



WING & WING

Volume XXVII, Number 2 • Summer '99

The Official Newsletter of the American Schooner Association

BOWDOIN AND ERNESTINA

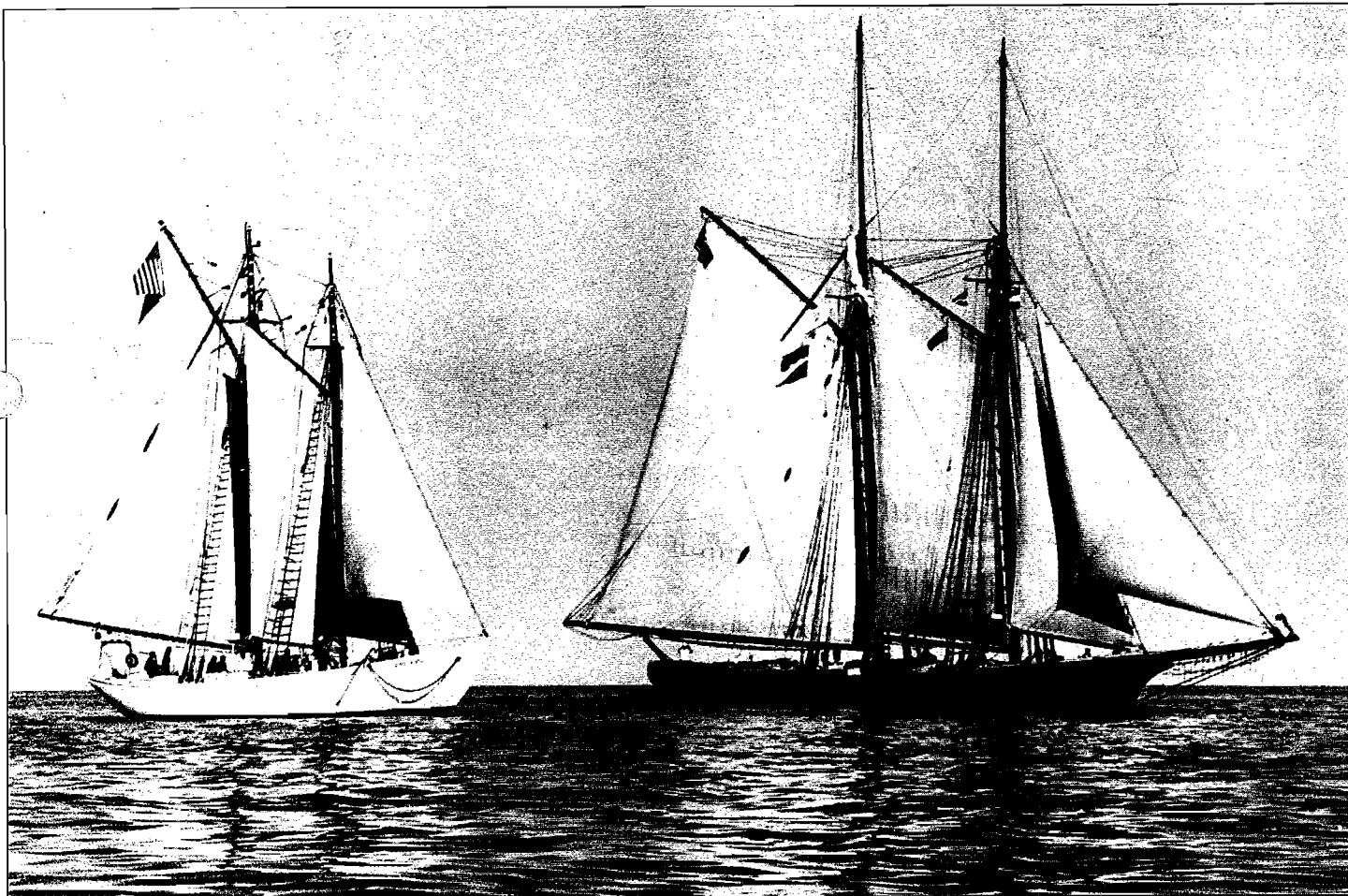


Photo by Fred Sterner

We were sailing along on ERNESTINA one quiet day last summer on Stellwagon Bank, watching whales, when we saw BOWDOIN. They saw us about the same time and we turned toward each other. We sailed in company for a while, then launched a rescue boat and with some crew from each boat took some pictures.

