



P.O. BOX 484

MYSTIC, CONNECTICUT 06355

# WING & WING

Volume XXVI, Number 3 • Fall '98

The Official Newsletter of the American Schooner Association

## 22nd Annual Port Townsend Wooden Boat Festival

This year's Wooden Boat Festival, which took place September 11-13, drew boats from all along the West Coast to the clear and sunny skies of Port Townsend, WA. Both Mt. Baker and Mt. Rainier provided backdrop for the Saturday Schooner Race, and the Keystone-Port Townsend ferry ran interference.

The festival took place at the Wooden Boat Foundation, which serves as a core of knowledge for the region in the many arts associated with the building and sailing of wooden boats. Workshops were held each day on everything from picking the right wood to build with, to knot tying, to sail trimming.

There was a good showing from the schooner crowd. The large schooner *ALCYONE* calls Port Townsend home and was open for tours.

*ADVENTRESS*, a majestic schooner which has become a foundation dedicated to educating guests about the fragile marine ecology, took the public on board for several sails.

*THE PRIDE OF BALTIMORE*, just back from a trip to Japan, made an appearance.

*BARLOVENTO*, an 80' schooner built in 1932 for the DuPont family and sailed in many Bermuda races by Pierre S. DuPont, was there. The Henry Gruber-designed boat won the Saturday race quite handily.

*MARTHA*, recently rebuilt after storm damages, was in fine form.

*(Continued next page.)*

*ALCYONE*, tied up at dock. Photo by Megan Hoyt.



(PORT TOWNSEND: Cont. from page 1.)

CERIDWEN, launched in 1994, hailed from nearby Port Angeles.

Also representing wooden schooners of the west were CYGNUS, QUISSETT, DULCINEA (from Coupeville on nearby Whidbey Island), and a funky schooner that was really a rowboat.

Also present was MALABAR XV, a ketch built in 1955 in Marblehead; the last of the Malabar series.

Megan Hoyt

**Happy 25th Birthday  
to the  
HARVEY GAMAGE**



*Photo above:  
BARLOVENTO;*

*At left:  
DULCINEA*

*Photos by  
Megan Hoyt*



*Wing & Wing* is published three times a year by and for the members of the American Schooner Association, a not-for-profit organization.

Address all correspondence to the editor: Gina Webster, 145 East 16th St., 20A, New York, NY 10003; e-mail: gwebster2@compuserve.com.

*Wing & Wing* is printed by Liberty Press, 94 N. Main Street, Liberty, NY 12754.



*Proper protection for wooden and other classic vessels*

**Jim Cassidy**

1-800-959-3047

P.O. Box 188, Mystic, CT 06355

## Letters

To the Editor:

I'm afraid I must dispute the comment of even that greatest of nautical sages, Sam Hoyt. In the Summer '98 (volume XXVI, no. 2) issue of *W&W* Sam says the ultimate in power boating accessories is a set of "gimbals for the antenna for a satellite dish so the intrepid seafarers get bounce-free t.v. reception." As ultimate as this may be, I found something even more astonishing at a boat show. Ready for this? Autopilots for runabouts! Probably brought to you by the inventor of lawn darts.

Jim Cassidy

I am trying to trace a 55-ft. gaff-rigged schooner once owned by my father. It was, I believe, a Herreshoff design, carrying the sail designation SS-2. I know that under his ownership she went by the name WATERBOY. There may have been a co-owner, Leigh Bair(sp?) and she was moored in the New York and Martha's Vineyard area prior to 1940.

Any assistance or direction you can provide would be greatly appreciated.

Peter C. Shire  
fsgroup@worldnet.att.net

Our interest in old sailing ships and shipyards has prompted the launching of a website presenting pictures and stories on ten glorious six-masted schooners constructed in the ten-year period following 1900. We pass it along trusting it well may be enjoyed by your membership.

Port: <http://www.afn.org/~stan/ships.html>  
or our 'easy' URL—Stan's home page:  
<http://www.afn.org/~stan/>

Stan Wallace  
sbwall@cwix.com

I have been hunting the web for a wooden model of a Chesapeake Bay Schooner. Could you give me any suggestions?

Charles Dunnells  
[charles.t.dunnells@worldnet.att.net](mailto:charles.t.dunnells@worldnet.att.net)

## ASTA

Happy 25th Anniversary ASTA!

