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WING & WING

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The Official Newsletter of the American Schooner Association

VOYAGING WITH THE 1931 CROCKER SCHOONER MAHDEE

BRENDA HATTERY



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BRENDA HATTERY—WEST COAST
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The first time I saw the sea I was seven on a vacation in Florida, I stared at the Atlantic Ocean in wonder. A far cry from the farm ponds, rivers, and creeks of my Indiana home, the smell of the sea, the onshore breeze, the crashing of waves and hissing sounds of water receding over shells and sand were altogether mesmerizing. I vowed then that I'd someday live near the ocean. A decade later, I cooked a soggy camp break-

fast in the rain while sitting high on a windswept lichen-covered rocky cliff in Canada overlooking the wide expanse of Lake Superior. I looked down and saw a sailboat making way in the same direction I traveled with my fiancé, David, on our bicycles as we sought adventures during a summer break. The sailors had the potential for being comfortable while they traveled. I made a second vow to myself that someday I

MAHDEE (continued from Page 1)



would travel the world's oceans via sailboat. I pointed at the boat and quickly enrolled my cold and wet fiancé in the dream. A sailing life became a goal.

A goal without a plan is simply a wish. My plan's most basic tenants were that we would be living aboard a sailboat by our 25th anniversary and we'd squirrel away sufficient funds to execute the plan. I learned to sail at twenty but while many non-sailing adventures were to be had over the years, we undertook



only occasional jaunts out on other people's boats -- none of them in the high latitudes that I wanted to sail. My

dreams of sailing included snowy scenes and a warm crackling fire inside as well as drinking tea while petting my trusty cat or dog with perhaps a glimpse of a glacier in the distance. The idea of fishing in the "midnight sun" of places like Alaska, Greenland, or Norway called to me.

romantically long bowsprits, and interesting histories. I sought an aesthetic of a life aboard with hand pumps, a solid

fuel stove, wood blocks instead of winches, and mysterious bits of gear up in the rigging providing ever such a "shippy" feel. I quickly learned that most of these lovely boats fell into three dead-end categories: no longer seaworthy; rebuilt but sub-standard for ocean voyaging; carefully rebuilt and prohibitively expensive.

We lived in an historic house in Washington, DC, but it was in San Diego, by chance, that we found the 1931 Crocker Schooner Mahdee, 29 tons, 54' on deck, 69' sparred length. She had a low deck-house called a "charthouse" according to her plans, an interesting cruising-centric provenance, and was in dire need of a rebuild. It was within our means to purchase her and complete the needed work. We sold the house and moved to San Diego.



MAHDEE (continued from Page 2)

My husband together with a shipwright rebuilt the boat. With my construction management background in the conservation and restoration of historic structures, I undertook materials and parts sourcing and later projects like caulking and paying the hull seams, splicing the rigging wire around thimbles, leathering the gaff hoops, as well as painting, varnishing, and polishing surfaces inside and out. The previous owner had gutted the boat's interior. After the 2-1/2 year hull rebuild and re-rigging, we were still devoid of much of the interior and planned to carefully and thoughtfully replace interior joinery. We devised a way to stash-and-lash everything needed on open wire shelves and behind walls of netting and relaunched the boat in San Diego.

First, we explored southern California's mild weather, harbors, and anchorages and then more ambitious trips up and down the west coast occasionally stopping to build out some bit of the needed interior joinery. From hundreds of miles away, we would loop around to the fresh



waters of California's Sacramento Delta almost every year for what became my annual surface maintenance "varnish-fest" that also placed the schooner in fresh waters for over a month which would kill any Pacific Ocean-prevalent salt-water Toredos (shipworm) that might dare to bore into Mahdee's structure.

Neither my husband nor I had prior experience with such a large boat as Mahdee nor with sailing a schooner. I knew that

this schooner had originally been set up, in 1931, to be sailed while coastal cruising short-handed—without an autopilot. "How hard can it be?" I thought to myself as we began sailing. I confess that schooner sailing has been an easy transition while sailing shorthanded with just the two of us has been more challenging than I envisioned. Luckily the ability to rise to the occasion and make the best of things is a common trait among sailors. And we are indeed sailors and the sailing



MAHDEE (continued from Page 3)



sailor Beryl Smeeton. We discovered that our Beryl loved sailing because for her it involved sitting in the charthouse and being petted by the watch-stander 'round the clock.

