



NEWSLETTER

P. O. Box 484, Mystic, Conn. 06388

Vol. 6, No. 2 Fall, 1979

GREGORY ACCEPTS ASA AWARD

For only the second time since the founding of the American Schooner Association in 1972, the organization's award for "outstanding contributions to traditional sailing" has been presented. At the awards dinner following the Mystic Seaport's Invitational Schooner Race, on Sept. 29th, the ASA award was made to Charles N. Gregory, Jr., the organization's first Commodore.

Perhaps, as befitting all of Chuck's contributions to the Association, to the heritage of traditional boats and, if there is such an animal, traditional sailors, the award was low key, unostentatious, and, as such, probably did not seem

as important as, in fact, it was.

Presented in the context of a race awards dinner, it was symbolic of the Association's purpose as a behind the scenes organization which does not seek any publicity for itself or its members.

The only previous award was made to two gentlemen whose contributions to traditional sailing were very much in the public eye. This year's presentation was, to me, much more fitting and more deserved. Quite simply, without Chuck Gregory, there would be no American Schooner Association. Equally obvious is the fact that the world would not come to an end if

the Association ceased to exist.

But it does. And to those of us who recognize it for no more than it purports to be — a loosely knit organization for a group of people who believe in the worthiness of the type of craft we sail — what Chuck has done for it is unquestioned.

And Chuck's acceptance of the award was also symbolic of the organization itself as well as his own perception of its existence:

"I never expected to receive this award," he said. "I don't consider myself any more than a guy who enjoys sailing, and that, in itself is enough reward."

SAM HOYT

RACE RESULTS

The earliest event of the racing season for schooners was held on June 16th when the Seawanhaka-Corinthian Yacht Club hosted a "Wooden Boat Invitational Event...limited to Concordias with No Rating and Wooden Framed and Planked Yachts ... and Fiberglass Supported Wooden Trim SCYC Yachts." Perhaps too early, as one of the organizing skippers, Tom Thompson, had not yet commissioned his Starling Burgess Schooner, *LANDFALL*, but a fleet of Concordia yawls, wooden sloops, assorted fiberglass members of the SCYC fleet and three schooners, *NILIRAGA*, with Bud Woodworth at the helm, *PRUDENCE*, owned and skippered by Robert Jacobs and Henry Hock's *HERANDIS* followed a triangular course across the sound on a warm, sunny day, in a steady westerly wind of 10-12 knots, with

the boats finishing in that order. After the race, award festivities at SCYC are always impressive and it absolutely never rains on their outdoor barbecue parties. *NILIRAGA*

took the silver home and Henry Hock received a special award for the boat with the most character or was it ... characters ... the award's committee wasn't clear. The Club



Mayor's Cup Class B Winner: *MYTH*

Photo: Closner

RACE RESULTS, continued

promises a more expanded event next year.

What must be one of the oldest schooner racing events on Long Island was held on August 25th. The 15th Annual Douglaston Windjammer Race, founded by former Commodore, the late, Van Waring, racing enthusiast, and perpetuated by Douglaston schooner men, found nine schooners at the starting line along with a Friendship sloop, a 12' lug-rigged sailing dinghy and a Crosby catboat. A light southerly breeze prevailed more or less steadily over an incredible course set by an ambitious Junior Yacht Squadron race committee more accustomed to setting Blue Jay or Lazer race courses. They took the fleet to Mattinicock Point, across to Can 1 off Larchmont and back...exhausted, hungry and thirsty to Little Neck Bay to finish after sunset.

The race organizers were quite proud of the entry of over 13 schooners and the sight Saturday evening of these magnificent vessels riding at anchor in Little Neck Bay. Trophies were awarded on the lawn of *HERANDIS'* skipper, Henry Hock, after steamers and chili and beer. *VOYAGER*, sailed by Peter Phillipps, won the Billy Atkin Trophy, for "Traditionally Built Schooners" and *LADY OF THE WIND*, a Friendship sloop, owned and sailed by William Manookian, won the DYS Windjammer Bowl.

