



# WING & WING

The Official Newsletter of the American Schooner Association  
Volume XLVI, Number 2 - Summer 2010

## News from the Pacific Coast — Third annual Great San Francisco Schooner Race, by John Swain

Seventeen schooners, ranging in age from the eighty foot scow schooner **Alma**, built in 1891, to the forty-eight foot **Jakatan**, built in 2007, and in size, from the twenty-seven foot **Stardust**, to the one hundred and fifteen foot **Eros** (*below*), gathered 28 August 2010, in San Francisco Bay for the third annual Great San Francisco Schooner Race.



While the centerpiece of this three-day weekend is the race, the event is a celebration of schooners designed to honor our maritime heritage and increase the profile of these historic vessels in San Francisco Bay and

on the entire West Coast as well as to acknowledge the owners and caretakers for their dedication in preserving these beautiful vessels. In addition, a portion of the entry fees for the race is donated to the Spaulding Wooden Boat Center in Sausalito, California.

The weekend includes a captains and sponsors reception on Friday night and a parade of sail along the waterfront before the race and an after the race celebration on the yacht club deck for owners, crews and schooner lovers.

The schooners began arriving at the San Francisco Yacht Club docks on Thursday, 26 August. On Saturday, 28 August, all seventeen crossed the starting line near Angel Island on a course which took them across the central bay to the San

Francisco waterfront and around Alcatraz Island in a pursuit race that was designed to create a photo finish off the Tiburon waterfront in Marin County. The fourteen mile race course, which, in past years, has been sailed in relatively benign and pleasant conditions, turned into a wet and tense struggle for the schooners when San Francisco Bay lived up to its reputation for big summer winds and delivered thirty plus knot winds and a steep chop. Some boats reported seeing gusts to forty knots. **Seaward**, an eighty-foot staysail schooner lost two headsails and retired to the docks early, as did **Regulus** who lost her steering and **Brigadoon** (*above right*), a 1924 Herreschoff design built in Lynn, Massachusetts, when she was forced to turn on her engine to avoid a collision with a windsurfer. Four additional boats retired early in the rough conditions.



*Brigadoon*



*Aida*

### 2010 OFFICERS

COMMODORE

- AL ROPER

VICE COMMODORE

- SAM HOYT

REAR COMMODORE

- BILL CARTON

SECRETARY

- PAT BRABAZON

TREASURER

- JOANNE SOUZA

## WING & WING



*Santana (a Sparkman Stevens design, Humphry Bogart was a former owner)*



*Yankee, built in 1906 in San Francisco, fell off her cradle in the earthquake, is sailing along side Santana.*



*Brigadoon, Santana and Kaiulani*

Although the guest docks at the San Francisco Yacht club, located in a small cove on the south side of Belvedere Island, are protected by hills on three sides it was a challenge to get all the boats docked in the high winds without incident after the race. The larger schooners needed help from two push boats provided by the yacht club and a



*Elizabeth Muir, Seaward and Mahdee*

group of yacht club members who volunteered as line handlers. Because of the difficult conditions, the race certainly supplied its share of sea stories for the participants, and the after the race party was particularly spirited this year with everyone agreeing that the event had lived up to its name and that they could hardly wait for next year's celebration of schooners.



*Elizabeth Muir*



*Elizabeth Muir, Condessa and Brigadoon*



*Mahdee*

Skipper	Vessel	Division	Start Time	Finish Time
Jeff Hawkins	Jakatan	Gaff	13:15	15:19:41
Paul Dines	Freda B	Gaff	12:55	15:24:12
Chris Johnson	Kaiulani	Gaff	13:00	15:44:44
Jason Rucker	Alma	Gaff	12:00	DNF
Mary Mosley	Stardust	Gaff	12:00	DNF
Skip Henderson	Aida	Gaff	12:10	DNF
Ed Witt	Regulus	Gaff	12:25	DNF
Billy Martinelli	Gaslight	Gaff	12:30	DNF
Terry Klaus	Brigadoon	Gaff	12:50	DNF
Paul Kaplan	Santana	Marconi	12:55	15:20:40
Ivan Poutatine	Elizabeth Muir	Marconi	12:40	15:32:52
Jim Cullen	Gold Star	Marconi	12:20	15:34:39
Bob Vespa	Scorpio	Marconi	12:35	15:43:02
William Boddle	Eros	Marconi	13:30	15:53:46
David Hattery	Madhee	Marconi	13:00	16:08:38
Hayden Brown	Aldebaran	Marconi	12:20	16:10:09
Alan Olson	Seaward	Marconi	13:05	DNF