We were finally ready to fulfill my dream: Romantic old schooner? Check. Cosy deckhouse? Check. Cat and tea? Check. Snowy scenes with glaciers in the distance? No. But this we could fix! So we set out north from San Francisco, California to Southeast Alaska in March in

search of glaciers and late-season snow and months of exploration once we got there.

We stashed-and-lashed, picked up a bear bell and baking supplies for a year just in case we stayed in Alaska for that long. In chilly North Pacific waters even as far south as Baja, Mexico, our bilge is like a refrigerator. We filled the bilge with goodies starting with eggs, butter, summer sausage, and aged cheeses at the foremast and working our way aft with the

life shapes the way I see everything. The longer I sail, the more I believe it is a wonderfully enriching lifestyle. Trips are planned. But when things don't go according to plan, you have an adventure—and you can't plan an adventure. Things seldom go according to plan at sea so we now have adventure after adventure after adventure. Aboard a seagoing classic schooner, even the most ordinary of tasks can quickly become an adventure. A few years into our west coast jaunting about, I was still seeking my idyllic fantasy scene of the snowy anchorage and cozy warmth inside. We had adopted a ship's cat and named her Beryl after adventuress and



MAHDEE (continued from Page 4)



likes of apples, acorn squash, and canned goods. By midships opening up the floorboards near the mainmast would reveal bags of coal and wood for the solid fuel galley stove alongside anti-freeze, distilled water, and other engine fluids.

The west coast prevailing winds come

from the northwest but our plan was to ride the southerlies that come with spring gales, to duck into port if full storms were forecast and to motor north in the calms. The trip's first leg became an immediate adventure within 24 hours with an engine that refused to start when we decided to charge batteries for the autopilot and the adventure



unfolded with the reality of NOAA weather radio alerting us that we were now in an area 30 nm offshore with unexpected "extremely hazardous seas" that closed the ports along the coast. So much for ducking into port. We headed further offshore to gain leeway from the treacherous coastline and continued the trip sailing between 60 to 100 nm offshore. It was even rougher out there but without the engine the sea room was a necessity. At night the mix of wind-waves and groundswell from two different directions would bring waves constantly sweeping across the deck mid-



ships while occasional waves filled the cockpit from behind. The rough seas shook the boat incredibly and I was grateful for the capable Sam Crocker design and the stout rebuild we'd performed--as well as the ability to steer from inside the charthouse. The schooner was dry inside, the hull form and gaff rig both proved very well capable in the heavy weather.

Though the southerlies blew more than 40 knots steady and gusted to 60 knots in the inky black nights, winds moderated to 15 knots during the daytime. We

MAHDEE (continued from Page 5)



would then go on deck, survey the rig for chafe, and repair any previous night's damages to the sails. We only used the tiny boomed staysail and the gaff foresail, leaving the jib like a sausage tied along the bowsprit nets and the main tied to its boom. Grateful for the shelter, we stood watch primarily from inside the low charrhouse. For almost six days we sailed

steadily up the coast 800 miles to the Strait of Juan de Fuca. Stopping in Neah Bay, we purchased a needed engine part, readied ourselves, and awaited a weather window for the longer leg, west of Vancouver Island, to Alaska.

The weather forecast changed drastically shortly after we entered Canada and that



trip leg quickly spiraled into another adventure. We found ourselves holed up in Bottleneck Bay, a protected anchorage along the west coast of Vancouver Island while a full storm raged bringing 30 ft seas and 60-knot winds to the weather buoy stationed outside Sydney Inlet. Once the storm had passed the Gulf of Alaska seas were huge so rather than try to go outside Haida Gwaii, we sailed Hecate Strait. We slogged slowly northward for days of headwinds up into Hecate Strait and ultimately into a sleet storm. Seeing we were not going to make it through the Dixon Entrance before another larger storm system came through, we turned eastward and downwind retreating into a snug anchorage to wait out the weather.



The storm passed but then we sat at anchor for the several additional days needed to correctly time the narrow tidal rapids at the entrance of our isolated anchorage in order to have daylight, moderated currents, and sufficient depth to depart without grounding in the rocky narrows. Using the anthracite to fire the solid-fuel galley stove, I both warmed the boat and baked up a huge supply of cookies,

MAHDEE (continued from Page 6)



bread, and muffins during those days of waiting for the right conditions to exit the anchorage. In an early pre-dawn light, we finally weighed anchor and headed out to the nearby channel that would take us that day to the Dixon Entrance and to Alaska beyond.

