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WING & WING

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The Official Newsletter of the American Schooner Association

Eggemoggin Reach Regatta Brooklin, Maine

Blackbird



Heron, Malabar II and Juno Downwind After the Start. *Photo by Coreen Schmidt*

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Eggemoggin Reach, sheltered between Deer Isle and the Maine coast between Cape Rosier and Swan Island, is a magical setting for a classic yacht race. And it's not just about schooners. It's an annual reunion where vintage yachts, the great ones, gather to celebrate their mutual heritage, with younger and often more mod-

ern traditional vessels, which have followed through time in their wakes. This is a fun race between some of the great designers, (Luders, Owens, Herreshoff (N.G.& L.F.) Atkin, Neilson, Alden, Sparkman and Stephens, Hood, Hunt, McGruer, Ohlson, Rhodes, Benjamin, Peterson, White, and Stanley); and great

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View of Final Leg From Metani's Bow. Photo by Coreen Schmidt

builders (Luders, Walsted, G&B, Abeking/Rasmussen, Concordia, Derector, Luke, Minneford, Nevins, Herreshoff, Morse,

Stanley, and Brooklin) to name a few. S&S boats included some notable names including **Zwerver, Palawan, Blitzen** and

three NY 32's. Herreshoff's included a Fishers Island 31 (**Siren**), a Bar Harbor 30 (**Desperate Lark**), and the P-Boat **Joyant**. For a list of the fleet see <http://www.erregatta.com>. It's the only race where you can row into the dock (at Wooden-Boat) in early morning light with lifting fog and have the pleasure of a friendly chat with Ralph Stanley as he sets out in a rowboat to visit some of the boats he admires. Then around the corner, bump into Nat Wilson and chat about the upcoming day. John Wilson saunters by and holds out his hand and offers a warm morning welcome and greeting. These are just some of the neat people that take part in



Juno Tacking Across Heron's Stern Wing and Wing. Photo by Coreen Schmidt

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Schooner Alert at Anchor

the ERR, and its very enjoyable to partake of their company, if only for a day. These are just a few of the folks that have made a huge difference in keeping wooden boats alive as a tradition, and not just in Maine.

The Master of Ceremonies for the event is Steve White, of Brooklin Boat, son of Joel White and grandson of E.B. White. True to his family roots, he is eloquent and humorous as the race organizer, both at the morning skippers

meeting and the award ceremony. When he announced this year that the after race party was BYOB, he only meant bring your own booze, because kegs of beer were supplied, which was almost the only source of confusion through out the whole race day.

We arrived Friday night, guests of Norie, Jim and Nikki Bregman on board their schooner *Metani* and joined the rest of the crew



Schooner Heron at Anchor



Heron Wing and Wing. Photo by Coreen Schmidt

which included Coreen Schmidt and her husband, David, who is one of the senior editors at Sail Magazine. The really great photographs in this article were provided by Coreen to whom we are very grateful (for additional info see Coreen Schmidt Photography,



Schooners Serenity and Silver Heals at Anchor



Juno Reaching Downwind. Photo by Coreen Schmidt

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Malabar II Trying to get on Heron's Wind. Photo by Coreen Schmidt

www.coreenschmidt.com). The lesser quality photographs are mine. *Metani* is a 52 foot LOD staysail schooner based on the underwater lines of *Malabar X*,

but with considerably more sheer and freeboard than X. This design modification was Australian, possibly due to the different and heavy weather conditions more

common to that part of the world. *Metani* has been the Bregman's home for more than two years and she has a comfortable and attractive arrangement below, and a delightful pilot house for passages in inclement weather. She is a great live aboard schooner and an exciting sail when the breeze pipes up. This was their first year in Maine waters after spending the last two years in the islands. We look forward to their impressions of our backyard. Keep your eye out for the October issue of *Sail* for more press on *Metani*. As the morning fog lifted to a bright morning the harbor was graced by a rather impressive group of schooners. *Alert* (which did not race), *Juno* (Scott Dibiaso, captain), *Malabar II* (Jim Lobdell), *Heron* (Nigel Bowers), *Metani*, (Jim Bregman) *Serenity* (William Ginn), *Silver Heels* (David Young), and *Green Dragon*. (Andy Bezanson). After the feeder race the preceding day, we noted *Juno* had a large lobster car floating astern, indicating Scott had planned dinner accordingly for the crew of *Juno* and *Malabar II*, a feast that has become somewhat of a tradition over the last several years.