The boats hadn't been together in a few years, but both boats shared similar histories as Arctic explorers. BOWDOIN was built for exploration and is now at Maine Maritime. ERNESTINA was built for dory fishing for cod and explored the Arctic from the early 20's until WW II, going as far as 80 degrees 22 minutes north. Both

boats were enlisted to do work around Greenland during WW II.

The crews talked about the idea of sailing with the Tall Ships in the Boston-Halifax race in July 2000 and then having another meeting at the Arctic Circle.

Fred Sterner

West Coast Race Results

Our first 1999 West Coast regatta, the San Diego America's Schooner Cup was held March 27 and 28th, in, of all places, San Diego, California.

Brad Downey, owner and Captain of LUCKY STAR was the winner of the America's Schooner Cup and, in addition, won the Staff Commodore trophy and the WHITE CLOUD trophy. Lucky Star is a 41-foot Edson Schock schooner and is not only very fast, but able, and always well sailed. Brad's son, Craig Downey, owner of the schooner BARLOVENTO, which he keeps in the Northwest, was also on board LUCKY STAR.

The boats LUCKY STAR raced against, for the most part, were 20' +. During Saturday's race, KELPIE, a past winner, owned by Jim Dobrott and Coby Keller was runner up. Third place went to a new entrant, GALLANT (ex-MARY ROSE), a Nat Herreshoff schooner headed back to the East Coast. Owner John Holmgren has spared no expense in totally rebuilding this famous schooner.

DAUNTLESS, a former winner, owned by Paul Plotts of San Diego was fourth this year and CURLEW, last year's winner, owned by Pat Russell, was fifth. SKOOKUM

III, owned by Perc Jones was sixth and PATRICIA BELL, owned by Patrick Hughes did not finish. These were all class A boats.

Class B results were as follows: MAGIC, SHINE ON, LADY GALADRIAL, ALYRIA, ALLURE, MISCHIEF, and BIRD OF PARADISE (GOLLETTE ELAN and MAID OF KENT did not finish).

In class C PUFF won, followed by RUBY SLIPPER. DAMSEL did not finish.

On Sunday, LUCKY STAR won her match race against KELPIE, while the class A fleet race finished as follows: CURLEW, SKOOKUM III, DAUNTLESS, GALLANT, and PATRICIA BELL.

In class B MAGIC won the match race against SHINE ON, while the fleet race finished with ALLURE in first, ALYRIA in second, and BIRD OF PARADISE in third.

There was no fleet race in class C, but RUBY SLIPPER beat PUFF in the match race.

Trophies were awarded as follows: the Bristol Schooner trophy went to MAGIC; the Staff Commodore and the WHITE CLOUD trophies went to LUCKY STAR, as did the America's Schooner Cup (for class A); the HOPEFULL trophy went to DAMSEL; MAGIC won the class B trophy; and RUBY SLIPPER won the class C trophy. In addition, a special presentation award was made to Staff Commodore Craig Mueller for his contributions and work for the America's Schooner Cup Charity Regatta in past and present years.

Byron Chamberlain

Calendar

Classic Boat Festival

Victoria, BC, Canada

September 3-5

250-385-7766

20th Annual Classic Yacht Regatta

Newport, RI

September 3-5

401-847-1018

Gloucester Schooner Festival

Gloucester, MA

September 3-6

978-283-1601

33rd Annual Mayor's Cup

New York, NY

September 18

212-748-8738

Chesapeake Bay Schooner Race

Baltimore, MD to Norfolk, VA

October 13-17

757-480-RACE

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

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Letters

April 19, 1999

Robert A. Stapells, Director
Tall Ships, Nova Scotia
Windyhill
Indian Point Road
Glen Haven, NS
B0J 3J0

Dear Mr. Stapells,

The Nova Scotia Schooner Association is pleased to advise the Tall Ships Board that they accept the invitation to participate in the events of July 19th to 24th, 2000. The Schooner owners, representing 30 traditional vessels indicated their acceptance Saturday, April 17th at the Annual Spring Meeting. Final attendance total will be 20 to 22 Schooners.

In addition, we are in negotiations with our American counterparts, the American Schooner Association with whom we have had reciprocating races as far back as 1970. The recent issue of *Wing & Wing*, the ASA newsletter, indicates a growing interest in another visit to Halifax on the occasion of Tall Ships 2000.

Plans are underway to conduct an ocean race from Gloucester, MA to Halifax allowing sufficient time to arrive before the Tall Ships fleet. If harbour traffic conditions allow, the rivalry between ASA and NSSA will be renewed, providing a spectacle of 30 traditional schooners sailing for their country.

