



# WING & WING

Volume LIV, Number 1 – Spring 2019

The Official Newsletter of the American Schooner Association

## American Schooner Association Annual Meeting – 2 February 2019

The meeting was called to order by Commodore Stefan Edick at 1008.

Commodore Edick asked for a few moments of silence in memoriam of the association who have “passed over the bar” since the previous meeting. This was followed by the traditional “round robin” introductions where all members present introduced themselves.

### Old Business

#### Approval of the 2018 Annual Meeting Minutes

The minutes of the 2018 as published in *Wing & Wing* were presented. Commodore Edick asked for a motion to approve the minutes as published. A motion was made to approve the minutes and seconded. The minutes were accepted by voice vote.

### Committee Reports

#### Treasurer’s Report

Secretary/Treasurer Paul Gray presented the treasurer’s report. The high-level financial results for 2018 are as follows:

#### Profit and Loss

Total Revenues	\$ 8,951.28
Total Expenses	\$ (5,662.04)
Net Operating Income	\$ 3,289.24

Ed Fund Expense	\$ (494.93)
Net Income	\$ 2,794.31

#### Balance Sheet

Assets	
BOA Checking	\$ 12,769.41
PayPal	\$ 532.79
Stripe	\$ 0.00
Total Cash	\$ 13,302.20
Merchandise Inventory	\$ 3,711.33
Total Assets	\$ 17,013.53
Liabilities	
MAC	\$ 30.00
Ed Fund Donation	\$ 0.00
Pre-Paid Dues	\$ 110.00
Pre-Paid AM	\$ 35.00
Pre-Paid W&W	\$ 0.00
Total Liabilities	\$ 175.00

Treasurer Paul Gray commented on the fact that all liabilities are internal liabilities, with the “pre-paid” liabilities payments made for 2019 made in 2018.

#### Secretary’s Report

Secretary/Treasurer Paul Gray presented the treasurer’s report. Presenting membership counts as follows:

#### Member Type

Complimentary	22
Corporate	9
Family	75
Individual	88
Non-Profit	16
Total	210
New Members	27

**Quartermaster report**

Quartermaster Captain John Eginton reported on the current inventory as follows:

Total 2018 Merchandise Sales	\$970.00
Total Cost of Goods Sold	637.44
Total Inventory Value	\$3,71.33

**Education Committee Report**

Educations Committee Chair Susan Sodon presented a report on the 2018 Educational Grant activities as follows:

**2018 Educational Grant Program**

Grants Money Available: \$3474.74

Composed of the following sources:

Balance forward for 2017	\$1,080.35
Half of 2017 operating income	\$1,889.32
Allen Insurance Program contribution	\$85.07
Individual contributions	\$420.00

**Grants Awarded**

- Great Chesapeake Bay Schooner Race - Student Programs: \$500
- Tall Ships Maine - Youth Sail Training: \$500

**Funding**

Donations	\$505.07
Educational Grant Fund	\$494.93
Balance Forward to 2018	\$2,474.74

The following members were recognized for their donations to the Educational Fund in 2018.

Allen Insurance Program	\$85.07
Darlene Alexander/Paul Schaub	\$50.00
Tom Kirwin, American Sailing Tours	\$50.00
Warren Eginton	\$110.00
Steven Briggs	\$200.00

**2019 Educational Grant Program**

Grants Available: \$4,773.55

Comprised of the following sources:

Balance forward	\$2,474.74
half of 2018 operating income	\$1,644.62
individual contributions	\$654.19

The following members were recognized for their contributions in 2019.

Allen Insurance Program	94.19
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**Private Donations**

Darlene Alexander/Paul Schaub	\$50
Duncan Hood	\$50
George Wilson	\$10
Jim deReynier	\$30
Steve Briggs	\$250
Nicholas Alley	\$50
Al Roper	\$20
Warren Eginton	\$75
David Stickney	\$25

More outreach will be done in 2019 to reach other potential applicants.