The ERR has a challenging downwind start in which you have to balance tide, light winds, and lots of beautiful boats. We were just off the line at the start but behind Jim Lobdell in *Malabar II*, who was closely trailing Scott Dibiaso, steering *Juno*. *Heron* made a good start a little farther down the line. The light air made for some great photos through

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Heron Keeps to Her Second Place Course. Photo by Coreen Schmidt

Coreen's lens. *Malabar II* and *Heron* slipped steadily downwind wing & wing, while *Juno* took better advantage of some downwind tacks in the lightening breeze to put herself in first. We put up the golly and split the two. The other schooners mostly came along wing & wing. Eventually as we worked our way out of the Reach, the breeze freshened to provide a rail down leg, preferentially rewarding those out front. With the rail down we replaced the golly with a smaller fisherman and did not reset the golly until the last leg to the finish as the breeze died down. A beautiful Maine day and a memorable but short race on a great schooner.

Now how can it get any better than that?

At the conclusion of the race, a tented dinner party featuring ribs, chicken, corn, salad and other fixings provides a setting for everyone to gather, mingle and hang out. Following dinner is the awards ceremony, the appropriate interlude to evening music and continuation of the party. It's just the perfect end to a beautiful Maine summer day, replete with great boats and wonderful people.

As expected, *Juno* took honors in the schooner class, followed by *Heron* and *Malabar II*. *Malabar II* was also awarded most photogenic but we couldn't determine if that was because of

the boat or Jim's relaxed made-for-Hollywood posture behind the helm. On corrected time, next came *Metani*, *Serenity*, *Green Dragon* and *Silver Heels*. Sometime after we anchored, *Green Dragon* came into the harbor and rafted up with some other boats. I dinged over and had a beer with Andy. Apparently in a sporting gesture befitting of schooner racing *Green Dragon* treated the race as a twice around course, unwilling to beat intrinsically slower boats. Al's presence was missed as he was attending another family event. Also missed were Peter and Jeanette Phillipps who were busy on their new house and could not break free and bring up *Voyager*.

Dogwatch by Sam Hoyt



Dogwatch

The best schooner news of the summer so far is that Ernestina is back in New Bedford after a substantial overhaul supervised by Harold Burnham at the Boothbay Harbor Shipyard. While some work continues and she's not yet



Adventurer in Morning Sunlight Lying Along Chubb's Wharf, Mystic Seaport

sailing, Paul Brawley, executive direc-

tor of the Ernestina Commission, directs thanks to the many who were instrumental in the effort...On a much sadder note, the 1897 schooner **Wawona** was finally towed from Lake Union to her ultimate demolition in Seattle. We believe that there is an effort afloat to present some kind of artistic replica of the vessel ashore.



Al Bezanson's Green Dragon Arrives in Mystic for the Boat Show Photo by Jeanette Hoyt

Notes from the Wooden Boat Show...Not as many schooners this year as last, but one in particular proved to be the hit of the show. That was **John Paul Jones** whose owners, Sam and Julie Grant, dressed the part of Jones and his wife and walked around the Seaport attracting considerable attention. Several folks of the younger persuasion mistook them for pirates rather than American nautical

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Dogwatch (Continued from page 6)



