



NEWSLETTER

P.O. Box 118, West Mystic, CT 06388

Vol. 4, No. 111, MARCH 1977

ASA Starts Sixth Year

As the new year progresses and fitting out time rapidly approaches, the American Schooner Association begins its sixth year in excellent shape. Membership has increased to 80 with the prospect of additions from the fledgling Chesapeake Traditional Sailboat Association pending the working out of that association's relationship with ASA.

The greatly increased membership roster will be reflected in a new edition of the Association Directory which, if you have't received it already, will be arriving forthwith. The new Directory will list at least 60 schooners and an assortment of other mostly traditional vessels.

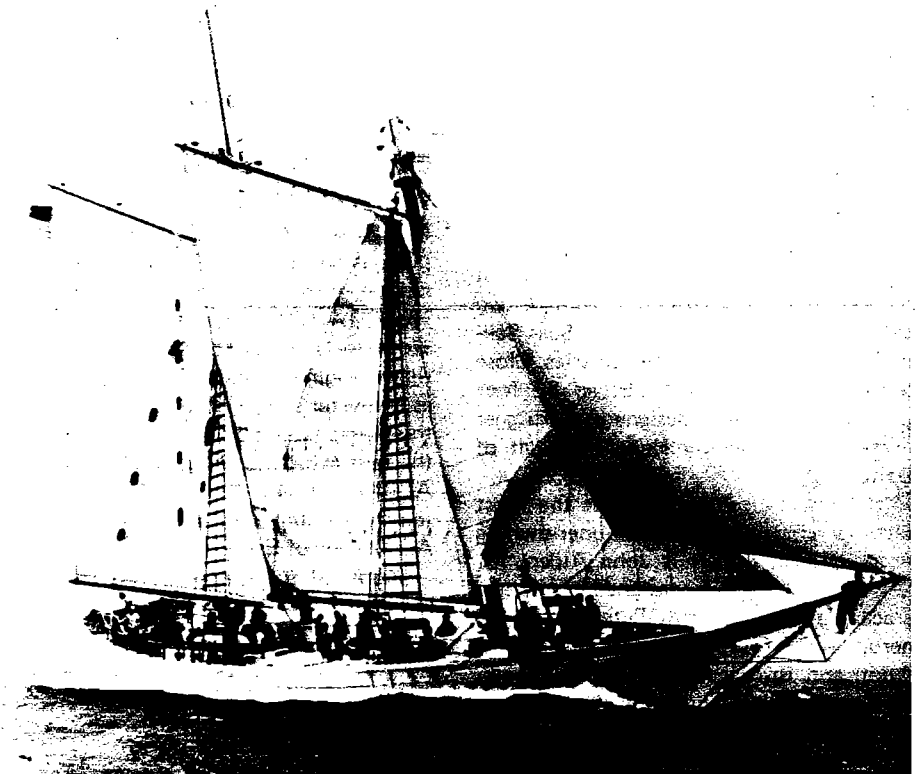
While 1976 was not a year of rampant activity, an almost total reorganization and retrenching took place, based on the sound premise that there is a desire and a need for an organization such as ASA.

All this took place, not surprisingly, under the leadership of Commodore Chuck Gregory, whose desire to see the association survive and flourish undoubtedly provides the motivation behind the current bill of good health.

New officers were elected which will provide an orderly succession to give the Association a sense of stability and, hopefully, involve more members in the machinations of the group.

The annual meeting and luncheon will be held at the Mystic Seaport on Saturday, March 26, and we'd certainly like to see a large turnout there. In the meantime, all look forward to a banner year.

**ANNUAL MEETING
AND
LUNCHEON
OF AMERICAN
SCHOONER ASSOCIATION
TO BE HELD MARCH 26 AT
MYSTIC SEAPORT**



HARVEY GAMAGE

Photo Mary Anne Stets

Chesapeake Assn. Formed

1977 got off to an excellent start with the announcement of the formation of the Chesapeake Traditional Sailboat Association and its intention to seek affiliation with the American Schooner Association.

Fourteen Chesapeake sailors, representing seven schooners and three other traditional boats, met January 29 at the Naval Academy Sailing Center in Annapolis, where it was deemed that sufficient interest and enthusiasm existed to proceed with the chartering of the organization.