**Wing & Wing Report**

W&W Editor Sue Sodon presented the W&W report noting the extremely good response we have had for editorial copy in recent issues and announced a publication schedule of four issues as follows:

<b>Issue</b>	<b>Editorial Close</b>
Winter	January
Spring	April
Summer	July
Fall	November

Susan also announced that California member Steve Fox has joined the “Editorial Staff” of *Wing & Wing*. Steve brings with him an extensive background in journalism.

**Registry of American Schooners Report**

Committee Chair Paul Gray presented a brief report on Registry activities, noting the registry currently has not grown in the previous year, containing 550 listing. This is primarily due to

the fact that Paul has not been able to devote much time to the registry activities.

### **New Business**

Commodore Edick spoke about the registration of a new association web site, AmSchooner.net. The initial emphasis on the .net site will be members services which will include membership anagement, annual meeting registration, a membership roster and a Wing & Wing Library

### **Chapter Reports**

#### ***Mid-Atlantic Chapter***

Mid-Atlantic Chapter Commodore Peter Gentry presented the activities and directions for the Mid-Atlantic Chapter.

#### ***Gulf of Maine Chapter***

Perry Davis and Peter Thompson commented on the upcoming activities of the Gulf of Maine Chapters.

#### ***Event Comments***

Information was presented by various representatives of the following events:

- American Schooner Association Block Island Rendezvous, Paynes, Block Island, RI
- America's Schooner Cup Charity Regatta, San Diego, CA
- Casco Bay Gaffers Race, Bailey Island, ME
- Connecticut Maritime Heritage Festival, New London, CT
- Gloucester Schooner Festival, Gloucester, MA
- Great Provincetown Schooner Regatta, Provincetown , MA
- Great Chesapeake Bay Schooner Race, Baltimore, MD/Portsmouth, VA

- Sultana Downrigging Weekend, Tallship and Woodenboat Festival, Chestertown , MD

For information about these events, please go to their web sites.

Captain John Eginton announced a change in venue for the Association Rendezvous which was held in Greenport, NY in conjunction with the Greenport Maritime Festival held in September. The Rendezvous will be returning to Block Island and will be held on August 26 & 27.

### **Awards**

#### **Rendezvous Awards**

Commodore Edick discussed a new approach which will be used for the Rendezvous Awards. Going forward recipients will be acknowledged at the ASA meeting on behalf of the event organization and will be open to all schooner related events. Event organizers will select and inform the ASA of the recipients.

#### ***Gloucester Schooner Festival Rendezvous Award***

The Gloucester Award was awarded to Michael Costello, the event founder on the 35th anniversary of the Gloucester Schooner Festival. We wish to thank Mike for his dedicated leadership and his tireless efforts to share Gloucester's rich maritime heritage with the world.

#### ***Great Chesapeake Bay Schooner Race Rendezvous Award***

The Great Chesapeake Bay Schooner Race Rendezvous Award was presented to Pat Brabazon for her longstanding role in the planning and execution of the GCBSR education program.

### *2018 American Schooner Association Award*

The 2018 Association award was given to Cheryl Andrews, In recognition of her selfless dedication to the Great Provincetown Schooner Regatta

### **Presentation and Seminars**

Commodore Edick reminded the membership that Al Bezanson would be the meeting's featured speaker. Al would be speaking about the voyage of "**Serendipity.**"

Al's presentation will be followed by two seminars. Nicholas Alley will be speaking about Radio Etiquette and Jim Dias, owner of

Accredited Marine Group will be speaking about Marine Surveys.

John Eginton announced a change of venue for the evening dinner.

Commodore Edick announced that the 2020 Annual Meeting will be held on February 1, 2020 at Mystic Seaport.

Commodore Edick asked for a motion to adjourn. A motion was made and seconded.

Meeting was adjourned.

