



# WING & WING

Volume XXVII, Number 1 • Spring '99

The Official Newsletter of the American Schooner Association

## MIGRANT

From the late 1800's to the 1930's—the golden age of American yachting—one of the most prominent boat builders was George Lawley & Son Corp. Of the more than 2000 yachts and tenders built by Lawley, at least 180 still survive, cherished by the members of the Lawley Boat Owners Association (LBOA).

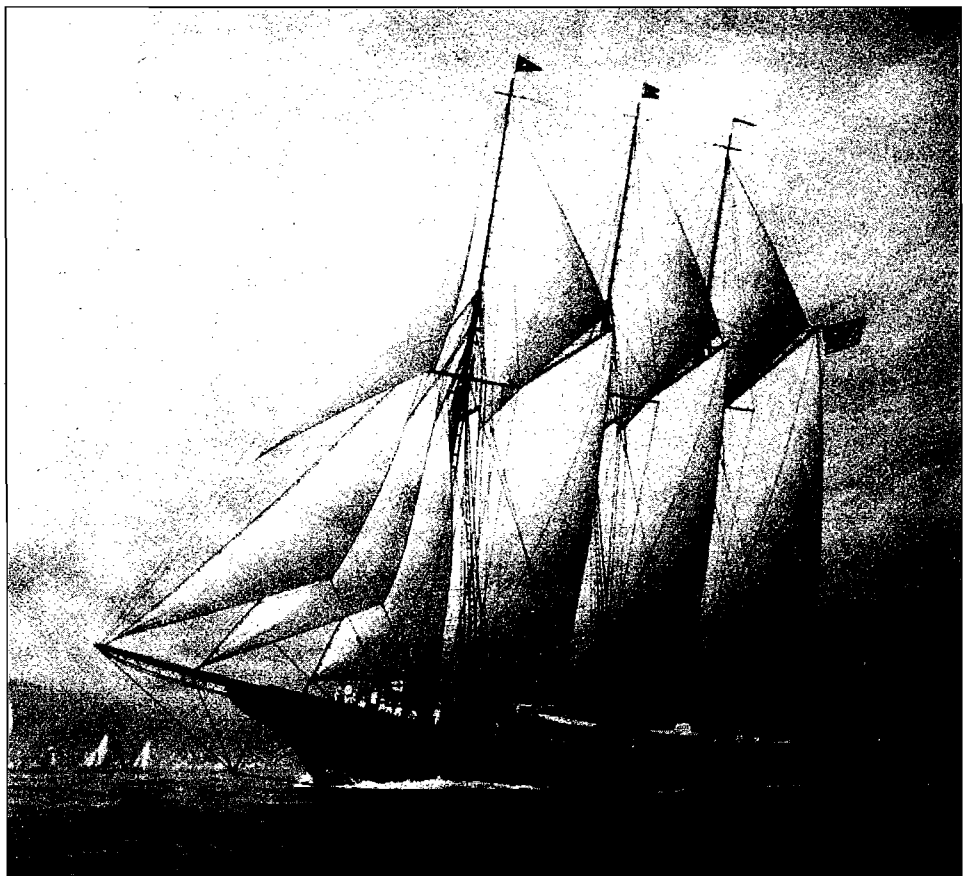
The LBOA publishes *Lawley-Built*, a quarterly newsletter and has recently published a record of the activities of the LBOA from its founding in 1990 to 1998, including a list of surviving yachts, sources of documentation, methods of restoration, proceedings of symposia, etc.

The following appeared in a recent issue of *Lawley-Built*.

### *The Lawley Super Yacht MIGRANT*

A noteworthy—but often overlooked—achievement of George Lawley & Son was the MIGRANT. She was among the very last of America's Golden Age of sailing yachts. For a three-masted schooner, she was enormous: 223' LOA, with a long bowsprit and mizzen boom that pushed her clearance length to 270'. Her steel masts measured nearly 200' above the water line.

