



WING & WING

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The Official Newsletter of the American Schooner Association

SEAWANHAKA CORINTHIAN YACHT CLUB RACE

The first racing event of the season in June was ushered in with an early morning heavy downpour. But by 9:30 a bunch of soggy skippers met on the dock of the Seawanhaka Corinthian Yacht Club and, after checking the fast-clearing skies, decided there would indeed be a race. By 1:00 the sun brightened and after an informal skippers' meeting hosted by members Bud Woodworth and Will Glenn where ratings were worked out, four schooners, several wooden yawls and ketches and SCYC non-wooden racers left the dock to start the third annual Seawanhaka Corinthian Invitational Wooden Boat Regatta.

At approximately 1:30 the starting gun went off mid-point in Oyster Bay, but intermittent fog prevented some skippers from seeing the committee boat, much less the course marks. The fog persisted for another hour and ebbing tide from Oyster Bay caused concern to several boats, but knowledgeable skippers held to the eastern shore to fetch the first mark. With the failure of the usual southerly wind the course was shortened. Schooner skippers were observed watching the nimble concordia yawls catch the light airs and round the course ahead of them despite a later start.

To complete the full circle of weather, the race ended in a torrential downpour, but cocktails on the Seawanhaka veranda and a roast beef dinner followed by a film of the America Cup races helped dry and lighten spirits.

Winner of the event was PRUDENCE, owned by Bob Jacobs. Second place went to Bud Woodworth and his NILIRAGA, with PANDORIAN owned by Barrie Abrams third, and Henry Hock's HERANDIS fourth.

A.S.T.A. RACE

Next was the Windjammer Weekend jointly sponsored by the Mystic

Chamber of Commerce and the Mystic Seaport Museum which saw the start of the American Sail Training Association spring race. The event was both a showcase for participating vessels and a public attraction event for the town and museum. Most of the vessels were open to the public part of the time and this gave everyone an opportunity to visit and admire not only the larger vessels, but also some of the smaller windjammers. The three day docking at either the town docks or at the Museum gave ample chance for skippers to exchange maintenance information and crews to visit from vessel to vessel. A rowing race was held for crew members on Saturday and Sunday and the crew from Carl Sherman's TAR BABY, who had been together only for this event, won both days rowing in teams on the seine boats from the Museum.

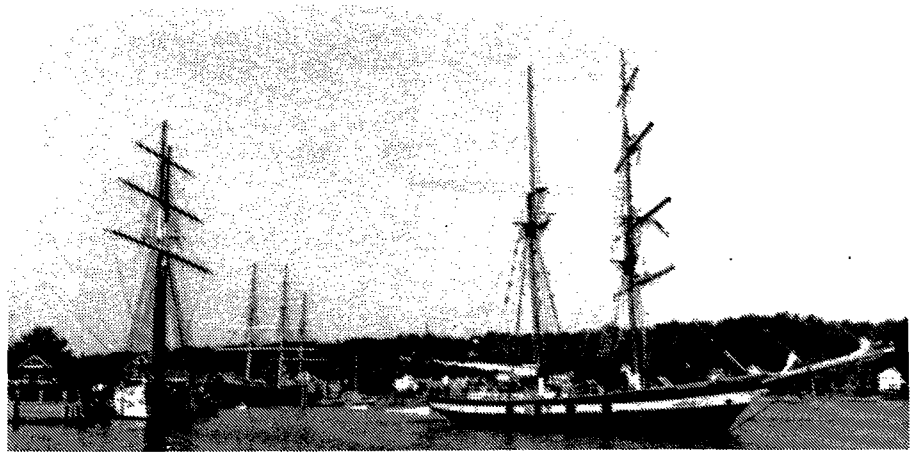
modore Brian Beckwith who has added a new crew member, Scupper, aboard EBB TIDE. HERANDIS was also present with father and son Henry Hock aboard.

On Monday morning all vessels raced to Block Island in a strong steady breeze and the Great Salt Pond was quite a sight for the tupper ware folks as BRILLIANT, SHENANDOAH, and BILL OF RIGHTS along with YOUNG AMERICA, HERANDIS and TAR BABY all dropped anchors under sail.

The next day the ASTA fleet was to race to Newport or Cuttyhunk, depending on the weather. Conditions were stormy, wind from the east, and HERANDIS, with this reporter, headed for Stonington, Ct. Results of the series of races has not yet been received.