Berthing space will be at a premium during this event. Schooner yacht owners are always willing to talk to visitors and tourists about their vessels which range in age from 94 years to 1 year. Therefore, we would be most appreciative if safe marina type berths could be arranged with a minimum of rafting. For your information, Schooner yachts average 40 feet in length.

We look forward to the gathering at Halifax and any additional role we may play as volunteers in liaison with the visiting fleet.

Sincerely,
Capt. Claude Ball
Commodore

Nova Scotia Schooner Association

Dear Gina,

I do not like to criticize your outstanding *W&W*, but this is constructive, just to keep the record straight (and because I love all old commuters—they are my contemporaries!)

Re: page 4 in Spring '99 just received: the cover of *Guide to Wooden Power Boats* is not JESSICA, but rather, MOHICAN. JESSICA is a raised deck yacht, whereas MOHICAN is a straight sheer. JESSICA is shown on page 107 and MOHICAN is also shown on page 96.

Warm regards,
Henry Uhle

To the editor,

In a recent issue of *Wing & Wing*, I read that some of your members are proposing a race from Gloucester to Halifax in advance of the Boston to Halifax race we are organizing for Tall Ships 2000—but we'd like to invite your members to participate in the race itself!

As you know, Tall Ships 2000, a circumnavigation of the Atlantic in celebration of the millennium, is being jointly organized by the International Sail Training Association and the American Sail Training Association to promote international friendship and understanding.

By participating in the ASTA/ISTA Boston-Halifax race, your members would have the chance to race alongside many of the world's most majestic sailing ships and would enjoy preferential treatment in both Boston and Halifax. The benefits of participation include invitations to the captains' reception, captains' dinner, awards ceremony, crew parties, sporting events and cultural opportunities planned in both cities and to free and favored berthing, easy access to showers, toilets and laundry facilities, as well.

In most ports, Class C vessels (which would include your members) are berthed together, which adds to the camaraderie. After a short time, the Class C area develops the feel of an Olympic village, except that the parties are generally better.

Aside from the safety inspection and entry fee, the only requirements for the race are that vessels have a minimum waterline length of 30 feet and that, since Tall Ships 2000 is designed to enable young people of all nations to race togeth-

er at sea under sail, at least half of those on board must be between the ages of 15 and 25. We use a rating system developed by ISTA, and would provide a rating for any of your members who decide to participate. For privately-owned schooners, we hope that each owner will round up a youthful crew from their family, local yacht clubs or through scouting organizations.

For many young people (and the not-so-young), this race will be a once-in-a-lifetime experience as the full international fleet isn't likely to be back in this area for a number of years. If any of your members have not already received the information packet and registration form for Tall Ships 2000, please have them contact the ASTA office by phone: 401-846-1775, fax: 401-849-5400, or e-mail: asta@sailtraining.org. Stay tuned to the ASTA website: <http://tallships.sailtraining.org> for further details.

Steve Baker, ASTA Race Director

Greetings,

My son and his fiance did a "Seamster" on the SPIRIT OF MASSACHUSETTS. I would like to purchase a quality model (not in a bottle) of this ship or the FREDONIA which it was built to replicate. Any guidance appreciated.

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Ann Arbor, Michigan

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Ranting and Raving Across the Internet?

Some years ago, Wing and Wing published a series of "rants" and their rebuttals, which went on between Peter Phillipps of VOYAGER and Tom Gallant of AVENGER. Alas, the art form has been all too silent these past few years—until now. The first e-mail came to me from Ginny Jones of Gannon and Benjamin on Martha's Vineyard:

Dear Folks:

We've had the writer Michael Ruhlman around the shop for several months while he's working on a book about wooden boat building. He's asked us for a list of all the wooden boats in the harbor the other day so several of us put our heads together and started writing down names. The results are so impressive that I'm writing to share them with you, and to issue a challenge.

We have only listed boats over 20 feet

who are currently homeported in Vineyard Haven Harbor, or spend a major part of the year here. We listed both power and sail boats, but excluded commercial fishing vessels. We have 99 boats (and still counting) either in the water or nearby. There are an additional 22 who have recently sailed away, as well as 9 under construction/contract or contemplation. Of the boats listed 12 are schooners, and many of the boats are gaff rigged. This is just from our harbor, there are many other worthy wooden boats whose homeport is Martha's Vineyard but we haven't begun to list them yet. We think that the number for Vineyard Haven is a very impressive statistic . . . particularly for a small harbor on a small island.

With this information in hand we'd like to challenge any of your readers to come with up with a comparable list for their harbor.