Designed by Henry J. Gielow, MIGRANT was built in only seven months during 1929 for Mr. Carl Tucker of New York, whose fortune came from Mr. Tucker's father-in-law, who had been an early investor in Edison Electric. Mr. Tucker started



*Photo courtesy Joan Jorgensen Graves, whose father served on board MIGRANT.*

selecting his crew (eventually to number 35) well before launching. The engineers were sent to the Bessemer Diesel Plant at Grove City, PA, to watch and inspect the casting and build up of her engine. During this process, they selected engine parts at random and had them sectioned to check for defects. The mechanical reliability of the engine was essential for a ship of MIGRANT's length and draft (15'). The 6-

cylinder diesel, with 18" bore and 23' stroke, was rated at 950 hp.

MIGRANT was commissioned shortly before the Great Depression, but the Tucker fortune was secure enough to keep her in service all through those bad times. It was a great job for her proud and loyal crew. While the rest of the nation faced hardship, they lived aboard in winter quar-  
(Cont. page 4.)

## Minutes of the Annual Meeting: February 6, 1999

The 1999 Annual Meeting of the American Schooner Association was held on February 6, 1999, in the Campbell Room on the grounds of the Mystic Seaport Museum.

The meeting was called to order at 1020 by Vice Commodore Dave Clarke. Commodore Bob Pulsch was sick with the flu and was unable to attend. After opening remarks by the Vice Commodore, everyone present (approximately 25 people) introduced themselves and their vessel affiliations.

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

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

**Election of Officers:** The Nominating Committee, represented by Sam Hoyt, nominated the following slate of officers for 1999: Commodore—Dave Clarke; Vice Commodore—Jim Cassidy; Rear Commodore—John Turner; Treasurer—Mary Anne McQuillan; Secretary—Howard Hopps

There being no nominations from the floor, the above slate was unanimously elected to office.

**Old Business:** Under old business, discussion was held about the possibilities of the Year 2000 activities, including the Boston to Halifax race, alternative feeder races, possible combination of events with the Nova Scotia Schooner Association (NSSA)—perhaps Gloucester based. Sam Hoyt volunteered to contact Mr. Costello of the Gloucester Schooner Races and the NSSA to coordinate activities if possible. The Commodore then appointed Sam to chair the ASA Year 2000 efforts.

**New business:** The discussion then turned to the ASA's 1999 Rendezvous plans. Suggestions included returning to Vineyard Haven (a message from Kathy Logue of the George Moffett Race welcoming us back was read), the Governor's Cup Race in Essex, CT (John Senning, representing the Governor's Cup, extended a warm and accommodating invitation to the ASA via a message through the Secretary). Other possibilities brought up were the Gloucester Schooner Races and Provincetown the week before or after Gloucester. The meeting consensus was to direct the Board of Governors to poll schooner owners for where to go.

In other new business Sam Hoyt encouraged as many schooners as can make it to participate in the Mayor's Cup

in New York, and Bill Barnum announced that the Fleet Week at City Island is scheduled for June 12, 1999.

The possibility of the ASA providing trophies for awarding at schooner races held by other organizations was brought up as a way of furthering the mission of the ASA. Discussion included awarding trophies at Gloucester, the Great Chesapeake Bay Schooner Race, rotating the awards through different races, whether they should be perpetual trophies or "keepers." It was moved, seconded, and approved for the ASA to award one or two trophies each year with the Board of Governors to work out the details.

Last year's annual meeting charged Sam Hoyt and Howard Hopps with developing an addition to the by-laws to specify the procedure for awarding the ASA Award. The following proposal was read:

*"Article XV: American Schooner Association (ASA) Award—Section 1: The American Schooner Association will, from time to time, make an award to an individual or organization, to be called the American Schooner Association Award. The Award is established to recognize such recipient for promoting and encouraging interest in the preservation, tradition, and enjoyment of schooners and traditionally rigged vessels.*

Section 2: The process for the selection of the ASA Award shall be as follows:

- a) Nominees may be proposed by the members at large. Nominations are to be given to the Secretary.
- b) The nominations are to be considered by the Board of Governors.
- c) Selection for the Award for any given year, if any, to be determined by the Board of Governors."

The addition to the by-laws was moved, seconded, and approved as read.