The 10th edition of *Sail Tall Ships! A Directory of Sail Training and Adventure at Sea* has been published. ASTA reports that this year's annual directory of sail training vessels and programs is the largest ever, containing almost 20 more vessels than last year's edition. It is the definitive resource for anyone interested in sail training and sea education. It is free to ASTA members, but if you are not an ASTA member and would like to purchase a copy, contact the ASTA office at 401-846-1775.

ASTA's website has been expanded and improved. It now includes links to many of ASTA's member organizations, calendars of upcoming events, articles, membership info, job listings, ASTA merchandise, and much more. The address is: <http://tallships.sailtraining.org>.

## Mystic Seaport Museum

Two book signings are planned to take place at Mystic Seaport Museum on December 5th. The first, *Lighthouse Legends and Hauntings*, by William Thomson will happen between noon and 3:00 P.M., and the second, *Classic Sail*, by Joe Gribbons, will take place at 1:00 P.M. *Classic Sail* is a survey of sailing vessels, including yachts, from ancient times to the present and is beautifully illustrated with more than 100 color photos.

Both signings will take place at the Mystic Seaport Museum Bookstore which is located directly across from the main entrance. The store is open from 10:00 A.M. to 5:30 P.M. Admission is not required. For more info call (860)572-5315

## Mayor's Trophy Race

In a reprise of last year's no-wind start, SEBIM had her annual jousting match with the Seaport's LETTIE G. HOWARD. But in a nimble bit of seamanship, Captain Vern jibed, avoided the start of the yawl/ketch class, and finally drifted across the starting line. Unfortunately for Captain Vern and crew, ADVENTURER and FELICITY had managed to get rather good starts.

In a very light southerly, the schooner fleet tacked down harbor, treated to the unusual sight of three 12-meter yachts rapidly making up the distance. Not too long ago, 12 meters would not have been welcome at the Mayor's Trophy race, but these boats are truly classics and their presence was welcome in this year's race.

As the schooners neared Staten Island, the breeze gradually freshened. ADVENTURER was first around the mark of the Kill Van Kull by a good margin and led by at least half a mile as she headed for the leeward mark off the Brooklyn shore. SEBIM had passed FELICITY before rounding the mark and was picking up time on just about everyone when the fisherman peak halyard parted. In what should have

(Continued on page 4.)

### OFFICERS

COMMODORE  
Robert Pulsch

VICE COMMODORE  
Dave Clarke

REAR COMMODORE  
George Moffett

SECRETARY  
Howard Hopps

TREASURER  
Mary Anne McQuillan

NEWSLETTER  
Gina Webster

West Coast Correspondents  
Byron Chamberlain and Megan Hoyt

## Letter from the Commodore

won the Seamanship Trophy for SEBIM, the agile Paul Bradley climbed to the mainmast truck and rove a new halyard. But no one from the race committee claimed to have witnessed the feat of daring, although a rather large commercial spectator vessel was less than 100 yards away during the daring escapade.

With fisherman reset, SEBIM rounded the lee mark at least 20 minutes behind ADVENTURER. But the race was on. Mark Faulstick tacked the Alden schooner downwind, but SEBIM, hugging the Brooklyn shore to stay out of the adverse tide, steadily made up time. Also hugging the Brooklyn shore and also making up considerable time was FELICITY, a 33' gaffrigger from Oyster Bay, NY. Flying everything but the skipper's socks, FELICITY actually made up time on both of the leading schooners.

As SEBIM approached Governor's Island, she was almost abreast of ADVENTURER but well in shore. With a two-knot current running south through Buttermilk Channel, Captain Vern decided to tack back out to round the island. (The Seamanship Award was given to the 12-meter WEATHERLY for sailing up Buttermilk Channel *en route* to the finish line.)

ADVENTURER thus held her lead to the finish with SEBIM finishing second and FELICITY third on elapsed time. LETTIE G. HOWARD, DREAM, PIONEER, and MYTH rounded out the finishers. On corrected time, Mark and Nanette carried off first place with a very well-sailed FELICITY taking second and SEBIM third.

This year's event was a good race with good weather, a fair turnout of vessels and the now-expected great party aboard PEKING. It's a race that needs and deserves more schooners. Remember that for more than 20 years, it was the "Schooner Race for The Mayor's Trophy" and attracted, at times, upwards of 30 schooners. It would be good to see the schooners presenting the largest class in this annual event.