Add one more certainty to death and taxes; that being rain at the Schooner Cove race. Fortunately, it manages to hold off until after the race, which was won for the second straight year by Brian Beckwith's *EBB TIDE*.

Eight schooners were the only boats in sight on the Sound as threatening weather kept the water empty at the start off 32A in mid-Sound. The host boat, *BOUNDING HOME*, immediately jumped into the lead, which it never relinquished around the 14 mile course. With light southeasterlies for the better part of the race, *VOYAGER* finished a strong second to win the prize for fastest gaff rigger, and *EBB TIDE* was third over the line to save her time on everyone.

The real race developed between Bob Kasidndorf's 27' Atkin designed

MYTH and the clock. Sailed by Bob and his older son, *MYTH* moved fast enough on the last two legs to save her time on *VOYAGER* and Doug Fleming's *CHANTEY* to take third overall.

A truly heroic duel for the Ketchup Award went to Sam and Jeanette Hoyt's *WILD SWAN*, skippered by five year old Megan Hoyt, over *BOUNTY* and *TEHANI*, both of which sailed peculiar courses.

The rains came in earnest for the awards party, but failed completely to dampen any spirits, including those of the crew of *PANDORIAN*,

fleet by a considerable margin. *FORTUNE*, although virtually becalmed a short distance from the finish of the shortened course, held her lead and finished six minutes ahead of *BOUNDING HOME*, enough to save her time.

The race for third in Class A was even closer, with Mystic Seaport's *BRILLIANT* catching Matthew Stackpole's *MYA* by less than two minutes on elapsed time. This was not enough to save the position on corrected time and *MYA* thus took third.

It was not at all close in the other

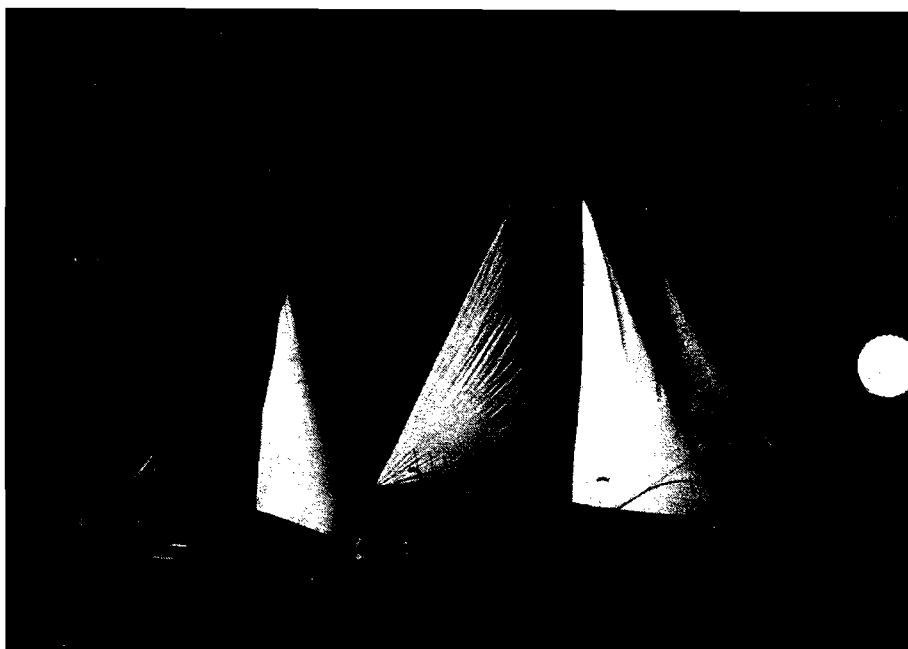


Photo: South Street Seaport Museum

Mayor's Cup Class B: *THE RUSSELL GRINNELL*

which arrived sans boat to partake of the festivities.

