



# WING & WING

The Official Newsletter of the American Schooner Association

Volume LIII, Number 2 – Summer 2017

## Sail Training Vessel (STV) Pathfinder

~ by *Richard Hudson*



Almost a schooner (see sidebar), **STV Pathfinder** has had over 50 years of continuous, seasonal, operation in training young people.

Sixty feet on deck, with an eight foot draft, the wooden-sparred, steel-hulled brigantine mostly sails the Great Lakes. Six to nine day long trips are run over the summer. All (except disabled) trainees climb aloft and learn how to make their way out the yards, feet on the wire, belly on the yard, arms in front, to set, reef and furl the square sails. Trainees are taught to stand watches, steer, handle the sails and look out.

**Sail Training Vessel Pathfinder** sails with up to 28 people aboard. With the exception of the captain, everyone aboard is 12-18 years old. There are up to 18 Trainees, three Petty Officers, one Cook, a Bosun, three Watch Officers, an Executive Officer, a Captain. The Executive Officer pretty much runs the vessel, the

Captain mostly provides advice, stepping in if necessary for safety reasons.

The program was inspired by **Outward Bound** and by Irving Johnson's training voyages around the world in the brigantines, **Yankee**. As Maurice Smith, Curator Emeritus of the Marine Museum of the Great Lakes, put it, "the emphasis [of the program] was on real life situations that were resolved through teamwork and individual effort".



Naval Architect Francis A. MacLachlan and Gordon Workman began by considering an old Down East schooner. The goals for the subsequent design included:

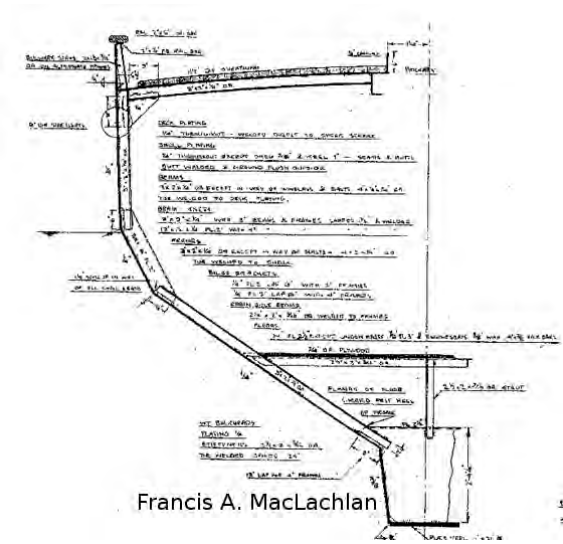
- A steel hull with watertight compartments.
- Enough beam to give high initial stability in the event of a knockdown gust of wind.

- Enough space inside to carry trainees and officers.

Former **Pathfinder** Captain Richard Birchall told me the reason for the choice of brigantine rig instead of a fore-and-aft schooner rig was because “the square sails require more people to work together”.

A brigantine built in 1954 to an earlier version of this design, **St. Lawrence II**, is still sailing, as is Training Ship (TraiShip) **Playfair**, built in 1974 to a later version of this design.

**Pathfinder** was built in 1963. Construction is welded steel, hull plating is 1/4”, keel plating is 1/2”, frames every 2 feet.



- |                    |                           |                                |
|--------------------|---------------------------|--------------------------------|
| • LOA: 59' 8"      | • Displacement: 47 tons   | • Sail Area: 2,600 square feet |
| • LWL: 45'         | • Auxiliary Engine: 150HP | • Water: 226 US gallons        |
| • Beam: 15'        | • Foremast: 52'           | • Fuel: 629 US gallons         |
| • Draft: 8'        | • Mainmast: 57'           |                                |
| • Ballast: 12 tons |                           |                                |

Current **Pathfinder** Captain Liam Fraser describes navigation as “almost entirely done in traditional ways, on paper charts”, with log, compass, sextant and pelorus (think compass without a magnetic needle). The pelorus is used for taking bearings (hand-bearing compasses don't work well on steel boats), the sextant is used for measuring horizontal bearing angles, and for calculating distance off by vertical angle. There is a depthsounder--navigation by depth contours is both taught and practiced. A traditional leadline gets frequent use, especially when anchoring. There is also RADAR and GPS. The officers do the navigation, and the captain uses the GPS to check their accuracy.