Sam Hoyt

*Commodore Bob Pulsch presenting the ASA award to Nat Benjamin, from Gannon & Benjamin. Photo provided by Bob Pulsch.*

I am still working feverously on HERON so that I can be ready for the year 2000, because I have been contacted by Ralph Tingley of the Nova Scotia Schooner Association suggesting a rendezvous in Boston, in 2000, and a race back with the Novies to Halifax where more is happening.

I contacted all the flag officers and we agreed to try to put it together. I then faxed a letter to the NSSA inviting them to meet us in Boston. I told them we would get a committee together to make arrangements with the "powers that be" in Boston so that we can get docking accommodations all together. (This was a problem at the last Sail Boston in 1992.)

Ralph says the syndicate who is handling the celebration in Halifax has SUFFICIENT FUNDS to make a very enjoyable and worthwhile millennium celebration. So, let's try and herd all those Seagulls (Schooners) to Boston 2000 and on to Halifax. A rendezvous with the NSSA is long overdue and this is a once-in-a-lifetime event.

I did take a few days off from boat rebuilding activities to sail in the Great Chesapeake Bay Schooner Race on Mark

Faulstick's ADVENTURER along with our secretary, Howard Hopps, schooner member, Bill Carton and other crew members.

We had a glorious sail from Baltimore to Norfolk. There were 24 schooners and they noted it was the largest gathering of schooners for a present-day race.

I also made it to Martha's Vineyard (by car and ferry) for our rendezvous in September. There were approximately ten schooners. The weather was great and Saturday afternoon there was a good breeze for the Moffett Cup race (approximately 20 knots).

I received a bell rope which was made by a gentleman by the name of Bruce Osborn from Atlanta, Georgia, to be presented at this year's rendezvous. It was presented to Gary Manard from the schooner ALABAMA. I also presented the ASA Award to Gannon and Benjamin at the Moffett Cup awards gathering.

All and all this has been a great summer and I hope everybody else had a great year.

See you at the February meeting.

Bob Pulsch  
Commodore



## Dogwatch

While strolling on the shores of Lake Michigan in the environs of the planetarium one gorgeous August Saturday, your intrepid reporter and spouse were somewhat startled to espy, among the numerous Clorox bottles on the lake, what appeared to be schooner spars maybe two miles offshore. At first it looked to be a three-master. But as it close reached towards shore, we saw to our increasing amazement that it was a four-masted gaff rigger. Thus was our introduction to WINDY of Chicago, built in 1996 in South Carolina and the first certified four masted traditional sailing vessel in the US of A.

We didn't learn all this until we wended our way through the crazed hordes of tourists thronging the Navy Pier (where Sammy Sosa maintains a condo apartment) where the vessel is berthed. Sailed by Captain Bob and Janine Marthai, Windy has a sparred length of 148', a hull length of 109', sail area of 4,839 square feet and draws only eight and a half feet. Chatting up one of the dockside staff, Dogwatch immediately established his schooner bona fides by commenting on the roller furling topmast staysails. Never got on board, as the vessel left almost immediately for another of the day charters it does out of Navy Pier in the summer months. She goes home to Charleston, South Carolina, for the winter months.

It's great, of course, to see a four master anywhere, but all the more so in Chicago where there has been little schooner presence since MALABAR X came east. And the name is certainly appropriate, although Chicago was not dubbed the windy city because of any rampant zephyrs, as is commonly thought. Ever uncovering little known facts of dubious relevance, we have learned that the name derives from the verbose pomposity of the city's politicians of an earlier era. So much for this edition's history lesson.

WINDY, it turns out, is merely one of a host of new schooners either already sailing or abuilding, as a great article in *Soundings* revealed. While crediting Camden, Maine, as the epicenter of dude schooners, and also citing Newport,

Vineyard Haven and Key West (Key West?????) as schooner hubs, the article lists 16 big projects as just completed or under way. They include ALABAMA and the Gannon and Benjamin project in Vineyard Haven, WINDY (with plans to build a sister ship next year), the A. J. MEERWALD in South Joisy, big schooners in Norfolk, VA, and Milwaukee, WI, and a replica of AMISTAD at Mystic Seaport. Also mentioned was the THOMAS E. LANNON of Gloucester, which graced the cover of *WoodenBoat* in July/August. But not mentioned, unfortunately, was *Heron* of Port Monmouth which is progressing nicely.

