mayor's Cup Race is one of eight handicapped races in the 1998 Wooden Boat Classic Regatta Series that takes place along the East Coast from Maine to New York each summer. It pays tribute to the celebrated tradition of offshore and coastal fishing vessels racing back to port with their catch.

This year's event will kick off on Friday evening, September 18 with a Captain's reception for the owners, skippers, race sponsors, race committee, and friends of South Street Seaport Museum.

The next morning, a pre-race breakfast for captains and crews will be held at Liberty Landing Marina, in Liberty State Park, NJ, where most of the participating vessels will be docked. There will be a parade of ships in the harbor, starting at 10 A.M., from the Liberty Landing Marina to the Battery Park City area.

The start and finish line for the race will be off Pier A at Battery Park. Vessels will race from there toward the Verrazano-Narrows Bridge and back. The first class, schooners, start at 12 P.M., and each class follows in ten-minute intervals.

After the race, captains, crews, and their guests will celebrate aboard the Museum's tall ship, PEKING, with an awards ceremony and dinner/dance. The Mayor's Cup trophy will be presented to the captain of the schooner with the best corrected time.

Last year's winner was MYA, owned by Senator Edward Kennedy; SEBIM, owned by Vern Brady was second; and South Street Seaport Museum's LETTIE G. HOWARD was third.

For more info on this event contact David Rosenstock at 212-748-8738.

Christmas at Sea by Robert Louis Stevenson

The sheets were frozen hard and they cut the naked hand;
The docks were like a slide, where a seaman scarce could stand;
The wind was a nor'wester; blowing squally off the sea;
And cliffs and spouting breakers were the only things a-lee.

They heard the surf a-roaring before the break of day;
But 'twas only with the peep of light we saw how ill we lay;
We tumbled every hand on deck instanter, with a shout,
And we gave her the maintops'l, and stood by to go about.

All day we tacked and tacked between the South Head and the North;
All day we hauled the frozen sheets and got no further forth;
All day as cold as charity; in bitter pain and dread,
For very life and nature we tacked from head to head.

We gave the South a wider berth, for there the tide race roared;
But every tack we made we brought the North Head close aboard;
So's we saw the cliffs and houses, and the breakers running high;
And the coastguard in his garden, with his glass against his eye.

The frost was on the village roofs as white as ocean foam;
The good red fires were burning in ev'ry longshore home;
The windows sparkled clear, and the chimneys volleyed out;
And I vow we sniffed the victuals as the vessel went about.

The bells upon the church were rung with a mighty jovial cheer;
For its just that I should tell you how (of all the days in the year)
This day of our adversity was blessed Christmas morn,
And the house above the coastguard's was the house where I was born.

O well I saw the pleasant room, the pleasant faces there,
My mother's silver spectacles, my father's silver hair;
And well I saw the firelight, like a flight of homely elves,
Go dancing round the china-plates that stand upon the shelves.

And well I knew the talk they had, the talk that was of me,
Of the shadow on the household and the son that went to sea;
And O the wicked fool I seemed, in every kind of way,
To be here and hauling frozen ropes on blessed Christmas Day.

They lit the high sea-light, and the dark began to fall.
"All hands to loose the top gallant sails," I heard the captain call.
"By the lord, she'll never stand it," our first mate, Jackson, cried.
"Its the one way or the other, Mr. Jackson," he replied.

She staggered to her bearings, but the sails were new and good,
And the ship smelt up to windward just as though she understood.
As the winter's day was ending, in the entry of the night,
We cleared the weary headland, and passed below the light.

And they heaved a mighty breath, every soul on board but me,
As they saw her nose again pointing handsome out to sea.
But all that I could think of, in the darkness and the cold,
Was just that I was leaving home, and my folks were getting old.

(submitted by Fred Sterner and MaryAnne McQuillan)

Americas' Sail '98

Americas' Sail '98—the Western Hemisphere's spectacular tall ships event—will take place July 3–20, at various ports along the East Coast. The festivities officially begin with a parade of sail into Savannah Harbor, Georgia, and participation in that city's famous July 4th festival.

The Atlantic Ocean race for Class A tall ships will then begin in the coastal waters off Savannah, and end roughly four days later off Long Island. Ships will be hosted at festivals in Greenport, Glen Cove, and Oyster Bay.

Bob Kasindorf of MYTH informs us that a number of events to be held July 11–15 in Glen Cove, Long Island, as part of Americas' Sail '98, are being organized by the city of Glen Cove. The mayor and the entire waterfront community are pouring lots of energy and money into such activities as a parade of ships, races, receptions,

tours of the area, and visits to local attractions.

The Long Island event will culminate in a Class B race from Orient Point around Block Island and on to the entrance of Connecticut's New London Harbor—home of the United States Coast Guard Academy and America's tall ship EAGLE.