Motoring along we quickly cleaned the ground tackle, stashed away gear, and

hoisted sail. Coiling the hundreds of feet of extra halyard length that come with the use of blocks and purchase rather than a winch to raise the foresail, I looked up and contentedly surveyed my handiwork on the leathered antique gaff saddle and the varnished gaff boom high above me. Leaving David at the outside helm and the cat supervising him from a charthouse window, I went below to tidy up inside

and make tea for the trip. Finishing my tasks, I came back up to the cozy chart-house. I petted Beryl as I sipped tea, pushing her off the charts so I could see and measure the distance to nearby glaciers. We gazed out through a light misting of rain at sea level that was falling as snow only a few hundred feet above the boat. It landed on the majestic evergreens of the steep snow-covered mountains that surrounded the channel. This was just as I'd imagined my life aboard would be.

Authors Bio- Brenda would be happy living a century ago. She travels time with the 1931 schooner she sails today. A hands-on DIY enthusiast, she is a preservationist and lover of old things and old ways. From vintage toasters to castles—she wants to restore, conserve, and preserve them both for her use and for future generations. You can learn more about her projects and passions at www.windwardho.com :

ASA 2023 RENDEZVOUS ANNOUNCEMENT

The Officers and Board of Governors, after careful and thoughtful deliberation have unanimously voted the Gloucester Schooner Festival (GSF) as the official 2023 ASA Rendezvous Event. The GSF was also awarded a \$500 ASA Educational Program Grant in support of the fine work and accomplishments of the Festival which through Maritime Gloucester supports the Russ Smith Youth Scholarship program. This is the 39th anniversary of the Festival and will be held August 31st to September 3rd. Please see <https://www.maritimegloucester.org/schooner-festival..>



Minutes of the 2023 American Schooner Association Annual Meeting

The American Schooner Association annual meeting was called to order by Commodore Duncan Hood at 1000, February 4, 2023, at the Frohsinn Hall (German Club), 54 Greenmanville Ave, Mystic, CT 06355.

Commodore Hood greeted the membership and briefly reviewed the meeting agenda.

Commodore Hood asked attending members to announce any members who have passed away since the last annual meeting and called for a moment of silence in memoriam.

Old Business

Commodore Hood commented on the lack of minutes for the 2022 meeting, as that meeting was a virtual presentation of reports to the membership. He noted that the meeting presentation was posted on the association's website and is available to all members.

Secretary/Treasurer Paul Gray presented the Secretary's report, breaking out the current membership of 208 members, with 18 new members since the previous meeting.

Secretary/Treasurer Pal Gray presented the Treasurer's Report, showing total association 2022 revenues of \$2,811.88, operating expenses of \$2,254.02 for an operating income of \$557.86. Educational fund grants of \$932.45 resulted in a net loss of \$374.59 for the year.

Quartermaster Past Commodore Bill Carton presented the Quartermaster's Report detailing the merchandise sales for 2022 of \$125.00 and a current inventory value of \$3642.13. Bill noted that the revenue number was much lower than usual since most merchandise is sold during the Annual Meeting which did not occur in 2022. Bill reminded the membership that the current on-line store is hosted by SchoonerChandlery.com courtesy of

members Brenda and David Hattery. Ultimately, the plan is to move the store to a storefront which will be added to the asa research socation web site. Bill also commented on the potential to move to an "on demand" fulfillment model which will eliminate the need to carry inventory, provide a wider array of products with all logistics handled by a partner at no cost to the association via a shared profit model.

Educational Grant Committee Chair Susan Soden presented the Committee report, noting that only one organization, The Great Chesapeake Bay Schooner Race, applied for a grant and was awarded a \$1000 grant. Susan noted that there is \$5,674.06 available for grants in 2023. Susan explained the grant process and eligibility requirements

Commodore Duncan Hood, as Great Chesapeake Bay Race Executive Committee Chair explained how the grant was used to help fund the Race's educational programs.