And *Soundings*, apparently, was confining its research only to U.S. projects. For, ever on the prowl even when he doesn't do it himself, Dogwatch has learned of EMPIRE SANDY out of Thunder Bay, Ontario, a town usually associated with ice hockey. Seems our equally intrepid spouse was wandering around Chelsea Piers, reputedly the best sports complex in The Big Apple, and came upon EMPIRE SANDY just departing for southern waters. "She's big," Jeanette reports, "at least 90' and gaff rigged on all three masts with huge topsails. Really pretty." Chelsea Piers is also the home of ANNIE, the schooner bent on the madcap project of "one thousand days at sea without touching land," which Dogwatch reported on a few issues ago.

Finally, the *Soundings* piece put in a great plug for Mary Anne McQuillan, though they spelled her name wrong, and ASA, reporting that Mary Anne is compiling a registry of schooners, which currently numbers 140. Now if we could only get them all as members.

Dogwatch is ecstatically happy to report that the race committee at the Mayor's Trophy event in New York harbor finally got it right. And, although I'm chagrined that I don't have a target at which to hurl invective this issue, it was good to see that every now and then things proceed sort of as they should.

Notes from South Street: Senator Kennedy didn't show up to defend his title, thus depriving the distaff crews of tantalizing glimpses of John John. And South Street Seaport president Peter Niell, in presenting prizes, directly challenged

Dogwatch to get more schooners to the event next year. (I knew this gig would get me in hot water some day.)

Why should you come to New York? Let me count the ways. Challenge: first in getting here from wherever at a time when schools are just starting back in session and the American business machine is getting back in full gear after its normally lackadaisical summer. And second, the challenge of negotiating New York harbor's awesome tides and fluky winds, commercial traffic that's not always willing to give sailing vessels the right of way (with the exception of the Staten Island ferry), not to mention the mudflats just south of the Statue of Liberty and assorted flotsam and jetsam.

A better reason is being a (admittedly) small part of New York's incredible maritime heritage and the thrill of sailing in the shadow of the World Trade Center. That heritage is more evident at the party, which takes place aboard the four-masted barque PEKING where partygoers can get sloshed on the decks trod by the likes of Irving Johnson. And what a party it is, annually hosted jointly by a name brewery and a distiller of prime vodka, and catered by an Italian eatery on an all-you-can-eat basis.

Probably the primary reason to come to New York, though, is to see Peter Niell get his annual dose of harassment from the schooner folks, which he invariably takes with great good humor. Next year there is supposed to be a floating barge at Pier 15 which will provide all the amenities and, more important, bring the boats back from Jersey City. So Dogwatch will be on your case all year. . . . One reason not to come, sadly, is the fact that the best seafood restaurant in New York, *Sloppy Louie's*, has closed, the victim of the Rouseification of so much of the waterfront in large east-ern cities.

And then you can all sail south in company and enter the Great Chesapeake Bay Schooner Race, which ADVENTURER did this year. Fresh from winning the schooner class in New York, Mark and Nanette enlisted some Joisy crew and headed south, but we didn't hear how they did on the bay.

ADVENTURER does get around. The peripatetic Dogwatch was crossing

Boston harbor in September on the water shuttle from Logan Airport when he espied a black Alden-looking schooner anchored up in the corner. Sure looks like ADVENTURER he thought and, he learned at the Mayor's Trophy race, it was, on her way back from Maine.

Also in Boston that day was a big three master flying a British ensign and looking ever so much like ADIX, ex-JESSICA.

Our northern cousins in the Nova Scotia Schooner Association are apparently planning on visiting Boston in 2000 to take part in the OpSail events that year. Maybe ASA should consider another Gloucester rendezvous. We're reasonably sure Mike Costello and the Gloucester CofC would be amenable. . . . And 1999 is a Marblehead-to-Halifax race year. This is a natural event for schooners as it is, or should be, a downhill run all the way. Just because it wasn't in '97 doesn't mean anything. As the race comes just a week or so prior to the NSSA race week, it seems like an ideal time for schooner folks to plan a vacation cruise.