Thanks and I look forward to hearing back from you as well as seeing the results. Our list, and some specifics are available upon request.

Virginia C. Jones
Gannon & Benjamin Marine Railway
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Vineyard Haven
Martha's Vineyard
Massachusetts, 02568, USA
gandb@gannonandbenjamin.com
<http://www.gannonandbenjamin.com>

Madam:

You know that I was once a fancier of wooden boats, wrote for the Brooklin Institute of Cellulose Worship, and tithed (way more than 10% of gross) to the gods of cedar and oak. A real marine anchorite, I flagellated myself and my bank account in order to purify my 20/21 century soul. Yes, "the world is too much with us / Late and soon / Getting and spending we lay waste our powers." I have made mighty pilgrimage to shrines redolent of recent shaved sweet cedar and bitter oak and pungent pitch pine. Yes, I have even owned five noble vessels constructed miraculously out of God-grown trees. I am, I insist, eligible for the Wooden Elect, Madam.

But I decline.

My very first boat, a vintage Beetlecat to which I foolishly gave the name SIR PATRICK SPENS (and you remember what happened to him and the proud Scots lords, oh yes), should have given me a clue. It sank. Every night. It sank with such predictability that Warr's Marine Railway of Wareham, Massachusetts, renamed it Bismark. All my other wooden boats sank. Some faster, some slower. Wood, you see, is not a homogenous material; it is, to a shocking degree, porous. And when you construct a vessel out of bits and pieces of wood, you are adapting a linear cylindrical form (the tree) to complex curves (the vessel) and a hostile environment to which it is hardly compatible (the sea).

Here, let's build a wooden boat. Let's cut the tree and saw out planks, nice and

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September 17–27: England to Ireland
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October 22–November 1: Lisbon to Canary Islands via Madeira
November 19–December 9: Canaries to Antigua

The first two legs of the journey—Boston to Halifax and Halifax to Amsterdam—are Tall Ships 2000 race sails. You'll be competing against hundreds of other sailing ships in this race with wind, water and tide, as well as have the opportunity to take part in what is expected to be the largest tall ship gathering ever.

Applicants must be healthy, strong, agile, between the ages of 18 and 25 and have a high school diploma. Six passengers will sail with an experienced crew of four. The captain of BRILLIANT, a professional educator with U.S. Coast Guard certification and over 20 years of sailing expertise, will interview applicants. Fees ranging approximately from \$1500 to \$4000 apply; scholarships may be available.

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flat. But wait! They don't stay flat! As they cure, they bow and twist and check and complain. No matter, we'll plane them flat again. We must point out here that no tree is like another any more than my fingerprints are like yours in more than a superficial way (whorlly and confused just like woodgrain, come to think of it). Every individual puff of wind, soil component, weather pattern and rainfall statistic is registered in a tree as firmly as a wedding registry at Shreve, Crump & Lowe. "How pleasant," some wood-head in the back row comments. Yes, my son, pleasant and picturesque for, say, a grain-figured bombe chest of drawers meant to stand stately and sheltered from the elements in a Brahmin lawyer's bedroom. But look at all those scars and beetle homes and storm strains and think about incorporating them in the frail shell of safety carrying jolly mariners. Will a bit of history in the wood, reacting to a stress for which the original tree wasn't prepared, give up? Will the long leaf pine or white cedar cry "This isn't the life for which I was raised from a seedling! To hell with this!" and split down the middle? It could happen.

But we will trust the sawyer's wise eye, and the lumberperson's patient care in aging and curing the wood, in allowing the cell walls to harden and give up a percentage of its moisture not too much, mind you, but just enough. How much is enough? Ask a Greek cook how much oregano to add. The answer: "Enough." Science marches on.

Now we select likely (but suspect) timbers, shape them to a tree-foreign pattern, and connect them using scarfs and drifts and fastenings (basic engineering rule: never depend on your fastenings) to make the framework of the vessel, the ribs. Onto this sensual, cetacean shape we bevel, dub and graft flat planks after we steam them or use big damn screw jacks to bend them to our will fastening, them with semi-precious metals.

The cellulose addicts who are rocking like disturbed children at the back of the room are nodding their heads in unison, now and murmuring "Silicon bronze, monel." But while they sway and chant cabalistic mantras, let us pause and ask ourselves a question we might encounter in real life. If, approaching a mate of sur-

passing beauty and promise, the patriarch of the family sits you down in the parlor and tells you that his child may only be courted from a Rolls Royce, fed at the toniest restaurants, and courted with dozens of long-stemmed roses each day, will you not consider very soberly if the object of your desire is that good-looking? Will you not ask, "Is this in the cards? Am I supposed to be flogging myself for a pig in a poke?" It's up to you, of course. Let a thousand flowers bloom, I say, but if I'm obliged to court from a Rolls or fasten with monel, alarm bells go off in my Bureau of Appropriate Return.