Secretary/Treasurer Paul Gray presented the *Registry of American Schooners* Publication Committee report reviewing the status of Registry database of 556 vessels and web site (<http://SchoonerRegistry.org>). Paul noted the assistance that has been provided by member Jonathan King in maintaining the database and noted that there is a plan to match the current database against the National Vessel Documentation Center database to update the current database information.

New Business

Commodore Duncan Hood reviewed the association programs currently underway: the association newsletter *Wing & Wing*, the Educational Grant Program, the speaker podcast series, the Schooner Registry and the continuation of the Long Island Sound Summer Rendezvous.

Duncan spoke about the need for help from the membership to keep these programs viable. He specifically spoke about the efforts needed to produce *Wing &*

Wing and informed the membership that Peter Thompson will be taking over as editor and that he will be reaching out to membership soliciting editorial content.

All members were encouraged to consider volunteering to help out with these programs and asked that anyone interested should let us know by filling out the forms that had been placed on each table.

Chapter Reports

Mid-Atlantic Chapter - Chapter Commodore Peter Gentry was unable to attend the association meeting, but a chapter representative announced the upcoming Chapter meeting and noted they were hoping to greatly expand the chapter activity on Chesapeake Bay.

Gulf of Maine Chapter - Vice Commodore Perry Davis commented on the general events that occur in the Gulf of Maine area, mentioning the Gaffer's Race, Boothbay Windjammers Days, the Camden Windjammer Festival and the Penobscot Bay windjammer activities.

Events

Daisy Nell Collinson spoke briefly about this year's 39th Gloucester Schooner Festival to be held Labor Day Weekend.

Michael DeKoster of Maritime Gloucester mentioned the upcoming 400th anniversary of Gloucester and that they will be reaching out to the schooner community regarding events.

Perry David noted the annual Gaffer's Race will be held on June 25th.

Duncan Hood spoke briefly about both the virtual race, where each boat supports a charity by raising donations over a four-day period, and actual Great Chesapeake Bay Schooner Race.

Nan Nawrocki spoke briefly about the

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Sail Baltimore activities Privateer Day, June 9 & 10, and the Fells Point Fun Festival in October the weekend following the GCBSR. Nan also mentioned that Fleet Week will be held again in 2024.

Awards

Since no meeting was held in 2022, the 2021 American Schooner Association Award to Captain John Eginton was physically presented to John during the 2023 meeting.

The 2022 American Schooner Award was presented to Daisy Nell Collinson by Past Commander Mary Kay Taylor in recognition of Daisy's broad range of contributions to the schooner community and the American Schooner Association and Daisy's specific enormous contributions to the Gloucester Schooner Festival.

Commodore Duncan Hood reminded members that the featured presentation "A Most Unique Asset: SSV Tabor Boy" by Captain Jim Geil would immediately follow lunch and that the tour of Mystic's Henry B. du Pont Preservation Shipyard

would immediately follow Captain Geil's presentation.

Commodore Duncan Hood requested and received a motion to adjourn the meeting and adjourned the meeting at 1135.

Note: a PDF copy of the 2023 Annual Meeting presentation containing detailed information and graphics presented at the meeting is available for review on the association web site at <https://amschooner.net/Members>. You must be logged in to view the Members tab and its contents.

Other Schooner News of Note and Interest



In the next Issue of Wing & Wing we will be delving into information provided to the Association by David Howe of the **Institute of Maritime History**. David Reports the Institute operates the *Wyvern*, a steel schooner,

built in 1981 by McConnell Marine Ltd at Parry Sound, Ontario. She was based in Nova Scotia for many years and is now US- documented. She is strong, seaworthy and reasonably fast and weatherly for a vintage design. David is currently engaged in planning a research mission for the fall of 2014 to find the



wrecks of *Katten* and Schooner *Vigilant*, map them, and report them to the local historic preservation office. The vessels are believed to be located in the vicinities of Puerto Rico and St Croix respectively. They are seeking crew and divers. To join the project or request more information phone David at 240-808-0053 or email david.howe@maritimehistory.org.

Schooner Apollonia is making a go at creating and expanding a sustainable sail freight network of distribution, storage, transport and fulfillment services associated with the Center for Post Carbon Logistics which has been involved in developing an alternative green logistics network in the NY Region since 2019. The backbone of the logistical route encompasses the Hudson River valley from Albany to NYC Harbor. Contact for the vessel is sam@schoonerapollia.com. They are currently engaged in fund raising to support a fellowship crew member. Please see their website Schooner Apollonia for the 2023 freight schedule.