In a letter from chairman pro-tem Dean Worcester to Chuck Gregory, the CTSA formally requested affiliation with the American Schooner Association, possibly to include use of the ASA burgee or a form thereof, listing of CTSA members in the ASA Directory and distribution of same to the members and an exchange of Newsletters and other information be-

tween the two Associations.

The stated purpose of the new group is to "... increase opportunities for racing, cruising and group activities of traditional boats," and any person desiring to become a member will be welcome. Although only traditional boats will be permitted entry in races, eligibility will be based on design and not on material of construction. Committees were formed for a newsletter, publicity and program, and a number of events have already been tentatively scheduled.

One of the first to join the Chesapeake Association was Peter Van Dine, designer and builder of schooners based on the Tancook Whaler design, and a number of his designs are on the roster of vessels of the new organization.

All in all, an auspicious start, and a development that cannot but help increase the viability of our own Association.

The Boat's the Thing From the New Directory

The variety of schooners on the Association roster is almost as interesting as are the individual members themselves, as the new edition of the Directory will indicate. A cursory look through the roster, which unfortunately was not complete at the time this article was penned, divulges the following interesting tidbits.

The smallest schooner in the Association is the Atkin designed FLORENCE OAKLAND II at 22 feet. She is owned by Jacob Hess, Jr., of Canton, Ohio. She is not the smallest boat in the Association. That distinction goes to the 19 foot LOIS S. DRABO, the Long Island Sound drag boat owned by Holt Vibber.

At the other extreme, the largest schooner is TIKI, the 85 foot Alden gaffrigger owned by the Seven Seas Sailing Club and sailed by Ted Charles. Close behind is DELIVERANCE, an 82 foot Eldredge-McGinnis designed gaffrigger owned and sailed by Harvey Howalt of Dalton, Ga.

It's not too surprising that the most favored designer for schooner-owning Association members is John Alden. No less than 12 Alden designed schooners grace the roster. Murray Peterson is runnerup with four, followed by Stadel, Atkin and Brewer, all with three. Crock-er, Crowninshield and Van Dine have two apiece, but Van Dine may move up in the listings with the addition to the roster of the Chesapeake schooners. Morse is the most popular builder.

The 64 foot coastal schooner PIO-

For Sale

Word has been received that the following schooners have been put up for sale, albeit some of them very reluctantly.

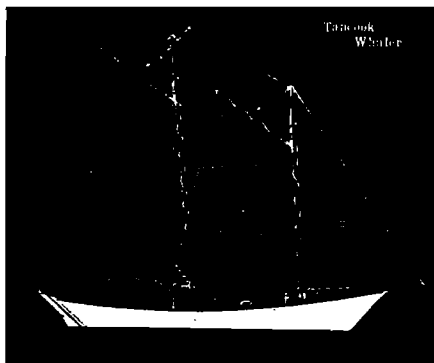
TALISMAN, 43' Alden/Morse marconi schooner, built 1924, asking price \$20,000. Contact Chuck Gregory, 34 Midlands, West Hartford, Ct. 06107.

SARA B, 32' Davies marconi schooner, built 1961, price to be determined. Contact Chris Bayreuther, 9 Quarry Dock Road, Niantic, Ct. 06357.

42' Alden/Morse gaff schooner, built 1965, asking price \$64,000. Contact Sam Hoyt, 40 Mariner's Lane, Stamford, Ct. 06902.

49' McIntosh staysail schooner, built 1974, asking price \$58,000. Contact Sam Hoyt.

42' Bolger/Melanson marconi schooner, built 1968, price \$60,000. Contact Sam Hoyt.



TANCOCK WHALER

NEER, owned by the South Street Seaport, is the oldest schooner in the Association, having been built in 1885. PIONEER is only three years older than John Woodside's PRISCILLA, a 40 foot gaffrigger originally built in Patchogue, N.Y., as an oyster sloop. PRISCILLA worked in this capacity out of Bridgeport, Ct., until the mid 40s. And the newest schooner is ALICIA, a 44 foot gaffrigger owned jointly by Jim Eastland, Pat Foster and Art Tanner of Essex.

Many of the schooners on the roster have very interesting histories, such as that of PRISCILLA. Another boat with a

varied background is TRADE WIND, the 57 foot Alden marconi schooner now designated as a Research Vessel and operated out of New Haven by Schooner, Inc. TRADE WIND was built by Morse for the 1926 New London - Bermuda race in which she finished fourth. During World War II she served with the Coast Guard on submarine picket duty and earned three service chevrons. Her new career fits her well and it is hoped that she will be able to take time from her scholarly duties to participate in some of the 1977 races.