A relaxing weekend cruise on SEBIM explored some of the delights of Raritan Bay and unsead (if you can unearth



*The blind leading the blind. . . Sam and Vern on SEBIM. Photo by Jeanette Hoyt.*

something, why can't you unsea it?) a harbor that, technically part of New York City, seems much more like Massachusetts or coastal Rhode Island. That is Great Kills, the only yachting harbor on Staten Island. And there's some weird stuff there. Like a shark eating the anchor rode of a

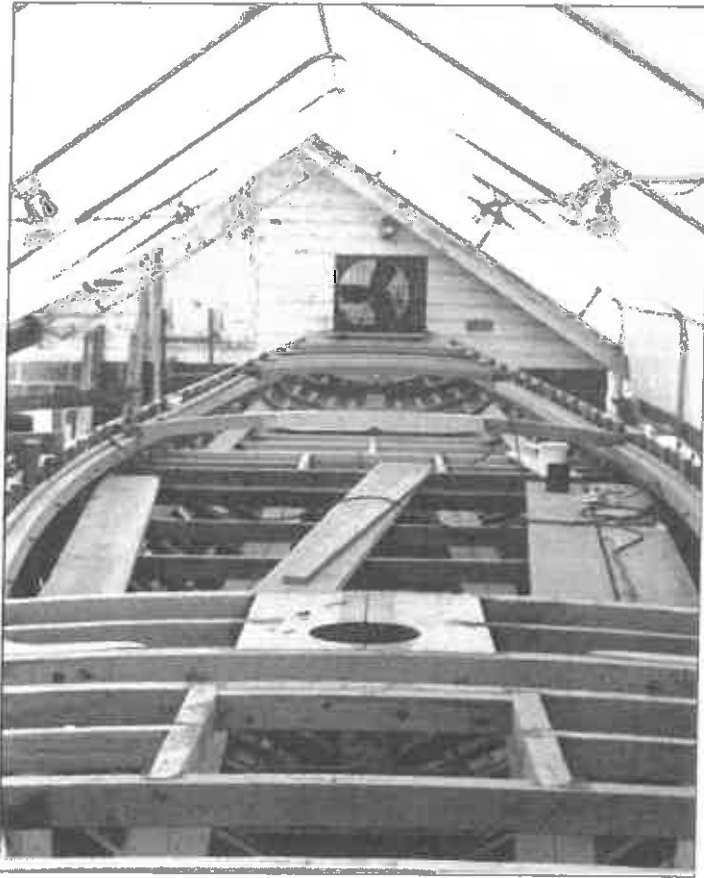
ketch named PANDA, to get at the panda figurehead; and a derelict two-master with enough rigging still intact to indicate it once carried yards. Maybe that's Captain Vern's next boat?

Cruising around on the Internet (cybersailing?) after an alert from Mary Anne discloses all sorts of interesting schooner-related web sites. One is Seadragon Marine Art Studio (seadragon@homer.libby.org) in that hotbed of schooner sailing, Troy, Montana. Fortunately, that proves that Montana has some sanity left; it's not just all cows and Freemen. The web site has a "schooner links" button, but Dogwatch couldn't get that to work. We'll try again. But marine artist David Large, the proprietor of Seadragon, has signed up as a member, possibly our first from Montana. . . . Then there is "Masts," a website managed by Stan Wallace, which presents pictures and stories of 10 six-masted schooners of yore. Check it out at <http://www.afn.org/-stan/>. . . .

And, finally, the Internet discloses that PEANUT has a rival. It's called the Light Schooner, looks to be upwards of 20' in length if one can judge by a drawing on the computer screen, which one can't, and carries two gaff sails, one headsail and a main staysail. Supposedly, 40 of these things have been built, with the majority

*Shark trying to get at panda figurehead. Photo by Jeanette Hoyt.*





*HERON under construction. Photo by Jeanette Hoyt.*

residing on the east coast of North America. (We have yet to encounter one, which may be for the better.) There is a Light schooner home page at <http://www.ace.net.au/schooner/index.htm>. And a story about one of them, the FLYING TADPOLE, which resides in Australia. And Charles T. Dunnells@worldnet.att.net requests any info on wooden models of Chesapeake Bay schooners. Suggest you contact the Montana guy, Chuck.

Daughter Megan's dispatch from the Port Townsend Wooden Boat Festival was somewhat brief but covered the schooner representation. We've got to tell her how to bum her way onto one of the boats. In any event, it's good to have a fifth columnist keeping her eye on things in that hub of wooden boat activity, and I did get a neat tee shirt in the bargain. And Dogwatch more than makes up for things in the verbosity department. We also need to get her a zoom lens for the Kodak. In retrospect, I wish I could have been there with her.

