



# NEWSLETTER

70 Mystic Seaport, Mystic, Conn. 06355

Vol. II, No. 1, April, 1974

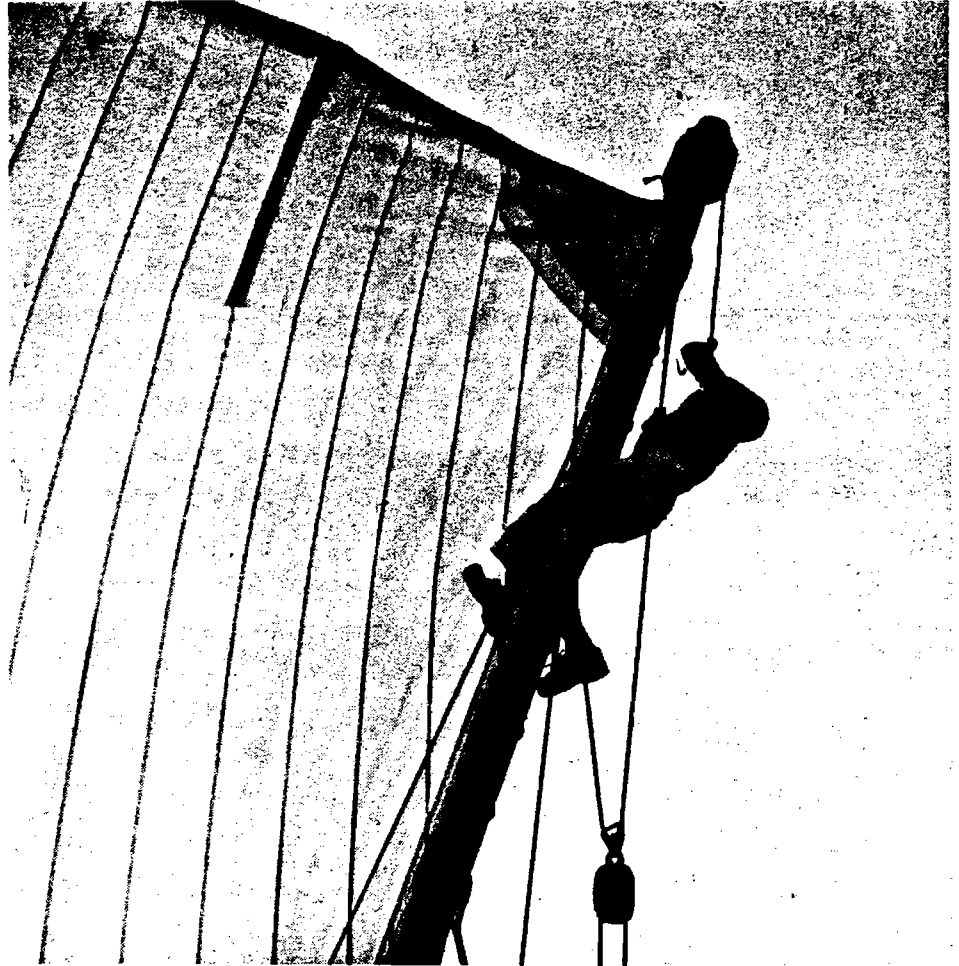
## Newsletters now to members only

Bill Wertenbaker, our Membership Chairman, has ruled that dues received after the sailing season will be good for the succeeding season and thence the renewal will be due April 1st of each year.

A members list as of January 15, 1974, with addresses, boat names, and other information is being presently prepared and will be mailed to all members in the near future.

Due to the cost of processing and mailing, this copy of the Newsletter is the last that will be sent to non-members of the association. Four editions are planned for 1974 spaced roughly three months apart. So to keep up to date with happenings, join now. Present members will receive their renewal notice about April 1. For non-members, a handy membership form is enclosed.