Peter Van Dine of Annapolis is contributing to the schooner heritage with his designs and construction of glass schooners modeled on the Tancock Whaler. Included on the roster is his own 24½ foot gaffrigged centerboarder GAL-LIARDE, and several of the other members of the Chesapeake station also sail these designs in various sizes.

Then there is TIKI, Star of the television series "Adventures in Paradise" co-starring Gardner McKay. TIKI is still in paradise, spending her winters in the Virgin Islands.

There's little doubt that the Association's roster of vessels contains other boats with equally fascinating histories. We'd like to hear about them, so please don't be shy about giving us a little background on your schooner.



VOYAGER

Photo Mary Anne Stets

1976 Race Review

Mystic

A sailor never knows what kind of weather to expect at Mystic, but the 1976 Invitational Schooner Race — the ninth running of this event — took place in real schooner weather on October 2. A brisk northeaster which, at times, blew up to 25 knots, and gray chilly weather gave the fleet of 21 schooners a wild run to the whistler north of Plum Island, then a rough beat in heavy chop back to the bell off Fishers Island.

The sight of the massive HARVEY GAMAGE flying downwind showed beyond a doubt that it was big boat weather — with several notable exceptions. The confrontation of the day, though, was between the Seaport's BRILLIANT and Tom Schiller's BOUNDING HOME, with BRILLIANT leading on elapsed time and first to finish in just short of two and a half hours. But BOUNDING HOME was only four minutes behind on elapsed time and carried off fleet honors and the Brilliant Trophy by a margin of six minutes.

That more than half the 16 mile course was sailed to windward and the leaders still finished in less than two and a half hours shows how hard it was blowing. And who ever said a schooner couldn't go to windward?

While the spotlight was captured by the bigger boats, there were some fine performances elsewhere in the fleet. Peter Sanger's SAPPHIRE, although one of the smallest boats racing, stood up well to windward after trailing in Class C on the downwind run, and ran away with class honors by 16 minutes over OUTWARD BOUND. SAPPHIRE took third in fleet.

Rufus Allyn's NYLLA fought a close battle with both TODDYWAX and TALISMAN, but finished four minutes ahead of the former to take Class B honors and fourth in fleet by nine minutes. And Pete Phillipps VOYAGER carried off the Soundings Trophy for best corrected time by a gaff rigger for the second year running, beating TODDYWAX by less than two minutes. VOYAGER, after engaging in a right of way duel with FLYING FISH, finished sixth in the fleet behind FORTUNE.

First off the mark, Class A was led by BOUNDING HOME for part of the downwind leg, but she was passed by HARVEY GAMAGE and BRILLIANT before rounding the leeward mark. Schiller dropped his fisherman before rounding the mark and didn't use the sail for the rest of the race. Probably what won for the Sweisguth-designed schooner from



Photo Mary Anne Stets

BOUNDING HOME

Stamford, Conn., was the decision to stand in to the Connecticut shore as far as possible before tacking for Fishers Island. Although BRILLIANT made the same decision, BOUNDING HOME fetched the second mark on two tacks while BRILLIANT overstood slightly. From the second mark it was just one tack and close reach to the finish.

In Class B Ken and Sue Randolph's AEGIR was leading on the run when she lost her steering, forcing an immediate if reluctant withdrawal. This was not the only casualty in the class as Bill Warwick's SURPRISE sprung her bowsprit but managed to finish under reduced sail.

Rough Going

The first leg was a real horserace in Class C with OCEANUS and WILD SWAN trading the lead and the rest of the class close behind. OCEANUS led WILD SWAN around the mark by less than a minute, but both quickly fell behind as OUTWARD BOUND, SAPPHIRE and HALCYON stood up much better to windward in the heavy going. Here, too, the boats that chose to tack for the Connecticut shore fared much better than those that stayed out in the middle. SAPPHIRE won decidedly in Class C with OUTWARD BOUND second and OCEANUS third.

The Mystic Seaport staff did its customary fine job and the dinner and award ceremony, presided over by Race Committee Chairman Jonathan Harley, lasted well into the evening. Other awards were won by CLIONE, the Director's Trophy for oldest boat in the race, and WILD SWAN, the Joseph Conrad Award for youngest crew.