The entire fleet will then assemble in a parade of sail into New London Harbor on July 17, for a three-day festival concluding Americas' Sail '98.

Americas' Sail is a non-profit international organization, created to celebrate the disciplines of modern sail training through a handicapped tall ship race occurring periodically at various locations in the Western Hemisphere. Participants and sponsors are welcome. For more information call: 516-671-0534.

MARIETTE Returns

On May 10, 1997 the 110' schooner yacht MARIETTE returned to her point of origin, Bristol, Rhode Island and the Herreshoff Marine Museum. She has spent much of her life in the South of France (see related article page 1), and was received back in the U.S. at a very rare public viewing sponsored by the Museum. The homecoming was a great opportunity for many to see this great historic schooner. David Guertin, the Director of Development for the Museum organized the event, which the museum reported as a huge success.

The Herreshoff Museum, MARIETTE, and the Town of Bristol, R.I. are well worth visiting. You can contact the museum for information on schedules and special events: Herreshoff Marine Museum, One Burnside Street, P.O. Box 225, Bristol, Rhode Island 02809-0225; 401-253-5001; herreshoff@ids.net.

Schooner FREEDOM For Sale

The Schooner FREEDOM is a 103' (l.o.a.) yacht, designed for the Morton Salt family, by the master of schooner design, John J. Alden. She was originally constructed of double-planked two-and-one-quarter-inch mahogany, on sound white oak frames, and capped with teak decks. Built in the Great Lakes Boat Yard, FREEDOM was launched on July 4, 1931 and became known throughout Europe and America as one of the finest ocean racers afloat.

Her record is one which spans forty-five years with pride. She is still capable of winning ocean races. In 1968 she easily defeated the new schooner yacht AMERICA II and repeated the win against the AMERICA II in 1969. Her outstanding race record is as follows:

1931: winner Rio de Janeiro race

1932: winner Trans-Atlantic Schooner Race

1932: winner International Cup

1932: winner Imperial Cup—Cannes to Naples

1933: winner International Cup—Ocean Racing

1934: winner Royal Ocean Racing Squadron Cup

1934: winner the Viking Cup—Baltic races

1934: winner Presidential (FDR) Cup for speed under sail, Montauk Point to Bermuda, 69.9 hours.

1935: winner Royal Ocean Racing Squadron Cup, North Sea Races, first to finish.

1936: winner Trans-Atlantic Race, International Cup; special award, Royal Yacht Squadron. This race gave FREEDOM, the record for Ocean Racers under 100 tons, Montauk Point to Portsmouth in 9 days, 22 hours and 11 minutes.

1936: winner Trans-Atlantic Race. (Terminated due to war.) FREEDOM won on time off the Irish coast.

1940: FREEDOM was presented to the United States Naval Academy where she won many races and served as the Flagship of the Academy's racing fleet for twenty five years.

1951: winner first "100-mile skippers race"

1959: participant Annapolis to Newport Race.

1961: winner Special Schooner Class, Annapolis to Newport.

1969: FREEDOM was sold to the Seaman's International Union. She was torn apart at that time, and much of the interior was destroyed.

1973: FREEDOM was donated to the Maryland Sea Service Inc.

1976: FREEDOM was sold to a group who wished to pass the word of FREEDOM, over the entire world.

1986: FREEDOM went through an entire refit.

1997: FREEDOM has to be sold, due to illness of the Captain.

John F. Kennedy wrote that FREEDOM was his favorite and most precious of all the boats he ever sailed. At present the FREEDOM is still under reconstruction. All the lumber and hardware is presently on site.

Asking price: \$400,000.00 For further information e-mail: hsweet@icanect.net.

The Northwest Schooner Society

The Northwest Schooner Society was founded in 1994 to give a new generation of sailors the chance to feel the exhilaration and challenge of handling a historic vessel under sail. Working together, standing watches, discovering new strengths in the midst of new adventures, it's a life-refining journey, and the Society uses historic ships and environmental education to help a new generation find their way through the rough waters leading to adulthood. From their homeports in Bellingham, Washington, and Seattle, the Northwest Schooner Society ships sail the stunning and protected waters of Washington State and British Columbia.

MARTHA

Built for one of California's lumber barons, the 67-foot schooner MARTHA slid down the ways at the renowned Stone Boat Yard in 1907. She sailed the sometimes turbulent waters of San Francisco Bay, and cruised the coastal waters with millionaire guests. In 1933, the MARTHA was sold to her most famous owner, actor James Cagney. For nearly ten years Cagney used her as a retreat.