SCHOONER GRACE BAILY is under new ownership and the command of Captain Sam Sikkema, a very experienced captain, out of Rockland Maine. She was last owned by Ray and Anne Williamsom of Camden. Launched in November 1882 she began her career carrying lumber for the E. Baily & Sons lumber company in Patchogue NY. Contact information is info@sailgracebailey.com.

Commodore Duncan Hood has just posted his most recent journal book "Innocents Aboard" **Schooner Adventurer's** trip to Gloucester in 2022 and is one of 14 titles available for purchase at blurb.com. Duncan is also busy gearing up the 2023 ASA Webinar Series the last of which featured Nat Benjamin and Charlotte's journeys to Haiti and Cuba. Please stay tuned to more events being posted at amschooner.net/webinars.

Starboard Tack

Back in W&W Volume XX, Number 3 in the Fall of 1992, which featured Byron Chamberlains **ROSE OF SHARON**, it was noted **MALABAR II** swept the Mystic Race yet there was a nasty collision around the mark involving **SEBIM** and **TOTEM**. At fault was **TOTEM** failing to give adequate room while jibbing from starboard to port around the mark. Later in 1992 the Board of Directors at Mystic Seaport refused to permit Brilliant to race, a decision long since rescinded. Later that season, a severe collision was narrowly averted during the start of the Mayors Cup Race in NYC harbor. Debate ensued. **DOGWATCH**, W&W Number XXI, Number 3, wrote that *“the responsibility for safe racing lies with everybody. The Race Committee should be knowledgeable in the capabilities of the vessels and rigs involved and consist of individuals experienced in the laying of*



starting lines and the timing of starts. The skippers and owners should be well versed in the rules of racing, particularly during starts and rounding marks.”

Over the past season we only raced in two regattas, yet experienced being barged on at the start in both events and in the latter had three port starboard infractions where the port tack vessel caused the starboard tack vessel to alter course and where an overlapped vessel failed to give buoy room, forcing the right of way vessel to alter course to avoid a collision. We thought bringing back Starboard Tack, an old series in W&W might be a way of providing some clarification on the racing rules that are cited in the racing instructions of every sailing race or regatta. Here we focus on barging, which was once covered by its own rule in NAYRU (North American Yacht Racing Union) but is covered under Rule 11 in the current 2021-2024 US Sailing “Racing Rules of Sailing”.

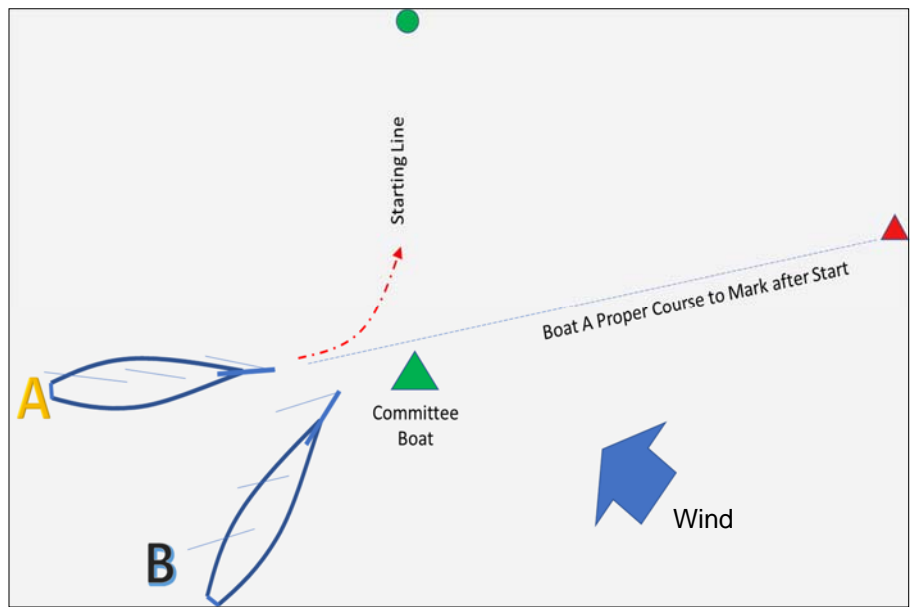
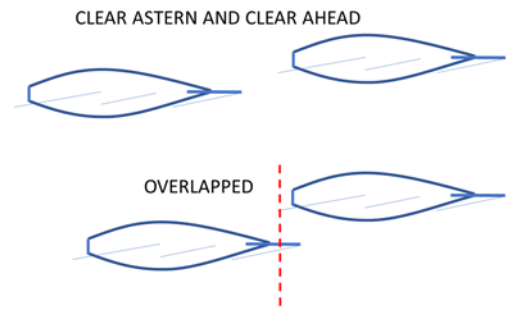
Rule 11