## **~ Mark E. Faulstick ~ (1948 - 2019)**

Mark E. Faulstick, 71 yrs. young, April 1, 2019 of Ridgely, MD, slipped his lines with his loving wife Lynn at the dock waving him goodbye, after a brief illness. The proud owner of the Alden Malabar VI schooner, **Adventurer**, ex-Freya, a stewardship that lasted over 30 years, could be seen in many ports and sailing events from Maine to the Chesapeake. He campaigned **Adventurer** at many schooner & classic vessel events, taking home the "iron" many times: From Eggemoggin Reach, to Newport, to The Mayor's Cup, to the Gloucester Schooner Race, the Great Schooner in Provincetown, and the Great Chesapeake Bay Schooner Race for which he won 6 times no matter how big a time penalty that had to be overcome.

He was a member and past commodore of the American Schooner Association.

Upon graduation from Northwestern and Concordia Universities, he became an educator,

continuing his career as a sales rep, data mining analysis, entrepreneur, and consultant.

Over the years Mark made numerous friends at various ports with ongoing cockpit 'gam's; talking schooners, wooden boats, and sailing in general. He will be missed for the friendships he developed with the numerous crew members who sailed with him and boat owners who shared the same passion for sailing classic yachts.

Under his stewardship he conducted a complete restoration of **Adventurer** at the Gannon & Benjamin yard, maintaining her in 'Bristol condition'. He was awarded Best in Show, and Best Schooner in Show at the prestigious Mystic Seaport's Antique and Classic Boat Rendezvous.

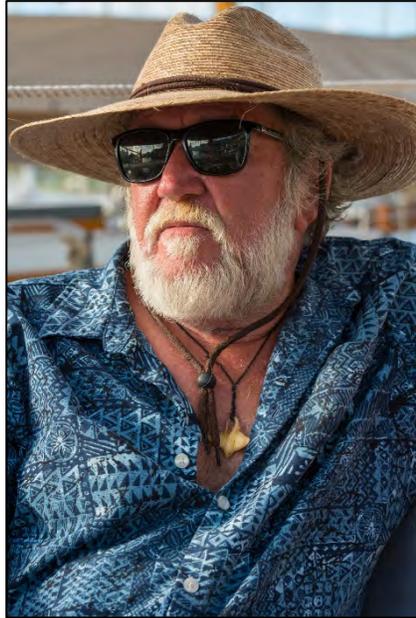
He was the son of Rev. Alfred and Eleanor Faulstick. On occasions when his Mom, Eleanor would visit and well into her 90's would always insist on staying aboard.

In retirement, Mark returned to his passion as an educator, teaching part time encouraging students to excel to the best of their abilities. His wishes are that contributions be made in his name specifically supporting the Education Fund at the GCBSR.org (Great Chesapeake Bay Schooner Race). 

## ~ “I Do This for the ‘Hellery’ of It” ~

~by *Richard Sherman*

I stepped aboard **Avenger** nestled to the pier in Falmouth Harbor on a perfect Friday afternoon in late April. Her caretaker and skipper, Tom Gallant, was relaxing with his feet up in the cockpit, having a drink and a smoke



after the first day of racing at the 32<sup>nd</sup> annual Antigua Classic Yacht Regatta (ACYR). Tom looks like the Old Salt that he is—he has the weathered face and grey beard, the gravelly voice and the eyes that tell you he has seen a few things at sea.

I didn't really know what to expect as I sat across from him, but was pleased he had agreed to be interviewed. Over the course of the next half hour, Tom graciously took time to answer my questions and share some of his stories.

**Avenger** is a 47' gaff-rigged schooner, and was built in 1967 by David Stevens. David was the



grandson of Amos Stevens, the famed designer and builder of Nova Scotia's Tancook Whalers and Tancook Schooners early last century.

Tom stumbled upon **Avenger** resting in a cradle on a beach in the Second Peninsula in 1979 shortly after returning home from a career as an author, actor, and director in Toronto. Over the ensuing 10 years, he and his wife cruised and chartered **Avenger** both in Nova Scotia and the Caribbean. However, that enviable routine ended suddenly after a car accident left Tom's wife with a permanent injury. So, **Avenger** spent the next 20 years as a summer cruising boat in Nova Scotia. When Tom's wife passed away, he sold everything and moved back aboard his beloved **Avenger**.