She was later owned by millionaire Edgar Kaiser, who allowed generations of children to sail her as part of their summer adventure at Camp Orkila. But in 1978, during routine maintenance, the MARTHA slipped from the cradle in a floating dry-dock, shattering planks, bowsprit and rigging. She was declared a total loss.

Enter Del and Paulette Edgbert of Olympia, Washington. They began a twenty-year romance with the schooner, lovingly rebuilding her. In 1981 the MARTHA took top honors at the Victoria Classic Boat Festival, winning best restoration, best sailboat, and oldest entry awards. And now the Edgberts have entrusted their mahogany and oak beauty to the Northwest Schooner Society.

SUVA

SUVA was built in 1925 for Frank Pratt, partner in Pratt & Whitney Engines. Pratt

was a tall man and wanted a sailing yacht that would give him some head room. He hired naval architect L. E. "Ted" Geary to design a seaworthy and comfortable schooner.

Geary was a flamboyant man who designed a number of famous Northwest yachts, including RED JACKET and BLUE PETER. He designed the 65-foot SUVA with a roomy deckhouse, to provide comfort on even the wettest Northwest day.

SUVA was built near Hong Kong of solid teak. She was shipped across the Pacific and her masts and rigging added in the Northwest, before being christened in Washington.

Pratt owned the SUVA for 18 years, during which time he entertained numerous members of the industrial elite, most likely including William Boeing, Sr., one of his most important customers.

In the early 1940s Pratt transferred ownership of the schooner to his friend, Detrich Schmitz, chairman of the board of Washington Mutual Savings Bank. Schmitz had a reputation as a stern businessman, but a gracious host. He and his family owned the Suva for almost 40 years.

Bill and Jodie Brandt saw the boat moored in Lake Union, Seattle, and fell in love. They sold everything they had to buy SUVA, and owned her for 18 years, living aboard for part of that time. Jodie's love for the schooner ended only with her death in 1993.

Last spring, Bill loaned her to the Schooner Society for most of the 1997 season.

ZODIAC

Built for the heirs to Johnson & Johnson Bandaid fortune, the 127-foot ZODIAC was designed by William H. Hand, Jr., to epitomize the best features of the American fishing schooner. She competed in the 1928 Transatlantic Race, where uncharacteristically light winds left heavy ships like the ZODIAC to wallow into late finishes.

She was sold to the San Francisco Bar

Pilots during the Depression, and renamed CALIFORNIA. She worked the rugged waters outside the Golden Gate for forty years, retiring in 1972, as the last working pilot schooner in the United States.

In the late 70s, the Vessel ZODIAC Corporation was formed to operate and maintain the schooner, whose maiden name was promptly restored to ZODIAC. Drawing on an experienced crew of sailors and shipwrights who have worked on other tallships, such as the ADVENTRESS, SEA CLOUD, EAGLE, LADY WASHINGTON, and ROBERTSON II, the ship was restored to her former beauty and sailing strength.

REBECCA

Though not a sailing ship, the 87-foot steel yacht Rebecca has been a welcome addition to the Society's little fleet. A classic cruiser, REBECCA—originally the GRYFFON—was designed and built at the Burger shipyards in Manitowoc, Wisconsin in 1947.

She cruised Washington waters for years as a family yacht before heading for Southeast Alaska to serve as homebase for a contractor and his crew supervisors.

Since 1996, Rebecca has worked primarily as a hostess to Elderhostel excursions, giving her twelve passengers a leisurely tour of the environmental wonders of the San Juan Islands.

The Northwest Schooner Society is a non-profit, tax-exempt organization, which builds on more than forty years of Tall Ship sailing experience. The vessels are operated and maintained almost entirely by volunteers. Donations of materials, gear, engines, shipyard time, and boats keep the organization running.

The Society can also make use of some short term (one month minimum) moorage within the greater Seattle and Bellingham areas.

Please contact the Society for information on the tax benefits of such donations: Northwest Schooner Society, P. O. Box 9504, Seattle, WA 98109; tel: 800-551-NWSS.

ASTA News: 1998 Great Lakes Tall Ships™ Race

ASTA (the American Sail Training Association) is organizing a series of sail training events in the Great Lakes, which will be held during July and August of 1998. At each official port of call, dozens of historic vessels will join spectacular celebrations of North America's maritime heritage and ASTA's continuing cultivation of the seagoing experience under sail.

The Chicago Tall Ships® Festival will coincide with the 100th anniversary year of the annual 333-mile Chicago Yacht Club Race to Mackinac. Famous as the world's longest freshwater sailboat race, the competition hosts up to 300 grand-prix boats and takes approximately two-and-a-half days to complete.