—Anne Clossner

Photo courtesy Anne Clossner



(l to r) SHENENDOAH, JOSEPH CONRAD, and YOUNG AMERICA in Mystic

Present were the BILL OF RIGHTS and SHENENDOAH docked in town, along with CLEARWATER and CHARLOTTE ANN. At the Seaport, were CHINA DOLL, the NROTC vessel from Cornell University, YOUNG AMERICA, BLACK PEARL, TAR BABY, BLUE MAID and among others, four very sharp U.S. Navy yawls. All vessels had young training crews aboard and the weekend saw much visiting from boat to boat.

The ASA was represented by Com-

WINTER MEETING

The annual winter meeting of the American Schooner Association will be held at 9 AM on Saturday, January 30, 1982 at Mystic Seaport in the Youth Training Building. Coffee and snacks will be served, and a luncheon program will follow at a nearby restaurant. All members are encouraged to attend.

EDITORIAL

Being the Editor of the American Schooner Association newsletter is kind of like sanding off last season's bottom paint — it's a thankless piece of drudgery and no one really notices the results. Hopefully, like a clean bottom, it can make some contribution towards our forward progress. With this loose objective in mind, we are, therefore, establishing an official Editorial Column henceforth to be known as "Starboard Tack." This is to indicate to one and all that the Editor's opinions shall in all cases have absolute and unequivocal right of way over all opposing views. No equal time will be offered and no outraged letters will be published. If you want to get your thoughts into print you will just have to volunteer to take over editing this rag or, better still, submit some cleverly written articles in which you can subtly insert all *your* prejudices. We shall only edit articles for grammatical correctness and, if necessary, length. The ideas and opinions shall remain those of the author who will be given a by-line. And so to the task at hand.

The cry of "Starboard" drifting across the waters brings to mind visions of two schooners beating to windward in a classic crossing situation. We become very conscious of who "has the right of way." We should perhaps be approaching the whole concept of safety and the Rules of the Road from a different perspective: the Coast Guard refers to them as "The International Regulations for Preventing Collisions at Sea." Schooner racing in the past few seasons has become noticeably more competitive. It is no longer just a show place for a nice bunch of old classic sailing vessels. People are out there actually trying to *win* something! We are not implying that keen competition is

necessarily bad, however we should all be aware that there has been a marked increase in the number of accidents and collisions in recent years. It is to our mutual benefit to understand the contributing factors in this trend and to try to improve the situation.

The underlying cause has to be the evolution of schooner racing itself over the past fifteen years. It started as an outgrowth of cruising in traditional boats. With their numbers declining, traditional boat enthusiasts were naturally drawn together for mutual comfort and support. Many of the boats had previous racing careers but were now being used for family and socially-oriented cruising. Cruising races started as a means of showcasing the results of long hours of maintenance and as a chance to show off the genius of some of the greatest yacht designers of recent times. Many of the boats entering next year's races will still subscribe to this philosophy. However, many other entrants will be from a more recent sail racing background and will display more aggressiveness both in ship handling and in exploiting any tactical advantages offered by the rules.

So here is a big part of the problem — we don't want to discourage the once or twice a season schooner racer or those who just race as a way of celebrating our national rig, and yet we don't want to abolish serious competition and the sense of satisfaction that comes from sailing a boat to her limits. What we need to do first and foremost is *play by the rules*. For the occasional racer this probably means first learning the rules. We all owe it to ourselves, our vessels, our crews and our fellow

competitors to have a clear working knowledge of the principal rules under which the various schooner races are run. We don't all have to become lawyers, but we should have a good understanding of the possibly complex situations which can quickly develop at the starting line and when rounding marks. We must all train ourselves to anticipate much further ahead than when cruising or day sailing, and this aspect of racing can really sharpen our wits and skills as boathandlers in all sailing situations. And once we know the rules, let's abide by them. No race was ever *really* won by port-tacking another boat or barging the starting line. And no tin cup is worth the loss of a vessel or a human life. Schooner races should be won by skill, seamanship and good judgement. Protests should not have to figure so prominently in race results as they have recently and we'll all be happier when they are unnecessary. (I guarantee the race committees will agree!)