It can be said every schooner owner loves his or her boat, but Tom's love for **Avenger** runs deep, forged by more than 50,000 miles of water under the hull and the events of September 3, 1981. Sailing under charter for a film about Nova Scotia and Newfoundland's national parks along the coast, Tom and his crew of four, ran into some foul weather just outside Rocky

Harbour. The forecast for that day was almost perfect: sunny skies and 15-25 knot northwesterly winds, leaving Tom and his crew a comfortable broad reach down to Great Bras d'Or. But as sailors in these parts will tell you, the weather can change quickly in the Gulf of St. Lawrence.

The winds shifted to the southwest and continued building. The crew reefed and re-reefed still pushing **Avenger** south. However, the storm continued to intensify and Tom was forced to drop some sails and heave-to. According to Tom, the wind gusts reached 110 knots, and massive rogue waves—formed by the storm and the convergence of the St. Lawrence and Labrador currents in their location (about 30 miles from Stephenville)—threw themselves relentlessly at **Avenger**. The young schooner fought back and courageously climbed most waves. But not all of them. Over the next several hours, massive waves pushed **Avenger** back, and she pitch-poled three times, suffering considerable damage in the process. The forward hatch was sheared off on one of the inversions.

“At one point we had green water to our knees when the hatch carried it away, and we bailed it out with buckets. It was way faster than any pump,” Tom reported. To patch the forward hatch, the crew shoved a line through a rolled-up mattress and tied it to the stringers, and stuck it into the hatchway. Then they pushed fenders underneath the mattress so it wouldn't pop out or cave in.

With a break in the winds, the crew was able to turn **Avenger** back towards Rocky Harbour where she arrived early the following morning. After the inversions, Tom said he did not dare attempt to enter the harbor under power, fearing the engine would run away from him. Instead they sailed into port and docked under foresail alone.

Back in port, they were greeted warmly by the town people. As far as they were concerned, we were back from the dead. “They couldn't believe we had survived that storm, it had been the worst storm in generations,” Tom said. He later learned that two large ships and a fishing boat had been lost in the tempest.

Once secured to the pier, the townspeople offloaded everything from Tom's boat and divided up the gear to be fixed or cleaned. A local woman gave Tom and the crew use of her three-bedroom rental trailer while repairs commenced. Over the next three days, a team from Gordon Pittman, a local boat builder, replaced the ballast that had been disturbed and made a new cover for the steering box, and a temporary forward hatch.

“We couldn't pay for anything,” Tom exclaimed, “They are such sweet people.” After a few days of crew rest and boat repairs, **Avenger** was able to shove off and head for home. “From that day to this, I have had a deep and abiding affection for Newfoundlanders,” Tom said, pausing to sip his drink.

The full extent of **Avenger's** damage wouldn't be revealed until 1997 when she went into the yards to be reframed from her main mast to the transom. It was then that Tom discovered that **Avenger** had 5 large lines of cracks in the hull suffered from the torque of pitch poling 16 years earlier. “She was hanging together by force of habit,” Tom chuckled. He was able to procure a couple boxes of White American Oak and reframed her with the wood and replaced several planks.

**Avenger** underwent another refit in 2015, and this year marked her first return to the Antigua Classic Yacht Regatta since 2004. Tom said he had expected a new mainsail to be delivered before ACYR, which would have allowed him to push her harder in the race. Nonetheless, she finished third in her class this year.

After Antigua, **Avenger** heads to St. Barth's for the West Indies Regatta (April 26-28), and then returns to Antigua or possibly Anguilla to pick up the new main sail. She will summer in Nova Scotia again this year, and Tom expects **Avenger** to participate in Schooner Race Week later in **Avenger** the summer (August 5-11, Chester Yacht Club) in Nova Scotia.