"It should be quite a sight as we give the ASTA vessels a start for a lake-front race on July 18, right before we send off the Mackinac fleet," said Don Glasell, chairman of Chicago Yacht Club's 100th Anniversary Mackinac Planning Committee. Glasell added that the ships will return to Navy Pier by day's end for public display and access while the grand-prix fleet makes its way to Mackinac Island.

On July 21, the ASTA vessels will again get a starting gun for the official Tall Ships Race® leg from Chicago to South Haven.

"The spectacle of ASTA ships will be unlike anything seen on these waters since our nation's bicentennial celebration," said Kenneth Pott, curator for the Michigan Maritime Museum, which will host the South Haven Tall Ships® event. Pott explained that, like Chicago and ASTA's other chosen ports of call, South Haven is planning a series of special activities for shipboard crews and guests, as well as the visiting public, expected to number in the tens of thousands.

A cruise-in-company, to start on July 28, will deliver the ships from South Haven to Milwaukee, where they will highlight the state of Wisconsin's sesquicentennial celebrations. "The celebrations and welcoming of Wisconsin's Flagship to the fleet will gather historians, mariners, educators, tourists, craftspeople, children, students, and citizens throughout the

state," said Carrie O'Malley, director of operations and communications for the Wisconsin Lake Schooner Education Association, Milwaukee's hosting organization. She noted that over the same week-end of the Tall Ships® visit, the city of Milwaukee will host the Governor's National Convention, in which President Clinton and Vice President Gore are expected to participate.

On August 3, the second leg of the Tall Ships® Race will begin, taking the ships from Milwaukee to their final destination in Racine, WI.

"Tall ships played a significant role in Racine's economic growth during the 19th century," said Pat Boelter, vice president, development and public relations director for All Saints Healthcare System, the sponsor of Sail Racine 1998®. "Many visiting ships will be open for public boarding and evening sails. Activities also will include a gala celebration, fireworks, period re-enactors, antique boats, historic displays, and many children's activities."

With this year's Great Lakes Tall Ships® Races, ASTA intends to kick off an ongoing, annual series of events, devoted to supporting and promoting education and adventure under sail.

The Gold Rush Race® in 1999 will be held on the Pacific Coast, in collaboration with the California sesquicentennial and the Nautical Heritage Society.

Tall Ships 2000® will be sailed in the North Atlantic in celebration of the new millennium and will be organized in partnership with the International Sail Training Association.

An event is also in the planning for the year 2001. It will be held on the Gulf/South Atlantic Coast.

It is expected that various sail training events would repeat in similar order in following years, thus creating a predictable schedule for each of the four coasts of North America every four years.

There is already a high degree of interest in the 1998 Great Lakes series from various vessels which regularly sail those waters, and ASTA expects that other boats hailing from ports on the Atlantic Coast

Schedule for 1998 Tall Ships Race® Great Lakes

Chicago Tall Ships® Festival
Chicago, IL
July 16-20

**Chicago to South Haven
Tall Ships® Race**
Chicago, IL to South Haven, MI
July 21-24

South Haven Harbor Festival
South Haven, MI
July 24-27

Tall Ships® Cruise in Company
South Haven, MI to Milwaukee, WI
July 28-30

Great Lakes Tour 1998
Milwaukee, WI
July 30-August 2

**Milwaukee to Racine
Tall Ships® Race**
Milwaukee, WI to Racine, WI
August 3-6

Sail Racine
Racine, WI
August 6-9

and even Europe might be able to schedule their participation as well.

According to ASTA, a "tall ship" is not necessarily one of the great square riggers. Sailing vessels of a more modest size (min. 30' LWL) in which at least half of the people on board are aged between 15 and 25 qualify to enter these fun-filled races.

For more info contact Steve Baker, Race Coordinator at ASTA, ph: 401-846-1775; fax: 401-849-5400.

Tired of getting ASTA news recycled through Wing & Wing? Want your information first-hand, faster, and more complete? Then join ASTA today, and get a copy of Tall Ships® Running Free, ASTA's newsletter, sent directly to your mailbox. Call ASTA at 401-846-1775.

From the West Coast

uch to report from the West Coast, as well it should be after a long silence.

DIRIGO II, Alden #693 is being rebuilt in Port Townsend, WA. I haven't been aboard but some new planks, etc., have been replaced. It looks like it will be a major rebuild.

RED JACKET, the Geary-designed 62-foot schooner (see Tom Skahill's article in WoodenBoat #137) is having work done on her spars at Craig Downey's dock/home in Poulsbo, WA. Craig owns BARLOVENTO and has been capturing silver in many northwest races.

John "Sugar" and Leslie Flannigan of ALCYONE in Port Townsend had a friend call me who is interested in buying a schooner. He started a high-tech company

(MINUTES: cont. from page 2.)

Fred Sterner spoke about 1999-2000, suggesting planning start for possibly a Mahone Bay (Nova Scotia) event.