Race committees must also bear a portion of the responsibility for the increase in accidents lately. While we all appreciate their efforts in a thankless task, we must point out that course selection, location of marks, length and location of starting lines and location of spectator craft and other conflicting sailing races all weight heavily in the overall safety equation. We, as participants, must demand as much common sense and seamanship from our race committees as we do from ourselves. If we work together towards improved safety and sportsmanship we will have earned a prize of which we can all be proud.

— VB

1981 OFFICERS

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NEWSLETTER

EDITOR: Vern Brady
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*The family of
Rochelle H. Schiller
wishes to express
deep appreciation
and sincere thanks
for your kind expression
of sympathy*

To the Schooner Assoc. Members,

Of all our varied activities, Ro & I enjoyed sailing the most. Several years ago we became involved with the "Schooner People" and that was a new era in our lives. Any activity involving our schooner friends was always something special; meetings, parties, sailing events or just talking on the phone.

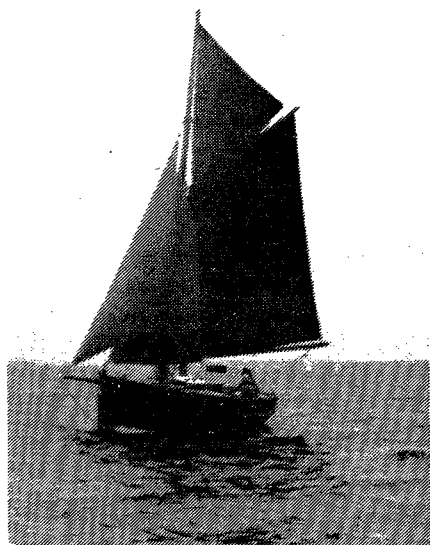
We tried to give back as much as you gave us. Special thanks for your consideration during Ro's hospitalization and for all the sincere expressions of condolence.

Tom, Scott, Lynn, Sandy & Family

DOUGLASTON WINDJAMMER RACE

The oldest traditional boat race on the calendar, the Seventeenth Annual Windjammer Race, sponsored by the Douglaston Yacht Squadron, was held on July 18, 1981. From a starting line in the middle of Little Neck Bay, 13 vessels, including schooners, cutters and catboats, slowly sailed and drifted north to Long Island Sound in very light conditions. As the wind gradually freshened out of the south, the fleet steadily ran down to the first mark at the south end of City Island and then rounded onto a broad reach to clear Hart Island.

At the second mark just north of Execution Rocks the boats turned for home with barely 20 minutes separating the majority of the fleet, which ranged in size from the 57 Alden schooner TRADE WIND to the 19' LOIS S. DRABO, also schooner-rigged. It was a steady beat all the way home with the breeze finally holding at 12 knots and the tide foul (as usual). The Race Committee had done a marvelous job of course selection for the prevailing winds and, with the exception of the DRABO, all participants finished in plenty of time for cocktails. Once again, Henry Hock and Anne Closner of HERANDIS hosted the post-race party at their charming home just a short walk from the Douglaston Yacht Club, which provided excellent launch service to the anchored racers.



The English cutter CAIRN (now renamed PILGRIM)

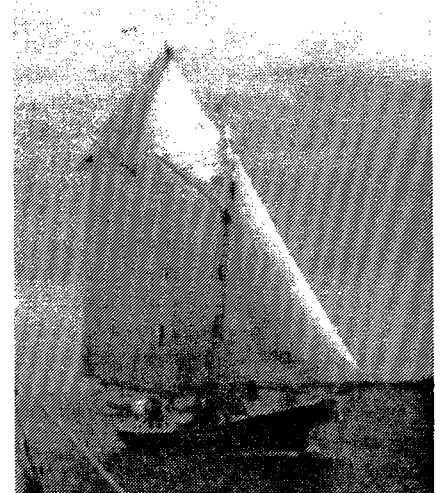
The Billy Atkin Trophy for best corrected time among vessels of traditional design and construction went to TRADE WIND, with NILIRAGA close behind and the Atkin cutter ENTERPRISE in third. PANDORIAN won the Windjammer Trophy for vessels of non-traditional construction, and the cutter CAIRN (since rechristened PILGRIM) placed second. WHITE WING took home the staysail prize for racing class schooners, and a special endurance award was given to the crew of the LOIS S. DRABO who sailed in to finish well after dark. If an award were given for the boat coming the longest distance to race it would have gone to the JERRY B. Captian Bernie Brady brought her all the way up the coast from Atlantic City, New Jersey with only one crewman aboard — not bad schooner-ger for a fine gentleman of 72 years.