Nominations for the ASA Award offered from the floor were: South Street Seaport Museum, City of Gloucester, Meghan Wren—Delaware Bay Schooner Project



*Mystic Seaport guide Wayne Bartow explaining about fastenings (in hand) on AMISTAD. Photo by Becky Hopps.*

It was announced that right after adjournment that Mystic Seaport Museum would give a tour of the AMISTAD building project for ASA members, and that lunch was arranged again this year at the Seahorse Restaurant in Noank.

There being no further business, the meeting was adjourned at 1120, with the tour of the AMISTAD and lunch at the Seahorse following.

Respectfully submitted,  
Howard Hopps, Secretary



AMISTAD in frame at Mystic Seaport Museum. Photo by Becky Hopps.

## Letters

Gina:

I am an association member and in reading the last *Wing & Wing*, noticed that there are a lot of members with internet access. I have started a non-commercial schooner links site that may be viewed at: <http://www.seadragon.com/schooner/index.html>. I am trying to link to all schooners that have a web site. You might

want to let your readers know about this site. If any of them know of a schooner web site that I have missed they can let me know and I'll add it!

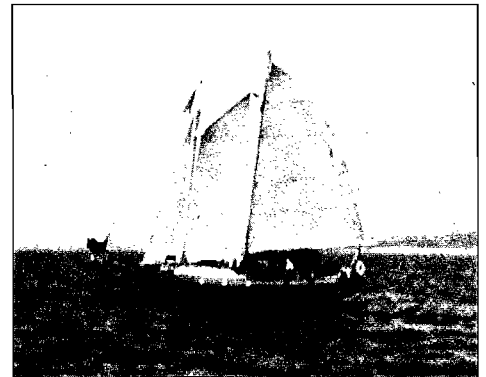
As well, just for fun, you might want to view my commercial web site at: <http://www.seadragon.com>.

Thank you for your time,  
David H. Large  
[dave@seadragon.com](mailto:dave@seadragon.com)

MaryAnne,

My schooner is for sale because of my health. Know anyone looking for a beautiful ship? (Photo below)

Jim Stonecypher  
850-435-7547



### OFFICERS

COMMODORE  
Dave Clarke

VICE COMMODORE  
Jim Cassidy

REAR COMMODORE  
John Turner

SECRETARY  
Howard Hopps

TREASURER  
Mary Anne McQuillan

NEWSLETTER  
Gina Webster

West Coast Correspondent  
Byron Chamberlain

An old friend of mine asked for my assistance in locating a schooner that was owned by his family in the late 1930's. Is it possible to find a boat and its location? Any assistance would be greatly appreciated. Fletcher Garlock Jr. gave me the following information: Auxiliary Schooner—47' 10"; Designed by W. Starling Burgess; Built by W. E. Bunce, 1931, Halesite, New York; Schooner name: APOROSE; Owned by: Fletcher Garlock; Sold to Guthrie Shaw, 1938; registered in Lloyds, 1937.

Thank you again,  
Christina Williams  
716-272-6141  
E-mail: [williamc@saatchi&saatchi.com](mailto:williamc@saatchi&saatchi.com)

Dear Sir,

I am doing some research on marine railways. Could you possibly recommend any books, articles, etc., on this topic?

Any help would be greatly appreciated.

Sincerely,  
Bayard S. Cutcliffe

P.O. Box 2554  
Woburn, MA 01888-1054

(Cont. page 5)

(MIGRANT: Continued from page 1.)

ters at Miami on full pay. In season, MIGRANT was based at City Island, NY, flying the burgee of the New York Yacht Club. From there she cruised extensively to the America's Cup Races at Newport, the Canadian Maritimes, and Grand Manan Island.

Another year she sailed to the Caribbean, Haiti and into the Panama Canal. Her most memorable voyage of all was to the Mediterranean in 1931. Her passage from City Island to Gibraltar was made under sail in only nine days, pushed by winds that kept her gunwales awash for long periods.