As the sun slips behind a hill on the far side of the harbor, Tom takes one last puff in his cigarette, shrugs and says, "I do this for the 'hellery' of it." He certainly seems to have rekindled the romance with his faithful companion of the last 40 years.

## America's Schooner Cup

~by Steve Fox

San Diego, CA – The southwestern corner of the United States isn't often thought of as a schooner hotspot, but there they were – vintage vessels, some approaching the century mark, several built on the East Coast – competing in the 31st annual running of the America's Schooner Cup race.

The stories they could tell – and are still creating. Some highlights from the March 30 charity event, which took

place on a sunny, postcard-perfect day with steady eight to 12-knot northwesterly winds gusting to about 18 knots:

Best elapsed time went to **Rose of Sharon**, a 63' l.o.a. Starling Burgess design built in 1930

in Shelbourne, Nova Scotia for Thomas J. Lamont, then president of the investment bank JP Morgan. Setting 2,200 square feet of sail, she



*"Californian", "Maid of Kent" and "Scrimshaw" at start of race. "Californian" took an early lead at the Group C start and never relinquished it, winning overall honors on corrected time. Photo by Janie Noon.*



*"Rose of Sharon" under Point Loma: Sprinting for the finish line and best elapsed time, Group A winner "Rose of Sharon" takes full advantage of winds gusting down from Point Loma. Photo by Janie Noon.*



*Grinning Skipper: Jerry Newton enjoys rail-down sailing on the way to "Maid of Kent's" third-place finish in Group C. Photo by Steve Fox.*

needed just 2:09:47 for the 12.9-mile course that took competitors out of and back into San Diego Bay. Owned for 41 years and beautifully maintained by Byron Chamberlin and now in the care of the Maritime Preservation Trust in Wilmington, CA, **Rose of Sharon** was always fast – taking second in the 1930 Bermuda race shortly after her launching, setting a still-unmatched record of 13 days, five hours in the 1981 Ancient Mariners TransPac to Lahaina, HI and scooping up two previous America's Schooner Cup trophies.

First to finish was Witchcraft, a swift, 42' l.o.a. scaled-down version of the famed **schooner Bluenose**, which had a long and celebrated career as a fishing and racing schooner after her 1921 construction in Nova Scotia, Canada

(“**Bluenose**” is an 18th Century nickname for Nova Scotians).

**Witchcraft’s** owner, Brian Eichenlaub, who built her with his father Carl in 1993-94, was aboard for his 30th America’s Schooner Cup competition. Their race followed a race against time, as Brian explained: “Three days before the (Saturday) race I discovered a problem with the packing gland that required a haul out. Thursday was spent lifting the engine and pulling the shaft out from the front since the coupling and shaft were seized together and ultimately had to be separated with a hydraulic press. Everything was put back together on Friday and the boat was launched. Our race was straightforward by comparison.”



*Maneuvering at start: Maneuvering more like a dinghy than a tall ship, “**Californian**” luffs up into the wind before turning for a classic start on a beneficial beam reach. Photo by Steve Fox.*

Overall winner on corrected time was the 142’ l.o.a. **Californian**, the state’s official tall ship, which sets a majestic 5,286 square feet of sail. Built in 1984 as a replica of a Gold Rush-era revenue cutter that patrolled the California coast, **Californian** put on an impressive display of sail handling and tactics, nailing the start and taking full advantage of a steadily freshening wind. Her captain, Ray Stewart, provided this narrative: “As I approached the start line, we realized we would be early. I put the ship into the wind and the crew responded beautifully and we luffed all the sails. The horn sounded and we trimmed all the sails and went across the line about six seconds after the start. It was a classic start and only performed by the best of crews.



*“**Californian**” makes weather mark and gets ready to round the weather mark at Buoy #3 outside San Diego Bay. Photo by Darrall Slater, Bayshots.*

We were off on a beam reach and no sail boats in sight.”