All in all, it was yet another successful Douglaston Windjammer Race. Now if a few more ASA Members from the Eastern provinces would make their way down towards the Big Apple . . .

SCHOONER COVE RACE

July 25, 1981 saw the Fifth Annual Schooner Cove Race get underway in unusually fair weather. Co-sponsored by former Commodore Tom Schiller and Schooner Cove Condominiums headed by Arthur Collins, owner of DEFIANCE, the race was rather sparsely populated this year due to the absence of five or six regular entrants. Nevertheless, eight schooners showed up promptly (for a change) at the starting line only to discover the Race Committee firmly anchored at the wrong buoy. This minor *faux pas* being sorted out, the race got underway smartly with an upwind start against a light easterly breeze and hazy visibility. WHITE WING crossed first and split tacks on the first leg with BOUNDING HOME in very puffy conditions. With the tide about to turn westward it was imperative to round the first mark off of Lloyd Point as quickly as possible. Some boats, including DEFIANCE, held to Starboard tack and got caught badly when the wind shifted to the south. Other skippers held port tack towards Long Island too long and were blanketed by the hills of Oak Neck. HERANDIS in particular discovered her very own Black Hole and spent the rest of the afternoon in the Doldrums. As always seems to be the case, the leading boats got the favorable lift from the changing tide and shifting wind and

BOUNDING HOME rounded the mark with a healthy lead from WHITE WING. The second leg to "The Cows" was mostly downwind and WHITE WING, doing amazingly well for a staysail rigged boat, steadily reeled in her bigger rival. The final leg was full and by back to 32A and the steadfast committee boat, HARMONY, manned by Nelson Sickul and a reportedly very able-bodied crew. While it was admittedly a close thing to lay the finish line on one tack with the current on the weather bow, BOUNDING HOME's skipper managed to cut it even finer than usual when spurred on by his crew's offer of a case of Heineken if he could leave some bottom paint on HARMONY's anchor rode. Such tactics became even more heroic when it



DEFIANCE under full sail off Stamford

was discovered that the Committee's starting cannon, a .357 Magnum revolver, was using "live" ammunition! (This piece of information also served to discourage any protests.) WHITE WING finished second on both elapsed and corrected time and was followed at some distance by PANDORIAN, JOHN PAUL JONES, GRETCHEN, DEFIANCE, and TEHANI. BOUNDING HOME was first on corrected time as well as first to finish, and this despite her rating being increased by 2.5 points as a "performance handicap" from previous years' successes. Art Montgomery's JOHN PAUL JONES took the prize for first gaffer to finish. The post race party was an absolute eatathon, with mass quantities of comestibles being consumed. The partying continued to a delightfully unreasonable hour and all participants agreed it was one of the best bashes of the 1981 season. All that's needed to make next year's race even better is a little more wind and a lot more schooners.

CLASSIC YACHT REGATTA

Labor Day Weekend saw Newport, Rhode Island host the Museum of Yachting's second annual Classic Yacht Regatta held this year in conjunction with the Newport Wooden Boat Show. It is hoped that both events will become a permanent fixture on the summer racing/cruising calendar. Some ninety classic wooden yachts entered the regatta which was held on Saturday, September 5th, with the boats rafting up right at the Wooden Boat Show docks at the Newport Yachting Center. All regatta participants, therefore, had complete access to the show as part of their entry fee.

Saturday's weather was superb after a preceding week of stormy easterlies. The sky was clear and the North wind blew a steady 18 to 20 knots. The race course itself was simple: start just north of the Newport Bridge, sail counterclockwise around Conanicut Island, and finish off of Newport just south of the bridge. Only one problem developed: with ninety boats starting at intervals in five classes, boxed in by the bridge to leeward, the main shipping channel to port of the line and Coasters Harbor Island close to starboard, maneuvering in traffic became difficult. Added to this was a significant number of spectator vessels wandering about more interested in photographs than in tending their helms. One sailor lost his entire rig when he unexpectedly found himself crossing TICONDEROGA's bow, and another almost cost FORTUNE her mainmast when she was rammed in the port side, losing all her main shrouds. Both entrants were forced to withdraw and the Race Committee will have to take steps to prevent a repetition of this situation.