I'm not a fussy man. Let us assume that you have secured impeccable planks to stout ribs and rafters and keel and carlins with fasteners impervious to time or the elements, screws that scoff at the pyramids, themselves uppity screws. Now you're done, yes?

Not quite. Now a troupe of fudgers arrive, the caulkers. No, the fit between planks is not sufficiently tight nor can it ever be. The caulkers use their strange hammers and tempered force-feeders to stuff goo and oakum into the breaches in the hull, an opportunity for failure at every plank seam. Asked why a caulking mallet has a longitudinal cut in the head on either side of the handle, an old shellback once explained to me that it was "to make them louder." Why louder? "Caulkers need to make themselves feel important," the shellback answered. And I maintain that they need to make themselves feel appropriate, too. All the most skillful joinery means nothing without the fudge factor of expanding goo between every single plank in hull and deck.

There she floats, this wooden boat we've built. It is temporarily at the surface but even as she sits unladen in calm waters, water is creeping into her bilges. You know it is. It sits in a silence that belies the fury of all her straining parts. The sun warms her topsides, the water cools and suffuses her hull, the wood even after death maintaining a ghostly breathing in and out of moisture changes shape and size. Every plank, every fitting, every fastening is swelling or shrinking against its neighbor, initiating and enduring some strain, tension, compression, or shear. The whole assembly would, if a passing puckish angel waved its hand to

release all the forces of friction and fastenings, fly to flinders in one awful moment. Joints and fittings that might not have admitted the edge of a samurai's sword gape and welcome more water. Often this is fresh water, collecting in the careful joints, pooling along hull blocks and in the shoulders of floors, and inexorably rotting the integrity of the wood, reducing its laminate strength to punky deceit. Oils and varnishes and paints laid on to protect the wood are destroyed by its respiration and change, by the sun's radiation, by cold and patient weather.

And are we done with adding insult to the frail integrity of the vessel? No, ma'am. We place in it a long lever, a mast, and fasten to it broad, high-tech sail shapes subject to the limitless power of the wind. Like a massive crowbar, the (wooden) preys at the structure and deforms the boat with brutal force. We note that wood purists are not too damn pure about their standing rigging; for that significant item they go as high-tech as possible with 17-strand stainless rigging with swaged fittings. How about a wooden backstay, Gannon and Benjamin? No? How about manila or hemp? That's traditional. Inappropriate, you say? Not any less appropriate than using a porous, unpredictable material for boats.

The art of wooden boat building is performance art evanescent, the flourish of a moment. Wooden boat builders and ice sculptors have much in common; they are skilled specialists in pursuit of fleeting honor, crankily insisting that their transitory forms have a reality and purpose that somehow support the commonweal. They revel in the fragrance and traditions of their work, as morticians may tarry over their bourbon remembering the black death or the Johnstown Flood. They write epic poems on a busy sidewalk, on a cloudy day, with chalk.

I have owned five wooden boats and had moments of joy with each. I loved their forms and their intricacies but hated their vices; love the sinner, hate the sin. Among their vices were a tendency to sink, a self-destructive bent, a constant need for attention and maintenance, and a whopping yearly expenditure.

Mind you, I am not one who objects to wealthy folks raising and keeping polo ponies, even though polo has not done a

great deal for me, personally. But at least the idle rich have the good grace to be snobbish about it and not to encourage the homeless and the destitute to invest in polo ponies. Wood-heads have no such scruples. They preach to the struggling middle class and to young families indiscriminately. There is something brittle and pious in their claims of wooden superiority. They are as glib and conspiratorial as Amway salesmen in their advocacy of the True Cross (wood) and True Boats (wood) and the true stake in your bank account's heart (wood). The wood afficianadoes are the true aluminum siding salesmen of the marine world, not the fiberglass sailors. And what the True Wood Believers seem to be saying is not that wood is a better material for boats than vinyl or polyester or concrete or steel or Play-Dough, but that it is a more spiritual choice.