Biff Bowker is in the process of compiling data on members and the history of their boats. In Biff's words "I would like to gather whatever members can contribute in the way of background on their vessels. It would also be great if members could write whatever personal biographies they would care to contribute for future reference. A schooner is of no earthly purpose until men (or women) take her out and sail her. Schooners don't write history and it's a damn shame more of the people who sailed them haven't done it for them for no craft ever sailed



by man can have had such a worldwide distribution, such a variety of hull and rig, or application for commercial and

pleasure purposes." Enough said. Mail your material to Francis E. Bowker at Mystic Seaport.

## Schooner Races

DATE	EVENT	LOCATION	ELIGIBILITY	CHAIRMAN
July 6	4th Annual Vineyard Race & 3rd Annual Gaff Riggers Race	Vineyard Haven, Mass.	All traditional boats	Charles N. Gregory, Jr. Julian Hatch
Aug. 10	Great Schooner Race	Gloucester, Mass.	Gaff rigged schooners	
Aug. 18-25	Nova Scotia Schooner Assn. Championship Week	Lunenburg, N.S.	Gaff rigged schooners	Kirby & Butterworth
Aug. 24	Narragansett Schooner Race	East Greenwich, R.I.	All schooners	
Aug. 26-28	Nova Scotia Fisheries Race	Lunenburg, N.S.	Gaff rigged schooners	Mike Sturges Barclay Warburton Barclay Warburton Monk Farnum
Sept. 21	Mystic Schooner Race	Mystic, Conn.	All schooners	
Sept. 28	Leiter & Piper Cup Races	Newport, R.I.	All traditional boats	
Oct. 5	Newport - New York Race	Newport, R.I.	All schooners	
Oct. 12	Mayor's Cup	New York, N.Y.	All schooners	
Nov. 2	Chesapeake Schooner Race	Annapolis, Md.	All schooners	

# A family boat for cruising

Until I came to Mystic Seaport it is doubtful if I could have named half a dozen schooner yachts. I could have named dozens of commercial schooners but yachts were just something we passed along the way during the summer months. We didn't see yachts when we were slogging along with holds full of coal and covered with ice. I guess it didn't dawn on me that yachtsmen were an intelligent form of life who reasoned that the time to enjoy the sea was in its pleasanter seasons.

During the past 15 years I have come to know many of the yachts that sail our coast and I've come to know many of those who sail them. The schooner is still my love and the fact that so many schooner men are now becoming associated together is a great satisfaction.

Most of our schooners are along in years and some are much older than those who own and sail them. That they are even afloat is a tribute to their builders and those who have loved and maintained them, or those who have restored

forgotten hulks and brought them back to life.

Ever since the formation of our association the most vocal members have been those who feel that the main reason for owning a schooner is to be able to slam her around a race course and pick up some hardware. At our meetings I've tried to bring out the fact that the schooner is an ideal family boat for cruising and that racing is not the main purpose of bringing schooner lovers together in association.

I'll admit that I have been known to take great satisfaction from pushing the *Brilliant* around a course in a breeze but I get just as much satisfaction from sailing her to Vineyard Sound, with a group of kids, when there isn't another vessel in sight.

Recent attempts to attract new members to the American Schooner Association have shown that few schooner owners of the cruising sort are being attracted. If we are to be a true organization, dedicated to the craft we represent, I believe that concentration on

racing is the surest way of speeding the conventional schooner on the way to oblivion and replacing her with ugly, plastic rule beaters.

I don't believe that anything more beautiful, nor satisfying, has ever sailed the seas than a two topmast, gaff rigged schooner. She may be built of wood, steel, fiberglass or ferro cement but the builders of old put all the seagoing qualities and all of the breathtaking beauty of nature into their designs. Modern designers can build craft that will sail circles around some of them on a triangular course but I'm sure they can never put the same love of ownership or pride in a crew that is felt aboard many a schooner that never took part in a race.

I love schooners for what they are and for what they have meant to me in the past. It is here that I will take my stand and I hope that others may be attracted to our association by the mere fact that they, too, love schooners and wish to be associated with others of similar inclination.