Some trainees join the winter program, of boat maintenance and training, on weekends, to work their way up the ranks and then sail all summer as officers.



The winter program training includes seamanship, emergency management, first aid and navigation. The maintenance includes winterizing, de-rigging and re-rigging, rust-work, painting, scraping & varnishing the spars, replacing servings, sail repair, woodwork and correcting the charts.

What is it like to sail? Fun, of course! And challenging.

I learned sailing on this boat as a teenager, starting as a Trainee, finishing as a Watch Officer.

The square sails comprise a large portion of total sail area, and are generally set. The square sails are very useful for maneuvering, as they can be braced (turned) around independently of the other sails.

When anchoring, the topsail (upper square sail) is backed to set the anchor. The lower square sail—the course—is not used at the same time as the (muscle-powered) windlass, because they compete for space.

Sailing off the anchor involves tacking back and forth, winching in slack chain on each tack until the chain breaks out, then the topsail is backed to push the bow around to the desired tack.

Heaving-to is done by backing the square sails (if windy, just the topsail—the upper square sail—or just a reefed topsail) and sheeting in the mainsail. The jib may be backed also, but the boat balances between the mainsail and the square sails.

Space limitations prevent me from describing the use of the topsail for sailing off docks.

For more information, see the website <http://www.torontobrigantine.org>, go to Toronto Brigantine on Facebook, or call 416 596-7117.

### Topsail Schooner or Brigantine?

~ *By Richard Hudson*

**B**oth topsail schooners and brigantines are fore-and-aft rigged, and have square sails on the foremast.

A topsail schooner also has a gaff-rigged foresail on the foremast, which the brigantine does not.

There are varying definitions of brigantine (or hermaphrodite brig). Older definitions of brigantine

include square sails on the mainmast as well as the foremast.

There are likely people in the Schooner Association that have better knowledge of this topic than I, and I suggest that the ASA Forum would be a good place to discuss that.

### Calling All Writers (and Photographers)

**D**o you have a passion for writing, informing and educating (and in some cases, entertaining)? Are you a writer with your finger on the pulse of what the upwardly mobile schooner owner and/or advocate (to include sailors and boaters of all sorts) wants to read?

The American Schooner Association (ASA) Newsletter, W&W, is looking for articles from writers, bloggers and photographers for the fall 2017 issue (late September).

Please submit your articles, photos, blogs, etc., to Susan A. Sodon, ASA Editor [susan.sodon@gmail.com](mailto:susan.sodon@gmail.com) or [editor@amschooner.org](mailto:editor@amschooner.org).

We look forward to reading your valuable contributions.

### In Memory of Sam Hoyt

~ *By Richard Hudson*

**I** first met Sam Hoyt in a bar in Baltimore, just before a Great Chesapeake Bay Schooner Race. As we both lived in New York City at the time, we got talking and exchanged emails.

Sam and Jeanette came out for many day sails on my schooner **Rosemary Ruth** in NY Harbor after that.

They always arrived with a huge assortment of delicious



baked goods to feed the crew. Several times, Sam and Jeanette gave me a ride to Mystic for the annual ASA meetings. Sam seemed to enjoy the foredeck of **Rosemary Ruth**, and spent a lot of time there, looking out for traffic and handling the jib sheets. He also enjoyed speaking Russian--which I think he had learned and/or used when in the US military--to some of the cute, Russian-American girls that often came out on day sails.

Sam had sailed many Mayor's Cup Schooner Races in NY Harbor. He told me some things about the currents along the race course that I hadn't known, which he had observed over the course of watching the paths taken by the winning schooners in other years. Following his strategy enabled us to finish a very light-wind race before the current went against us.

Sam sailed down to Baltimore on **Rosemary Ruth** with me one year, and we did the Great Chesapeake Bay Schooner Race. We had engine problems, so had to beat our way up to Hampton Roads for the after-race party. Sam told me later that he thought of my boat as a "hard boat", and he subsequently talked his way onto the much more comfortable **Mystic Whaler**.

Usually quick with a pithy, humorous response, Sam could play the salty curmudgeon role quite effectively, but underneath he always seemed warm and friendly. His love of all things schooner showed strongly.