Rick Carrion and Elf's Towering Rig

heroes. You can check them out at www.OldCityPoint.com ... ASA had a successful showing featuring Mark Faulstick's beautiful Alden Malabar VI **Adventurer**. She was tied up on Chubb's Wharf and we were able to set up a table alongside for a double-barreled showing. Mark had a copy of the November '08 *Sail Magazine* which we opened up to a terrific full-two page photo of **Adventurer** going like a train at last year's Gloucester Festival. So we could point to the real thing and then show her in action...Also on the wharf was the **L. A. Dunton** where the **Charles W. Morgan** usually berths, so there was a good schooner showing. And **Amistad** tied up where the **Dunton**

usually resides...Randy Peffer was at the show signing copies of his book *Southern Seahawk*, a trilogy of the Civil War at sea. The second installment is due out in November...Dr. John Vardamain of Beaumont, TX, who sailed around the world with his dad, is building a Malabar VI so he can repeat that feat with his sons. He did the interior before doing the decking, which kind of makes sense. And a Malabar VII was rebuilt on Seneca Lake, NY by (I can't read my writing) and renamed, aptly, Malabar VII... Finally, Rick Carrion's beautifully restored 1888 Lawley-designed cutter **Elf** arrived on Friday and was the

center of attention on the north dock. And did you catch the great story on Elf in the July/August *WoodenBoat*? All in all, a great show.

Oyster Bay has emerged as a mecca of traditional vessels over the last year. The Oyster Bay Waterfront Center got the ball rolling with the rebuilding of the oyster sloop **Christeen** but the last couple of years have seen a terrific influx of classic sailing vessels, largely due to the collecting activities of one Hunt Lawrence. In addition to the beautiful William Fife-designed sloop **Clio** built in Scotland in 1921 and which graced the May page in the current



Brilliant enters Oyster Bay Harbor to join the other classic vessels. Photo by Jeanette Hoyt
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Dogwatch (Continued from page 7)

WoodenBoat calendar, there are a couple of New York 30s and several other classics. On a recent sail on **Christeen**, all those vessels were out sailing around the harbor and then Mystic Seaport's *Brilliant* sailed in followed a bit later by a smaller schooner which appeared to be a Sam Crocker design. Altogether, a day right out of the '20s.

CRISR...We must thank Craig and Vicky Johnsen for their report on the Captain Raynaud International Schooner Race and Michael Berman for his photo coverage of the event (all of

which appear elsewhere in this issue). Despite a lack of any real schooner breeze, it seems it was a great success. And what a cool idea - having your own photo boat accompany the fleet for the entire race. Our congratulations to Matt and Stephanie McCleary and the schooner **Ceridwen** on winning the ASA Rendezvous Award for the CRISR. She is a William Atkin Little Maid of Kent design, 39' loa, with the cabin top design modified after John Atkin's **Island Princess**. There are some photos of Ceridwen on the Atkin website at www.boat-links.com. And, speaking of Atkin, we had a delightful con-

versation at the *WoodenBoat* Show with Pat Atkin, John's widow. Thanks (again) to *WoodenBoat* for revealing yet another west coast schooner race at the Victoria Classic Boat Festival in September in Victoria, BC.

Upcoming (or already having taken place) events...The 25th anniversary of the Gloucester Schooner Festival will be the first after the retirement of Mike Costello as exec of the Cape Ann Chamber of Commerce. So the geniuses in Gloucester went to the expert to run this year's event, Daisy Nell, the better half of the folk sing-



Pioneer Sailing into New York Harbor Photo Jeanette Hoyt

ing duo which also includes Captain Stan. Daisy has participated in some way -- racing, singing, socializing -- in all the festivals so she knows what she's doing. We'll have a report on Daisy's effort in the next *Wing & Wing*...Then, we're really looking forward to having an ASA exhibit at the Wooden Boat Festival in Port Townsend, WA, later in September and to meeting the folks who took part in the CRISR. They have a very active schooner group going out in the Pacific Northwest which we, no surprise, would like to get more involved with ASA...Finally, there will be the Great Chesapeake Bay Schooner Race in October. And those are just the events we're going to participate in. We can't make the Provincetown Schooner Regatta or the Cambridge Schooner Rendezvous. Sometimes, there's just not enough time, even when you're retired.