Most of us bought Zen and the Art of Motorcycle Maintenance and a few even read it. I, myself, could never penetrate farther than page 32 but I'm not an adequate critic; when any author beckons me to share his spiritual journey to enlightenment I get nervous and thirsty and usually head for the kitchen, tossing the book over my right shoulder. This aside, the book (up to page 32) made a sound point: If the spirit of God can rest in a tree or a perfect chrysanthemum, it can be just at home in the pistons of a Harley Davidson. It stands to reason that God is sturdier and more understanding than wood-heads or the characters on *The Bold and the Beautiful*. In this light, the spirit of Captain Nat rests

as easily in a fiberglass Alerion as in a cedar on oak Alerion. As for that, I suspect that if Captain Nathaniel Herreshoff was building boats today, they would be of fiberglass and carbon fiber. He was, we know, always on the cutting edge of technology, an innovative engineer who designed steam engines, boilers and dynamos, as well as wood and steel boats.

After five wooden relics I now own a fiberglass Rozinante, a wholly traditional boat with a few bits of wood trim. At a distance of more than five feet, GROUCHO is indistinguishable from one of the wooden vessels supervised by Old Fussbudget Himself. Moreover, it has never threatened to sink, smells properly of wood and fish gurry rather than curing fiberglass, and sails better than any boat I've ever had.

Perhaps I'm reacting more to the piety of wooden boat appreciation than to the admiration of the skills. By all means, count the honorable wooden boats in Vineyard Harbor. The traditionalists (a list remarkably consistent in these latitudes with high consumption of alcohol and laxatives) in Annapolis can count the wooden boats here. Then we'll compare the number for a quick index of just how traditionally oriented and holy we all are. Then we'll be having fun, and we can ignore the yard bills and the pumping, varnishing, yearly hauling, tropical tornadoes, dry rot and well, reality in general. But I insist that if God had wanted us to make boats out of wood, He'd have made boat-shaped trees.

BRAXINOSO@aol.com

there. Then there was funding the rebuild, which was helped along by a grant from Housing and Urban Development (though one might wonder under which category schooner reconstruction falls). But it all got done.

All the wood from the keel up is, or will be, new. The keel timber and angelique rabbet have been shaped, the aft backbone timbers cut and shaped and stem and forefoot sections laminated. The molds are complete and Doug expected to start steaming frames by mid-June. Where the original had wrought iron floors, the reincarnation will have cast bronze. In addition to the keel, the ports, steering gear, hardware, foremast, bowsprit, gaffs and the foreboom were all salvageable. A new mainmast is abuilding at Dexter Cooper's in Hartland, Vermont. Doug says he hasn't had time to look at the sails yet.

The Hazlitts, of course, manage Hazlitt Vineyards in Hector, NY, and they have tapped the resources of their vocation to support the schooner project. The white oak for the frames comes from old sherry and port wine tanks from a winery in Hammondsport, NY, Doug says, "... and when you cut the wood, you can still smell the wine." Sounds like my kind of schooner. Launching is planned for the summer of 2000 and the vessel will be sailed on Seneca Lake for at least a year while the interior is crafted. Then, undoubtedly, she'll make a grand reappearance at traditional boat events on the East Coast where she will be most heartily welcomed. Like we said at the outset, a good story.

Another item in the good news department: Ralph Tingley of ADARE will be coordinating schooner participation in the Halifax Tall Ship event in July of next year. Commodore Claude Ball of the Nova Scotia Schooner Association has informed the organizers of his group's intent to participate and has also broached the possibility of a number of ASA schooners attending, with all the competitive possibilities that entails. Ralph reports that a brand new 500' float facility will be built off Aldernay Plaza, practically in downtown Halifax, so we wouldn't be moored off the Nova Scotia Yacht Squadron facilities as **Dogwatch** (hopefully) reported in the last issue. But downtown is good, too. Very

Dogwatch

Every so often the gloom of the walking around, scratching world is dissipated by a really good story. At a time when any number of good project stories—from HERON in Joisy to AMISTAD in Mystic to the G&B schooner on the Vineyard—one really stands out because it concerns a legendary schooner known to all; in this case, MALABAR X, arguably the most famous of the many John Alden designs. Badly damaged when she broke free of her moorings in Sag Harbor about 10 years ago, then stored in a boatyard in Greenport for way

too long, the story finally took a good turn when the boat was acquired by Doug Hazlitt a couple of years ago. Now a new hull is being built on the original keel in Ithaca, New York, and work is progressing apace.

But it hasn't been easy. In fact, just getting the schooner from Greenport to Ithaca was a feat. The one day trip took three days, 182 route changes and cost \$5,000, "... and the trucker claims he still lost money," Doug says. "She was overweight, overweight and overwide." But she got

close to the maritime museum and all those other good watering holes we know and love so well. Ralph says the new facility will also provide "... front row seats for the parade of sail, fireworks, ships' lightings, etc." They better be careful with that last one. Seems to me that it's almost time for another in the periodic levelings of the City of Halifax and you remember how the last one started. In any event, things sound promising from up Halifax way.