He is missed.

### Adix goes 4-for-4 at the Antigua Classic Yacht Regatta

~ By *Richard Sherman*

**A**dix won the "Classics Class A" division each of the four days at the 30<sup>th</sup> annual Antigua Classic Yacht Regatta. Jettisoning roughly 27 tons in its 2014-2015 overhaul, the lighter and nimbler **Adix**, under the command of long-time captain Paul Goss, took advantage of steady winds and high seas to fend off all competitors.

The spectacular Arthur Holgate-designed schooner was originally built by Astilleros de Mallorca in 1984. The schooner's fourth refit was completed in 2015 and included the installation of new generators, a new main engine, significant modification to the boat's ballast, and the exchange of aluminum rigs for carbon rigs and mast. The work was done at the Pendennis Yard in Cornwall, England.





Following Antigua, schooner **Adix** and her crew are headed to the US east coast and should arrive in New England by mid-June after a stint in the Bahamas and a new paint job. Future plans include a passage of the Panama Canal and time in the South Pacific during 2018.

## The Adventures of the Sara B.

~ By Susan Gately

The schooner **Sara B** is a Ray Stephens designed Tancook schooner launched c. 1954 as **Pleiades** and has been very busy up on Lake Ontario... excerpt from recent Messing About In Boats article -

Last summer we put our little schooner **Sara B** to work. **Sara B**, featured previously here in this publication as the subject of my sailing memoir about living on the edge with leaky boats, is an old salt originally from Mahone Bay, Nova Scotia. She's a Tancook schooner, thirty eight feet on deck, and was launched into the world a couple years after her sixty-five year old part owner. She arrived on Lake Ontario after being purchased on eBay in 2004. She is now owned by a co-op of sorts.

I should explain her involvement with the video. I have a propensity for teaching. And I love the concept of using boats as teaching tools. I admire efforts to build character and teach life lessons with small boats and tall ships and a few years ago I even paid a goodly sum to enhance my own character aboard an all-woman crewed tall ship. I also admire programs like that of the Hudson River sloop **Clear Water** or the **Inland Seas** schooner on Lake Michigan that use boats to teach about ecology.

As a self-appointed advocate for the waters on which I sail (Lake Ontario), I know sailing can be a very good way to excite interest in and teach about the ecology and environment of our wet watery surroundings. Last winter I decided to try teaching with a documentary about the lake's history and ecology. I envisioned "National Geographic" and "Nova" knocking on my door. I pictured our premier at the "Sundance Film Festival" or at the very least at Toronto here on the lake. Surely we'd sail **Sara B** up there and get the red carpet treatment and a free dock at the downtown marina. It's gonna' be huge.

However, there was one teeny problem. The screen test.

I can talk and write with uncertain and erratic efficiency and articulation. But on camera I really suck. Charisma polish and charm is not me. According to the experts our video needed a good story line and a strong central character, perhaps a wise and salty old sea captain to act as guide. Alas, Skipper Sue just didn't cut it. Neither did anyone else we knew. And no one wanted to try. But we knew someone who did have charm and good looks and charisma to the max. **Sara B** was perfect for a leading lady. We are constantly being told how beautiful our little ship-let is. Here was our star.

We set up our first session with two extras for crew on a warm windy weekday to minimize PWC and tube towing traffic. I was camera man while my spouse and the two **Sara B LLC** members manned the schooner. They wisely tucked in a reef, and after taking one look at white caps on the lake I declared no way was the solo camera man going to get any footage out there. I anchored in the bay and got the camera out. Soon I saw **Sara B** roaring towards me with a huge bone in her teeth. She looked a little scary heading straight for us at that speed.

I started the camera rolling and immediately discovered the bay was far choppier than I'd realized. And each time I got the hard charging schooner nicely framed, a puff would hit and **Titania**, the photo platform, would veer around and put her shrouds or stern rail into the picture. Most of the video was very bouncy.

