



WING & WING

The Official Newsletter of the American Schooner Association
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American Schooner Association 2018 Annual Meeting Featured Presentation: “To Patagonia!”

A Day in the Life of the Schooner Sara B,

~ by *Susan Gately*

Sara B is a Ray Stephens designed Tancook schooner launched c. 1954 as **Pleiades** and has been very busy up on Lake Ontario... The following is an excerpt from a recent article “Messing about in Boats”



Lying at the bottom of South America, its rain-drenched, mountainous coast lashed by the strong winds of the Roaring Forties and Furious Fifties, sparsely-populated Patagonia is a remote, wild and spectacular place.

Join us as Richard Hudson tells us of sailing his schooner **Issuma** down the Pacific from Vancouver to the remote and mysterious Easter Island and then to and through the countless islands and fjords of Southern Chile’s Patagonia.

**Have you booked your reservation at
the Mystic Hampton Inn for the
ASA 2018 Annual Meeting?**

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 catspaw 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 some of it here or search 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 forth 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

Lessons Learned

~ by Paul Gray

We've all had them. That short period of introspection after an "incident" when we've said to ourselves, "I probably could have handled that better!"

Welcome to *Lessons Learned*! The idea behind this feature is to share some of those moments with others in the hopes that sharing our "oops" moments might prevent someone else from having the same moment. I am inaugurating this column with one of my own "oops." Mine, as you will see, was an "oops" of omission, rather than commission.

I was aboard my small schooner **Quintessence**, en route from Barnegat Bay, NJ to Baltimore, MD. Aboard was my stalwart sailing buddy Jay Irwin. We had motored down the coast and tied up in Cape May to await the Delaware Bay tide change. I had checked fuel before we left and checked again in Cape May. While I still had plenty I noticed that my port tank was lower than my starboard. When motoring, I pull from both and they generally pull fairly evenly. I made a mental note to check everything once we got to Baltimore. Yup, you guessed it, that was my "oops."

We left Cape May and motored up Delaware Bay, reaching the entrance to the Chesapeake and Delaware Canal at slack tide. We continued into the Canal, motoring against a stiff headwind. About half way through, my engine started sputtering and died. As we drifted to a stop I went below and found my Racor fuel filter bone dry. My engine was not going to be up and running any time in the immediate future.

The C & D is not a great place to lose power. The tidal current is fast, and while the Canal is fairly wide, there are lots of things to hit. Like the stone sides, other boats, bridge abutments, light stanchions and an occasional small fishing dock. Fortunately, the

current had not yet kicked in. I went forward and dropped anchor, letting out a lot of extra line.

As I waited for **Quintessence** to drift back on the anchor I went aft and radioed the Canal dispatcher to let them know of our quandary. The canal handles over 25,000 commercial vessels of all shapes and sizes a year and my first question was whether anything was heading our way. Fortunately, there was nothing. He somewhat pointedly suggested I take care of my problem quickly.

After a few moments I realized that **Quintessence** was not drifting back on her anchor. The stiff breeze out of the west was completely neutralizing the slowly building westerly current. With any puff, I would "sail" right over my anchor line. When it eased I would drift back. A bit unnerving; we weren't that far from the side of the canal.

We had just passed a very large marina where I knew towboats were based. I called and in very short order a tow was heading our way. After a very short uneventful ride to the marina, the towboat dropped us at the fuel dock and we started investigating.

In short order the problem was obvious. It probably already is to you. The issue I had noticed in Cape May wasn't less fuel was being pulled from the starboard tank, *no* fuel was being pulled from the starboard tank. I had run the port tank dry. The starboard contained the same amount of fuel it had when I checked it in Cape May. I had plenty of fuel to get to Baltimore, I just couldn't get to it.

Jay and I spent time doing some basic diagnostics. We filled the port tank, filled the Racor, bled everything, got the engine running and then shut off the port tank. After a few minutes the Racor started to drain. There wasn't a drop of fuel coming through. Instead of tearing everything apart at the marina fuel dock, with a full port tank, we pushed on the relatively short distance to Baltimore. Once there we started dismantling fuel lines. We found a huge clog just "upstream" of the starboard fuel shut-off valve.