Chesapeake

The racing fleets from Mystic and New York should have headed south last year, as the fourth annual schooner race during Chesapeake Appreciation Day, October 31, had a real schooner breeze and a nice day to boot, according to correspondent Dean Worcester.

Nine schooners, including the 126 foot gaff, topmast schooner WESTERN UNION, made the start and eight finished the 14 mile windward — leeward course. REBEL, owned by Dean Worcester and sailed by Doris Worcester, finished first on elapsed time, but DELTA GEM, a 35 foot Van Dine glass gaffer owned by Donald Doyle and launched just the day before, took first on corrected time.

Ronald Grenier's CAVALE led at the start and was the only boat to make the windward mark without tacking. Even so, REBEL was first around, and the three-master led all the way on the reach home to finish in 2:21:25. CAVALE held on to finish second in 2:25:20, just 30 seconds ahead of Aubrey Graves' HALIGONIAN. Next to finish was DELTA GEM, with the designer at the helm, followed by GALLANT, RED WITCH and SILVER GIRL.

The American Schooner Association handicapping formula proved extremely accurate in this race as, after DELTA GEM, less than a minute and a half separated the next three finishers on corrected time. And only one second separated HALIGONIAN, in second place, from third place CAVALE.

A Tradition Class for converted Chesapeake workboat types drew 10 entries: five skipjacks (three of which were bug-eye rigged and one schooner rigged), four bugeyes and one five-log ketch rigged brogan. As Dean described it, "Six of these boats made the start amidst much confusion, and only three finished the correct course." The winner was the 38 foot bug-eye CHARLOTTE F FOSTER owned by Fred Davis, second went to the 42 foot skipjack AURIGA owned by Fred Roop, and third was taken by the 34 foot skipjack PALE MOON owned by Don Brands.

Under the banner of the newly-formed Chesapeake Traditional Sailboat Association the Chesapeake sailors are planning a rendezvous and race sometime in June. Schooner Association boats are cordially invited to attend, and those interested should contact Dean Worcester at 668 Wilson Road, Crownsville, Md. 21032.

Dog Watch

Issue No. 13 of "The WoodenBoat" contains an article by Ed Yeomans, former owner of AMBERJACK, in which Ed makes a strong and eloquent plea for American gaff schooners "of close to but less than 36' waterline length" to compete at Gloucester. As a three-time challenger for the International Trophy in the match race series with Canada, Ed would certainly like to see a strong American challenger, and the only way to accomplish this is to get as many as possible of the best boats at Gloucester, where the challenger is determined. It's only natural that the Association should go on record as seconding Ed's plea, and members should use their influence on their gaff-rigged brothers to get the boats to Gloucester.

Ted Charles' big Alden schooner TIKI underwent extensive refitting at Consolidated on City Island and thus missed the fall races. Too bad, the matchup with HARVEY GAMAGE at Mystic would have been an interesting one. TIKI had a rapid if uneventful passage south and spent the winter in the Virgins sporting a new suit of sails.

AEGIR and Ken and Sue Randolph are currently calling Elizabeth City, N. Car., home port. Ken has taken a shore-side position to tide them over until they can get back into full-time chartering with their fine Alden 43 footer. AEGIR set a record of sorts with a 12 hour passage from South Street to Cape May the day after the Mayor's Trophy non-race. Ken reports it was quite a ride in the open ocean with the wind at about 40 from the nor'west.

We ran into a banner issue of Yachting magazine for October 1933, which, among other things, contained a light-hearted account of BRILLIANT'S record-breaking trans Atlantic passage written by Alf Loomis. During that voyage, she logged over 1,000 miles in five days. This same edition also ran plans for BOUNDING HOME under her original name SAVANNAH, plans and pictures of a ketch rigged sistership to WILD SWAN and a picture of the Alden racing schooner HIGH TIDE, which, as GOLDEN EAGLE, was a regular entry in the schooner races of the '60s.

Speaking of ketch rigged sisterships, the Brewer designed and Polish built schooner REBECCA, out of Vineyard Haven, has such a sister in winter residence at Schooner Cove. She's painted green, named PETREL and should be a schooner.

Schooner Cove, home of BOUNDING HOME and WILD SWAN, has attracted

another Association vessel for 1977. Fred Murphy has berthed his big knockabout schooner ISHMAEL at the Stamford Yard.