**Sara B** swept by showing much of her bottom. She tacked around and charged back now to windward. I

saw a cat's-paw rushing across the water. The old gaffer dipped her rail well under and came back up with her scuppers pouring. Wow, almost washed the cabin windows with that one. After forty minutes of strenuous sailing and filming, we ended up with about twenty seconds of usable video. You can see more by searching You Tube, <http://sarab.brownroad.com/video/sb2015.htm>

After this session we set the camera up on the end of the harbor jetty on another weekday. We had a grand full sail breeze and a three to four foot sea to go with it. This time I took the helm with the regular stalwart crew aboard and reached back and fourth in front of the jetty. My spouse took lots of video much of it showing a little schooner with poorly trimmed sails. I think we got about a minute of footage on this session. But it was steady.

On subsequent sessions we took the Go Pro out on the bowsprit, up the mast, hung it off the quarter, and shoved it under water while sailing. We took photos of the boat on her mooring from the air using our Go Pro plus drone. The video on Lake Ontario has 45 awesome seconds of Tancook schooner sailing in it. It even has a few seconds of her ancient faithful diesel pushing her along.

For more on the project you can check out [www.susanpgateley.com](http://www.susanpgateley.com)

## Danish Navy Invades St. Thomas

~ By *Richard Sherman*

One hundred years after it sold the Virgin Islands to the United States, Denmark sent two of its Navy vessels back to the Caribbean islands. This time, the “show of force” featured two magnificent classic 60’ yawls. Built in Denmark by Poul Molich, the **Svanen** (1960) and **Thyra** (1961) competed in the 44<sup>th</sup> St. Thomas International Regatta (STIR), March 24-26. **Svanen**, under the command of Lieutenant Commander Martin Engelhardt, and **Thyra**, captained by Lieutenant Commander Christian Andersen, featured cross-functional crews that included full-time staff as well as cadets from both the Royal Danish

Naval Academy and the Marstal Navigation School (commercial vessels) on multi-week assignments.



Although neither of the 36 ton classic yawls won their classes, the friendly Danes, and their beautiful vessels were a delightful addition to this year’s regatta. By the start of the regatta, the boats had sailed more than 6,500 nautical miles. **Svanen**, meaning swan, and **Thyra**, believed to be named after an ancient Danish queen, left Denmark in October 2016. After stops in Lisbon and the Canary Islands, the boats arrived in Barbados on January 5<sup>th</sup> after an 18 day crossing of the Atlantic.



The group’s commanding officer said, “On behalf of the crew of the two Royal Danish Navy sailing yachts, **Svanen** and **Thyra**, we would like to thank the organizers, volunteers and competitors of the St. Thomas International Regatta for welcoming us here on your magnificent Virgin Islands. We have sailed a long way to be here for the centennial of the transfer of the islands to the United States and the regatta has definitely been a highlight on the trip so far.”

The Royal Danish Navy is the second oldest in the world, and celebrated its 500<sup>th</sup> anniversary in 2010. The two yawls are the Royal Danish Navy's only sailboats and they typically operate training missions off Denmark, Sweden, and Norway.



**Svanen** and **Thyra** are headed to Norfolk, VA and Annapolis, MD in the coming weeks, and are scheduled to visit Baltimore, MD April 22-24. After port calls in Bermuda (May), the Azores, Great Britain (June) and the Netherlands, the boats are expected to reach their homeport of Frederikshavn, Denmark in late June.

## A Reach out from Paul Morse, Schooner Tree of Life

~By Paul Morse

The folks at the Opera House Cup in Nantucket have agreed to have a schooner class for the Opera House Cup. As far as I know, this will be the first schooner class in the history of the race. We can all be part of a historic moment by participating in this. The race week starts on Friday the 18th of August and ends on Sunday night the 20th. Most vessels arrive on the 17th.

For the Opera House Cup all vessels will have to sail the same course. For the two days of racing for Nantucket Race Week I am requesting that in addition to our own class that we have our own course with a much shorter windward leg. As owner of **Tree of Life** you may understand why this is important to me! I imagine it is important to some of you as well. The request has gone out but I do not have an answer yet.

We need five vessels to participate and I don't see that as an issue. If you are going to join us please fill out the application and make sure you indicate you want to be in the schooner class.

Below is the Notice of Race link.

Also, please let me know if you will participate. I am going to keep track of the schooner fleet and communicate directly to the fleet. Please forward me any email addresses of other schooners you would like me to reach out to directly.