Schooners around New York...We spent a pleasant, if damp, afternoon with Vern and Kathy Brady on Eastern Passage in Oyster Bay harbor recently. The Brady's were on their way east to Newport where they hope to be able to take Jan Turner, former owner of the schooner, for a sail. Vern mentioned all the schooners he saw transiting New York harbor and coming up the East River (which, as you all undoubtedly know, is not a river but a tidal strait). In addition to the big schooners **Pioneer**, **Shearwater** and **Adirondack** and **Imagine**, he's pretty sure he saw two or three other Lazyjack 32's, Eastern Passage's design...And on a recent trip back from Governor's Island, after Pioneer

sailed by, what should follow her out into the harbor but a square topsail schooner that I didn't recognize. And I thought I knew all the local vessels. Must have been a visitor.

Random notes from many places... Mary Anne McQuillan and Fred Sterner sent a brochure for the 54' topsail schooner **Alaskan Rover** which does daily sightseeing tours out of Seward. It's billed as "Alaska's only topsail cruise" and they do have a 6pm champagne sail. Mary Anne and Fred ran into Robert d'Arcy of Martha in Port Townsend...Pat Beck, a mate on Mystic Whaler, was commissioned by commodore John Egington to do a painting of the vessel for a hallway/staircase in the Whaler Cruises new office building in New London. When they asked the building's owner for permission to put it up, he declined but suggested another site. So Pat's painting now graces the New London railroad station...More news from the increasingly artistic schooner crowd. Catherine McKinnon mounted an art exhibit, "Border Crossings," paintings and drawings, which was exhibited at Hayward House Gallery in Easton, MA, on June 13. It was followed by a "farewell" Celtic party just prior to the Rhinelander family's epic move to Nova Scotia. And Christy Georg, former crew on the Whaler, has a solo show, "Nautical Body," opening in Boston in September. Details at www.christygeorg.com. She recently received a **Blanche E. Colman Award** and has upcoming residencies in Virginia, Newfoundland and New Mexico. Sounds like she's doing

pretty well.

The May/June issue of *WoodenBoat* was a good schooner issue as it featured stories on the "fusion" schooner **Maggie B** and the Great Lakes' Schooners of the late 19th and early 20th centuries...Speaking of schooners from past times, does anyone have any information on "doghole" schooners? They sailed out of "dogholes," small coves on the California coast where they loaded cargo. Dogwatch has been sort of commissioned to do a piece on them for this publication. How appropriate...On a recent trip to Philadelphia, we managed to get aboard **Gazela** and got into a good conversation with George, the assistant engineer. Somehow, the subject turned into *mal de débarquement*, the landside malady that sometimes hits folks who've just gotten off a vessel...And what's new in Joisy? Seems that one participating component of a recent fraud was a doctor who also was reported to have owned the schooner **Liberty Clipper** which, in all likelihood, is now up for sale.

Finally, we must note with regret the death of Phil Bolger, a prolific designer who is most noted, in our circles, for his design of the famous folding schooner.

Dogwatch

Captain Raynaud International Schooner Race 2009 Report

By Craig Johnsen, Schooner MAGIC

Sunday evening, July 12th, the schooner fleet gathered at Port Townsend, WA for the evening welcome dinner and skippers' meeting. 13 schooners were represented as well as a couple of "friends."

Super A - **RAGLAND** and **ZODIAC**

A Class - **BARLOVENTO**, **LUCKY STAR**, **MAGIC** and **MARTHA**

B Class-**GRAIL**, **KIA ORA**, **MARYKE VIOLET** and **SUVA**

C Class-**CEREDWIN**, **PLEIADES** and **TALISKER** of **SKYE**

Both **MARYKE VIOLET** and **TALISKER** of **SKYE** were from Canada while the rest of the fleet flew the US Flag. In the Cruising Class were the catboat **SHARONL** and our photographers, Michael and Jan Berman, aboard **IMAGE MAKER**.