BIFF BOWKER

## Proposed rating rule for schooners

**OBJECT:** To evolve a formula to obtain a rating number for the equitable racing of schooners and other traditionally rigged vessels using measurements easily obtained without the necessity of hauling or unbending sails. The rating number will be used in conjunction with appropriate tables to obtain the time allowance per mile.

### PROPOSED FORMULA

$$\text{RATING} = \frac{L + \frac{\text{RIG AREA}}{\text{LWL}} - \text{GROSS TONNAGE}}{1.5}$$

$$\text{where } L = \frac{\text{LOA} + 2\text{LWL}}{3} \quad \text{thereby weighing LWL twice LOA}$$

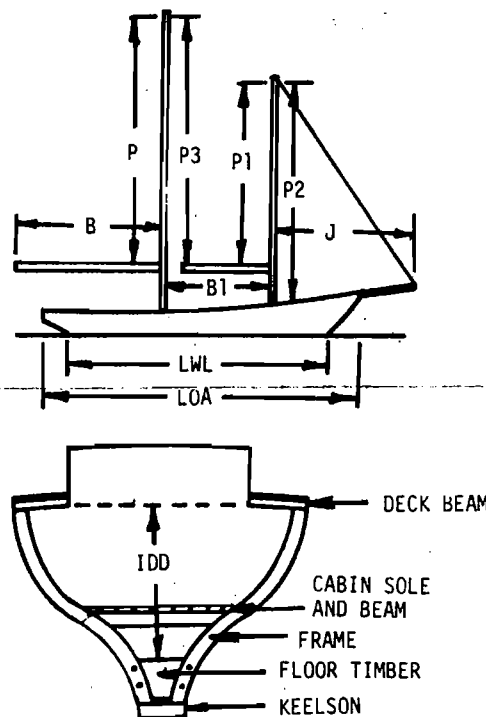
$$\frac{\text{RIG AREA}}{\text{LWL}} = \frac{\sqrt{\text{RA}} \times \sqrt{\text{RA}}}{\text{LWL}} \quad \text{thereby modifying the rig area by its ratio to the LWL}$$

$$\text{and } \text{RA} = \frac{P \times B}{2} + \left( \frac{P_1 + P_3}{2} \right) B_1 + \frac{P_2 \times J}{2}$$

- (A) (B) (C)
- Factor (A) same for gaff mainsail and topsail with no penalty for additional area provided by gaff
  - Factor (B) multiplied by 1.5 for use of a golliwobbler where permitted
  - Factor (B) multiplied by 0.6 where vessel does not use a fisherman staysail
  - Factor (C) multiplied by 1.5 where the headsail overlaps the foremast where its use is permitted.

$$\text{GROSS TONNAGE} = \frac{\text{LOA} \times \text{BEAM} \times \text{IDD}}{100} \times 0.5$$

thereby to measure the cargo carrying capacity of the hull and to some extent approximate its shape



### DISCUSSION:

- This formula is similar to many others except for the registered gross tonnage factor which cannot be applied in full to vessels exceeding, say 80 feet, in length as it overpowers the other factors. It should be applied on a decreasing curve.
- The formula makes no allowance for boats of construction other than wood, such as fiberglass. With experience a multiplying factor should be formulated.

# Minutes of the Annual Meeting

December 4, 1973

The meeting was called to order by Chairman Charles N. Gregory at 11.18 a.m. in the Youth Training Building at Mystic Seaport. Members were asked to introduce themselves and their guests. There were 61 members and guests present.

The reading of the minutes of the previous meeting was waived by a voice vote.

Chuck Gregory expressed the thanks of the Association to Mystic Seaport for hosting the meeting.

## Reports of Committees

**Schedule:** Michael I. Daniel reported that there were eight races attracting sixty-two schooners and fourteen other vessels. There was also a one week cruise. Two American Schooners AGAMEMNON and AMBERJACK II competed in the International Schooner Race at Lunenburg. The first race for schooners on Chesapeake Bay during Appreciation Day had eight entries.