Captain Paul Morse, **schooner Tree of Life**,  
pmorse22@gmail.com

We have just posted the NORs and opened registration for both the Opera House Cup and the Nantucket Regatta, which you can find at:

[http://www.nantucketraceweek.org/page/nrw/overview\\_nrw/NantucketRegatta](http://www.nantucketraceweek.org/page/nrw/overview_nrw/NantucketRegatta)

[http://www.nantucketraceweek.org/page/nrw/overview\\_nrw/OHCRagatta](http://www.nantucketraceweek.org/page/nrw/overview_nrw/OHCRagatta)

### Marlinspike

a quarterly color magazine devoted to traditional sailing vessels, sailors, and programs!

Annual subscription \$25

Subscribe via PayPal to Marlinspike1812@gmail.com  
via credit card by calling (978) 561-3020  
or mail your check to:

Marlinspike  
73 Middleton Road / Boxford, MA 01921

Visit us on the web at

**MarlinspikeMagazine.com**

and be sure to check out our active facebook page!

## AMERICAN SCHOONER ASSOCIATION CLASSIFIEDS

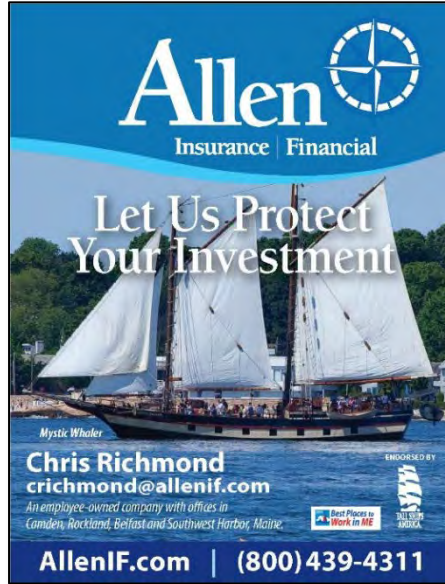


Building Quality Traditional Sails Since 1947

**LEE SAILS**

Get Your Quote Today! [www.lesailsne.com](http://www.lesailsne.com)  
207.701.1421

Lee Sails  
Zander Parker and Kate Kana  
[www.lesailsne.com](http://www.lesailsne.com)  
P.O. Box 153,  
Castine, ME 04421  
207-701-1421



**Allen** Insurance Financial

Let Us Protect Your Investment

Mystic Whaler

**Chris Richmond**  
[crichmond@allenif.com](mailto:crichmond@allenif.com)

ENDORSED BY

An employee-owned company with offices in Camden, Rockland, Belfast and Southwest Harbor, Maine.

**AllenIF.com | (800) 439-4311**



SEABAGS & DITTY BAGS

**SHIPCANVAS.COM**

M&B SHIPCANVAS CO. - OCALA, FL - 352-289-3026

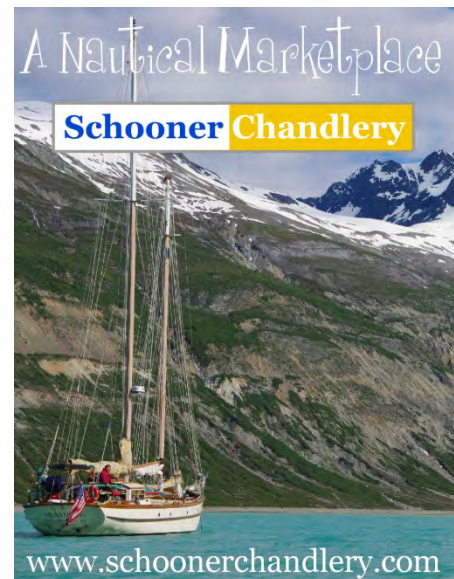


**CAYUGA WOODEN BOATWORKS**  
EST. 1991

**Celebrating twenty five years in business with over a century of experience.**

We are located in the heart of the Fingerlakes with deep water access to the world through the NYS canal system. Call us today about starting a great relationship with a talented crew.

Office: 315-253-7447 • 607-351-7620  
[phil@cwbw.com](mailto:phil@cwbw.com)  
[www.cwbw.com](http://www.cwbw.com)



A Nautical Marketplace

**Schooner Chandlery**

[www.schoonerchandlery.com](http://www.schoonerchandlery.com)