Eleven boats in four groups competed in this year’s race, including **Bill of Rights**, a 136’ l.o.a. McCurdy and Rhodes design built in 1971 by the Harvey Gamage shipyard in South Bristol, ME that sets even more sail than **Californian** – 6,000 square feet; **Legacy**, a 46’ l.o.a. staysail schooner built in Fort Bragg, CA in 2000 to a 1922 Malabar II design by John Alden; **Scrimshaw**, a 40’ l.o.a. Block Island boat whose unstayed masts are Canadian black spruce weighing 800 pounds each; **Quascilla**, 53’6” l.o.a., a Ralph Winslow design built in 1924 in Seattle; and **Maid of Kent**, a 36’ l.o.a. William Atkin design built in 1962. (**Quascilla** and **Maid of Kent** have recently undergone



*“**Pacific**” and “**Californian**”: At 14’6” l.o.a., “**Pacific**”r is one-tenth the size of “**Californian**” but equally determined to make a good showing in this schooner showdown. Photo by Steve Fox.*

innovative restorations at San Diego’s Koehler Kraft Boatyard that will be covered in a future *Wing & Wing* article).



*“Kelpie” and “Dauntless” in San Diego Bay 1987. “Kelpie”, dark hull in background, and “Dauntless”, both famous in West Coast racing circles, compete in 1988 America’s Schooner Cup race. “Kelpie won”. Photo by Joe Dittler. (1988 is cq, file name is incorrect)*

Hosted by the Silver Gate Yacht Club, the America’s Schooner Cup has raised more than \$150,000 in the last six years for the Navy-Marine Corps Relief Society, a 115-year-old nonprofit that provides assistance to service veterans and their families. The event is designed for maximum viewing and participation, with the start/finish line directly off a public beach and paying berths available this year on the Californian and Bill of Rights

Because it is a convenient and well-equipped jumping-off point for vessels heading south to Mexico, Central America and the Panama Canal, as well as those bound for Hawaii, Tahiti and other Pacific Ocean destinations, San Diego has long attracted sailors and their ships. A goodly number of those vessels have been schooners, and many have crossed the starting lines of the America’s Schooner Cup races during its three-decade history. Among the past notables:

**Dauntless**, a 71’ l.o.a. John Alden design built in 1930 by Dauntless Shipyards in Essex, CT and last year’s winner. Double-planked in mahogany over oak, Dauntless competed against **Rose of Sharon** in the 1930 Bermuda

Race and is still regularly campaigned in California, maneuvered with her original Edson worm gear steering.

**Astor**, 86’ l.o.a., designed and built of teak over English white oak in 1923 by Wm. Fife & Sons in Fairlie, Scotland. Based and raced in Australia for many years, Astor was brought to California in 1964 and cruised extensively in Mexico and Hawaii. She won the America’s Schooner Cup five years straight (1990-1994), won first in class, first overall, and best in show at the 2009 Antigua Classic Race week, and now sails out of Newport Beach, CA.

**Kelpie**, 82’ l.o.a., built by Gamage Shipyard in 1928 and a familiar sight in West Coast racing for many years. **Kelpie** won the Schooner Cup in 1988 and 1989, defeating **Dauntless** and **Astor**, respectively. Long known as the “fastest schooner in the West,” she was sailed to Falmouth England in 2012 for a complete rebuild and now competes in classic yacht races in the Med.

**Spike Africa**, 61’ l.o.a., a legendary California schooner whose lines reflect the artistry of famed naval architect Murray Peterson, she was built by Bob Sloan, working mostly alone in his backyard over a seven-year period. Named for a grizzled crewmate who called himself the “President of the Pacific Ocean,” **Spike Africa** carried cargo to Mexico and Hawaii, towed race boats back from Cabo San Lucas, Mexico, and appeared in TV shows and on advertising billboards. She now charters in the Pacific Northwest.