Races on the winter circuit will include a passage race from Miami to Nassau on February 26, and the Nassau Schooner Race on March

**Publicity:** Keith Taylor reported that the Association received good publicity during its first year. The December issue of Motor Boating contains a feature article on schooner racing and the Association. More press releases on each event are needed.

Three newsletters were prepared at little expense to the Association thanks to the assistance of Soundings Magazine. More news is needed for the newsletters. Race Chairmen are urged to send in the results and background color of their races to the editor.

**Measurement:** Chuck Gregory reported for Bruce Butterworth. The rule developed for this year's races was not entirely satisfactory. Tonnage measurement, especially for large vessels, continues to be a problem. The rule was briefly explained. Mike Daniel commented on the frequency of discrepancies in measurement data and suggested that an effort be made to get consistent data this year.

**Treasurer:** Bill Wertenbaker reported the Association's financial status as follows:

Balance 12.1.72	\$	0
Income		1,777.50
Disbursements		1,039.45
Balance 12.1.73	\$	718.05

The largest items of expense were for burgees. A checking account has been established. The account is maintained in New York State as a private club.

Chris Beyreuther asked about the Association's legal status and suggested that the Association file as a non-profit organization with the I.R.S. The officers were directed to carefully investigate this matter in the coming year.

**Membership:** Bill Wertenbaker reported that there were 92 members as of 12.1.73. It was the consensus of the meeting that membership should be on a calendar year basis, but that memberships taken out after September 1 would be good for the following year. Renewal notices will go out after the first of the year.

**Cruising:** Humphrey Barnum briefly reported on the 1973 cruise. Discussion centered around the 1974 schedule with suggestions including a cruise in September, a two week's summer cruise, and going to Gloucester and points down east.

**Secretary:** Mike Sturges reported that files had been set up for the Association and the membership list put on

addressograph plates. Numerous, miscellaneous correspondence and inquiries were processed. It was agreed that the membership list would not be made available to outside organizations, commercial enterprises, or individuals, but that it would be published in an informal year book for members.

**Chairmen:** Chuck Gregory briefly reviewed the year's activities. He suggested appointing regional membership chairmen to develop membership in their respective regions. This was agreed to. At the Chairman's suggestion the membership also instructed the officers to establish an American Schooner Association trophy on some basis other than winning races. Stricter deadlines for entries will also be observed next year.

## Nominations of Officers

Chris Beyreuther as chairman of the nominating committee, which consisted of Chris Beyreuther, Gordon Hull, and Humphrey Barnham, placed in nomination the following slate of officers:

<b>Chairman:</b>	Charles N. Gregory
<b>Cruising:</b>	Rufus Allyn and Humphrey Barnham
<b>Measurement:</b>	Bruce Butterworth and Ron Kirby
<b>Race Schedule:</b>	Michael I. Daniel
<b>Publicity:</b>	Keith Taylor
<b>Membership and Treasurer:</b>	Bill Wertenbaker
<b>Secretary:</b>	Mike Sturges

There were no nominations from the floor. It was duly moved, seconded and approved that the Secretary cast one ballot for the above slate. One ballot for the above slate was cast by the Secretary.

The Nominating Committee recommended that officers serve for two year terms.

## Old Business

There was no old business.

## New Business

Mary Gregory suggested that the Association donate a large burgee to Mystic Seaport. This was approved.

Rufus Allyn suggested that elapsed as well as corrected times be published in race results.

Pat West suggested placing large schooners in a separate class and establishing separate classes for gaff and Marconi schooners.

There was some discussion about creating a special class for fiberglass schooners.

The 1974 schedule was discussed and these tentative dates established:

July 6	Vineyard Race
September 21	Mystic Race
September 28	Leiter Cup
October 5	Newport
October 12	Mayor's Cup

Other dates will be filled in.

A suggestion was made to compress the schedule as much as possible into one month, perhaps August. The consensus seemed to be that this was impractical and that the fall was the best time for most races.