On Monday, the 13th, the fleet began reaching back and forth off the City front by 1100 and started with a nice breeze at 1200 for the beat around Pt. Wilson, bound westward with the favorable ebb Dungeness Spit. Unfortunately, the winds died just west of Point Wilson and only two schooners, **BARLOVENTO** and **MARTHA**, made it to the finish line late in the day, though the plucky **MARYKE VIOLET** was still sailing toward the finish when the race ended and was deemed the winner for Class B.

After a somewhat lumpy night at anchor off Jamestown, everyone was underway again on Tuesday, the 14th for a mid-day start off of the east end of the Spit, bound northward across the Strait of Juan de Fuca for the San Juan Islands. Light airs made the finish a tactical exercise and **BARLOVENTO** again led the fleet in through Cattle Pass to the night's anchorage off Fish Creek. There, we found a large contemporary cruising schooner at anchor and we were also joined by the schooner **ADVENTURESS**. The evening's potluck aboard the 128' LOA **ZODIAC**, allowed all to view a quiet anchorage full of rigging and spars. The dawn on Wednesday morning, July 15th was tightly shrouded in fog and accompanied by the deep foghorns of the island ferries carefully picking there way



Photo by MichaelBermanPhotography.com

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through the islands. Winds were again light for the race leg, which started off Turn Island a bit after 1200. While the majority of the schooners eventually threw in the towel in the calms and heat of the late afternoon, **MARTHA** worked out a winning margin over arch-rival **BARLOVENTO** in Class A and **MARYKE VIOLET** held off **GRAIL** in Class B.

The final race leg on Friday, July 17th started in Haro Strait with a fine broad reach to Arachne Reef, where all gybed over for a close-reach to the finish line just north of Turn Point on Stuart Island. The finish line was in a wind hole and the fair tide turned as the fleet struggled to cover the final 1/4 mile. Once again, **BARLOVENTO** ghosted across just ahead of **MARTHA** while **GRAIL** slipped across just ahead of **MARYKE VIOLET** and **SUVA** for B honors. In the closely-dueled Class C, **CEREDWIN** and **PLEIADES** sailed to a tie.

Final results for this year's CRISR were:

Class A -

- 1st **BARLOVENTO**
- 2nd **MARTHA**
- 3rd **LUCKY STAR**

Class B -

- 1st **MARYKE VIOLET**
- 2nd **GRAIL**
- 3rd **SUVA**

Class C -

- 1st **CEREDWIN**
- 2nd **PLEIADES**
- 3rd **TALISKER of SKYE**

At the awards ceremony, the inaugural ASA-provided Rendezvous Award for excellence in seamanship and schooner-related accomplishments was initially awarded to Captain Robert D'Arcy of the 102-year-old, Crowninshield-designed schooner, **MARTHA**. His (and **MARTHA**'s) histories are too long to enumerate here, but the fleet agreed that without Robert' efforts, we would not be sailing in an annual CRISR.

Postscript: Robert felt, however, in light



Photo by MichaelBermanPhotography.com

of his winning last year's ASA Rendezvous Award for the Port Townsend Race, that the award should instead be awarded to another skipper. Respecting his wishes, the selection committee decided upon the selection of Matt and Stephanie McCleary, of the schooner **CERIDWEN**, as the recipients of the 2009 ASA Rendezvous Award for the CRISR.

They built their schooner, keep her in excellent shape, actively campaign her in

Class C with quite a crowd aboard for a 30' LOA and have been a strong presence in and supporters of the Captain Raynaud International Schooner Race.

For more great photos of CRISR be sure to check out *MichaelBermanPhotography.com*



Photo by MichaelBermanPhotography.com



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