*Schooner: Building a wooden boat on Martha's Vineyard*  
(Book by Tom Dunlop, photography by Alison Shaw,  
Vineyard Stories, Edgartown, MA)

~ A review by Sam Hoyt

A whole bunch of people came together to produce this recount of the building of **Rebecca**. First and foremost are Ross Gannon and Nat Benjamin, who founded their marine railway and boat shop on the waterfront in Vineyard Haven, 30 years ago. Obviously, the author, Tom Dunlop, and the photographer, Alison Shaw, who literally documented the construction of the largest vessel built on the island since 1860. Finally, one must include the islanders, especially the many who came together to offer help and literally rebuild the facility after a disastrous fire destroyed the yard in 1989.

Frankly, except for the history and beautiful photography, *Schooner* could be perceived as rather basic for anyone who has ever built, or participated in the building of a vessel or has owned one and become at least moderately familiar with its construction. That's

because the book takes the reader, step by step, through lofting, setting the keel, framing, planking, the interior, the decking and sparring and rigging. For anyone interested in taking up this type of challenge, the book would be invaluable.

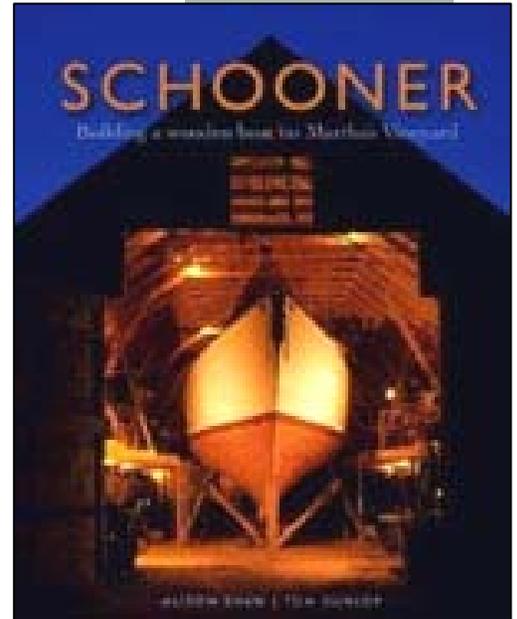
That's because you get the thinking on the part of Nat and Ross behind each and every segment of construction. And the photography is not only strikingly beautiful, it is instructive, ably complementing the writing. The overall result is a beautifully illustrated manual of how to build a big schooner.

While the human participants are obviously key to the whole project, the star of the story is **Rebecca** herself. That I witnessed a small part of her construction and met her, albeit briefly, in the Mediterranean, makes it all the more special, at least for yours truly.

The appendix also includes a listing of the 69 vessels, including four schooners (**Lana and Harley**, 1988, **Rebecca**, 2001, **Juno**, 2003, and Nat's own vessel **Charlotte**, completed in 2007) built by Gannon and Benjamin in their 30 years at the marine railway.

Of the 64, all but 10 were designed by Nat Benjamin and one of those 10 was designed by Ross Gannon. An impressive record.

In an *afterword*, Nat thanks the "...stunned but determined individuals..." who showed up the morning after the fire to help. He said their message was clear: "rebuild the boatyard and get back to work." Which they obviously did very well.



Nat also says, "We hope you felt both the joy and the beauty in the pages of this book."

Despite the fact that I will never attempt to build a boat, much less a 60' wooden vessel, *Schooner* becomes a valued addition to my nautical library and I heartily recommend it to anyone with the slightest interest in wooden vessels. It is available from Vineyard Stories, RR1, Box 65-Bg, Edgartown, MA 02539

