



P.O. BOX 484

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# WING & WING

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The Official Newsletter of the American Schooner Association

## *A Tribute Race: Gloucester to Provincetown, September 7, 2010*

Capt. Cheryl Andrews



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### 2009 OFFICERS

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In a tribute to the northeast fishing Schooner races held over a century ago, Provincetown Massachusetts presents a Gloucester to Provincetown Schooner race named the *Sperry Top-Sider Challenge for the Fishermen's Cup*. Held annually on the Tuesday after Labor Day, the 43 nm race provides a fun

venue for participants in *Gloucester's Schooner Festival* weekend to continue over to Provincetown for the *Great Provincetown Schooner Regatta & Yacht Race*, which includes a week full of small boat sailing, movies, parties and parades and concludes with a Saturday Schooner & Yacht race off Long Point.

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A Tribute Race (Continued from Pg. 1)

History records that the first New England fishing Schooner races were held off the Massachusetts coast in 1886. Hardly the sport we think of today, these races were serious commercial affairs. Speed against your competitor meant success in the fish market. Thomas McManus, the Boston maritime designer is credited with beginning the tradition, ostensibly to showcase his new, and safer, Schooner designs.

The events featured Schooners from the ports we know so well: Gloucester, Provincetown and Boston. As spectator interest in the America's Cup race increased, the rivalry between the fishing captains did as well. The fishing Schooner races became more popular and soon became a common feature in local celebrations, such as Homecomings and Anniversary weekends. The Gloucester Tercentenary celebration in 1923 featured a race won by Capt. 'Clayt' Morrissey and his Schooner **Henry Ford**. We know him better as the model for the famous Fishermen's Memorial called "The Man at the Wheel".

When the America's Cup race of 1919 was cancelled because of 'strong 25 knot winds', the fishermen had to laugh at such delicate vessels and a cry went up to show the world what a 'real' Schooner could do. A

challenge from Halifax publisher William Dennis created an International Fishermen's Series and the 'Dennis Cup' competitions put vessels named **Blue Nose, Gertrude L. Thebaud** and **Esperanto** in the New York Times headlines.

Provincetown has a special affection for one well-known Schooner race held off Boston's North Shore on a shifty August day in 1907. The eventual winner, a McManus-designed Schooner built in the Essex shipyards, almost missed the race. Her owner, Capt. Marion 'Bertie' Perry of Provincetown, had no plans to participate in **Boston's Old Home Week** celebration and was determined to spend the day at sea fishing. The summer of 1907 was turning into a great season. And that's what the Schooner **Rose Dorothea** was built to do. To fish.

But, when Mrs. Rose Dorothea Perry saw a picture of the silver loving cup trophy that Sir Thomas Lipton had offered as a prize to the winning vessel, history changed.

Mrs. Perry 'liked nice things'. And Capt. Perry loved his wife.

It was a true race amongst fishing captains.

Schooner **Manomet**, which had been registered to participate, passed into port with a hold full of mackerel as the other boats were heading out to the starting line. Capt. Val O'Neil of **James W. Parker**, the Gloucester representative in the race, entered his boat, although he figured he did not have a chance in the light conditions, and brought a band on board and a big crowd of friends.

The race became a Provincetown legend when the **Rose Dorothea** and the **Jessie Costa**, both from this town, fought a neck and neck duel throughout the course. The winds shifted, the tactics were shrewd and both vessels raced with a full press of sail, as any self-respecting Schooner captain would. When the foretopmast on the **Rose Dorothea** snapped, most thought the **Jessie Costa** had won the race. They were mistaken. The helmsman of the **Rose Dorothea**, John Watson, turned tragedy into triumph. The crew cleared away the wreckage and discovered the vessel could point higher without the topsail. The **Rose Dorothea** was triumphant.

Today, just over 100 years later, you can see that silver Fishermen's Cup standing proudly, over 3 feet tall with her ebony base, in Provincetown's Public Library.

Gaff to Staysail (Continued from Pg. 2)



### Lipton Cup

On the second floor, a fully rigged, half-scale model of the winning Schooner, crafted by local boat builder Francis “Flyer” Santos, is enjoyed by locals, visitors and historians. The Schooner replica serves as the gathering point for many community functions and one favorite is the **Commodore’s Reception**, a gala event to present the trophies to the winning captains in the *Sperry Top-Sider Challenge*.