And Dogwatch has talked with Mike Costello of The Cape Ann Chamber of Commerce who has agreed to entertain the possibility of Gloucester hosting the schooners prior to a race to Halifax. So all we need now is some enthusiasm and, dare we hope, a commitment to participate. You've got a whole year to plan for it.

Department of historical facts of little relevance: A co-worker at Dogwatch's current place of employment (at least of this writing) confides that he was related to a certain Nicholas Brady of New Jersey who, according to this telling, once owned the legendary schooner ATLANTIC. Is there something you're not telling us, Captain Vern? We were once privileged to view the schooner in the early 1970's as she lay in Wildwood, NJ. Even in an advanced state of dereliction and bereft of any rigging, she was an awesome sight; probably the most powerful-appearing sailing vessel this reporter has ever laid eyes on.

Continuing his haphazard exploration of east coast waterfronts, Dogwatch recently revisited Baltimore's Inner Harbor, yet another Rouseified gentrification of what was once a suitably funky waterfront. But it does have some attractions worth noting, chief among them a viable fleet of traditional vessels including several schooners and at least one semi-working skipjack, MINNIE V. All are involved with the Living Classrooms Foundation, a project aimed at teaching inner city kids about sailing and the environment. The 158' steel schooner CLIPPER CITY was in port loading up for a dude cruise and we took a good look. Pretty nice from the mainmast forward, but the raised afterdeck is a real attraction. . . .

To celebrate Preakness week (that's an

annual horse race at a local track, for those who don't follow such things, being caught up in sanding and painting and all), the city held a short schooner race from Inner Harbor to Fort McHenry and had five entrants from the dude fleet. Didn't hear who won or even if they were keeping score. . . .

And the Great Chesapeake Schooner Race already has 23 entries, including VICTORY CHIMES from Maine and LETTIE G. HOWARD from South Street. The organizers intend to limit entries to 40, so if you're planning on heading south in October and want to race to save the Bay, you'd better make your intentions known to Kathy Hill (757) 480-RACE (kathill@pilot.infi.net).

Captain Vern reports the death of Henry Hock, longtime owner of the Murray Peterson Coaster II HERANDIS, after a long illness. One of the original members of ASA, Henry, and his father before him, were residents of Douglaston, New York, at the very western end of Long Island Sound. They were also participants in one of the first events in the east for traditional sailing vessels, the Douglaston Windjammers' Race, hosted by the Douglaston Yacht Squadron. HERANDIS, which was always kept in tip top condition, will go to the Chesapeake Maritime Museum at St. Michaels, close to where Henry lived for the last decade. The Museum will likely offer the schooner for sale.

From the Northwest: That Baltimore race wasn't the first schooner race of the year. Byron Chamberlain reports that the San Diego "America's Schooner Cup" was held March 27th and 28th, attracted at least six schooners in Class A, and was won by LUCKY STAR, a 41' Edson Schock design owned and sailed by Brad Downey (see page 2 this issue for more race results).

Captain Howard Thomas, the 80-year-young Maritime Mariner and goodwill ambassador at the San Diego Maritime Museum, is still going strong. Captain Thomas once owned the schooner RENDEZVOUS, now in San Francisco. In 1941, when that vessel was named IRON CROSS and anchored in Pearl Harbor, the then-owner, Sam Emmes, sat on her foredeck and watched the December 7 attack

that brought the US into World War II.

And *The Evening Star* of Guemes Island, WA, recounted the story of TILLICUM, a 40' traditional schooner built by Kenny Powell, who died of cancer at the age of 37 after completing the vessel. More than a tribute to Powell, the story also illustrates the close-knit community of Guemes, whose residents pull together when one of their own needs a hand. TILLICUM now sails out of Vancouver, BC, and "... is still winning awards."

Barry Nickerson of the Boston Nautical Heritage Group was busy in May organizing events for EMPIRE SANDY, the 200', three-masted Tern schooner that is Canada's largest Class A Tall Ship. On May 9 the vessel hosted a Chanteyfest in Boston, featuring some of New England's finest sea musicians, including our old friend Daisy Nell from Gloucester. From Boston, the schooner sailed to Halifax, then Quebec City and, finally, Toronto, where she spends the summer.