The problem most likely started at Barnegat Inlet. While the weather wasn't too bad, a combination of a

strong ebbing current bucking a strong easterly wind kicked up some very steep, very large ground swells. We were definitely shaken, not stirred. Anything that might have been sitting in the bottom of my tanks was well churned up.

My lesson learned to now share with you? When experiencing a “Huh, that’s a bit odd” moment, stop dead in your tracks and look into it. I should have immediately checked to see why I had less fuel in my port tank than expected. Particularly in light of the pounding we took in the Inlet. I should have known trouble had been, quite literally, “stirred up.”

So that’s my lesson learned. Not my first, and most assuredly, not my last. But if you can share some of yours, perhaps I, and others, can avoid them! Drop me a line with your own interesting “oops” at secretary@amschooner.org.

Not Your Average Delivery Trip... “Flower of Caithness”

~ by *Tom and Katie Guy*

Having accepted an offer to come and work on this side of ‘The Pond’ for a couple of years, our attention immediately turned to plans for getting our boat over here. Early hopes of being able to sail her over quickly faded as we worked out the timeline. After a lot of research and a great many phone calls we eventually found an affordable way of shipping her over. As we were living onboard her in the UK, timing was important and we agreed on a date at the end of summer, disembarking and de-rigging her immediately before flying out to Norfolk to resettle and start the new job. **Flower of Caithness**, our 42’ Murray Peterson Coaster Schooner followed on a couple of weeks later.

We had found shipping to Baltimore to be the cheapest option and so we started planning to take delivery of her there and sail her down to her new home in Norfolk. It was at this time that we contacted the lovely people at the American Schooner Association who immediately told us about the Great

Chesapeake Bay Schooner Race (GCBSR); we looked at the dates... and made our plans accordingly: **Flower** would arrive in Baltimore the week before the race, we would drive up, take care of the import formalities, re-rig her, go back to work for a couple of days and then come back up to Baltimore in good time for the race - simple! However, after a delay in sailing from the UK and some typical North Atlantic weather, despite a very swift clearance by US Customs, **Flower** could not be released to us and launched until after the Columbus Day weekend! A change of plan was required!

Wednesday, 11 October saw us departing Norfolk by car at 0230 to be in Baltimore by the start of the working day. After a couple of anxious moments along the way, we eventually worked our way through the formalities to find **Flower** sitting a cradle in amongst thousands of containers and imported vehicles. After a quick check, she was swiftly hoisted 200’ in the air and swung over the jetty edge, pausing just long enough for Katie and I to leap on board, kit-bag in hand and heart in mouth. Moments later we fired up the faithful Perkins diesel as we hit the water and after a quick thumbs-up, we were off and motoring up towards the very friendly and helpful Tidewater Yacht Services where we spent the afternoon re-rigging her.

We caught up with the rest of the fleet at Lighthouse Point Marina at around dusk, as the rain set in, to a very warm welcome from Nan Nawrocki and Paul Schaub. Having been up for a while, all we wanted to do was bend the sails on and crash out, but our very persuasive welcoming party convinced us there would be plenty of time on our way down to the start line in the morning and we really, really should go to the crew party. If anyone who spoke to us that night found us a little vague and dissociative, we can only apologize, but we had a great time!

Pre-dawn the following morning found us bending on sails and rigging sheets, with a quick break to attend the all-important final skippers ‘brief. As promised, the passage down to the bridges off Annapolis afforded us plenty of time to finish the rigging and it was with great relief and a huge surge of joy that we

silenced the engine and settled into a brisk broad reach towards the start line. Our adopted crew for the race, Eric Moseson, as well as being fantastic company and an excellent photographer, was a first rate helmsman, providing a very welcome addition in the brisk conditions.

It was ironic that after such a rush to get there, we arrived at the start line about 10 seconds too early...! Still, after a rapid 360 degree turn (or as rapid as it gets with a long keel and a gaff-schooner rig), we were off on a sleigh ride that took us down to Thimble Shoals at near hull-speed all the way. As we sped south in company with the other Class 2 and 3 schooners (**Pride, Virginia** and the other big boys were racing ahead at twice our speed), tactics did not really feature, apart from tending towards the Eastern Shore which appeared to offer better wind and flatter water, the trade-off being a slower final few hours as we sailed a more down-wind route from the shore across to Thimble shoal.