With so much windward work on both the first and last legs, it was hardly a schooner's dream race. All the yawls, sloops and cutters quickly established their windward superiority. The downwind leg was fantastic, of course, and one group comprised of ALICIA, MALABAR II, WHITE WING and BLACK PEARL had a memorable 8-9 knot drag race down the west side of Conanicut, with gollywobblers and genoas flying. But, overall, the schooners fared poorly. The race classes were broken down by size rather than rig and consequently there were all too few schooners mentioned in the prizegiving ceremonies. MYA won the Schooner Trophy with a sixth in class and a 30th place overall.

Although they received no prizes, next schooners to finish were BRILLIANT, 40th; TRADEWIND, 45th; MALABAR II, 46th; and TODDYWAX, 47th. Obviously, what is needed next year is a separate class exclusively for schooners. With 16 schooners entered this year (17 if you count BLACK PEARL) and possibly a few more giving the regatta a try next season there would be easily enough support to justify such a move. In any case, it was a great spectacle and a weekend to gladden the heart of any wooden boat lover. Plan to be there next time around.

COTTON BLOSSOM II at Newport

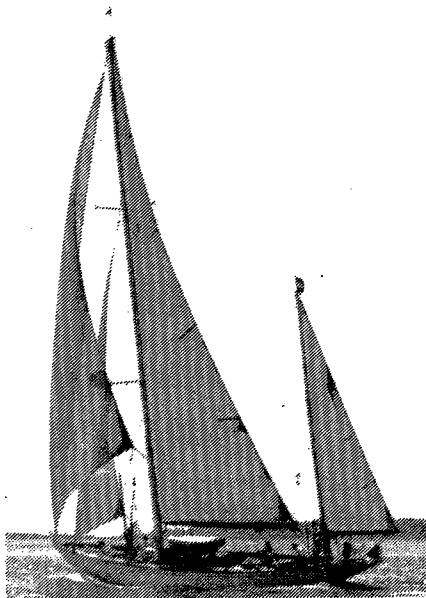


Photo courtesy Anne Closter

ESSEX TRADITIONAL WEEKEND

In Essex — as in all traditional boat gatherings of our experience — sailing is far from the only activity. Participants were treated to parties non-stop throughout the week-end of September 11-13.

Boats arrived throughout the day on Friday. Many rafted to the lovely Hand motorsailor SEAFOX, the S & S yawl MAGIC VENTURE and the gaff-rigged sloop HOPE. Most of the boats racing were old and traditionally rigged, yet all were fit and well found. All the owners and crew were extremely proud of their boats — a love-hate relationship at times, but a dedication to a classical tradition. To see these yachts going for the first mark under full sail makes one realize that all the work is really worthwhile.

Events got underway Friday night with Brenda Milkofsky and Linda Terry welcoming all participants with a keg of John Courage. Inside the museum at the Steamboat Dock, charytymen Peter Levy from Newburyport and Steven Turner from London, England, performed for a very attentive group of sailors, including one from as far away as Texas. A great deal of talk concerned the next day's race and which yacht had the best chance. In the case of the schooners one might have thought it would be Carl Sherman's TAR BABY or Tom Schiller's BOUNDING HOME, both 52'. In Class II the obvious race was between the two 52' Sparkman & Stevens' yawls, BAC-CANAL and MAGIC VENTURE, both from New York. All agreed though, in Long Island Sound it could have been any one of the 22 starters, as sailing in the Sound demands a constant playing of tide, current, and unpredictably shifty winds — and a bit of luck as well.

EBONY QUEEN, the black gaff-rigged motorsailor designed by Winslow, served as the race committee boat, ably commanded by her owner Duncan Syme. Using a penalty system designed by engineer David O'Neil, each boat was handicapped under a 1907 Herreshoff Universal Rule and International Racer/Cruiser Rules.