The lagoon at historic Mystic Seaport was chock a block with schooners as 36 entered and 32 actually showed up for the 12th Mystic Schooner Race. Some pre-race difficulties delayed the start of two of these vessels, but the largest number in years answered the gun off Seaflower Reef in very light southwesterly airs and a tricky tide.

Given these conditions, it was not surprising that only one of the three classes produced a reasonably close race. This took place in Class A, with Don Glassie's *FORTUNE* and Tom Schiller's *BOUNDING HOME* out-distancing the rest of the

two classes. *PRINCE OLAF*, owned by Coe Wells, took first in Class B on both elapsed and corrected time and was third in fleet on both elapsed and corrected as well. Second in Class B went to Bob and Bill Graves' *TOTEM* with third going to *TODDYWAX*, owned by Bill Ashton.

Class C, for the third consecutive year, went to Brian Beckwith's *EBB TIDE*, which finished almost 20 minutes before the gaff rigged *HALCYON* of Mike Terry. Third went to Ken Phillips' *CORNUS*.

Although only 22 boats managed to finish the course, the overall turnout signalled an upsurge in

RACE RESULTS, continued

interest in schooner racing, also borne out by good entries in the Douglaston Windjammer Race and the Mayor's Cup race in New York.

The Brilliant Trophy for best corrected time in fleet was presented that evening to Don Glassie of *FORTUNE*, while the Soundings Award for fastest gaff rigger went to Bill Ashton of *TODDYWAX*.

Where Mystic suffered from a lack of wind, there was plenty for the Thirteenth running of the Mayor's Cup Race sponsored by the South

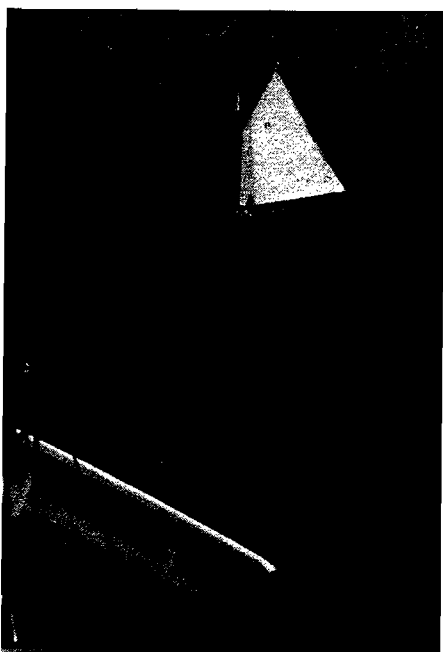


Photo: Closner

Douglaston Windjammer Winner: *LADY OF THE WIND*

Street Seaport Museum. A total of 21 entries was received with 18 schooners answering the starting gun off the Battery.

As she did in Mystic, Don Glassie's *FORTUNE* led the fleet from start to finish to make a clean sweep of the major races. Her only competition this time came from Pete Phillip's *VOYAGER* which finished second 15 minutes behind *FORTUNE*. These two boats took first and second in Class A while third in class went to Gene Stauss' *TRADE WIND*.

Things were much closer in Class B, as indicated by the fact that the sixth place finisher in class took first

on corrected time. This was *MYTH*, owned and sailed by Bob Kasindorf. First in class on elapsed time went to Bob Jacob's *PRUDENCE*, but she dropped to fourth on corrected time, behind *PRINCE OLAF* and Gene Sengstacken's *LADY GALADRIEL*.

The strong southerly breeze took its toll. *RUSSELL GRINNELL*, built expressly for this race by the students of the Pioneer Marine School, lost its rudder, *TOTEM*, parted its backstay strut, *SCHEDAR* lost a chain plate and *WILD SWAN* broke its steering cable. Adding to the glamour of the fleet as it sailed up the Hudson River, was the square rigged topsail schooner *PRIDE OF BALTIMORE* and the Hudson River sloop *CLEARWATER*.