Fast forward to 1998. Capt. John Bennett steers the Schooner **Hindu** through the choppy waters off Provincetown Harbor, entertaining visitors and locals with sea stories and dreaming of a Schooner rendezvous that has not happened in this port in decades. The **Hindu**, a William Hand design, built in East Booth Bay in 1925, has her own stories to tell.



### Commodore’s Reception

In her first life, she was owned by Capt. William A. Parker of Massachusetts. He purchased the vessel in the 1930’s. Naming her **Hindu**, he took her to India to buy spices, and founded a company called The Boston Trading and Spice Company, which is still in existence today. The Schooner was then sold to the U.S. Navy in 1942 to be used in the Coastal Patrol Corsair Fleet for two years. She was then decommissioned and purchased by his uncle, Capt. Justin Avellar. She started her new life as a charter boat, offering day sails off the Provincetown coast. Capt. Al Avellar and his uncle Capt. Justin Avellar, pioneers of the first whale watch fleet on Cape Cod.

In 1986, John Bennett, an attorney in Provincetown became her new owner.

Bennett, whose voyages had taken him to Cuba, Jamaica, as well as the Caribbean, owned **Hindu** until 2002 when he suffered a heart attack on the boat while it was in port for an inspection.

Bennett was told there was an issue with the engine. He went below to look into it, and never returned.



Capt. John Bennett

**A Tribute Race** (Continued from Pg. 3)

His wish was to have a Viking funeral, which was carried out in Provincetown. His other wish was to have a Schooner race based in his homeport and in his honor. His friends and family produced the inaugural Great Provincetown Schooner Race during the fall of 2002.

In 2008, Provincetown celebrated the **7<sup>th</sup> Annual Great Provincetown Schooner Regatta & Yacht Race**, however something was still missing. Capt. Bennett's dream was to hold the Schooner gathering the weekend after Labor Day, as the next step in the annual migration of Schooners down the east coast of the United States for the warmer ports of Key West and the Caribbean. How about a race from Gloucester to Provincetown to add to the fun? And from these dreams the **Sperry Top-Sider Challenge for the Fishermen's Cup** was born. Each year, the day after Labor Day, the challenge is open to any Schooner, of any age, of any size, of any design.

The 43 nm mile course takes you from the rocky coast of Cape Ann, through Stellwagen Bank National Marine Sanctuary for signature whale watching and down to the sandy shores of Cape Cod for a full week of entertainment, activities and educational opportunities.

The race follows the **Gloucester Schooner Festival**, now in its 28<sup>th</sup> year: a rollicking good time of

Schooner parades, traditional small boat races, fireworks, museum activities, and the Mayor's Race on Sunday. Monday is a lay day, with the Captain's meeting and buffet at 6pm for the Fishermen's Cup participants in Gloucester.

A rolling 6am to 7am start off Dog Bar Breakwater Tuesday morning kicks off the **Sperry Top-Sider Challenge** for the **Fishermen's Cup** and the **Great Provincetown Schooner Regatta & Yacht Race**: a week of races and fun, finishing with the mixed Schooner and Yacht race in Provincetown the following Saturday.

The race committee works with the captains providing planning resources, local information, support and commercial opportunities. It is our goal to get as many people out on the water as possible. If you wish to sell berths or seats on your vessel during the **Fishermen's Cup Race** on Tuesday or the **GPSR Race** on Saturday, contact the race committee. We look forward to seeing you next fall, September 7-11, 2010 for the **3<sup>rd</sup> Annual Fishermen's Cup Race** and the **9<sup>th</sup> Annual Great Provincetown Schooner Regatta & Yacht Race**.

*Take the Challenge!*

Links:

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

[www.capeannvacations.com/Schooner](http://www.capeannvacations.com/Schooner)

[www.Schoonerrace.org](http://www.Schoonerrace.org)

[www.ptownlib.com/roседorotheace.htm](http://www.ptownlib.com/roседorotheace.htm)

Cheryl is a general dentist in Provincetown, a USCG Licensed Captain, and owns a 1974 Fuji Ketch, **Sabbatical**, with her partner Jennifer Germack.

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**DON'T FORGET THE ANNUAL MEETING!**

**The GREAT  
PROVINCETOWN  
SCHOONER  
REGATTA  
& YACHT RACE**

## *Schooners of Brazil* by *Richard Hudson*

**F**or five months this year, I cruised the coast of Brazil in my 15m (52') steel staysail Schooner, **Issuma**.

Believing that most ASA members are from the east coast of the USA, I thought it would be of interest to share some pictures of Schooners in a part of the Americas that most ASA members haven't yet sailed to.