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat

ANALYSIS

Schooner B is “**Barging**” at the starting line and **has no rights**. She is violating **Rule 11**. After the preparatory gun, Schooner A is starting properly making her proper course to the first mark passing close to the Committee Boat **but she has to alter her course** to leeward to avoid collision. She does not have to give room to Schooner B. Section C Rule 18 does not apply to starting marks and Schooner A is not required to provide Mark-Room to Schooner B. Schooner B is now obligated to take a Penalty under Rule 44.1 or be subject to Protest under Rule 60.

DEFINITIONS



Regatta Report Boothbay Harbor Yacht Club Regatta and Shipyard Cup Classics Challenge

The Annual Boothbay Harbor Shipyard Classic Regatta (BHSCR) was run in 2022 on July 23rd and 24th and is a sailing event in the Classic Yachts Challenge series that precedes the perhaps better-known Camden and Castine Classics, the Camden Feeder Race and the Eggemoggin Reach Regatta. This was the first year a separate schooner class was established at the BHYCR



a wide variety of vessels from classic day sailors, cruising classes, PHRF, the likes of the Clinton Crane designed 12-meter Gleam, Schaeffer's S&S Spirit of Tradition, Vintage Classics yacht Edlu II (now Blackwatch), fleets of different sizes, which included Herreshoff's NY 40 Marilee and other

and a report on the event is provided herein in case the event aligns with other schooner member 2023 sailing plans in Maine. The regatta is a two-day event sponsored by the Boothbay Harbor Yacht Club and the classic side is a rebirth of the Hodgdon Shipyard Cup, formerly with superyachts, and now with classics instead.

The event is designed to accommodate





notable classic vessels that are great fun to sail with. The schooner fleet last year consisted of Gannon and Benjamin's Rebecca of Vineyard Haven, the Herreshoff designed Narwhal and

Alden designed Lion's Whelp and Blackbird. The regatta is a two-day event with from one to two races sailed each day in amongst the picturesque Boothbay Islands. The races are handy-capped according to Classic Yacht Owners Association measurement system, allowing all vessels in a class to complete equally. The Principal Race Officer (PRO) running the starting line was Hank Stuart and we are glad to hear he will be returning in 2023. Hank is one of the best and runs a very tight line with creative courses that are challenging and fun to sail. Race rules are governed by current US Sailing rules, which descend from the venerable North American Yacht Racing Union (NAYRU) racing rules that many may remember growing up with as kids.

Social events were well attended including skippers and owners' dinner, reception and dock party at Bristol