At the award ceremony aboard the four masted bark *PEKING*, Don Glassie carried off most of the silver. *FORTUNE* not only took first in Class A but the Mayor's Cup, for best corrected time in fleet, the New York Yacht Club Trophy for first to finish and the Knickerbocker Yacht Club Trophy for best seamanship. *VOYAGER* took the Alfred F. Loomis Award for the best corrected time by a gaff rigged schooner while *BOUNTY* won the DeCoursey Fales Award of a bottle of gin and a box of cornflakes to the cook of the last place boat.

SCHOONER CRUISE

Believe it or not, after all the talk, a successful cruise of member schooners went off as advertised in August. Using the Stamford Schooner Cove race as a rendezvous and delayed one day in starting by the torrential rains that seem inevitable on that weekend, *EBB TIDE*, *BOUNTY*, *WILD SWAN* and *BOUNDING HOME* nevertheless set off eastward on Monday, August 13.

The wind gods were merciful and provided a fresh northwesterly and a broad reach for the better part of the afternoon, and the small armada, with *BOUNDING HOME* and *EBB TIDE* sailing under shortened sail to let the real schooners at least stay in

sight, made the Thimble Islands by dark.

While the two gaff riggers rafted with *BOUNDING HOME*, *EBB TIDE* headed for the mainland to switch crews. The evening progressed as one would suspect given the sophisticated company, until a blinding searchlight interrupted things about 11 PM. The source of this radiance proved to be Brian Beckwith, returning with his new crew and gradually feeling his way into the anchorage.

Unfortunately, this approach proceeded at an agonizingly slow pace, and the many other vessels anchored there were thus subjected to not only the light but also the stentorian tones of the skipper as he attempted to use his voice as radar, bouncing it off the surrounding cliffs in a vain attempt to double check his position.

EBB TIDE'S ultimate arrival at the raft was no less disturbing than its approach. Attempting to raft alongside *WILD SWAN*, the massive Beckwith ran his bowsprit over that of the lovely gaff rigger. Then, in an effort to break the sprits free, he sprinted dutifully on his own bowsprit, knocking *WILD SWAN'S* captain off the other one. Fortunately, this agile individual had the presence of mind to hang on to the jib stay and thus did a 360 degree pirouette and came up on the other side of the bowsprit, thus avoiding the briney.

Things calmed down a bit until about two o'clock in the morning when anchor drill was held and the raft broke up, each vessel seeking and finding its own anchorage in the crowded Thimbles. Not content with his position, the erstwhile skipper of *BOUNTY* repeated the procedure two hours later.

This late night dedication to perfection made *BOUNTY* a bit late for the departure from the Thimbles the next morning. Winds were southwesterly on a gray, cold day and lasted that way until late afternoon when a cold rain set in. All crews, being prepared for hot August weather, were therefore happy to spend the entire day in foul weather gear and what flimsy sweaters they happened to have along.

SCHOONER CRUISE, continued

The armada arrived safely in Niantic where it accepted the fine hospitality of the Niantic Bay Yacht Club, which provided dock space for all boats. Perhaps in an attempt to atone for the fiasco of the previous evening, the intrepid Beckwith invited all crews to his charming cottage in Niantic to partake of pizza and sundries.

EBB TIDE remained in Niantic, its home port, the following day and so missed the best sail of the cruise. A good westerly was blowing as *BOUNTY* and *WILD SWAN* sailed majestically down the bay under four lowers, followed a bit later by *BOUNDING HOME*. A close reach across the Sound took the boats through Plum Gut just before the tide turned foul, from whence they proceeded to Greenport.

Dinner ashore that evening celebrated the birthday of Jeanette Hoyt of *WILD SWAN* and was a festive occasion at the Chowder House in Greenport, probably the only restaurant on eastern Long Island not visited by Duncan Hines.