One of the most noticeable things about Brazil is how many Schooners (Escuna in Portuguese) are there. Even the smallest coastal towns tend to have a few tourist Schooners, and larger towns and cities have many.

Though I don't have numbers, I believe that there are more Schooners in Brazil than there are in the USA. Now most of these are tourist Schooners, which generally don't sail - the masts are used mostly to support



awnings to keep the hot sun off the passengers (to the right). These tourist Schooners are usually built of wood (very few are steel), with long, shallow keels which make them easy to beach for maintenance.



Three Schooners in paradise (to the right): **Rapa Nui** (blue hull), a French-built Dalu 47 Bermudian Schooner which has sailed to Antarctica multiple times, a wooden tourist Schooner, and (red hull) author's staysail Schooner **Issuma**.



Wooden gaff Schooner **Tocorime** anchored in *Paraty*. In the background is Amyr Klink's Schooner, **Paraty**.



Amyr Klink's **Paraty** Schooner, and take note of the Aero Rig. Amyr Klink is Brazil's most famous yachtsman. Among other adventures, Mr. Klink has overwintered in Antarctica aboard this Schooner.



(Continued on Pg. 11)

## *Dogwatch* by Sam Hoyt



### **Dogwatch**

“Schooner or later we’ll all get our ship together,” was the quote of the weekend at the **Wooden Boat Festival** in Port Townsend, WA. Well, they’ve got their ship together. This is probably the biggest and, arguably, the best of all the shows for traditional vessels in the country. And it takes place in a gorgeous physical setting with Mt. Rainier visible in the south, Mt. Baker (or it is Mt. Hood?) to the east and the Olympic Mountains on the western horizon. And the weather was perfect.

Attendance was up 15% on Friday and is now pushing 35,000 for the weekend, according to Kaci Cronkhite, Director of the event. There were 168 vessels in the water

and another 50 ashore and 90 exhibitors, including ASA in a prime location and with Heritage Marine and the irrepressible Jim Cassidy right next door. We had a lot of fun and met a bunch of great Schooner people.

Among them was Carl Bischoff who is building a new shop in Seattle where he will construct a replica of the 30’ Murray Peterson design **Susan** which Peterson built for his wife in Maine. Also Bianca Hein, a marine surveyor who specializes in wooden vessels and has worked in Thailand and now in the northwest. Bianca’s article will appear in a future issue. Then there were Matt and Stephanie McCleary of the Schooner **Ceridwen**, who won the ASA Rendezvous Award for the CRISR event earlier this year, the Johnsens of the Schooner **Magic** who wrote about that race in the last *Wing & Wing* and Michael Berman of Berman Photography, who took the great pictures.

Speaking of Rendezvous awards, that honor for the **Wooden Boat Festival** was presented to the Sound Experience Schooner **Adventuress** for its continued service to the Puget Sound area. The decision to honor **Adventuress** was made by a committee of local Schooner people and was presented by Robert d’Arcy of the Martha Foundation, who won the award at last year’s festival.

**Best news of the year dept...** Several weeks after returning from the northwest, we had a heartening email from Catherine Collins, Ex-

ecutive Director of Sound Experience. She had just received a phone call from her Congressman who informed her that **Adventuress** had been granted a “Save America’s Treasures” award from Congress in the amount of \$180,000. Needless to say, Catherine was a tad excited and she graciously thanked Dogwatch who had written the members of the Senate subcommittee making the decision to express ASA’s support for **Adventuress**. Not that that had anything to do with them winning it.

The biggest Crowninshield Schooner still afloat, **Adventuress** is approaching her centennial year. She was built in East Boothbay, Maine, in 1913 and served for many years as a pilot Schooner out of San Francisco. With Sound Experience, she has carried over 50,000 children and teens who learned about Puget Sound’s marine life and ecology as well as maritime traditions for over 20 years.