On that cruise, Migrant visited Naples Bay, transitted the Corinth Canal in Greece, and moored off the Doge's Palace in Venice, her tall masts in perfect harmony with the spires of the city. Sometime during that cruise, perhaps near Naples, she was in a collision that broke off her bowsprit and caused a layover for repairs. The fortunate outcome of this accident was that it enabled an Italian artist to put the ship on canvas in two magnificent paintings. One depicts MIGRANT under full sail with Mt. Vesuvius in the background. The other shows her on her dark stormy Atlantic crossing, tossed on the waves under shortened sail.

MIGRANT continued her elegant life throughout the Depression, but when the U.S. entered World War II, Carl Tucker sold her to the Navy on 21 March 1942 for one dollar, in keeping with the tradition of yachts going off to war. They were badly needed for anti-submarine patrols and stayed in that service until replaced by new patrol craft in 1943-44.

In all, over 50 large yachts were taken into the Navy and designated PYs or PYCs. MIGRANT was converted at the Sullivan Shipyard in Brooklyn and commissioned on 19 May 1942. Her foremast was removed and the others shortened, her stack and bridge were heightened, and her cabin gutted of unneeded flammable wood. She was then armed with one 3-inch gun, four 20-mm guns, and two depth charge launchers.

MIGRANT's Navy career was somewhat unique. Unlike the other yachts, she was never classed as a patrol vessel, but as IX-66. IX was the Navy classification for a polyglot collection of relics, hulks, foreign

ships, experiments, one-of-a-kinds, and odd balls that defied standard classification. All the other yachts were classified as patrol vessels, even those that were never used as such. MIGRANT was at least as large and fast as the other yachts, so the reason for the IX designation is unclear.

Furthermore, long after the other yachts were taken off patrol duty, MIGRANT soldiered on. Her mastheads must have been an ideal lookout for spotting U-boats, as very few of the PYs had masts that tall. She patrolled the south coast of New England out of New York until the spring of 1944, after which she patrolled the northern New England coast out of Boston until the end of the war. If MIGRANT ever encountered a U-boat, the event was too minor to be mentioned in her record. She was decommissioned at Boston in August 1945 and sold out of the service in January 1946.

The luck that had kept MIGRANT in splendor all through the Depression had run out. Apparently there was no attempt to return her to her former state. She next appeared in Florida as an inter-island cargo ship. Her masts were gone, her deck housed over and her hull painted white. By 1953, she had a new identity: she was the British flagged FIMBER, registered at Nassau and owned by Warren Bodden. In waters where less than ten years before, she had wintered over in grand style, she was now just an obscure Caribbean cargo-carrying drudge. But her graceful lines still showed through, and those who knew her still recognized her.

She sailed in inter-island service for seven years until 13 July 1953. On that day, en route from Ponce, Puerto Rico to Forte Liberte, Haiti with a cargo of cement, she sank in deep water off Cape Semana in the Dominican Republic after an explosion of unrecorded nature.

That ended the life of the MIGRANT, relatively short for a great yacht—only 13 years cruising and 24 years afloat. By comparison the more famous ATLANTIC, with which MIGRANT was often compared (the two were often moored close together off City Island, NY), lasted 80 years, from 1905 until 1985.

As can be imagined, there was little turn over in MIGRANT's crew, some staying with her until she was sold. They were a close knit group and some stayed in touch with each for the rest of their lives.

Their passing, however, has dimmed the memory of MIGRANT in recent years, but she still lives on as part of that yachting heritage in which every Lawley owner is a proud participant.

Paul Miller

*Paul Miller's uncle, Andrew E. Jorgensen, was 1st assistant engineer on MIGRANT for six years. Meanwhile, the legend of MIGRANT lives on in MARGARET, her 28' Lawley-built launch, now owned by Capt. Raymond Thombs, himself a legend as the long-time captain of JESSICA, the 75' Consolidated commuter shown on the cover of the new Guide to Wooden Power Boats.*

*Many thanks to Bob Miller (the author's brother), for his help with this article, and to Albert Hickey from the LBOA for letting us reprint this article!*

*The LBOA can be reached at: Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242; 978-281-4440; fax: 978-281-7071; e-mail: voyage@cove.com.*

Some individuals find their moment in the sun or spotlight, and behind each of these people are the unknown who helped them. Such a person was **Elenore "Boo" Morse Riegler**. Elenore lost her long battle with cancer October 29, 1998 at age 39.