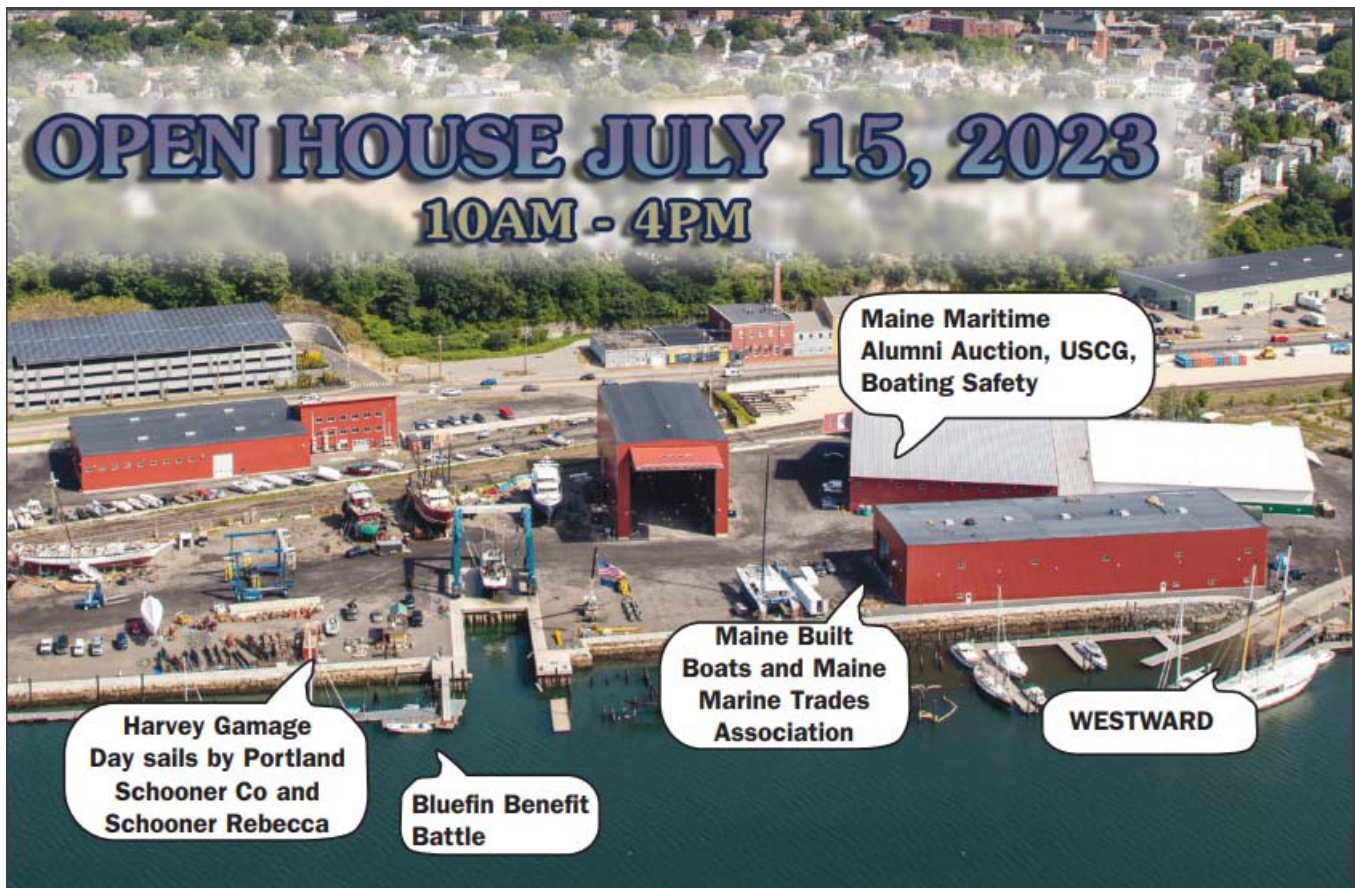
Marine's Boothbay Harbor Shipyard, parade of sail and the reception and awards at the BHYC following the final race. For more information, please see <https://www.boothbayregatta.com/>.

First day of racing winds were light and variable with three of four schooners finishing in order of Narwhal, Rebecca and Lions Whelp; Blackbird retired. Two races were held the next day with increasingly heavier air, on windward - reach - reach three leg courses with both Narwhal and Blackbird trading 1st and 3rd, Rebecca 2nd and Lions Whelp 4th in both races. The final overall results were Narwhal 1st, Rebecca 2nd, Blackbird 3rd and Lion's Whelp 4th. It's the best run racing event I have attended in the last 30 years and we hope to attract additional schooners in 2023. In 2023 the same schooners are returning and we expect Tyrone to attend. Please join the Schooner fleet.



PORTLAND COMPANY SCHOONER EVENT

PSY/PYS is hosting a Schooner Event at their facility on Commercial Street In Portland Maine that will include a gathering of Alden Schooners including Lion's Whelp, Bagheera and Wendameen, the latter two being from Portland Schooner Company, as well as Rebecca of Vineyard Haven, and the Harvey Gamage, and possibly Blackbird. Sailing charters will be available the entire weekend. This event will provide a unique opportunity for the public to engage with a sizable gathering of schooners or come along as charter guests. There will be plenty of opportunity for the vessels to sail in company within Portland Harbor and adjoining islands of Casco Bay. Contact PYS for additional information.



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