The American Schooner Association Award was discussed and the Board of Governors announced that the Award will be presented this year to Gannon and Benjamin Shipyard, for their long-term involvement with the building and re-building of schooners and other classic craft, and the help and support they have given the ASA. The Award will be presented at the Rendezvous in September.

It was moved, seconded, and approved to join, or have reciprocal memberships, with other similar organizations—Mystic Seaport Museum, Connecticut River Museum, South Street Seaport Museum, American Sail Training Association, and Essex (MA) Shipbuilding Museum.

There being no further business, the meeting was adjourned at 1205, with luncheon to follow at the Seahorse restaurant in Noank.

in Seattle that has become successful. His favorite schooner is WHEN AND IF and he wondered if I knew anything about the boat. . . .

LONGFIN is one of the most beautifully built boats I've seen. She was designed by Fred Friedette, 60-feet plus on deck with a 6-ton fish hold. Her hull is constructed from a single cedar log. Dominique Jennings is the builder/owner and he and his wife fished the boat in the Pacific several seasons, being at sea for a month at a time. Dominique is a custom furniture builder so you can imagine the beauty of LONGFIN. The schooner is now for sale and the Jennings can be reached at: RR#1, Genoa Bay Road, Duncan, BC, Canada, V9L1M3; 250-246-8247.

The annual schooner cup is being sailed the first week of April in San Diego. CURLEW beat DAUNTLESS last year. LUCKY STAR, a 42-foot Edson Schock schooner won her class. LUCKY STAR is not only fast and quick but well sailed. She goes to weather like a meter boat. Brad Downey has owned her since 1962. (Brad's son, Craig, owns Barlovento.)

Lamont and Susan Cochran, owners of ETESIAN, an Alden-designed C&B Marine-

built schooner have been cruising in the Northwest. They were part of the CCA cruise last summer and left the boat in Canada for the winter. The Cochrans owned BARLOVENTO in the '70s in Southern California and raced and cruised her on the West Coast. They were pleased to meet Craig Downey and get aboard again after more than 20 years.

Roy Wildman, boat builder and former owner of ROSE OF SHARON has packed his bags and RV and headed from Port Townsend to Florida to buy a boat and sail in the Caribbean, maybe even see Cuba.

Here are some race results that might be of interest:

McNish Classic Yacht Race, Schooner Class: first place, GOLD EAGLE; second place, VOLUNTEER; third place, RELIANCE.

America's Schooner Cup Charity Regatta, 1997: America's Schooner Cup '97 winner, CURLEW; WHITE CLOUD (Challenger's) Trophy, DAUNTLESS; Staff Commodore's Trophy (class A winner), LUCKY STAR; RESOLUTION Trophy (Esprit de Corps), DAMSEL; HOPEFUL Trophy, DAMSEL; BRISTOL Trophy, RUBY SLIPPER.

Byron Chamberlain

ASA Merchandise

Hats: \$15.00

(colors: poppy, spruce green, forest green, khaki/spruced green)

Crewneck Sweatshirts: \$ 25.00
(natural)

Outerbanks Polo Shirts: \$ 30.00
(black forest)

3-River Cotton Shirts: \$ 35.00
(green, natural, red)

ASA Burgees: \$ 25.00

Wing & Wing back issues: \$ 25.00

Canvas Tote Bags: \$ 23.00

Canvas Zippered Tote Bags: \$28.00

Shipping/handling per order: \$3.00

For orders, information call:

Becky Hopps at 860-564-7204

e-mail: h&rhopps@cyberzone.net

Dogwatch

A good turnout at the annual meeting and no storms. Thanks, El Niño! For the first time, a schooner sailor from Quebec, in the person of Gerardus Olsthoorn, attended representing the Nova Scotia Schooner Association. Jerry, a resident of Quebec City, sails ALEXIA out of Lunenburg.

News of rebuildings galore. Hank Grinde is completely refitting ALICIA in Woodstock, CT. Last heard of when sailed by Jim Eastland of Eastland Yachts in Essex, she represented the ASA in races against the Novies a number of years back. Hank also owns the 52' steel gaff schooner DANIELLE LOUISE out of Wickford, RI.

And David Mowen, formerly of

“Joisy” and now residing in Pennsylvania, has resurfaced. His Alden staysail schooner *WHITE WING*, always a serious contender in races, is currently laying at G&B where she will undergo extensive work over the next summer.

And Roger Walworth of Mystic is working hard on *STARLIGHT*.