The granddaughter of Captain Boyd Morse of the schooner VICTORY CHIMES out of Maine, Boo grew up on and around schooners.

A good hand and great cook aboard ship, she also had a beautiful singing voice for the party after the race.

Former President of the Schooner Association of America, she was able to muster over 100 classic sailboats, including schooners, for the Ancient Mariner Race in Long Beach, CA—the largest turnout in history—and run the event flawlessly.

Her selfless dedication and contribution to classic sailboats and schooners in particular will long be remembered.

A voice silenced long before her time.

Byron K. Chamberlain  
ROSE OF SHARON

(LETTERS: Continued from page 3.)

Hi,

Could you please help or give me a lead in finding info and plans on a 19th century schooner by the name of HUDSON; home port of registry Rockland, Maine. I have the captain's Bible found on the wreck of the HUDSON Nov. 5, 1876 off Staten Island.

Thanking you in advance  
Don Davis  
hudson1876@webtv.net  
2319 Mandarin Lane  
Santa Rosa, CA 95401

Noticed your website.

I am looking at buying the 1937 schooner TONGA built in Mass. She has been glassed and doesn't resemble her original self very well. I plan to outfit her for long distance cruising. Can you help me or direct me to find out more info on this boat? She spend a lot of her life in the Tampa Bay area and might have been used in the movie *Treasure Seekers*. Would specifically like to find plans and specs. for the boat.

Thank you  
Guy S. Hamilton  
worldsailor@bigfoot.com

*PASSING CLOUD looking forward. Photo provided by Greg and Lynne Sager.*



Jim,  
We wish WHEN & IF could do the Victoria-Maui Race 2000. We're trying to get up a "Classic" category. So far PASSING CLOUD and BARLOVENTO are in!  
Best wishes in 1999  
Greg and Lynne Sager  
PASSING CLOUD

*PASSING CLOUD wheelhouse. Photo provided by Greg and Lynne Sager.*



## Calendar

### Sail for the Sound Tall Ships Ball

June 4  
Riverside Yacht Club, CT  
203-323-1978

### Small Craft Workshop

June 5-6  
Mystic Seaport, CT  
860-572-5317

### Sail for the Sound Tall Ships Sails

June 26-27  
Brewers Yacht Haven Marina, CT  
203-323-1978

### Rockland Schooner Days

July 9-11  
Rockland, ME  
207-596-0376

### Antique and Classic Boat Rendezvous

July 24-25  
Mystic, CT  
860-572-5317

### Melville Marathon

July 31-August 1  
Mystic Seaport, CT  
860-572-5317

**Charles Otis Scudero** died at Brooklyn Maimonedes Hospital on January 19, 1999.

Charlie was a long-standing member of the ASA and the Catboat Association. He sailed as crew on VOYAGER for most of the schooner races and joined us over the years for passages in the Mediterranean, including Malta, Italy, Greece, Bahamas to New York, and most recently, the Netherlands Antilles.

When he discovered the pleasures of boating, he purchased a 1910 catboat, designed and built by Theo Crosby. He sailed often with his youngest daughter, Jeanette Phillipps.

It took him three years to sail from Martha's Vineyard to Brooklyn, New York. During that span, Catboat Charlie made more friends and learned more of the landfalls than we did in twenty years aboard VOYAGER.

MADAM's cockpit was invariably full at cocktail time. Charlie taught us the

importance of quick passages, with longer periods ashore, meeting the wharf folks, the fishermen, those living at the water's edge.

He thought of MADAM as half a schooner, for her cockpit was larger than those of most of our fleet, and "if you run her lines forward the mainmast ten or so feet, step a foremast, add another ten feet to the bowsprit, of course gaff fore and aft, and there you have it."

Charlie was born in Brooklyn, New York, on February 26, 1918, worked as a rigger in the Brooklyn Navy Yard during World War II, and spent the better part of his working life with the MTA in Brooklyn.

His spirit of adventure and enthusiasm for pursuing the pleasures of this life have been passed on to his four children, and to his wife, Clara. He was my father-in-law and my friend.