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

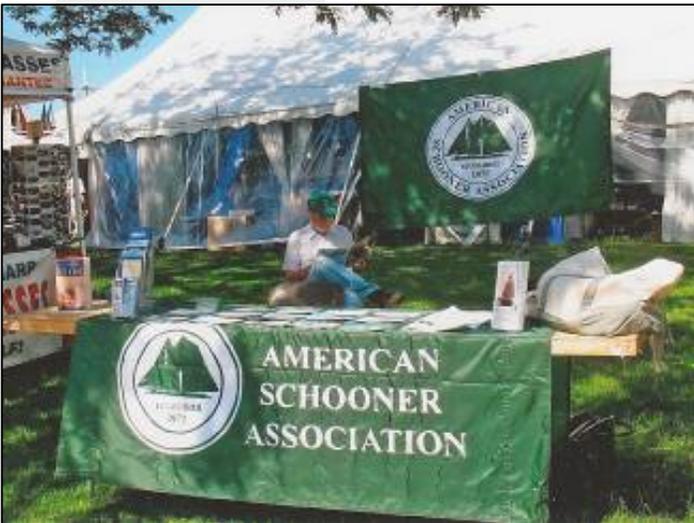
## WING & WING

### Dogwatch, by Sam Hoyt



The September issue of *Soundings* featured a nice story of the relaunching of **Fame**, sold by Mike Mulcahy to Dennis Connor as reported in the last *Wing & Wing*. While Dennis didn't have very flattering comments on the schooner's condition when it arrived in San Diego and he subsequently had to do considerably more work on her than originally planned, **Fame** certainly looks beautiful now if the accompanying photos are at all accurate. In any event, it's good to see her back in the water and Dennis maintains he plans to sail her.

*Notes from the WoodenBoat Show...* Fortunately, we were under a tree as it was really hot in Mystic. But the location of our booth left something to be desired. We were situated on the Village Green at the Seaport, between a purveyor of sunglasses and a delightful young lady selling the "original air chair." Needless to



The ASA booth at the 2010 WoodenBoat Show.



Winfield Lash and Green Dragon anchored in the Mystic Lagoon for the WoodenBoat Show.

say, schooner buff traffic was not what we wanted... One of our first visitors approached and, after seeing a pic of the **Lettie G. Howard** on our table, immediately demanded to know why we didn't have a pic of his latest command. It turned out to be Jonathan Kabak, currently master of the US Merchant Marine Academy's **Summerwind**. We subsequently got an on-deck tour of the schooner and she is certainly an impressive vessel. While the rig and the huge mid-deck seating area are hardly traditional, she certainly looks well-designed for sail training purposes.

Another visitor to the booth was Tom Dunlop, author of the new book *Schooner* about the building of **Rebecca** (below right) at Gannon & Benjamin Marine Railway at Vineyard Haven. (See review elsewhere in this issue.) Tom offered to be the guest speaker at the annual meeting and the BOG is considering that. We later attended a book signing and our copy is inscribed by Tom, Nat Benjamin and Matt Stackpole, who wrote the Forward.

The book also marks the 30<sup>th</sup> year of Gannon & Benjamin during which time they've built some 69 vessels of varying size including four schooners. Just as important, they repaired (and owned for a while) General Patton's



famous schooner **When & If** after she went on the rocks in Beverly. Nat and Ginny Jones also let it be known that **When & If** is now seriously for sale.

We had terrific help at the booth from Dave Clarke, Jay Irwin, and the Pulsch family (to the right) -- much thanks! Dave's schooner **Winfield Lash** and Al Bezanson's **Green Dragon** (to the left), were anchored in the lagoon which helped make up for the lack of exhibiting schooners. And our accommodations were aboard **Mystic Whaler** in New London where we were not only well rested and fed, but also met John's great new crew for the year and also got to see Pat Beck's wonderful painting of the schooner which hangs in the New London railway station (photo below right). Finally, one gentleman arrived sporting a tee shirt which read, "Я предпочитал бы йдти под парусалий." While we could get some of it, we were told that the closest translation is, who woulda guessed, "I'd rather be sailing."

Our big sailing trip so far this summer was with Al Bezanson on **Green Dragon** for a week. We joined Al in Noank, CT, motorsailed to Point Judith for the first night, then on to Marion, MA where Al had arranged a mooring at the Beverly YC. (Don't ask me why the Beverly YC is in Marion and not Beverly.) Despite a minor rigging problem while sailing wing and wing up the narrow (really narrow) channel in the very crowded harbor, we managed to pick up a mooring successfully. We hadn't been on the mooring for more than 10 minutes when this catboat sails up. Now I had never been in Marion previously, so it was with some surprise that I heard myself being greeted by name, by none other than Randy Peffer, who keeps **Sarah Abbott** in Marion. As bad weather was approaching, we were invited to overnight with Mary Anne McQuillan and Fred Sterner in East Freetown, which was much appreciated. We laid over a day and had dinner at the YC that evening, where we were very well cared for by the excellent staff. As we were leaving, I heard another, "Hey, Sam," and it was Paul Bradley. With such a good ASA presence at the Beverly YC, and because they were so nice to us, we sent them an ASA burgee to fly in the main room where Randy and Paul will have to salute each time they enter.