Bill Tyler issued an invitation to schooners to the Chesapeake Appreciation Day Race next fall.

Bill Crosby presented trophies to Mike Daniel and Nick Craig for the International Schooner Race. He also expressed greetings from the Nova Scotia Schooner Association.

The meeting adjourned at 12:46.

Following the meeting there was a lunch at the Seamen's Inn and films of the International Schooner Race by Ed Yeomans.

Respectfully submitted,

Michael D. Sturges  
Executive Secretary  
American Schooner Association

MDS:jbv

# The saucy tightly balled-up gaff tops'!

By Bill Wertenbaker

Whenever I watch people setting and striking their topsails, or not carrying them at all, which seems to be a large part of the time for many boats, I feel enormous satisfaction about the topsail rig that, as far as I know, remains now on *Tyehee* alone. It was developed by schoonermen, probably all dead now, who had that extra magnitude of knowledge that comes of sailing every day instead of every weekend; and old photographs, for instance in Church's *American Fishermen*, record some of the telltale signs of it, especially, the saucy, tightly balled-up gaff topsail furled just above the doublings. It may have been exclusively a fisherman's trick; I've never seen a sign of the coasters using it.

*Tyehee's* rig was built by Frederick Tuxworth, her former owner, on advice from Captain Pete Culler. Actually there are two rigs, one for the main gaff topsail, which I will describe here, and one for

the fisherman staysail. Both are easy and efficient to use. I set the gaff topsail immediately after the main; and don't think about it again until I'm ready to furl it. Use is the best testimony: the first summer we had *Tyehee*, my wife and I raced a cutter of identical size, equal speed and larger crew, on short tacks into Boothbay Harbor, carrying topsail and fisherman; and won.

We were accused afterwards of also winning the contest for acting the most casual -- that most important contest to the cruising man who never never races.

From May when I go aloft to lash it to its hoops, to October or November when I go again to cut it down, *Tyehee's* gaff topsail lives at the main topmast doubling. I am conspicuous for my absence during that period, though once or twice in the season part of the sail may get pinched in a throat halyard block, and require freeing.

The sail sets, and furls, entirely from the deck, in a minute or two; coiling the lines takes a few more. The heart of the matter is two sets of thin furling lines run through fairleads in the sail; the pattern of the fairleads is important, their exact position variable. See diagram:

All lines are braided, to avoid kinking. A headboard is desirable, but not essential; *Tyehee* has had a sail with, and a sail without. The topmast must have an internal block for the halyard, the gaff cheek block at its peak, and another lead at the throat (*Tyehee's* is a swivel block lashed to a convenient fitting). Tack line, and furling lines, are led to the deck by the most chafe-free route.

All lines, five of them, lead to a fife rail or similar contrivance at the foot of the main. The fairleads are brass thimbles sewn to the sail on patches, like reef points, and are 1/2" i.d. or larger; the fairleads on the leech are lashed to cringles. The luff of the sail is lashed to as many hoops as you please (my hoops, out of sight of gimlet-eyed traditionalists, are nylon tubing and work very well). All five lines fasten to sail with best-quality bowlines.