Peter Phillipps  
Coron, the Philippines

## Dogwatch

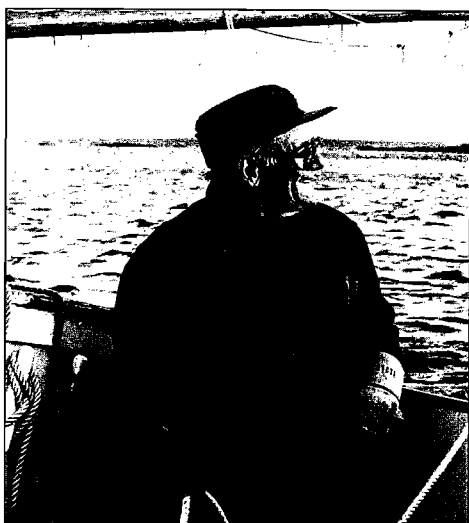
No 'zard! No rain. Just a little bit of damp, tho' a tad chilly. Yet the turnout for the annual meeting in Mystic was depressingly light. It was, however, of sterling quality with a strong representation from the Chesapeake, Barry Nickerson, president of Boston Nautical Heritage Group who also spoke for Gloucester, and a long overdue return from one of the charter members of ASA, Fred Tucksworth, who owned and sailed the swift schooner TYEHEE before it went to Bill Wertenbaker. All to welcome newly seated commodore Dave Clarke, our first ever from the state of New Hampshire.

But why the low turnout? Hey, troops. We've got some important stuff on the horizon, don't y'know, like millennia and such. It'd be nice to get a few more hands involved in what is undoubtedly going to be a schooner event of some proportion. One idea broached for consideration is to rendezvous in Gloucester with the Nova Scotia Schooner Association while the big vessels are jammed into Boston harbor, then start our own schooner race to Halifax the day before the Tall Ships depart Boston. That would give us at least a day's headstart on the partying and, hopefully, the prime moorings off the Nova Scotia Yacht Squadron facilities.

**Dogwatch** has been drafted to sound out this line of thinking with the Novies and the Gloucester folks, so consider this the first salvo. But membership participation in the idea-crunching, organization and, dare we say, work—as well as the event itself—is a concept devoutly to be wished, as The Bard opined.

**Gleanings from the meeting:** Don Glassie of Newport and FORTUNE is embarked on yet another project, the rehab of the 130' three-masted modern schooner ARABELLA, which he plans on relaunching this summer for the local dude trade. Now in Fairhaven, she will be skippered by Jeff Stone who has run ERNESTINA, HARVEY GAMAGE and SPIRIT OF MASSACHUSETTS

News comes north that Pam ex-Stickney, formerly of HEART'S DESIRE, now-Burke, is remarried, living in Key West, FL, and sailing the 29' schooner RED WING.



Charlie aboard MADAM, 1978. Photo by Peter C. Reid.

### AMERICAN SCHOONER ASSOCIATION MERCHANDISE

HATS.....	\$ 15.00
(colors: poppy, spruce green, forest green, khaki/spruced green)	
CREWNECK SWEATSHIRT.....	\$ 25.00
(natural only) medium, lg, xlg.	
OUTERBANKS POLO SHIRT.....	\$ 30.00
(Black Forest, white, forest green)	
3 RIVER CANVAS SHIRT.....	\$ 35.00
(green, natural, red) sml, med, lg xlg	
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 BAG...	\$ 35.00
Shipping/handling per order.....	\$ 3.00

For orders, information call:  
Becky Hopps at 860-564-7204  
148 Pine Hill Rd., Sterling, Ct. 06377  
e-mail: h&rhopp@cyberzone.net

*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 North Main Street, Liberty, NY 12754.

Dave Stickney, the other half of the former HEART'S DESIRE crew, is still involved with a bed and breakfast in New Hampshire while part-time skippering FLYING FISH out of Rockland, ME, and THOMAS E. LANNON out of Gloucester.