Then on to Scituate, where, it turns out, **Green Dragon** was designed by Scotty Gannett and built by Chester Spear. Al, no surprise, wanted to find out if any relatives of those two, or people who knew them, were still around. Thus began an historic treasure hunt around Scituate, which took us to the Harbormaster's office, the Scituate Boat Club, a terrific book store downtown and, in that place, the proprietress did know someone



The Pulsch and Clarke families helped out at the ASA booth.



Pat Beck's painting of Mystic Whaler hanging in the New London Amtrak Station.

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### Dogwatch, continued from page 5

who knew everything nautical that had ever happened in town. So Al has a date to meet with that gentleman down the road.

The final leg was to Manchester, sometime home of **Green Dragon** in Crocker's Boatyard and where, the next day the 44<sup>th</sup> annual Crocker race was to be held. Needless to say, Al had entered and we were joined by his son, Andy, and grandson, Nate, for the race. We were the only schooner entered and one of two wooden boats among all the go-fast boats and Clorox bottles. Our class started first and we were first across the line and well in front of the entire fleet. Unfortunately, there had been a bit of a miscommunication as to which course to sail and we picked the wrong one. Finding ourselves well to leeward of the first mark, we lost a bit of ground and rounded with the fourth or fifth class to start. We did finish within the allotted time and fast, but unfortunately, last.

*(continued on page 8)*

### The Basics of a Wooden Boat Survey©,

*(This is part 2 of 2 installments)*

*Editor's note: the following piece is intended by the author as a basic outline of how she will conduct the survey of a wooden vessel and is sent to her prospective survey clients. Used as a maintenance guide, particularly by first-time or prospective owners, it can enhance the understanding applied to the economics of return on a marketing investment in a wooden boat.*

*Bianca Hein is an accredited marine surveyor based in Oregon who works in that state, Washington and California. She holds the USCG Merchant Marine Credential for 100 ton motor and sail and the Lloyd's Maritime Academy Small Craft Marine Surveyor Diploma Course 09-10. This article is copyrighted by Bianca Hein.*

#### **ISSUE:**

- ***Does the boat live in fresh or saltwater?***
- ***Has any caulking been squeezed out to indicate the hull is working excessively?***
- ***Do you have strip plank decks or canvas decks?***
- ***Caulking is a procedure that requires excellent workmanship. If rot is found, a portion of the caulking / canvas will have to be pulled up.***
- ***Will you redo the caulking or have a person reseal the selected areas of inspection?***

### What I am looking for in hull damage:

The turn of the bilge is a high stress area and is the prime location for breaks and cracks in hull damage. Damage may consist of sprung butts, pulled fastenings, sprung or cracked frames and misalignment of structures.

### ISSUE:

- *To your knowledge, has this vessel been damaged, i.e. a small instance as hit by a neighboring boat trying to enter the slip next to yours, a touch bottom or full grounding, snow storm, collision with another vessel or unknown object at sea or floating object in the marina?*

### What I am looking for in rigging:

Attention to main and fore masts, spars, gaffs, standing and running rigging, turnbuckles, deadeyes, chainplates, blocks, tackle and topping lifts and the condition of sails are just a few of the rigging points I will inspect.

### ISSUE:

- *How many sails do you have?*
- *What is the current condition of the sails?*
- *Is your boat rigged for fishing/trolling/longline?*
- *Do you have commercial fishing permits?*

### Hull inspection summary:

So far I have presented a summary of the wooden hull inspection ONLY. My survey report will state facts. I will be making recommendations weighted on the determination of seaworthiness.

It should be noted that I am a professional mariner and surveyor not a professional boat builder. You will need to cost and repair the survey report findings yourself.

Certainly, my recommended requirements for adequate repairs are:

1. Use of good material comparable in properties to that replaced.
2. Repairs extensive enough to ensure that the hull is at least as strong as the original.

3. Construction details and fastenings at least equivalent in strength and in quality to those replaced.
4. Good workmanship.

