



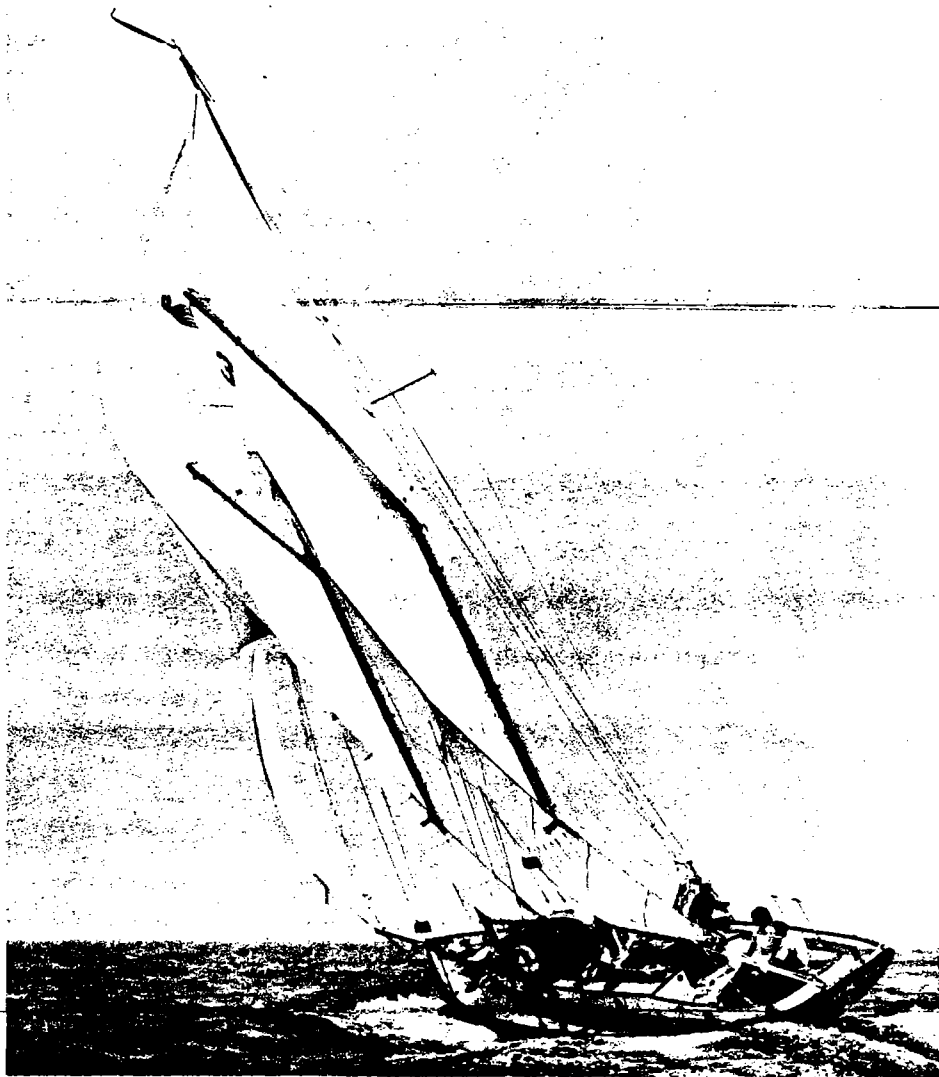
# NEWSLETTER

c/o Mystic Seaport, Mystic, Conn. 06355

Volume II, No. 2, August/1974

## Pleiades Tops Winners At Gloucester

Twenty knot winds with ground swells and chop provided a near perfect day for the Great Schooner Race held in Gloucester on August 10th. **PLEIADES** skippered by Peter Tibbetts of Gloucester captured top laurels for speed and seamanship combined, winning both the Thomas J. Lipton and Gloucester Times trophies. In second place was **JERRY B.** with Mr. and Mrs. Bernard Brady of Gibbsboro, N.J. sharing the honors while third place went to Mike Daniels of Ossau in **AGAMEMNON**. The Gorton trophy for the fastest boat was won by Ed Yeomans in **AMBERJACK** who will represent the United States next year in Lunenburg during the international competition. This is the second time for Ed and was accomplished in spite of a collision with and dismasting of an over zealous spectator craft taking pictures during the race. Other entrants were in order of finish 5) **BANDIT**, Betsy Masden, 6) **GREEN DRAGON**, Allan Bezanson, 7) **BALD EAGLE**, Wally Krasowski, 8) **GOOD FORTUNE** Howland B. Jones III.