Demonstrating that schooner fun comes in all sizes was the smallest boat, the 14’6” l.o.a. **Pacifier**, sole entrant in Group D (for dinghy), which completed her 4.5-mile course in 1:14;23. You don’t find many schooners with a daggerboard, a configuration that demands alertness, as **Pacifier’s** skipper Jimmy McManus, explained:

“The boat sailed really well, although we were bailing for about half the time, hiking out at one point to keep her from heeling too much, and shifting our weight around in case we encountered a rogue wave.”

## Grants Available for Maritime Youth Programs

Mystic, CT – The American Schooner Association (ASA) is accepting grant requests from qualified non-profit organizations that offer youth programs focused on a number of maritime activities. Individual grants of \$500 will be awarded to support programs involving nautical activities, maritime educational programs, training activities, vessel restoration and preservation, and preservation of the marine environment.



Prior grants have been awarded to:

- The Great Chesapeake Bay Schooner Race for Student Programs
- Tall Ships Maine for their Youth Sail Training

“The American Schooner Association is pleased to support youth programs that benefit deserving populations and raise awareness of our nautical heritage and the marine environment, said Susan Sodon, Chair of the ASA Grant Review Committee.

Applicants should provide a description of their program’s goals, the geographic area and population served, and how any awarded funds

would be used. A copy of the organization’s current IRS 501(c)(3) documentation must be attached to the application, which can be found at <http://amschooner.org/node/1259>. Affiliation with a museum or other academic organization is not required.

Awarded funds may only be spent on direct costs, including but not limited to materials, supplies, heritage specialists, services, publication fees, and travel. Funds may not be used for staff salaries or overhead costs. Organizations receiving grants need to submit a follow-up report in the form of an article with photos that will be published in *Wing & Wing*, the ASA newsletter.

Founded in 1972, the American Schooner Association fosters, promote and encourage the enjoyment, traditions, and preservation of schooners. Additional information about ASA, a qualified IRS 501(c)(3) non-profit organization, is available at <http://amschooner.org>.

Contact: Susan Sodon: [susan.sodon@gmail.com](mailto:susan.sodon@gmail.com)

## 2019 NSSA Race Week Invitation

~ by *Peter & Sandy Thompson*

The Nova Scotia Schooner Association (NSSA) Race Week will be August 4<sup>th</sup> to the 9<sup>th</sup>. The fleet will be in Riverport, NS from Sunday to





Wednesday evening then sail to the Lahave River Yacht Club on Thursday and stay there until Saturday. Please join the invading American Fleet for a unique week of sailing, merry making, and meeting new and old friends



plus an opportunity to be selected to defend the International Cup.

The trip over to Nova Scotia is a delightful sail across the Gulf of Maine, an expansive, landless gulf filled with the gregarious chatter of an endless



stream of petrels, pods of playful, grinning porpoise, dotted by silent, mysterious whales. This grey gulf disappears at the edge of a broad cape of currents and whispering fog whose breath pushes and pulls beckoning you to follow or fall off the very edge of the world itself. Once



past Cape Sable the coast opens up to a dazzling blue seascape that melts into a dwindling line of green shoreline lifted up from the Atlantic rollers by long rows of

white granite teeth. Its spectacular. This is what we have affectionately named the Land of Rum and Gundy; Gundy of course being the marvelous local pickled herring.

The Nova Scotians are hospitable to a fault but be warned water and wind is their element and sailing and racing their passion. Sailing in their company is an experience not to be missed.





Depending on accommodations, each morning crews typically gather for breakfast followed by the skippers meeting. Then it's off to the races, sailing as one fleet on a handicapped basis. The sailing competition is fun but keen and serious. After the daily race its social hour followed by dinner and an ongoing social hour. If you have interest in bringing your schooner just drop me an e-mail at: Tillerdog@gmail.com or you can inquire directly with the NSSA through their website or Peter Woolsey with the NSSA: [PeterWoolsey46@gmail.com](mailto:PeterWoolsey46@gmail.com)

We can guarantee it will be a week to remember. We hope to see you there.

Photo right, courtesy of Richard Sherman (ASA Member) taken at the Antigua Classis Yacht Regatta, April 2019



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