### What else am I looking for?

In brief, we will need to discuss issues to meet the requirements from *Lloyd's Rules and Regulations for Small Craft* with regards to preparation, examination and testing such as:

- Hull requirements including in sailing and auxiliary yachts the masts, spars and standing and running rigging.
- Biennial or Complete Survey for Machinery
- Complete Survey of Electrical Equipment
- Survey of Screw shafts and tube shafts

Additionally, I will need to discuss issues to meet the requirements from *ISO*, such as:

- Rigging screws for stainless steel wire rope
- With inboard engine, propeller and shaft ends
- Fire resistant and non-fire resistant fuel hoses
- Head waste retention systems
- Non-fire-resistant fuel hoses
- Marine propulsion engines and systems
- Electrical Devices -- Protection against ignition of surrounding flammable gases
- Steering gear
- Remote steering systems
- Electrically operated direct-current bilge pumps
- Seacocks and through-hull fittings (metallic and non-metallic)
- Fire protection
- Electric fans
- Inflatable liferafts\*\*
- Hull / Craft identification and Builder's plate - coding system
- Permanently installed fuel systems and fixed fuel tanks

*(continued on page 10)*

## WING & WING

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*(Dogwatch, continued  
from page 6)*

Each year at the race, each skipper is given a good-sized glass with the etching of a Crocker-designed vessel on it. This year, the vessel chosen was the **W.W. Lufkin**, a 60' patrol boat built for the Customs Service in 1927. A nice enough looking vessel for a power boat. But there was a problem. Seems the Lufkin was used primarily for apprehending rumrunners. Now, obviously, this is a problem for serious schooner sailors. To solve this conundrum, the glass would obviously have to be purged by using it for copious rum-drinking. And who better to do this than Dogwatch, who now possesses said glass and has started the cleansing process. But it was a pleasure getting to meet and know the several generations of Crockers still running the boatyard, especially since we sailed a Crocker-designed gaff schooner for 11 years a while ago. The only confusing part is almost all of them are named Sam.

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*News from elsewhere...*  
We had an email message from Brenda and David Hattery, members who sail the Crocker-designed schooner **Mahdee**. They are somewhere in route to the San Francisco YC for that organization's schooner race (yet another) in late August. They were asking for a burgee (others who don't ever seem to have a burgee flying take notice, please) and a couple of hats so they could talk up ASA at the event. Those items were duly sent by the quartermaster and the treasurer followed up with instructions for paying. Dogwatch will send them some brochures as well... Which brings up an interesting point; to wit, some of you may have noticed that our membership isn't getting any younger. With that in mind, we ask that every member make a concerted effort to sign up at least one new member, preferably younger than yourself, this summer. We'd like to see fewer white beards at the next annual meeting...

We heard from Richard Hudson and he did not go to the Antarctic. In fact, his message came

to us from Labrador and he is heading south. Instead of heading south from Argentina, **Issuma**, with Richard single-handed, sailed north to Uruguay, Brasil and all the way to New York, where he made a short stop to provision and pick up some crew. And then, off to Newfoundland. There the fun really started. In an attempt to sail to Greenland, about 50 miles offshore in the Labrador Sea, two shrouds parted and the mainmast came down. They sailed downwind to Cartwright, Labrador, where they were able to cut off the damaged part of the mast and restep it. Although a tad shorter, Richard maintains **Issuma** is still a schooner. They spent the rest of the summer sailing up the coast of Labrador and across Hudson Strait to Baffin Island. Quite a journey. Hey, Richard, want to go to Iceland next year?

Robert d'Arcy reports from Port Townsend on another successful Captain Raynaud International Schooner Race. This one was marked by drastically changing conditions with the first leg from Victoria, BC, downwind in 30 knots of

wind and light winds and confusing currents in legs three and four. Robert says the most dramatic racing was in Class C with the small schooners demonstrating great ability in very trying conditions. The Class A winner was Robert's own Crowninshield gem **Martha**, Class B winner was **Grail** and first in Class C was **Talisker of Skye**. The ASA Rendezvous Award went to Craig and Vicky Johnsen of the schooner **Magic** for their achievements in design, construction and handling of **Magic** which they have recently put up for sale. She is listed on Yacht World and Robert says she would be a great acquisition for anyone wanting a great schooner... Things are looking up on the Buffalo, NY, waterfront. The schooner **Spirit of Buffalo**, formerly from Baltimore, is now sailing from the renovated area doing educational training sails... And Jerry Dennis is in search of the ferro-cement Malabar schooner **Inland Sea**.

*The saga of the several Lord Jims...* Russell Cleary has been conducting research into

schooners of that name as he worked on one in the late '60s and early '70s, the Alden design #476 which was a 63 footer built in St. Michaels, MD in 1930. This vessel apparently sank in 1959 while escorting the schooner **Bowdoin** into Mystic. And this is the **Lord Jim** that Russ Cleary is looking for. In the course of that search, he heard from others who mentioned Alden design #614. This is/was a 72 foot double gaff schooner built in 1936 by Lawley in Neponset, MA. This schooner was reported sunk off the coast of Brasil in 2007 but Russ believes she is now chartering on the west coast. I vaguely remember seeing a big double gaff, clipper-bowed schooner named **Lord Jim** in the Caribbean in the late '60s or early '70s and then hauled out at Consolidated on City Island a bit later. But she seemed bigger than 72' and so there might well have been yet a third of that name by another designer.