Race day began windless with zero visibility in thick fog and the start was postponed two and a quarter hours. Finally things cleared a bit and the race was begun with just a breath of air. Mercifully the Race Committee set an off the wind start but several boats weren't paying attention and were caught by the five minute gun still downwind of the line. EBB TIDE, HERANDIS, GOLDEN GOOSE and several others spent over an hour and a half beating up to the starting line. Meanwhile BOUNDING HOME led the schooner class to the first mark, closely trailed by TAR BABY. With almost no wind and a distinctly foul current all the early boats were forced to anchor at the Eastern end of Long Sand Shoal. This allowed the rest of the scattered fleet to catch up, including all the Class II sloops and yawls. Commodore Beckwith, even after his worst start in years, managed to bring EBB TIDE first around the mark. Fortunately for the heavier boats the wind then filled in gradually from the southwest, becoming stronger and stronger until it eventually was blowing 15 knots at the finish. BOUNDING HOME, sporting a beautifully set genoa, pulled out over twenty minutes on EBB TIDE on a five

mile beat and, as the wind freshened, was actually out-pointing and out-footing several of the Class II competitors when the Race Committee was forced to shorten the course due to time limitations. BACCHANAL finished first on elapsed time and as the rest of the fleet charged across the line all knew who had finished in the money.

Banjos delighted everyone during the Saturday night cocktail party put on by the Connecticut River Foundation, with food donated by the Griswold Inn and rum by Mount Gay. CRF members and race participants eagerly awaited the results. Trophies were finally presented by John Senning and Linda Terry against a backdrop of wood masts with flags flying at the newly opened museum at Steamboat Dock. In the schooner class, first was BOUNDING HOME; second, EBB TIDE; third, GOLDEN GOOSE. In class II -traditional vessels with plank on frame construction - BACCHANAL took first place, as well as the perpetual Foundation trophy for first across the line, followed by the six-meter FREE and, third - ELF.

After a delightful early morning breakfast put on by Gene Bellows of the Bee & Thistle Inn in Old Lyme, the smaller gaff-rigged vessels and catboats geared up for the day's race. With much excitement in the air everyone rushed off to the starting line on the other side of the river, with spectators lining up at the Steamboat Dock to watch. With the Committee on station, again in EBONY QUEEN, the race course was soon filled with the 19 entrants, among them Whitehalls and catboats of differing ages. Trophies were presented to the catboat SERENDIPITY, who came in first; second went to ABIGAIL from South Cove Yacht Club; and third to PANASEA.

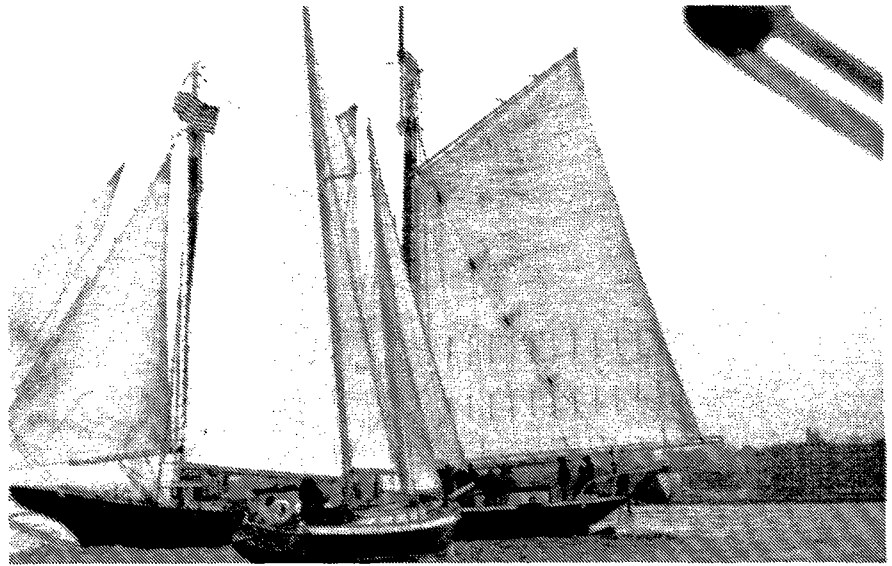
Visitors and spectators wandered through the museum taking in Steve Cryan's display of marine paintings while listening to music by a brass quintet. The weekend concluded with a parade on the river led by Stuart Ingersoll's restored oyster boat FLORA.

As the boats drifted off to their home ports Sunday afternoon, everyone concluded it had been a great week-end. It was wonderful to see the beautiful old yachts and to know that tradition is still alive in Essex.

—Linda Terry

MAYOR'S CUP RACE

After six years of running up the Hudson River, the competitors for the



Trading tacks: South Street Seaport's PIONEER and TOTEM. New York Harbor

1981 Mayor's Cup returned to New York's Lower Harbor for the 15th running of the race sponsored by the South Street Seaport Museum. In possibly the most competitive race ever, Brian Beckwith's EBB TIDE took top honors for the second consecutive year.