Barry also reports on plans for a new vessel of about the same size, to be owned and operated by Boston Nautical Heritage Group, that will begin sailing from Boston Harbor in 2001

And ERNESTINA has had some interesting sails recently, according to Fred Sterner, some of which led to real challenges for the crew. A group of 50 students from an inner city Boston school were aboard one day, all of them from the Cape Verde Islands. How appropriate. The challenge? They spoke a form of Creole, a mixture of Portuguese and African languages, rather than English. They also hosted a group of handicapped people for one sail. Fred reports that the guys in wheelchairs could really haul halyards "... if you can wedge their wheelchairs behind something." He also helped take two mentally handicapped women and a blind man out in a dory, down a rope ladder, no less, and taught them how to row. Good for you, Fred.

Mary Anne has passed on to Dogwatch a series of e-mails she received which included several of note. Dirk Smith of Hollis, NH, is trying to assemble a data bank of all schooners afloat; a daunting task that we seem to recall having been

attempted on several other occasions. Mr. Smith comes from a long line of seamen and his great grandfather went down in a schooner off the New Jersey coast circa 1860. (Palexander@mercury.mv.net) And Michael Madden is building Mariners-guide, a sailing/boating web site listing info about various US ports and what's in them. He claims to have the largest collection of Whitbread photos of the "Chesapeake Bay Event" and his search engine, "Far Horizons," indexes some 13,000 boating related web pages and even includes ASA. (www.mariners-guide.com)

Dogwatch is going to the dogs; literally. Imagine your intrepid reporter's surprise when, taking an idyllic stroll around a forested community on the fringes of The Poconos, he came upon a utility van sporting his title and byline. Seems these folks have devised a clever way to keep four-footed critters within the bounds of their own property by planting miniature electrical fenceposts all around the perimeter. The critters, fitted with their own personal

collars, are treated to a shocking experience if they enter the force field. **Dogwatch** (the original) briefly considered some kind of infringement action on the probable grounds that he's been doing his thing longer than these upstarts have been doing theirs. On reflection, however, the authorities in Pike County, PA, most likely have little liking for or knowledge of nautical esoterica, much less tolerance for interference with the efforts of local

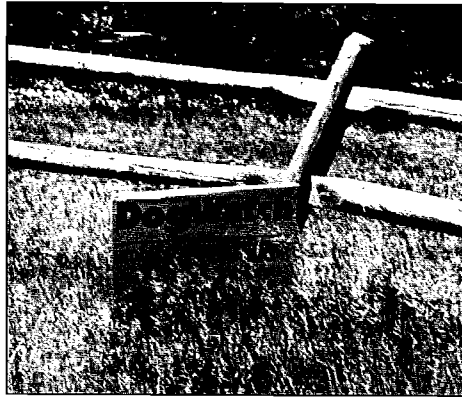


Photo provided by Sam Hoyt.

entrepreneurs in their pursuit of gainful employment, so we forswore any such litigious intentions. But it's truly a sad state of affairs that such should come to pass.

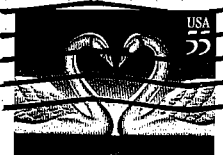
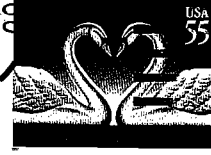
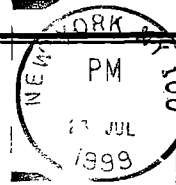
A prize on the TV show "Wheel of Fortune" recently was a stay at a Martha's Vineyard hotel. The publicity shot, on for all of 10 seconds, showed two schooners and a ketch in Vineyard Harbor, but Dogwatch couldn't focus in time to recognize them. . . .

And finally, The Wall Street Journal reported on June 11 that the helicopter carrier USS PELELIU had to chase and rescue a jetski driver who was "lost" 40 miles at sea off the California coast, ostensibly searching for Santa Catalina. Seems this bright light mistook a Marine's pointing him out to shipmates for the direction to Santa Catalina and headed off in that direction. Next stop would have been Honolulu. So they had to turn the carrier around and set off in pursuit. Hope they billed the yoyo.

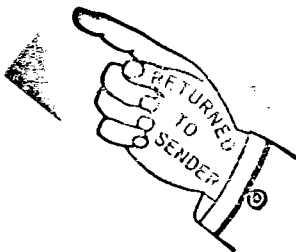
Sam Hoyt



**American Schooner
Association**
P.O. BOX 484
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ITEMS TO BE RETURNED MUST BE PREPAID AT
LETTER MAIL. ITEMS MUST BE
PUT IN ENVELOPE AND RETURNED
IN PACIFIC OCEAN MAILER



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