**AMBERJACK**, skippered by Edward Yeomans

PHOTO BY NORMAN FORTIER

## Fall Schooner Races

DATE	EVENT	LOCATION	ELIGIBILITY	CHAIRMAN
Sept. 21	Mystic Schooner Race	Mystic, Conn.	All schooners	Mike Sturges
Sept. 28	Leiter & Piper Cup Races	Newport, R.I.	All traditional boats	Barclay Warburton
Oct. 5	Newport - New York Race	Newport, R.I.	All schooners	Barclay Warburton
Oct. 12	Mayor's Cup	New York, N.Y.	All schooners	Monk Farnum
Nov. 2	Chesapeake Schooner Race	Annapolis, Md.	All schooners	William Tyler

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## A TALE OF THREE SISTERS

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In the summer of 1924, three husky babies lay in their cradles in a yard in Thomaston, Maine. They had been conceived in a Boston office by a Mr. John G. Alden and were delivered by C. A. Morse and Sons. All three had the famous Alden profile of their Malabar ancestry, and were christened variously: HILDA, PANCHARA, and WHITE SQUALL. (The time was the Roaring Twenties.)

As all great beauties since time immemorial, these ladies had a long succession of lovers with whom they did a good bit of travelling. WHITE SQUALL spent many summers in Marblehead and the Cape consorting with her first seven gentlemen. For the past twenty-one years, however, she seems to have settled down happily with her present master in Westport Point, Massachusetts. HILDA left Marblehead after thirty years to visit various Connecticut harbors in successive company with no less than ten distinguished yachtsmen. She has retired to Blue Hill, Maine for a comfortable life or cruising these past eleven years with her most recent skipper. As for PANCHARA, she has survived twelve masters, among them the founder of a school for physical education, a doctor, a lawyer, a boat builder, car dealer, coal dealer, minister, industrialist, and a building contractor. From Eastern Point to Larchmont she covered the New England coastline to finally settle in Stonington, Connecticut, these past fourteen years.

WHITE SQUALL screamed her way across the Atlantic and twice to Bermuda. At the age of 48, she won in Gloucester. Last year she was the unsuccessful challenger for the United States for the International Schooner Race Trophy in Lunenburg, but won the Fisheries Exhibition Race. Again this summer, now celebrating her Golden Anniversary, a Gloucester Race was hers. HILDA picked up silver in 1963 in the Marblehead-Nova Scotia contest, leaving the famous Nina in her wake.

PANCHARA distinguished herself during the 1938 hurricane. She broke out of her shed, sailed across a bridge, and landed on the front porch of the Norcross Hotel in Monument Beach, Cape Cod. She has since recovered after major surgery, and, under her present owner, is bringing racing honors to her Alden heritage.

As a tribute to that masterful team of designer and builders of fifty years ago, the three sisters, still beautiful, still proud, and still able, are with us today. You may know them well. WHITE SQUALL is now AMBERJACK; HILDA, ex-CHINCHONA, ex-KELPIE, is now WHITE WING; PANCHARA, ex-ROQUE, ex-GURNET LIGHT, ex-GYPSY, ex-KIL-LARNEY, is now TALISMAN.

As an historical footnote, and also in gratitude to those gallant gentlemen, for the care and feeding of the above great ladies in return for such pleasure, we credit the following owners:

AMBERJACK: Ralph L. Colton, Gordon Prince, Paul D. Rust, Jr., Herbert Tinkham, Horace W. Shephard, Ira D. Potts, Henry S. Streeter, Edward Yeomans, Jr.

WHITE WING: C. S. Randall, Dr. Hugh Cabot, Harry Neilson, Douglas Turner, Roscoe S. Miller, Horace Van Voast Jr., Charles Dunbar, John M. Maury, John E. Dodson, Jr., Charles A. Coit.

TALISMAN: Ledyard W. Sargent, Gerald T. Hanley, William W. Hall, Dr. John P. Monks, Frederick J. Dion, Charles W. Bartlett, Thomas C. Johnson, Robert C. Morse, Samuel H. Wright, Rev. Archibald Cochran, Walter B. MacKinney, Charles N. Gregory, Jr.

It is with extreme regrets to learn of the death of Frederick Ayer last January. His loyal attendance in WHEN AND IF at Schooner functions will be sorely missed.

## Letter from the West Coast

With fear and trepidation your chairman undertook the awesome assignment of contacting the Schooner Association of America based in Newport Beach, California to inform them that their organization having dominated the schooner scene for one hundred years, was being threatened by the fledgling American Schooner Association based at Mystic, Connecticut. The following letter was received by return mail showing that traditional sailors are the same the world over.

Dear Mr. Gregory

It was quite exciting to read your letter and your past newsletters. I compliment you on the format of the newsletters and wish you the best of luck with your new organization.