Light northerlies and a favorable current pushed 18 vessels towards the Verrazano Bridge at the start. RUSSELL GRINNELL, the schooner-rigged sharpie built and sailed by the Pioneer Marine School, opened up a big lead and was first to reach the turning mark at West Bank Light. The tide had not yet turned, and the sharpie was forced to anchor as the flukey breeze shifted into the south and the next group of boats approached the light.

With the new breeze picking up just enough to move the schooners against the tide, RUSSELL GRINNELL was first around, followed very closely by NINA, TRADE WIND, WHITE WING, EBB TIDE, TYEHEE and SCHEDAR, the latter two gaff-riggers.

Then the real race started. The lead changed hands many times among TRADE WIND, NINA and WHITE WING as most of the leaders except EBB TIDE and WHITE WING headed straight for the Staten Island shore, the shortest route back to the bridge. EBB TIDE, thinking to pick up the changing tide first reached across towards the Brooklyn shore.

Dave Mowen, skipper of WHITE WING, chose the tricky route inside Hoffman and Swineburne Islands, right on the Staten Island beach. This paid off for him as he opened up a quarter mile lead over NINA, TRADE WIND and TYEHEE, and was first to make it back under the Verrazano bridge.

However, with the wind holding from the southeast, EBB TIDE moved steadily along the Brooklyn shore, and was slightly ahead of the others at the Narrows.

With just two miles to the finish, not more than five boat lengths separated EBB TIDE, TYEHEE, NINA and TRADE WIND as they played the puffs along the Belt Parkway. In a considerate judgment, the Race Committee dropped the time limit when it became apparent that no boat would finish within the allotted time.

WHITE WING was first across the line to take the New York Yacht Club Trophy. Just three minutes later EBB TIDE crossed, followed within less than a minute by TYEHEE, and a minute later by NINA and then TRADE WIND. RUSSELL GRINNELL Hung on to finish sixth overall on elapsed time.

On corrected time, EBB TIDE took first in Class B and the Mayor's Cup; RUSSELL GRINNELL was second; and Bill Wertenbaker's TYEHEE took third in class, and the Alfred Loomis Trophy for best corrected time for a gaff-rigger. In Class A, TRADE WIND took first, NINA second, and Frank Fulchiero's VOYAGER third.

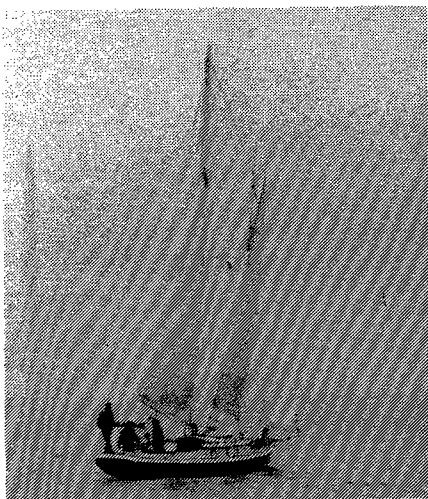
WHITE WING was awarded the Knickerbocker Yacht Club Trophy for seamanship for the decision to take the tricky course inside Hoffman and Swineburne Islands.

The prizes were presented at a party aboard the four-masted barque PEKING, at which Jonathan Wilson, editor of *The Wooden Boat Magazine*, received the American Schooner Association's award for contributions to traditional sailing.

—Sam Hoyt

MYSTIC SEAPORT RACE

With the colors of Fall highlighting the New England landscape, some two dozen schooners gathered once again for Mystic Seaport's Fourteenth Annual Invitational Schooner Race, September 26th. Following a brief skipper's meeting on Friday night and a somewhat lengthier "Handicap Party" sponsored by the American Schooner Association, most of the participants managed to grope their way down the Mystic River to the usual starting line west of Seaflower Reef. A most welcome, if unexpected, sight was Don Glassie's FORTUNE lying to anchor just off Noank. Following her near dismasting at the Classic Yacht Regatta, Don and his crew had labored feverishly to repair her mainmast and replace much standing rigging to be seaworthy in time for Mystic. As it was, they were forced to skip the Essex Race and, in fact, had no engine at Mystic since its repair was not deemed essential. FORTUNE accepted a tow to the start from MALABAR II as the wind was failing rapidly and no sooner had the fleet assembled than the Race Committee signaled a postponement. Although the Northwest wind had been blowing a moderate gale for the preceding two days, and a strong Southwester piped up on Sunday, Race Day resembled late July on Western Long Island Sound. Shorts and tee shirts were the uniform of the day and several swimming parties were organized. (The water temperature in Fishers Island Sound soon reminded folks it was late September!) Finally, near noon, a light onshore breeze came in from the Southeast and the race got underway using Course III inside Fishers Island. BOUNDING HOME