Stan Carlstadt, one of the Chesapeake delegation, recounted how he became a schooner owner in a deal too good to refuse. Seems he was perfectly happy with his sloop when a long-time friend, approaching a birthday somewhere in the mid-90s, allowed as how he couldn't really sail his 40' marconi schooner ANITRA'S DANCE in the manner to which both he and the vessel had become accustomed over a long relationship. Not wishing that she fall into the wrong hands, the offer Stan couldn't refuse was tendered, and he will bring the schooner from the Boothbay region to the Chesapeake this summer. She is a Murray Peterson type, built in 1985 and will be moored on the Miles River at St. Michael's, MD. For readers not attuned to the music of Edvard Grieg, "Anitra's Dance" is a movement from one of his Peer Gynt Suites.

ASA's new rear commodore, John Turner, and wife, Jan, are preparing to take EASTERN PASSAGE south next Fall. No, really south, like to Brazil. That's the proposed ultimate destination for the one-time "greatest sailor of the western world." The Turners have been south before, but this time they're going to take a bit longer at it. . . . Peter Neill take note! At *Dogwatch's* strong urging—one might even say insistence—the Turners will stop off at South Street Seaport on the first leg of the trip south to take part in the Mayor's Trophy Race. And a tentative commitment was also secured from John Bennett of Provincetown to bring HINDU to South Street if at all possible.

Fred Sterner and Mary Anne McQuillan had to leave Mystic in a bit of a hurry to get back to New Bedford for the 105th birthday party of ERNESTINA at the Whaling Museum. Fred also brought our attention to an award-winning video entitled "Wallygator," shot during a race week on the Med a couple of years ago. Some great boats: schooners PURITAN and AMERICA (the original Rudy Schaeffer one), and a great Fife cutter TUIGA. Some pretty decent sailing footage, some really stupid chatter, but among the detritus, a

pearl! TUIGA was built at the Fife yards in Fairlie, Scotland, in 1909. It is hardly common knowledge that all the Fife vessels of that era were wired with 90-volt electrical systems. And why, pray tell? Because Fife's electrician was moonlighting from his day job as chief electric honcho of the Glasgow tram system, which just happened to run on a 90-volt system. And there, dear readers, is your irrelevant history lesson for this issue.

Another interesting observation came out of "Wallygator." Boatbuilder Duncan Walker was asked if he thought you could still sail a modern boat if all the electrical systems crashed. He, most emphatically, didn't think so. Thank you, Fred. Maybe we should run "Wallygator" at next year's meeting.

It appears that ASA will have burgees flying in both the Caribbean and South China Seas this year with the Turners on EASTERN PASSAGE on this side of the world and Peter and Jeanette Phillipps in VOYAGER on the other. Jeanette and Pete were in New York in early February. While it was fair good to see them, it was a sad occasion that brought them back; that is the passing of Jeanette's father, Charlie Scudero, who sailed ASA's best known catboat, MADAM. Peter has some good words for Charlie elsewhere in this issue. I will only add that I have never met anyone who always had a twinkle in his eye, no matter the circumstances, as did Charlie.

If the space were available in these pages, Bill Barnum's piece in the April *Nautical World* would be run verbatim. As it is, his retelling of the history and shipkeeping of the historic schooner CORONET is must reading. (CORONET was profiled in the Spring 1995 *Wing & Wing*.) Now under reconstruction by the International Yacht Restoration School in Newport, RI, there apparently is no set schedule for relaunching, which is probably sensible. It is interesting to note that funds for the schooner's restoration were initially generated by the sale of the J-Boat SHAMROCK V. Any trade of a cutter for funds to restore a schooner is a good deal, but they should have thrown in a couple of draft choices.

*Dogwatch* noted ADVENTURER's participation in the Great Chesapeake Bay

Schooner Race but, due to early press time, didn't have the results. Sad to say, the Yankees got skunked by the locals. ADVENTURER finished fifth in Class B in light northwesterly airs, we're told, which seems accurate since the little boats did better overall than the big ones and finish times were taken at two of the three arbitrary lines set on the course. The overall winner was FAREWELL, a 47' gaff rigger built by Andy Merrill in 1972 and sailed by owner Gale Browning and an all-female crew. That may be a first in schooner lore. (Anything added to that last sentence is probably going to be taken in the wrong vein by someone, so we'll just drop this line of thought, eh?) The vessel was listed for sale recently, we believe, and anyone interested should call Gale Browning at (800) 438-2827. Next year's Great Chesapeake Bay Schooner Race is October 13-17. And it will be the 10th, already.