We had the pleasure of attending the theatre in the Big Apple a couple of weeks ago; an extravaganza titled

"4Play" and featuring the renowned Flying Karamazov Brothers. At the conclusion of this very amusing performance, the four brothers were in the lobby greeting the audience. I talked briefly to the leader of the group, Paul Magid, who turns out to own a pinky schooner in Port Townsend, WA. Yes, the schooner world is indeed a small one.

Our not so irrelevant historical fact was gleaned from *Schooner, Building a wooden boat on Martha's Vineyard* by Tom Dunlop. **Rebecca**, built by Gannon and Benjamin, was the largest vessel to be launched on Martha's Vineyard since the 1860 launching of the Honorable Thomas Bradley. And she went down the same railway as the largest vessel ever built on the Vineyard, the brig **Island Queen**...

*Keep those cards and letters coming, folks.*

## WING & WING

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(continued from page 7)

- Electrical systems - Extra-low-voltage DC installations
- Electrical devices - lightning-protection systems
- Liquefied petroleum gas (LPG) systems and Liquid-fuelled galley stoves
- Owner's manual\*\*
- Hydraulic steering systems
- Ventilation of petrol engine and/or petrol tank compartments
- Start-in-gear protection
- Small craft, engine-driven - Field of vision from helm position
- Watertight cockpits and quick-draining cockpits
- Hull construction including rudder stocks and rig attachment
- Portlights, hatches, companionways, doors strength and watertightness
- Stability + maximum load capacity
- Deck safety harness and safety line \*\*\*
- Electrical systems / fans / navigation lights
- Static thrust measurement for outboard

- motors
- Portable fuel systems for outboard motors
- Backfire flame control for petrol engines
- Steering gear
- Magnetic compasses / Aids to Navigation\*\*\*
- Measurement of airborne sound assessment\*\*\*
- Bilge-pumping systems
- Ground tackle: Anchoring, mooring and towing - strong points
- Man-overboard prevention and recovery\*\*\*
- Inboard petrol and/or diesel engines - electrical components + permanent tanks

\*\*Requires a licensed inspector other than Surveyor.

\*\*\*You can defer this time/cost with a free inspection by The US Coast Guard Auxiliary.

I will add the inspection results to the survey.

In closing, I would like to add a final word on terms and conditions for survey services and advice.

Once the scope of work is determined, a fixed price will be set based

on the certain number of best estimated hours. If the time of inspection goes beyond one (1) grace hour, the rate of ??/hour will be charged.

### ***This Assignment...***

Has not been assigned until a contract is signed and delivered from Mr. or Mrs. Smith.

### ***This Agreement...***

Is between Mr. and Mrs. Smith and the Marine Surveyor. All information disclosed will be held as confidential.

### ***The Final Report...***

Will be produced and sent via email and posted in the mail within 5 business days.

### ***The Payment...***

US\$?? shall be paid in advance of taking the job. The balance shall be held in escrow and paid upon delivery of the survey through [www.e-escrow.com](http://www.e-escrow.com).

### ***Travel...***

A per diem amount shall be set for travel, food and/or lodging.

Extraneous testing outside the scope of the survey (ie dye penetrant on shaft test) shall be predetermined and paid

for by the client.  
Sub-contractors for the purpose of the inspection shall be arranged by the Marine Surveyor. All costs shall be paid by the client.

***Force Majeure...***

A kill fee of \$?? dollars shall be paid if the survey is cancelled by the client. If the survey is cancelled by the Surveyor, the Surveyor will return the kill fee and provide a list of licensed Lloyd's Maritime Academy Surveyors.

***Liability...***

Although I have spared no effort in compiling the information contained in this early correspondence, the Surveyor will not be held responsible for any errors or omissions, or in the final survey report. Lastly, there will be no arbitration as to the dollar value of the yacht set by the surveyor.



*Pen and Ink Drawings by Dawn A. Gardetto, 2010.  
2010 Gloucester Schooner Festival.  
Retrieved 23 September 2010 from <http://dawngardetto.blogspot.com/>*



www.HeritageMarineInsurance.com  
1-800-959-3047



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