Other doings at Schooner Cove include plans for the construction of a new 38' pilot schooner designed by George Stadel, who lives close by. A slightly larger version of HALCYON and OUTWARD BOUND, the boat will be built in Spain and delivered to the States this summer. And your intrepid editor is now running a full time yacht brokerage at Schooner Cove with hopes that it will ultimately become the traditional boat specialist for the general area.

VOYAGER spent the winter in the water at New Rochelle, N.Y., iced in as was everyone else who wet stored this winter.

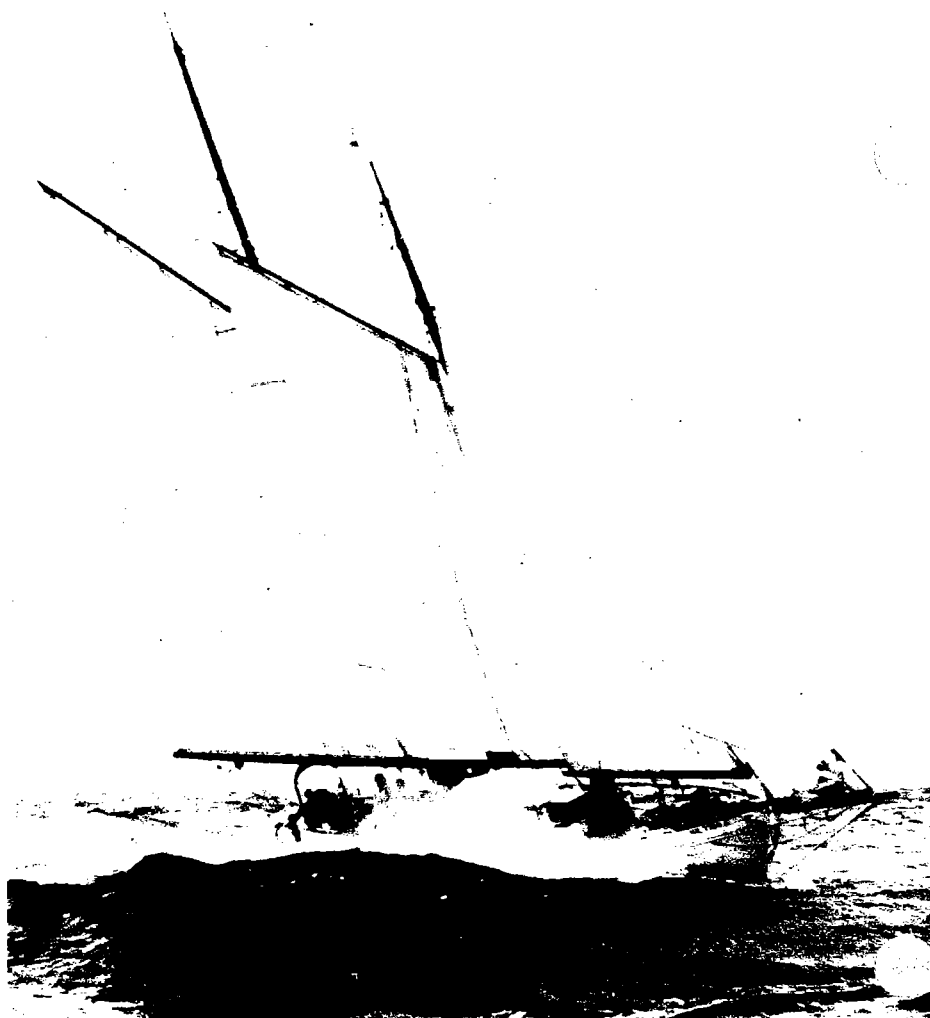
Everyone glad to hear that Bill Wertenbaker's TYEHEE suffered no serious damage from her night on the Weehawken mudflats.

Burgees

With prices skyrocketing on the now famous ASA burgee here at home, we have cleverly arranged to have the burgees made in Hong Kong, and a shipment has already arrived. The burgees are now available at the following prices:

10" x 15"	\$3.25
12" x 18"	\$3.50
14" x 21"	\$4.00
16" x 24"	\$4.25
18" x 27"	\$5.00
20" x 30"	\$5.75
24" x 36"	\$7.25

Orders complete with check should be sent to P.O. Box 118, West Mystic, Conn. 06388. Order now and be the first on your block.



TODDYWAX

Photo Mary Anne Stets