Other gleanings from the annual meeting included an invitation from John Senning of *SPIRIT* and the Connecticut River Museum at Essex to hold the Schooner Rendezvous there, especially if, as the consensus seems to indicate, said Rendezvous is to be moved to different venues (it's ok, it's Olympics time) from year to year. While Chris Cox and Bill Ames proffered assurance that ASA would always be welcome at Mystic, the move to the Vineyard this summer and who knows where next year seems like a good one. Incidentally, Bill Ames won the award for best dressed attendee hands down with his paint besmirched camouflage fatigues. He was in volunteer mode at the Seaport.

Also prominently in attendance in addition to the regulars were Tom and Kay Ellis and son, of Gloucester, who recently launched the new 60' schooner *THOMAS LANNON*. It's great to have new faces show up, of course, but even better when they contribute that kind of vessel to the roster of yachts. Others included Frank Hardy and wife, of *VIXEN*, from Marlow, NH. *VIXEN* is currently wintering in Tenants Harbor, Maine, where yours truly and wife first cast eyes on *WILD SWAN*.

And Steve Baker represented the American Sail Training Association with an update on its ambitious plans for the next several years leading into the new millennium—if computer crashes all over the world don't send us back to the dark ages—with the Tall Ships.

Still more news from the meeting, thus saving considerably on *Dogwatch's* phone bill this month. Gannon and Benjamin are commencing work on a 60-something foot schooner somewhat along the lines of *WHEN & IF*. Bob Kasindorf of *MYTH* invited members to bring their schooners to an

event in Glen Cove, Long Island, July 10–13 in conjunction with a Tall Ships visit, Americas' Sail '98, on those same dates. (See page 14.)

And Peter Thompson of *BLACKBIRD* arrived from Maine bearing gifts in the form of Epifan's paint and varnish, courtesy of Doug Theobald of Portland.

Another returnee was Dave Stickney, now running a bed and breakfast somewhere in New Hampshire instead of *HEART'S DESIRE*. Dave occasionally sails on the new schooner *TALL COTTON*, which graces *WoodenBoat Magazine's* Visa card, and has promised to recruit that fine vessel for the ASA.

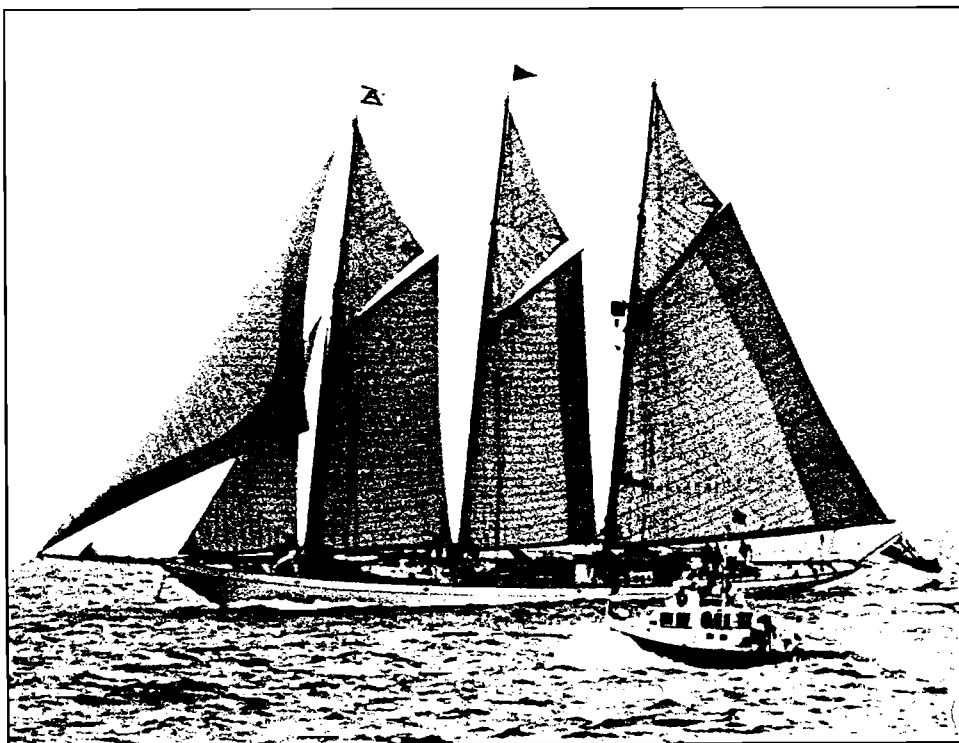
And Fred Sterner reports that SEA, the Sea Education Association, of Woods Hole, has plans to design and build a new steel schooner to replace the aging *WESTWARD*, which will reportedly relocate to the Florida Keys. The new vessel will launch c. 2002. SEA also plans a refit for its other research schooner, the *CORWITH CRAMER*.