BOUNTY departed the next day for a tour around Shelter Island while the crews of *BOUNDING HOME* and *WILD SWAN* spent the day touring Greenport. *BOUNTY* subsequently went on to Block Island and Martha's Vineyard, while *BOUNDING HOME* returned the next day to Stamford and *WILD SWAN* sailed back to Port Jefferson. Although abbreviated, this cruise once again proved the pleasures of cruising in company without the pressures and rigors of racing. More such cruises, if only on a local geographic basis, should be planned next summer.

NED ACKERMAN'S NEW SCHOONER LAUNCHED

Under bright, blue skies, with a band playing, a cannon booming and the grinning brown fox figurehead saucily proclaiming the spirit of the owner, the nation's first sail-powered schooner built in 40 years was launched on Thursday, August 9, 1979 into the St. George River at Thomaston, Maine. Christened the *JOHN F. LEAVITT*, by the widow of the late maritime author of "Wake of the Coasters",

Haiti has been made and Ackerman expects to move cargo at one half the conventional cost.

Built at the Wallace Shipyard of Thomaston, Maine, the 6 ft. draft schooner can approach shallow harbors without any auxiliary power and only a 15 ft. push boat, thereby exempting her from many federal regulations. She has approximately 6440 sq. ft. of canvas sail, rigged fore and aft atop 80 ft. masts and will



THE JOHN F. LEAVITT

Photo: H. Hock

which inspired the building of this 97 ft. wooden, two-masted gaff rigged vessel, the schooner was built to carry cargoes of building materials, lumber and firewood, granite, oyster shells and salt from port to port along the East and Gulf coasts, the Caribbean and the Canadian Maritimes with only wind to drive her. A contract for 150 tons of lumber and building materials to be shipped from Quincy, Mass. to

carry a crew of three and up to six paying passengers with 150 tons of cargo.

Ackerman says that the vessel will carry modern and sophisticated electronic navigation aids including Loran. He will not reveal the cost of the *LEAVITT*; he doesn't expect to make a great deal of money but he has given up a teaching career and doctorate studies to pursue his dream.

ASA HOSTS PARTIES AT MYSTIC

The exceptional turnout at the 12th annual Mystic Seaport Schooner Race not only received the expected great hospitality that the institution always accords visitors, but the ASA managed to get into the act as well. Nobly

coordinated by Vice Commodore Brian Beckwith, the Association tapped a couple of kegs on the pier immediately following the skippers' meeting Friday night. Then, to get everyone in good shape to sail home, Bloody Marys were offered

from the veranda of the New York Yacht Club building on Sunday morning. Thanks are due the Mystic Seaport for making all the facilities available.

PROFILE OF A SCHOONER

Schooner:	<i>RUSSELL GRINNELL</i>
Built:	1979 (construction begun in September, launched October 6, 1979)
Design:	adapted from the drawings of Howard Chapelle
Builders:	Pioneer Marine School (Michael Delaney & Jim Clements)
Type:	Sharpie schooner
Length:	O A 36 feet W L 32 feet
Beam:	7 feet
Draft:	4 feet (with centerboard down)
Sail area:	originally carried 385 square feet, but is in the process of being re-rigged and will carry 500 square feet of sail.
Weight:	1500 lbs, rigged
Construction:	Plywood skin over longitudinal and transverse framing with Epoxy saturation.

The idea to construct the *RUSSELL GRINNELL* was conceived by Michael Delaney and Jim Clements, of the Pioneer Marine School, on September 11, 1979. She was launched just three and a half weeks later, on October 6, 1979 at 9:55 a.m.