With the fleet well spread out, we lost sight of the lights of all but a couple of the others as we pounded on through the night, tightening the deadeye lanyards regularly as the rig continued to settle. With all of our tools and stores on board for the next three years of our stay over here, as well as the clinker built dinghy and two canoes on deck, **Flower** wasn't exactly in racing trim, but the extra weight seemed to do us no harm in those conditions. Mile after mile ticked off, with endless tea and an excellent corned-beef hash keeping us going through the night which gave way to a grey, blustery dawn as we scudded on southwards. The one notable absence in our victualling was any beer, which we had de-stored at the UK end in order to comply with Customs and in the rush had completely forgotten to re-embark at the US end. Fortunately the fantastic reception in Portsmouth more than made up for it and the remarkably British weather did nothing to dampen the crew's spirits!

So, the GCBSR thoroughly lived up to its evocative name for us; what a fantastic introduction to this side of the Atlantic, and in aid of a great cause! We are delighted to have met so many wonderful people and have been touched by the incredibly warm welcome.

We 'll certainly be tailoring our cruising plans around joining in again next year, perhaps with a little better preparation... and this time we 'll make sure we haven't forgotten the beer!

Notes: The **Flower of Caithness** is a 42' Murray Peterson Coaster III schooner, traditionally built of larch and oak built as a sail training vessel in Caithness, Scotland, by Peter Matheson, a fishing boat builder. She was launched in 1997 and has spent most of her life around the rugged north and west coasts of Scotland. She competed in the 1999 Tall Ships Race. Tom and Katie acquired her a couple of years ago and have been gently bringing her back up to her full glory whilst enjoying her as a family boat and part-time live-aboard. They have just relocated to Norfolk, VA and will be exploring the Bay and the Eastern Seaboard over the next three years.

Annual Meeting Seminars

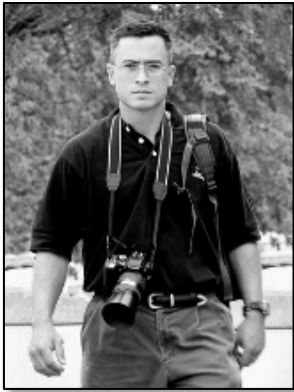
This year the association will be hosting two seminars in conjunction with the Annual Meeting. Chris Richmond will be presenting on marine insurance and Richard Sherman will be presenting on marine photography. The seminars will be held after the meeting Saturday, in the conference room at the Hampton Inn & Suites Mystic, 6 Hendel Drive, Mystic, CT (860) 536-2536.



Marine Insurance - 3:00 pm

Join Chris Richmond of Allen Insurance and Financial for a lively presentation, in plain language, on the intricacies of your marine insurance policy.

Chris will explain what your policy consists of, what type of coverage is best suited for you and how to spot potential gaps in your coverage and outline steps to take to prevent the voiding of your policy when you need it most.



Taking Better Marine Photographs – 4:00 pm

The explosion of color as the sun sets on the horizon. The soft morning light falling on the sails. Innumerable shades of blue water slipping under the hull. You want to capture these unforgettable moments and share them with others. Join fellow ASA member and professional photographer Richard Sherman for some tips and tricks on how to take better marine photographs. To see Richard's work and learn more about him, visit, www.RichardShermanPhotography.com



GCBSR, Nauticus Foundation, and National Mariners' Museum to partner in the fall of 2018

~ by Duncan Hood



It was an exciting race last fall from Annapolis to Portsmouth, full of fun and great competition; a fitting way to celebrate our 28th anniversary. This coming fall, we have plans to expand race activities to include a greater number of boats and people. The Great Chesapeake Bay

Schooner Race (GCBSR) is currently in talks with both Nauticus Foundation and the National Mariners' Museum to create educational programming and admission-based day-sails for larger, passenger-for-hire boats at Nauticus' dock in Norfolk.

Although details are still forming, the current plan is to cross over from Portsmouth to Norfolk on Sunday, October 14 for day-sails, and then be available dockside through Monday, October 15 for educational programming.