I have been president of SAA for the past two years and will shortly step down. 1973 has been our most successful year. We've a wonderful group of schoonermen out here and most of our boats were built in your yards. If you guys were smart you'd have a law passed that no more schooners could be sold to West Coast owners. They are becoming an endangered species and soon you'll look around and find they are all in Southern California. Just this past year we added "Mistress", "Curlew", "Barlovento" and "Rose of Sharon" to our membership.

Most of us own fairly good size boats with fairly small size pocketbooks. We continually battle dry rot and all the other maladies our aging ladys acquire. We're a dedicated lot and take pride in our ships and their heritage. We will be celebrating our 100th year in 1974 and hope to have every schooner from San Francisco to San Diego at this years schooner regatta in Oxnard, Calif.

We anticipate over 100 entries in our Ancient Mariner's race in Long Beach, Calif. in August of 74. This is the only race we allow other classic designs and rigs to enter and will certainly be a sailing spectacular. We hold only about 6 events a year and one annual dinner meeting. We're about as informal a up as you'd ever meet and it amazes me that we get as much done as we do?

As for myself I was raised aboard our family's Gammage built 65 footer "Kelpie". See Sailing Magazine currently on the news-stands. We've cruised and raced her for the past 25 years. I recently purchased my own 50' Edson

Schock stay'sl schooner which is a real jewel of teakwood and fine workmanship of the early 30's. As you can see, we're up to our ears in schooners.

Full and by Ernie Minney

*JUSFINE, Captain Brett Slocum, St. Thomas, V.I. just before she left for Bermuda last October. Reported missing by United States Coast Guard Nov. 1973.*