You've all undoubtedly been breathlessly anticipating the following. And those who've delighted in *Dogwatch's* (unsolicited) movie reviews are aware that all such previous were penned without benefit of seeing the flick, which we consider a usually tiresome and now expensive minor technicality. We made an exception for *Message in a Bottle*, presuming that any movie with a MALABAR in it can't be all bad. But this one came close even though, for a while, it seemed like we might have made the right decision. There were some very good shots of the schooners under sail; Scottie did a good job of sailing MALABAR II from flat on his back on the cockpit sole; the Chicago Trib building is an architectural gem. And the *New York Times* had a great shot of the Lobdell's wheel although Kevin Costner had his grubby hand on it. But, as usual, the plot got in the way.

Even that was just stupid enough to be vaguely amusing. And Paul Newman is still tops. But then they had to go and dredge up one of those totally unlikely pseudo-nautical climaxes that the directors inevitably feel they have to stir into the mix for artistic "realism." This one was dumber than most and will give more ammunition to those campaigning for mandatory boater education. No, we won't give it away. Go see it just out of loyalty to MALABAR II and PHRA LUANG. We are, however, going to steal David Letterman's

list idea and present you with **Dogwatch's** Top 10 Reasons to see *Message in a Bottle*, in descending order.

10. Musical score and the paintings
9. Robin Wright Penn
8. Robin Wright Penn's lingerie
7. Scott Dibiaso's credit line
6. Cinematography of Maine (?) coastline
5. Paul Newman changing tables
4. The song "No Mermaid"
3. Paul Newman
2. The sloop and Down East type vessels.  
... And the best reason to go see *Message in a Bottle*? Duh!
1. MALABAR II and PHRA LUANG!

**Dept. of other Nautical Matters:** One would expect "Notice to Mariners" to duly promulgate the fact that the Cape Hatteras Light is being moved several hundred yards west to prevent its untimely descent into the surf. Imagine taking a bearing on the light off an uncorrected chart. And you might just find yourself grazing with the Chincoteague ponies.

And, a few weeks back, the demise of Morse Code in international shipping was officially announced. It's to be replaced by a "... satellite link called the Global Maritime Distress and Safety System," (there should be a suitable acronym available for that). "Push a button and a signal sets off alarms on nearby ships and land." Which leads to the obvious question. We'll stick with the dits and the dahs, thank you. In retrospect, though, Morse didn't save TITANIC, but only because the radio operator on CALIFORNIAN went to bed just before TITANIC started sending SOSs. But if he'd stayed up, there would have been no musical.

Those planning on going trans-Atlantic after Year 2002, take note. *The Journal of Commerce* reports that an outfit called FastShip is raising funds to build four modern container ships that will steam at 38-40 knots and make the passage between Cherbourg, France, and Philadelphia in seven days. Just what small boat sailors need. FastShip needs a billion, so if it goes public, don't buy.

Finally, a *New York Times* report on the "recovery" of Prince William Sound a decade after the Exxon Valdez disaster reveals that the folks who now own the vessel, which was prohibited by Federal court order from ever sailing in those waters again, are challenging the ban. Schooner sailors in the northwest are hereby requested to be on the lookout for a large tanker named SEARIVER MEDITERRANEAN. If you spy that vessel steaming north to Alaska, let the Coasties know about it. For that is none other than the good, old EXXON VALDEZ in its new and, hopefully, improved edition.

###

### For Sale

OUTWARD BOUND: 36' N.Y. Pilot schooner; built for Charles Negus, 1948, Ipswich, MA. First of many built to this design. In the water; needs work. \$12,000. Call Jeff Craig evenings (MA) 508-693-5793.



**American Schooner  
Association**

P.O. BOX 484  
MYSTIC, CONNECTICUT 06355