GCBSR is dedicated to educating youth and preserving the Chesapeake Bay, and our mission dovetails well with those of both Nauticus and Mariners' Museum. We are very excited about the possibilities of partnering with these two, large, well-respected organizations.

Both ends of the bay now offer exciting opportunities to achieve our mission, do some good, cover some expenses, and have some fun while we're at it.

Break out your calendars and put us on!

GCBSR 2018 Calendar

- October 10: Baltimore Educational program, Parade of Sail and party.
- October 11-12: Race from Annapolis to Portsmouth
- October 13: Crew party, awards ceremony and shanty sing.
- October 14, Sunday: Parade of Sail from Portsmouth to Nauticus in Norfolk
- Passenger sails that afternoon
- October 15, Monday: Educational programming dockside
- October 16, Tuesday: Ships depart

Connecticut Recognizes "Mystic Whaler" Anniversary



The state of Connecticut and city of New London recognized Capt. John Eginton and his **Mystic Whaler** this past year on the fiftieth anniversary of the schooner's launch in Tarpon Springs, Florida. Long a prominent participant in the maritime community in southeastern Connecticut, **Mystic Whaler** is also an important part of the annual Connecticut Maritime Heritage Festival held each September in New London.

Capt. Eginton is shown here at the festival in 2017, where he was honored. With him, from left, are State Sen. Paul Formica, State Representatives Joe de la Cruz, and Chris Soto plus festival chair, John Johnson. This year's festival is scheduled September 8-10, 2018.



San Diego's America's Schooner Cup Regatta Scheduled for Saturday, April 7th

The America's Schooner Cup Regatta, established in 1988, is an annual event in San Diego Bay hosted by the Silver Gate Yacht Club to benefit the Navy-Marine Corps Relief Society. It is a fun filled weekend of sailing, music and partying.

The regatta is considered the premier gathering of schooners on the West Coast. Boats come mainly from Southern California but also from up and down the coast. The Regatta is open to schooners of all sizes and types and is divided into two or three classes with take-home trophies for place winners in each class. In addition, the coveted Schooner Cup Trophy is awarded to the first to finish

on corrected time regardless of class. There are also perpetual trophies for each class and as well as take home trophies for Bristol boat, furthest port and others. Schooners ranging from 30 to 90 feet are sailing this year.

But the Saturday race is not the only reason for the gathering. There is nothing sailing today that can match the beauty of the schooner nor the special camaraderie among Schoonermen. On Sunday Silver Gate Yacht Club also hosts an Island/South-of-the-Border music concert.

For more information contact Jerry Newton at AmericaSchoonerCup@gmail.com



Member Questionnaire / Survey

Dear Members, please keep watch out for an ASA Member Questionnaire / Survey to be released just before the February Annual Meeting. The ASA is seeking your ideas and opinions in order to improve the organization. Your input is valuable!

The Association Wants You!

We are always looking for new articles and photos for all upcoming issues of *Wing & Wing*. If you are working on a project, or traveling to exotic (or not so exotic) locales, let us know about it, tell us your story. Have updates about any museums or organizations you may be associated with? Send them along! Remember an interesting experience you had? Share it with us.

Articles should be around 700 words. A plain text or MS Word document is fine, along with 2-3 accompanying photos. Please send the articles to secretary@amschooner.org.

An advertisement for Allen Insurance Financial. The top half has a blue background with the company name and logo. Below that, a photograph of a large white sailboat on the water. Text includes "Let Us Protect Your Investment", "Chris Richmond", "crichmond@allenif.com", and "AllenIF.com | (800)439-4311".

An advertisement for SHIPCANVAS.COM. The background is black. A white canvas ditty bag with brown leather straps and rope is the central focus. Text includes "SEABAGS & DITTY BAGS", "SHIPCANVAS.COM", and "M&B SHIPCANVAS CO. - OCALA, FL - 352-289-3026".

An advertisement for Schooner Chandlery. The background is a scenic view of a sailboat on a lake with snow-capped mountains in the background. Text includes "A Nautical Marketplace", "Schooner Chandlery", and "www.schoonerchandlery.com".