*More news from the northwest...* Robert d’Arcy sent news of the Round the County race in which the fleet, mainly modern go-fast boats, circumnavigates San Juan (the Island) County over two days. **Martha** raced in the division for “slow boats.” You can see where this is going. Day One saw winds of 25 knots with higher gusts and Martha started a tad late in a downwind start and kept pace. With a windshift for the beat home, she dropped the fisherman and carried a fisherman’s reef in the main to

*(Continued on Pg. 7)*

Dogwatch (Continued from Pg. 6)



Martha sails to windward

the finish. Result: first in class and first overall! Day Two saw light winds at the start which freshened to over 25, but it was a tactical race and Robert, who obviously knows the waters quite well, caught the currents and Martha, with cabinsides awash on the beat, finally bore away for home. I must point out that, contrary to tradition, she did carry a “chute” on the final downwind leg. At the awards that evening, Martha was, again, first in division and first overall. **Schooners rule!**

The 60' Alden staysail Schooner **Barbara** is in need of a new home. She was built in 1932 for a Moss Landing brothel with all red running lights and extra wide

bunks. She hasn't served in that trade for awhile and now needs new rigging and, more than likely, new decking as her teak decks are now 50 years old. Her current owner is 92 years old and would like to see her find a new home. The vessel has been surveyed by Alicia Alvarez of Port Townsend. We should give credit to Minney's Yacht Surplus of Newport, CA, for the quote which began this column. It appeared on a T-shirt sported by boatbuilder, Christian, whose exhibit was close to ours at the Festival.

**Annual meeting alert:** The meeting will take place, as usual, the first Saturday in February, which is the sixth. **But be aware that the**

**Best Western in Mystic is now a Ramada Inn and is giving us the same discount price.** Harold Burnham will be the guest speaker and will talk about the restoration work done on **Ernestina** over the last year.

**Elsewhere...** We made it to Gloucester, however, through no fault of our own, became incapacitated and didn't get to race, which we were planning on doing with Al Bezanson on **Green Dragon**. We subsequently learned that it was a good race with plenty of wind although marred by a collision. It was good seeing the Bregman family back up north with **Metani** and congratulations to Daisy Nell who was awarded the ASA Rendezvous award for her organizing of the event. And many thanks to Tom and Kay Ellis for putting me up on the **Thomas E. Lannon**.

And we didn't make it to the Chesapeake due to a family conflict that involved me running a 5k race for a charity benefit, for which daughter Megan flew in from Seattle. Bad planning on my part. Understand it was another quick trip down the Bay and some wet weather... And the Provincetown and Cambridge events I understand both went off in good fashion with a new record for number of Schooners at P-town.

In the last Dogwatch column's account of the WoodenBoat Show in Mystic, we neglected to mention that Dave Clarke's **Winfield Lash**

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Dogwatch (Continued from Pg. 7)

won honorable mention in the **Concours d'Elegance** competition for Owner Maintained sailboats.

*Another Trans-Atlantic crossing...* On his second attempt, Lee Werth has completed a trans-Atlantic voyage on **Renegade**, making it to the Azores last year and then an 11-day trip to the Portuguese mainland. From his brief email message to Alex Rhineland, it sounds like he single-handed. In any event, congratulations Lee and please do pay your dues.



**Thorunn Hardardottir and her son on the only Schooner in Iceland, Haukur**

Also on the other side of the pond, the planning is proceeding for the Sail Husavik 2011 event in Husavik, Iceland. They already have several participants signed up from Scandinavia and Arved Fuchs is bringing **Dagmar Aaen** from Germany. But the big news is that by next summer, **Haukur** will not be the only Schooner in Iceland. Thorunn Hardardottir has informed us that the family company has acquired a 59' oak vessel built in Akureyri, Iceland, in 1974. The family sailed her over to Egersund in Denmark where she is being re-rigged as a two-masted gaff Schooner. And, despite the

economic troubles, their whale-watching vessel carried over 37,000 passengers this past summer. The big event is scheduled for July 25-31, 2011, and for an info update, go to <http://www.schooner.is/sailnorth2011> and for more on the Schooner **Haukur**, go to [www.schooner.is](http://www.schooner.is).

*Random notes from all over...* The second volume in Randy Peffer's Rafael Semmes trilogy, titled *Seahawk Hunting*, will be out in January. Randy was at the **Wooden-Boat Show** in Mystic signing copies of the first installment, *Southern Seahawk*. Dogwatch will have a review of both volumes in a future *Wing & Wing*. Sorry, Randy, but you've gotten used to my reviews by now, we trust... Pulsch's take notice! Captains Brenda and Brian have informed us that they will have a drawing and painting cruise aboard the **Isaac H. Evans** next September 19-23 sailing from Rockland, Maine. The instructor will be Hazel Mitchell, originally from Yorkshire, England, but now residing and painting in Maine. Subjects covered will include line drawing, perspective and landscape, among others, and mediums: graphite, pen and ink, watercolor, colored pencil and pastels.