Bill Barnum now contributes to the new magazine *Nautical World* which replaced *Nautical Antiques* and greatly broadens the scope of history and news covered by the publication, as its name not too subtly implies.

Peter Neill of South Street Seaport pens

a column for *Nautical World*, which is published six times a year. The October '97 issue ran an article on the famous model of *BRILLIANT* by Joseph Appleton, which lived for a while at the New York Yacht Club but has now returned to the Barnum living room. Bill also spoke of a new nautical museum now open on a somewhat informal basis on Sundays only in an old school house on City Island. The focus is on vessels built at the great boat-yards like Nevins, Consolidated and Minnefords that flourished on that vestigial arm of the Bronx for many decades, until most of the island was condominiumized. And they're planning on bringing as many of the boats that were built in those yards, and which won an inordinate number of races over the years, back to City Island the first weekend in June. That could be quite a sight.

And it inevitably invokes memories of Teddy Charles and the Seven Seas Sailing Club, where this reporter first sailed on a schooner. Over the course of almost 20 years, Teddy owned and sailed an impressive group of sailing vessels out of several yards on City Island. The first was a marconi rigged *MALABAR VI*, *VOLANTE*. Then came the famous *GOLDEN EAGLE*, a 72' Alden staysail schooner and as fine a sea vessel as ever built, on which I first went



RESOLUTE and *ADIX* (ex-*JESSICA*) at start of Atlantic Challenge, off Sandy Hook. Collection of Roger Shope.

offshore and must have sailed over 5,000 miles. In random order, Teddy also owned CRISTEEN, an oyster sloop modeled after Joshua Slocum's SPRAY, a 28' Friendship sloop KOCHAB (a box of Crackerjacks to that person who identifies the derivation of that name), a Herreshoff New York 50 BARBARA, a 38' sword fishing schooner MARY E, and he topped off his fleet with the large schooner TIKI for those of you who remember the old Gardiner McKay TV series "Adventures in Paradise." Teddy still has MARY E on which he lives in Greenport, NY.

Dogwatch received a nice letter from Mike Costello of the Cape Ann C of C informing all and sundry that this year is Gloucester's 375th anniversary and that suitably impressive events are planned to celebrate it. The Schooner Festival on Labor Day weekend, during which HARVEY GAMAGE will enjoy its 25th birthday, remains the high point of the summer as far as schooner people are concerned, but other events include: a visit by USS CONSTITUTION in early August (no doubt breezing in on her own with all sails set and drawing . . . sorry, couldn't resist), a Gloucester Waterfront Festival (starring Marlon Brando???) 8/15-16, and an International Overnight Sailboat Race and Fisherman's Memorial Service 8/22-23. Mike encourages ASA boats to make it to Gloucester where, as always, the hospitality and festivities will be exceptional.

Peter Neill's end of year report on doings at South Street Seaport are encouraging, with new incentives for the future and ongoing projects including the completion of the LETTIE G. HOWARD's third season of educational sails, which underwrite the full cost of the vessel in its program of sail training. Peter also cites good progress on the restoration of the full-rigged ship WAVERTREE and the goal of having her under sail in time for the OpSail event in 2000. SSSM is also continuing implementation of a \$400,000 grant for a renovated Pier 15, at which point, one presumes, the Mayor's Trophy berthing could move back from the "Joisy" flatlands.

And the Manhasset Bay Yacht Club will host its Wooden Boat and Classic Yacht Regatta on October 4th, and would like

schooners to join the fleet which includes a New York 30 and the Manhasset Bay one-designs.

In connection with Manhasset Bay, we report with great sadness the sudden death of Roger Shope, a past commodore of MBYC and a great friend of schooners and the ASA. It was Roger who invited the ASA fleet to layover in Manhasset Bay prior to running down the East River to join the OpSail fleet in 1986 and threw a great party for them that night. He was also a ranking officer of the Yacht Racing Union of Long Island Sound, a member of the New York Yacht Club, an intrepid race committee member aboard his trawler RESOLUTE (see opposite), a fine marine photographer, and a good friend. A memorial service will be held at the Manhasset Bay Yacht Club on Sunday, April 5 at 2 P.M.

The *New York Times* and *Soundings* have reported on the passing of naval architect Joel White of Brooklin, Maine, in December. A friend, benefactor, and contributor to *WoodenBoat* Magazine, White designed a wide range of traditional vessels, including his last, a 76' racing sailboat to be launched this summer. In all likelihood, few of us ever realized that he was the son of the well-known essayist E. B. White.

The winner of the American Schooner Association Award for 1998 is/are Gannon & Benjamin of Vineyard Haven. There's absolutely no need to justify this award. Ross Gannon and Nat Benjamin are more than deserving through their integrity, workmanship, designs and competence, as well as their courage to start the venture in the first place at a time when the trend for boatyards in general and wooden boat yards in particular was to cease, rather than start, operations. We look forward to the presentation to Ross and Nat at the Schooner Rendezvous the weekend after Labor Day.