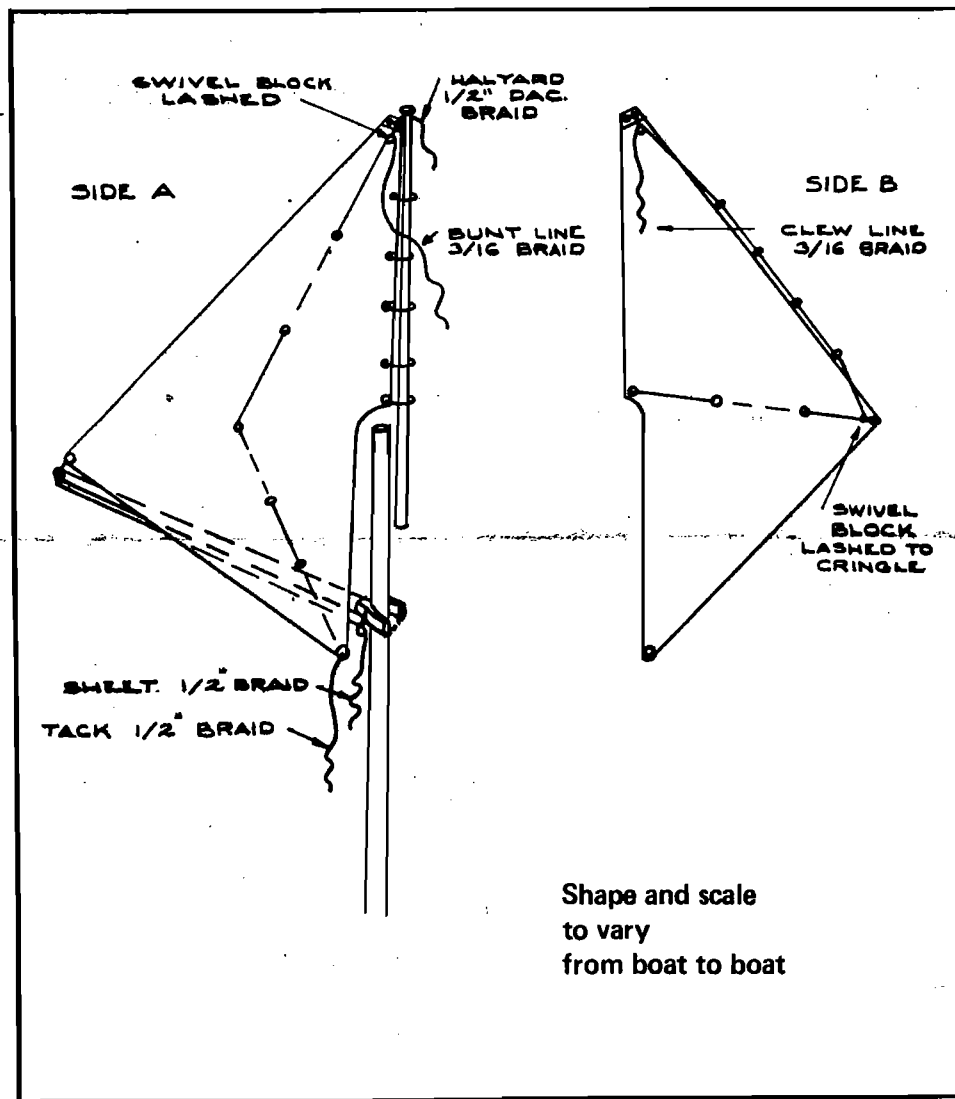
In the spring I lash the sail to its hoops. The halyard has been in place since before the mast was stepped, and is now tied to the sail. The remaining lines are in place on the sail and are fed down to the deck, the sheet through the leads on the (lowered) gaff.

Setting the sail is easy. After the main is set, the two furling lines (the sail is presumably now furled) are cast loose, and the topsail raised on the halyard, and secured. The clew is pulled out to the peak of the gaff with the sheet, and the tack pulled down with the tack line (sheet and tack line may have to be pulled alternately to feed the furling lines through their fairleads). Belay.

Furling is the reverse: tack and clew are cast off, and the two furling lines pulled in until the sail is a tight ball at the truck; then the halyard is let out until the tight ball rides just above the doubling. And all is made fast.

*Tyehee* has been recognized by that laundry bag, as it's often described, for years; the only thing better than her being so distinctive would be to have a whole fleet of schooners up and down the coast with the traditional rig, and other owners enjoying the ease and pleasure of it. Not to mention the speed. The sail adds a knot to *Tyehee*.

It may offend some people to have part of the sail lie against the peak halyard on one tack. It may not look as good, but unless you have a speedometer with a delta scale -- or better -- it sails just as good; the time lost in the fluster of tacking it more than outweighs the loss of a small triangle of sail area (unless you can hold one tack for a day or so).



Shape and scale to vary from boat to boat