Built in the school's woodworking shop at South Street Seaport Museum, the prime motivating force behind the construction of the *GRINNELL* was a real chance at winning the Mayor's Cup schooner race. The students in the school's boatyard skills class were enthusiastic from the very first mention of the idea, so the project got under way immediately. The shop was cleared and swept and the lofting began. For the next three weeks the students in this class did nothing but build the *RUSSELL GRINNELL*. They began staying an hour or so after class to get in a little extra work, but as the deadline drew near (the Mayor's Cup on October 6), they gave up lunch hours, worked weekends and well into the night during the week. During the last few days, most of these students didn't even bother to go home - they just slept at the school.

A sharpie design was chosen for the schooner because of the inherent speed of these craft and because it would be easy to build using plywood and the *WEST* system. The plans were taken from a Chapelle drawing, and adapted

for the *WEST* system by Delaney and Clements.

Much of the material used in the building and rigging of the *GRINNELL* was found rather than bought. Plywood sheets for the hull were bought, but the centerboard and rudder were laminated from odds and ends of wood that were found in the shop. The frames, longitudinals and floor boards were made from leftover 2 x 2's scarfed together. Whatever fastenings were already on hand were used where possible, and where necessary, fittings were made from pieces of scrap metal.

Since there was little time available, spars had to be found rather than made. For the main, the mast from a deceased Pennant was found, and the fore mast was taken from the school's Lightning. The shrouds and booms from these were also used. Deck fittings were scrounged from the Lightning, for the most part.

The Lightning's main and jib, after a little restitching, were used as the foresail and the fore staysail. A Dyer Dhow sail became the *GRINNELL'S* jib. The main sail from the Pennant was found to be un-serviceable when attempts at patching it failed. After learning of the project, a local sailmaker donated a used sail which functioned as the main. The jib from the Pennant was patched and restitched, then served as the

staysail.

When October 5 came about, the hull was completed, but all of the rigging had to be done. The students from the boatyard skills class, a few volunteer students from other classes, and a few extra staff members worked through the entire night to ready her for the 10:00 a.m. race on October 6. By 9:30 a.m. on the 6th, she was completely rigged and ready for launching. After a brief christening ceremony, she was picked up by the school's floating crane and launched into the East River. It was 9:55 a.m. and the starting line for the race was about a quarter of a mile from the launch site, but a swift tow was standing by and managed to get the *GRINNELL* right out to the start.

Unfortunately, the *GRINNELL'S* problems were not over. Water began leaking in from a seam almost immediately after launching. Some of the crew bailed and pumped furiously while others stuffed cotton caulking into the leak. The leak was quickly slowed to a trickle.

The race was a few minutes late in starting, so the *GRINNELL* was able to make sail and take her place with the fleet.

The starting gun sounded, and off they sailed with the *RUSSELL GRINNELL* as the first boat over the starting line.

For the first hour of the race, the fourteen member crew of the

PROFILE OF A SCHOONER, continued

GRINNELL were on cloud nine. They had worked long hard days to see the day when they would act as the moveable ballast of their own race contender. Many of the students aboard had little or no experience sailing, but had great faith in this vessel of their construction. They had good reason to have faith in this swift craft; she was far ahead of those in her own class, and even ahead of some of those in the larger class.

However, the GRINNELL was not fated to be a winner that day. About one hour into the race, some Hudson River debris carried her rudder away. The undaunted crew ripped up one of the floor boards and used it to steer. However, as the wind began to come aft, it became increasingly difficult to keep the sails balanced, and she had to drop out of the race.

The students who built and sailed this sharpie schooner were disappointed that they couldn't finish the race, but all agreed that it was an experience they would not have missed. They assured the competition that they will get quite a run for their money next year, when the RUSSELL GRINNELL will race again!

STARBOARD TACK

by Suzanne C. Fleming

It was through a curious tack of fate and fair winds that I found myself at the helm of a position on the Board of Governors of a most seaworthy organization - the American Schooner Association.

Dedicated to the interests of my favorite of inanimate objects; the schooner, it is indeed a grand pleasure to be aboard.