But it should be noted that the process for selecting a recipient of the Award has changed, which will be codified with an amendment to the Bylaws this year, and members should know that the burden is on them to bring worthwhile candidates to the attention of the ASA Board of Governors. Several other worthy candidates have been nominated over the last few

years, including the City of Gloucester, Peter Neill and the South Street Seaport Museum, and Meghan Wren and the Delaware Schooner Project. Undoubtedly there are others equally deserving, and their names should be transmitted to the Secretary in writing if they are to be considered in the future.

Dogwatch, running out of race committees at which to hurl invective, at least for the moment, was all set to take on some noted nautical columnists in the hopes of commencing a rant. For those of you not in the know, "rant" is a perhaps apocryphal term meaning an exchange of ideas by written column, usually on one subject, and in a manner most unflattering to each participant. The last such appeared several years ago in *Wing & Wing*, a hilarious biatribe (if a diatribe is a lecture by one, then why can't a biatribe be an argument by two?) penned by Tom Gallant of the Nova Scotia Schooner Association and AVENGER, and our own Peter Phillipps of VOYAGER. Such a momentous undertaking, though, involves not only considerable research into the intended target, but also a reasoned appraisal of the likely outcome. Obviously, if one perceives that one would come out on the short end of a rant, then there would be little sane reason for commencing one. That process, dear reader, is still underway.

Shavings, the publication of Seattle's Center for Wooden Boats, reveals that a fledgling nautical museum in St. Petersburg, Russia, is building a replica of SHTANDART, the 65-foot, 100-ton warship commissioned by Peter the Great and the first warship in the Russian navy. Even after the fall of communism, though, some elements of bureaucratic central planning idiocy still obtain in Russia. Seems Peter the Great, who apprenticed in a Dutch shipyard and knew something about boat-building, wanted larch for the planking. The current design also calls for larch, which is singularly scarce in Russia. The builders asked the mayor of St. Petersburg to help them find some and he called in the city's forester. (Interesting concept, a forester for a modern city. Have to talk with Rudy about that.) That worthy disclosed that there was a large grove of larch right there in St. Pete. "Give it to them,"

said the mayor. But the forester had to beg off since the larch had been planted by order of none other than Peter the Great for building future naval vessels. "Well?" said the mayor. Unfortunately, the current project is classified as a public exhibit rather than a naval vessel and therefore ineligible. One awaits the next chapter with baited breath.

Shavings also reported that two magnificent schooners, 127-foot 73-year-old ZODIAC and 85-foot 90-year-old MARTHA (see page 15) will visit the Wooden Boat Festival in Seattle this year. The former will be taking passengers on three-hour sails on Lake Washington, while the latter will be undergoing an extensive refit and retopping.

To counter the prevailing sentiment that **Dogwatch** is singularly lacking in information of any practical value to schooner sailors, this column must occasionally come up with something other than philosophic words of wisdom. Well, it's that time. Thanks to our good friends at

Soundings, we are able to report that a certain unnamed but nonetheless august body sitting in Washington has provided NOAA with extra money. Gee, isn't it great having a balanced budget! The purpose (of the extra money, not the balanced budget) is to speed up the backlog of hydrographic surveys by hiring outside surveyors from the private sector. While this may result in more up to date charts faster, isn't it nice to know that if you're a government agency that can't get it's job done, Congress will give you more of the taxpayers' money to hire civilians to do your job for you? Maybe the larch problem in Russia isn't too extreme after all. . . . But I guess it's ok because that same article said that half the soundings on U.S. charts are based on 50-year old surveys. And with all the beer cans that have been tossed overboard in that half-century, waters must be shoaling fast.

And were you aware that there is no government regulation on navigation lights used on recreational boats, only that they comply with the navigation rules? Now

the Coast Guard is asking the public to comment on whether said lights should be certified by an independent lab. So how do you suppose they're going to decide? Certainly not based on the comments of the boating public, one would hope. Most of them, relying as they do on SatNav and radar, probably don't even think of turning running lights on at night. Of course not. They're going to throw more of the taxpayers' money at the problem in the form of a study by *non-profit public service organizations* (italics are mine, thank you) with the money coming from something known as the Wallop-Breaux fund. I've got some ideas on who's getting walloped on this one. I guess we found some targets for invective after all.

And one last item of lasting import: That salacious emporium gracing the Lunenburg waterfront has somehow metamorphosed into a gift shop. They don't call them blue noses up there for nothing. . . . Keep those cards and letters coming.

Sam Hoyt



**American Schooner
Association**

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