PANDORIAN

made one of her usual perfectly-timed starts and jumped out to an early lead, but the extremely light breeze wasn't really what the heavier boats needed and FORTUNE quickly took the measure of Class A.

The slim Crowninshield schooner led handily at the first mark off of Noyes Shoal and on the second leg she stretched her advantage to the point where she was literally out of sight at the finish. It was obviously a day that favored the more easily driven vessels in the fleet, and a number of Class B and C boats rounded the first mark very shortly behind the Class A leaders. With the race shortened to end at Sarah Ledge off New London the fleet had a long, slow, broad reach to the finish line, with several pleasant blanketing duels taking place just to keep the crews alert. After crossing the line most skippers elected to sail back to the Mystic River, with several of the more daring (or underpowered) running up the river under canvas. GROUNDING HOME lived up to her nickname by once again finding a nice shallow spot from which to watch the proceedings.

The buffet dinner laid on by the Seaman's Inne was an outstanding success and a vast improvement over recent years' menus. When the race results were announced, all of FORTUNE's repair efforts were rewarded and she collected first place in Class A, as well as the newly-offered Billy Atkin Memorial Trophy for first schooner to cross the finish line. The Atkin Trophy was a beautiful half model of his schooner CHANTEY and was personally presented by John Atkin. BOUNDING HOME placed second in Class A and TAR BABY was third. Class B honors went to Bob and Bill Graves' TOTEM as she christened her recently replaced stem by putting it across the line ahead of Jim Lobdell's MALABAR II. Third place in B went to TODDYWAX.

But it was Class C that, as expected, really dominated the silverware department. First in C and winner of the Brilliant Trophy for best corrected time in all classes was Peter Sanger's SAPHIRE. Sporting a new mainstaysail instead of her rather unique marconi foresail, she outpaced her archrival EBB TIDE as well as a fair number of the larger schooners. TYEHEE came in third and also claimed the Soundings Trophy for gaff-rigger with the best corrected time. STAR II of Noank won the CONRAD Award for youngest crew, and the CHARLOTTE ANN, built in 1888, earned the Director's

Prize for the oldest vessel entered.

As usual, the Mystic Schooner Race was the best organized, best attended, most competitive and classiest event of the season. Besides, even schooners need hot showers at least once a year.

DOG WATCH

We are sure that by this time all our readers have noticed that the American Schooner Association Newsletter now has a new name. We felt that having made it through the first 10 years of existence it was long overdue for a christening. Being diehard gaff-rigger fans and keeping in mind the old-timers' expression "readin' both pages" the title seemed doubly appropriate.

Unfortunately, the 1981 Schooner Cruise never quite developed. Too many boats out of commission for various reasons just seemed to siphon off interest this year. Perhaps with 1982 being the Tenth Anniversary of the founding of the Association we could organize a *rendezvous* with schooners from all areas getting together for some sort of clambake. Think about it and let's discuss it at the Winter Meeting.

The predominant light weather that seemed to plague most races this summer set us to thinking: what is a single greatest asset of the schooner rig — versatility. Good in a blow under short canvas they can still spread acres of light stuff when conditions require it. So why do we limit ourselves to working sails only? Why turn a light air race into a frustrating drifter with heavy working sails lying there like boards when with a gollywobbler and suitable genoa (poled out to windward if necessary) boats could be maneuverable, more fun to sail and get us back to the dock in time for some partying. We're sure the handicapping problems could be resolved if enough skippers want to give it a try.

FOR SALE

24'8" Peter Van Dine Tancook Whaler Schooner, 1975, sleeps 2, loc. Va., hull fg., everything else wood; elec. motor, 1 hp. 2 speed, runs on 2 batteries, asking \$9,000.

EBB TIDE - 27 Marconi Schooner, designed and built by Legnos Boatbuilding. Volvo diesel. One owner, only driven on weekends.

Contact Sam Hoyt for particulars.