More on the Trans Atlantic record dept.:

This is getting ridiculous, that is the number of mono and multi hulls trying for the Trans Atlantic sailing record, not to mention power boats, rowboats and, for all one knows, water skiers, who are getting the fever. But perhaps the dumbest of all situations befell Christophe Auguin, whose voyage in GEODIS (rig unknown) beat the (then) record with a nine-day, 11-hour trip, but was unrecognized by no less a smarmy authority than the World Speed Sailing Record Council, which apparently has managed to gain control over such deeds. And the reason? Auguin didn't pay a \$1,200 registra-

tion fee, so that "... observers can be appointed to verify the start and finish

times and identify the yacht." [We can see Charley Barr making a point of verifying his start and finish. He'd have thrown a bottle of rum at the observer boat.] But it wouldn't have mattered much because the English 147' carbon fiber ketch MARI-CHA III made the crossing in eight days, 23 hours and 59 minutes a while later. Big deal. But you gotta love the names they put on these gofasters now.

And California has taken the lead in the crusade to ban those PWC water roaches with a proposal to enact pollution standards that would effectively limit the purchase of PWCs by raising the price of the engine from \$150 to about \$2,300. California's quite a place. It's the only state with the power to enact its own engine emission standards and yet it has the worst air pollution in the nation.

Mary Anne gets Dogwatch's member contribution award for 1998. Unfortunately, she gets it by default as she was the only living soul to send news of any pith and moment to your reporter's attention. Such as, she got a two week sail on SEA's CORWITH CRAMER during which time she went swimming in 2200 meters of water

*(Continued page 8.)*

*Marco Polo schooner in Great Kills harbor. Photo by Jeanette Hoyt.*



(DOGWATCH: Continued from page 7.)

depth. Gotta watch out for those night feeders, Mary Anne.

Instead of trashing someone as is usually the case, Dogwatch wants to offer his fervid thanks to all schooner folks (and others) who did their part on election day to bring about the political demise of Speaker Newt and, especially, Senator Pothole. I know some of you (particularly certain denizens of Monmouth County, Joisy) won't agree with these sentiments. On the whole, though, we are all in better shape and probably less likely to be the victim of a drive-by shooting or blown up simply by being in the vicinity of a family planning clinic. And now we can get on with the real business of the nation—banning jet skis.

Sam Hoyt

### ASA Merchandise

Hats: (colors—poppy, spruce green, forest green, khaki/spruce green) \$15.00

Crewneck sweatshirt: (colors—natural only; size—medium, large, extra-large) \$25.00

Outerbanks polo shirt: (colors—black forest, white, forest green) \$30.00

3 River canvas shirt: (colors—green, natural, red; size—small, medium, large, extra-large) \$35.00

ASA burgee: 16 x 24—\$35.00; 20 x 30—\$45.00; 24 x 36—\$55.00

Wing & Wing back issues: \$30.00

Tote bags: \$12.00

Canvas zippered tote bags: \$35.00

+ \$3.00 shipping/handling per order

For orders/information, call:  
Becky Hopps, 148 Pine Hill Rd.,  
Sterling, CT 06377; 860-564-7204;  
h&rhopp@cyberzone.net

### G & B News

Please note G & B's new website address: <http://www.tiac.net/users/gandb>

Ginny Jones reports that REBECCA'S shutter plank was hung on the 25th of September, and then the fairing began. In October they got a prime coat of paint on the topsides, and the caulking team is in action working under the direction and tutelage of Frank Rapoza.

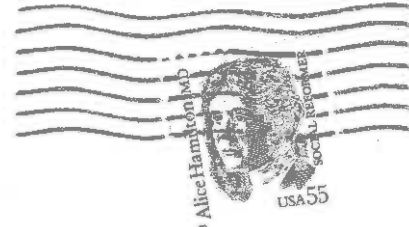
Ginny also reports that they have a BELLA (#3) under construction for Maureen and Steve Corkery, and will build a #4 after this one moves out of the shed. They will also be building a '32' powerboat—lobsterboat style—this winter.



American Schooner Association

P.O. BOX 484

MYSTIC, CONNECTICUT 06355



(98) William Carton

2 Belknap Dr. NY 100 12/16/98 23:23 198-A #10  
Middletown, NJ 07748