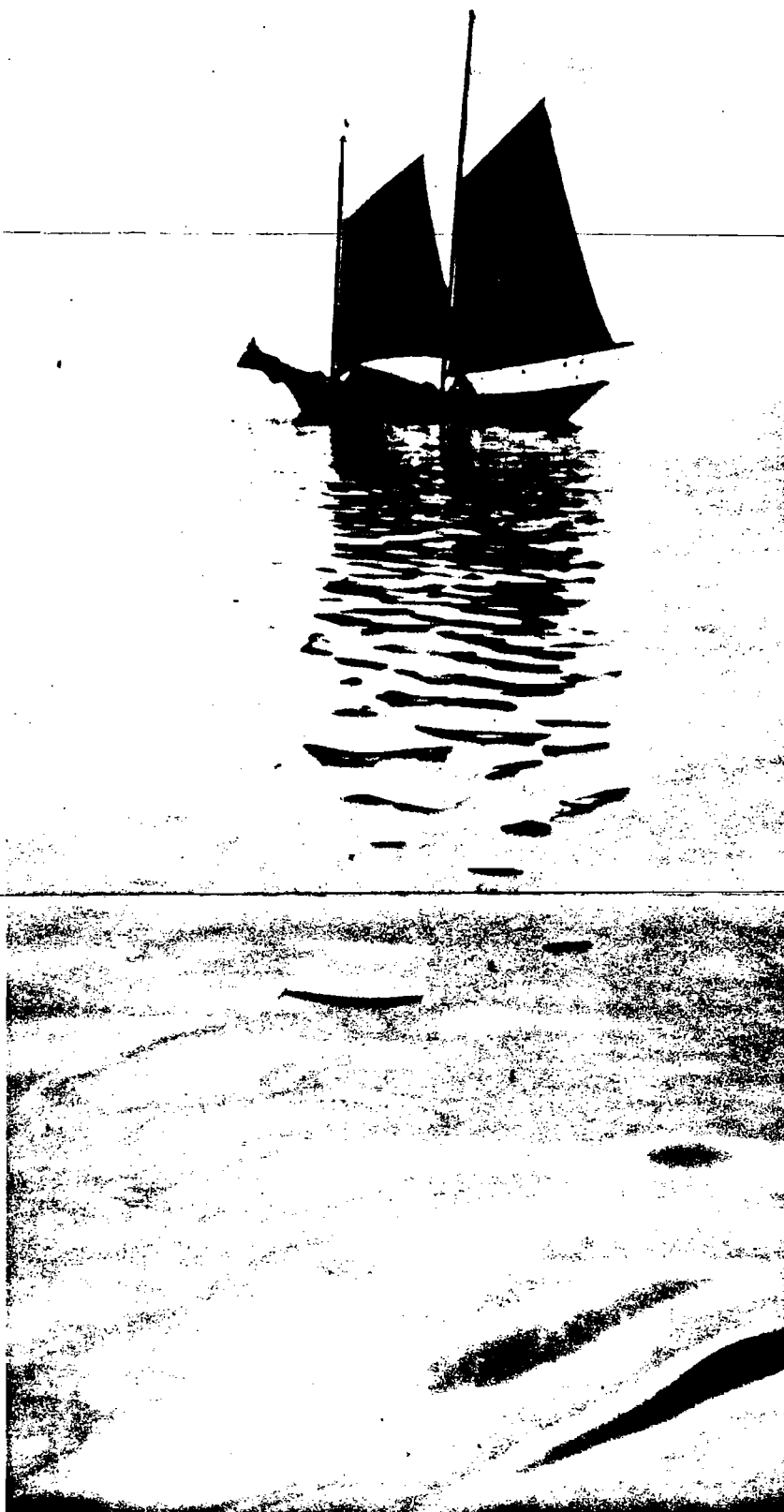


PHOTO BY NORMAN FORTIER

## "THE DITTY BAG"

### LOST and WON

Keith Taylor, ASA Publicity Chairman and NEWSLETTER editor, former Editor of SOUNDINGS Publications, Inc., now present Editor of SAIL Magazine. Congratulations and Best Wishes! We miss you!

### FOR SALE

53' Alden Staysail Schooner **ORN AIR II** Contact Myron C. Darby Jr. Box 283 Maddock Road, Titusville, N.J. 08560

### FOR CHARTER,

**PEER'S FANCY** available for charter winter of 1974-75. Owner anxious for responsible party to take South. Contact Dorothy A. Pier, PO Box 142, Hubbards, Nova Scotia.

### NEW PUBLICATION

The first issue of "Wooden Boat", a new magazine published by Jonathan Wilson of Pembroke, Maine, will appear in August. It will contain articles on the design, construction, restoration, etc., of traditional wooden boats. The next Newsletter will contain a review of this publication.

### BURGEES

ASA burgees, like everything else, have succumbed to the effect of inflation. The 14 x 21 size will now cost \$15.00, the 16 x 24 will be \$18.50, and the 24 x 36 will be \$45.00.

## FUN (BUT NO WIND) AT VINEYARD

In a moderate breeze and sunny skies, seventeen schooners and sixteen gaff riggers answered the starting gun for the annual Vineyard Haven Races on July 6th. What started off with great potential soon became a series of frustrations for most skippers when for the first time in four years the wind machine turned off and the Nantucket Sound tide took over before the first mark could be reached. Three schooners, **BRILLIANT**, **TALISMAN**, and **SHENANDOAH** and one gaffer, **ARIA**, squeezed by the mark on the first try while the others were forced to tack or anchor.

At the expiration of time no schooner had completed the course. Mystic Seaports' **BRILLIANT** under Captain Biff Bawker and Captain Bob Douglas's **SHENANDOAH** did manage to sail the complete race and Biff was awarded a schooner necktie for his determined effort in winning this action.

The gaffers finished two vessels. **ARIA** owned by Paul Bates took the honors with second going to **TANNIS**, a 38 foot Friendship Sloop skippered by John Cronin ably assisted by his wife and eight children.

Skippers and crews were able to cool their sunburns at a post race cocktail party on Captain Douglas's lawn overlooking the harbor followed by a beach barbeque.

## MALABAR III RELINQUISHES CROWN TO NYLLA

In a stunning upset, the spritely Crocker-built **NYLLA**, skippered by Rufus Allyn of Mason's Island, Connecticut, outfooted the solid old **MALABAR III** in her own backyard on August 24th during the Second Annual Malabar Cup Race around Prudence Island in the upper Narragansett Bay. Neither an all-male crew of a dozen seasoned stalwarts nor local knowledge could help the defending champion to catch the streaking challenger with her new set of wings. In hot pursuit of the Butterworth/Kirby team was her old rival **TALISMAN** with three Gregorlys aboard, and fourth place honors went to the Bayreuther family from Nainitic on **SARA B**.

The winds were light and shifterly under a high pressure system that allowed an hour of swimming and water level photography for the hour long postponement at the start. Breathtakingly handsome **MALABAR X**, all-time winner for the late John Alden in the 1930's, made her stunning debut with the schooner fleet under her new owner Lee Pryor of Chicago, Illinois. Welcome, Great Lady!. With a little more wind and a little less pinching she'll soon be out of the Fifth position. **AGAMEMNON**, owner absent, with her black and white topsides gleaming abaft her clipper bow, took Sixth place, followed by **GERRY B**. (Gerry, the terpsichorean goddess) and **GOLETTE**, the smallest

and youngest of the group owned by Herb Dowler of Warwick, Rhode Island.

The Malabar Cup Race is a gem in the American Schooner Association series. Small and bright, it offers the warm hospitality of the East Greenwich Yacht Club, Delmonico steaks broiled over roaring fires, dancing under the stars on the deck of the club house to a Dixieland Jazz band in the wee hours of the morning, and that special camaraderie of schoonermen and their ladies, humor, relaxed rivalry, and the chance to meet fascinating character (s).

Many thanks, Butterworth/Kirby!