Visit [evans@midcoast.com](mailto:evans@midcoast.com)... At the Wooden Boat Festival in Port Townsend, a young lady named Indu asked to be remembered to Fred Sterner. Seems she sailed with him on **Ernestina**... We had a delightful reunion with Doug Fleming, former and long-time owner of **Chantey** at the Wooden Boat Show. We later got a letter

from him saying he had 75 back issues of *WoodenBoat Magazine* dating from September/October 1995 through January/February 2008. His asking price for the lot is \$100 plus UPS shipping. Anyone interested should contact Doug at (631) 323-2634.

*Musings on WoodenBoat Magazine...* We sincerely hope that all ASA members are also subscribers to this publication. Not only does the organization exhibit at all the major shows for traditional vessels, but the content of each edition of the magazine invariably includes a major story involving Schooners. Recently, we've had a good look at Great Lakes Schooners and the rum-running McCoy brothers and their great Schooner **Arethusa**. And the November issue carried a comprehensive update of the traditional maritime organizations and facilities in the Pacific northwest, titled *A Flowering of Maritime Heritage*. Needless to say, Port Townsend was a major part of the piece... Many moons ago when **Wild Swan** was berthed at Schooner Cove in Stamford, CT, across the dock from us was a vintage English cutter named **Content**. The owner was one David Kasanof and readers of *WoodenBoat* will recognize the name as the author of the Fo'c's'le column in the front of the book. Having known David, albeit briefly, the funny, satiric column comes as no surprise. But the fact that he has faithfully written since we started subscribing a long time ago, bears admiration. Keep up the good work, David, and keep **Con-**

**tent** in shipshape and Perth Amboy fashion....In flipping, yet again, through the July/August issue, the article on boatbuilder Lance Lee, more particularly one of the accompanying photos (on page 71) pictured the Tancook Whaler **Vernon Langille**. That the photo was in black and white suggested it hadn't been snapped by Ben Mendlowitz who took the other color photos. On closer inspection, there is a certain rather familiar gaff-rigged Schooner with a spoon bow sailing to leeward

which I'm almost certain is **Voyager**. And, if I recall correctly, the shot was taken in Long Island Sound off Manhasset Bay by Roger Shope, with whom I worked in the '70s. Even more amazing, I believe that the person at Voyager's helm is -- hang on to your seats -- none other than Dogwatch. As we've often maintained, the Schooner world is a small one. (But I'm going to verify this conjecture with Matt Murphy.) ....Finally, never lose track of the fact that *WoodenBoat* publishes ASA's ad almost every issue and at a very favorable rate.

**Totally** irrelevant historical fact...

On July 27, 1798, the **U.S.S. Constitution** sailed from Boston carrying, among other things, 48,600 gallons of water and 79,400 gallons of rum. Three months later in Jamaica, she took on 68,300 gallons of rum (no mention of water). Five weeks later in the Azores she added 64,300 gallons of guess what. At the end of January, she

raided a whiskey distillery on the Firth of Clyde and appropriated 40,000 gallons of single malt. On February 20, 1799, the vessel arrived back in Boston carrying no cannon shot, nor powder, no food, no rum, wine, nor whiskey. But she still had 38,600 gallons of water. Let's carry on the tradition... Keep those cards and letter coming.

~ **Dogwatch**

## 2009 Annual



## Cambridge Schooner Rendezvous

**T**he Fourth Annual Cambridge Schooner Rendezvous 2009 was attended by 17 vessels.

Not all were Schooners, but definitely all were unique. This year we had several newcomers including; **Lady Maryland** with the *MD Living Classroom Foundation*, the beautifully restored and much admired half scale 1924 Grand Banks Gloucester Schooner **Hindu**, home port Providence RI. **Liberty Clipper** out of Boston Mass, **Pirate's Lady** from Key West FL,

**Pride of Baltimore II**, Capt. Bob Kay and Sherry of the renowned Schooner **Tunes Bluegrass Band** aboard **Martha White**, the first Schooner to attend the initial rendezvous, and of course our own ASA Commodore and Captain of **Mystic Whaler**, John Egington. Lest I forget, center stage on Long Wharf proudly displaying a broom from her foremast, the stay-sail Schooner **Prom Queen** this year's overall winner of **The Great Chesapeake Bay Schooner Race**, captained by yours truly, Commodore ASA MAC.