I see such inexhaustible supplies of good sailing ahead on this voyage and look forward to increasing the quantity of herewith associated crew.

The American Schooner Association serves a function as valuable as that of a favorable current and flooding tide to the future of the schooner breed and those who sail these most gracious

ladies of classic yachting.

As a board member I have received many good breezes filled with possible forward momentum for our common sailing venture. I would like to open my shores to any new imports of inspiration and bolstering ideas.

Comments and criticisms are also encouraged on the following heretofore proposed ideas and suggestions.

1. The board and/or members of the association could arrange for, and tend, a booth at nearby boating shows; the In-The-Water Boat Show in Stamford (Yacht Haven West), the New York Boat Show at the Coliseum in New York City. Through the channels of such a booth the following could be accomplished:

- a. Public Relations
- b. Membership Drive
- c. Contributions to the Association.

d. Preservation of interest and concern for the Classic Schooner and Wooden Boats in general.

e. Increased support for Classic Yachting and participation in organized events relating to Schooners and Wooden Boats.

2. A membership stimulation drive for present members through the following:

a. Printing and Sale of ASA Apparel, especially T-shirts, wind-breakers, and sweatshirts.

b. ASA line of jewelry.

3. The coordination of club cruises.

4. Establishment of an Annual Schoonerman's Reception and Dinner to be held at different yacht clubs every year. This could be made into a convention-like occasion with the participation of people from all ranks of sailing associated with schooners and wooden boats.

- a. Sailors
- b. Designers
- c. Builders
- d. Sail Makers
- e. Publishers
- f. Prospective Builders of Schooners.
- g. And of course, American Schooner Association Members.

Good Sailing,
Suzy Fleming
Schooner "CHANTEY"

WINTER MEETING

The annual meeting of the American Schooner Association is tentatively planned for Saturday, February 2, 1980 at the Mystic Seaport, Mystic, Ct.

The extended social hour following last year's meeting proved so successful (some participants didn't get home until late Sunday night) that similar festivities are in the works again. It is hoped that the delightful facilities of the Niantic Bay Yacht Club will be made available. So mark that date on your calendar, plan to attend and then we'll probably change the date.

BOATS FOR SALE

CHANTEY, 38' Atkin designed gaff rigger, asking \$50,000. Contact Doug Fleming, 346 Richmond Road, Douglaston, N.Y. 11363.

BOUNTY, 38' Nova Scotia gaff rigger, asking \$25,000. Contact Brady, 136 Main Street, Monmouth, N.J. 07758.

WILD SWAN, 35' Crocker designed gaff rigger, asking \$20,000. Contact Sam Hoyt, 140 West 16th Street, New York, N.Y. 10011.

MYTH, 27' Atkin designed staysail schooner, asking \$18,000. Contact Bob Kasindorf, 5 Ashleigh Court, Glen Cove, N.Y.

1979-80 OFFICERS

COMMODORE:
TOM SCHILLER
31 Turner Dr.
Greenwich, CT 06830

VICE COMMODORE:
BRIAN BECKWITH
9 Seaspray Avenue
Niantic, CT 06357

REAR COMMODORE:
ED YEOMANS
31 Grey Gardens East
Cambridge, Mass. 02138

SECRETARY-TREASURER:
SAM HOYT
140 West 16th Street
New York, New York 10011

BOARD OF GOVERNORS:
SUSAN FLEMING
346 Richmond Rd.
Douglaston, New York 11363

JOHN McKENNA
Box 1
Abueboque, N.Y. 11931

BARCLAY WARBURTON
American Sail Training Assoc.
Fort Adams State Park
Newport, R.I. 02840

CHARLES GREY
Vineyard Haven
Martha's Vineyard, Ma. 02589

EDITOR: NEWSLETTER
ANNE CLOSNER
378 Beverly Rd.
Douglaston, N.Y. 11363

American Schooner Association official, permanent address:
P.O. Box 484, Mystic, Conn. 06388