In addition, amongst the visiting Schooners there were two ketches **Isa Lei, Watershed** and **Big Bird** a very unusual and unique cutter, along with **Tipsy** a beautiful wooden yawl, sister ship to the famed **Finistere** three time winner of the **Newport Bermuda Race**. Quite an interesting collection of nautical prowess indeed!

The Friday evening assembly at the *Richardson Maritime Museum* was a resounding success. I thought the food last year was terrific but this year it was even better! The RMM complex houses one of the largest collection of

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2009 ACSR (Continued from Pg. 9)

nautical exhibits in the country especially in reference to the *Oyster Wars* between Virginia and Maryland which eventually precipitated the formation of the U.S. Coast Guard.

You will also be treated to an amazing view of the maritime history of the Eastern Shore and the ship building, including whaling ships, which took place here. I highly recommend visiting this establishment when you attend next year! All hands, after the gathering at RMM, participated in a rousing fund raiser at *Jimmy and Sooks* restaurant and bar a few blocks away in downtown Cambridge. Entertainment provided by the lively group *Divibe and Congo*. The Mayor of Cambridge, Victoria Jackson Stanley, conducted the official opening ceremony at 10am Saturday with bagpipes and cannon fire in traditional Schooner fashion.

A parade of sail was planned for Saturday as the Choptank River is especially suited to allow shore side spectators to view all the vessels from its banks. Unfortunately, with gale warnings and thunderstorms forecast for the afternoon, all captains present prudently postponed the parade of sail until Sunday but with that many Schooners

at Long Wharf and live music all day in the activity tent, there was plenty of things to do. We were also very fortunate to have the famed *Phillips Crabhouse Corporation* donate the use of their 42 ft. dead rise. With this vessel we were able to provide free historic waterfront tours of the Choptank River sites and for use as a photo vessel during the parade of sail. Last year we were lashed with high winds and torrential rains during the traditional Eastern Shore dinner for captains and crew that almost succeeded in lifting the main tent off the dock. It was unimaginable that this could possibly happen two years in a row, but Mother nature did not disappoint, in fact it rained and stormed even harder until 11pm, but being the tough sailors we are, everyone survived. Maybe it was the delicious crab meat and Eastern shore fried chicken that gave us the strength to weather the storm or maybe it was the liquid refreshments and the musical entertainment, but survive we did. The Cambridge Yacht Club opened its facilities for the entire weekend for all visiting sailors, a great view of the river from the restaurant and bar!

Nice and dry too!

Did I forget to mention a full breakfast provided for all crew on Saturday morning by a local group

known as the *Wharf Rats*. This was their fourth year supporting the Rendezvous. Sunday breakfast was pancakes and sausage provided by local *High Street Bed and Breakfast*. So, if you are ever in Cambridge, MD, please pay them a visit and thank them for supporting the Annual Cambridge Schooner Rendezvous!

The folks in Cambridge surely do make a sailor feel welcome and from the looks of it this year, and all previous years, they all want us to keep bringing these beautiful vessels back every year.

Mark it down on your calendar, the **Fifth Annual Cambridge Schooner Rendezvous** in Cambridge, MD, on the weekend of 24 October 2010!

I would like this opportunity to thank everyone who participated in this event to make it the success that it has become and will continue to be. A special mention goes out to the crew of **Martha White**, and to Captain and Commodore John Eginton whose support and generosity is greatly recognized.

Fairwinds,

Roger Worthington

Commodore ASA MAC

Capt. Schooner **Prom Queen**

Schooners of Brazil (Continued from Pg. 5)



Note above the roller-furling foresail with wishbone boom on this staysail Schooner.

At right, not really a Brazilian Schooner, as she was built in Oakland, California, but

I saw the three-masted ferroceement junk Schooner

**Heraclitus** at anchor in

*Itaparica, Bahia de Todos Santos, Brazil* (a fascinating cruising area).

**Heraclitus** has sailed around the world several times and mostly does environmental research charters.

<http://www.rvheraclitus.org>



Staysail Schooner at anchor in Recife (above). Note roller furling upper staysail.

The beautiful Schooner **Dalia** (white hull to the right) was inspired by Gloucester fishing Schooners and built in Brazil of ipe and freijo.

**Dalia** charters out of the beautiful *Ilha Grande* area

(<http://www.escunadalia.com.br>).



Not what most people think of as a Schooner, and perhaps the definition is being pushed a bit, but note the sails on this catamaran. I tried to ask what this unusual-looking vessel was used for, but unfortunately my Portuguese was not up to the task.





AMERICAN SCHOONER  
ASSOCIATION CLASSIFIEDS



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