



WING & WING

The Official Newsletter of the American Schooner Association

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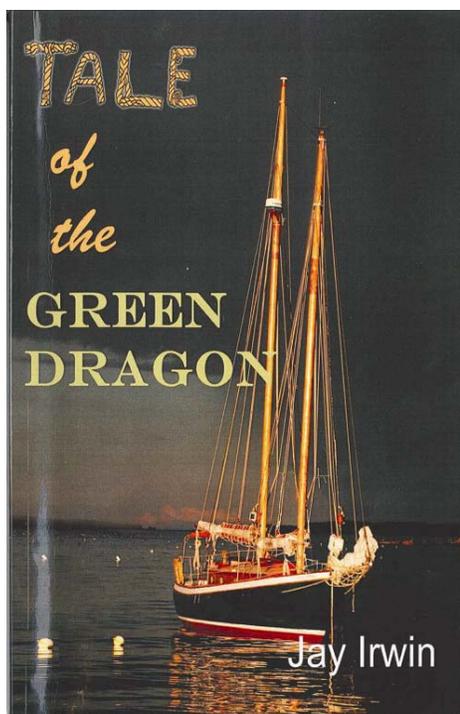
Tale of the Green Dragon

By Jay Irwin

Let me tell you a whale of a tale of two old codgers who liked to sail; one was named Jay, the other one Al. Between them, they had 150 years of life and over 100 years of sailing. Each had only one working eye, and all conversations were in triplicate because both were hard of hearing. I guess that's why they say gentlemen never sail closer to the wind than their age. Her owner skipper, Allan Bezanson is a true New England vagabond sailor. Raised in Massachusetts, his playground was the New England coast: fog, high tides, strong currents, and granite were his playmates. I, Jay Irwin, on the other hand, grew up on the Chesapeake Bay with no real tides, current, or fog, just a haze of misty appearance of fog and we can wait it out since it is short-lived and very localized. Thank God for a generally soft bottom (Irwin, 2011)...

...So begins the tale of the *Green Dragon*, a true American blue-blooded gaff-rigged schooner on peregrination from Spruce Head, Maine, to Fells Point, Maryland and the Great Chesapeake Bay Schooner Race. But this is no ordinary logbook of a summer cruise. Armchair sailors will enjoy the sights and sounds of sailing and where to find the best bread or pizza or lobster along the way. Seasoned sailors will appreciate the local knowledge of unlit markers and blinding shore lights along with the author's weaving in of historical context, precise use of nautical terms, and practical approach to living with and loving old wooden boats (www.amazon.com/Tale-Green-Dragon-Jay-Irwin/dp/1463654561/ref=sr_1_1?ie=UTF8&qid=1324068739&sr=8-1).

To obtain Jay's book, *Tale of the Green Dragon*, published July 2011, please refer to ISBN: 9781463654566.



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4 FEBRUARY 2012!

WING & WING

Dogwatch

By Sam Hoyt

The world of traditional vessels, the City of Gloucester and its Schooner Festival and schooner people everywhere lost a friend and one of the most respected nautical historians with the passing of Joe Garland the first week in September. Most attendees at the festival, on schooners as well as on shore, will remember Joe's narrative and often amusing comments on the schooners during the parade of sail before the big race.



A memorial celebration for Joe was held October 1 and was attended by Al Bezanson who had known Joe since 1964. They had a common interest in both schooners and fishing vessels and Al spoke at the ceremony. Several schooners stood off the port during the memorial in tribute, including the **Thomas E. Lannon**, **Bald Eagle**, several of Harold Burnham's vessels and a number of fishing vessels. A long letter from Senator John Kerry, who was a friend of Joe and his family, was read at the memorial.

And last May we attended the memorial for Peter Phillipps held at the beautiful house Pete and Jeanette built on a hilltop outside Rockland. As we arrived, the house was shrouded in a deep fog entirely cutting off the view of Penobscot Bay. The memorial was crowded with Pete's family, formerly colleagues at Brooklyn College where he taught architecture for many years, and many ASA members. Former commodores Jim (and Ginny) Lobdell, Brian Beckwith, Alex (and Catherine) Rhineland, Peter (and Sandy) Thompson, Fred Sterner and Mary Anne McQuillan and Mark Faulstick were all there along with Jim Mairs, Ross Gannon and Nat Benjamin. As people finished their reminiscences, the fog cleared, opening up the beautiful view of the Bay. It was as if Pete was taking care of things as he so often did.

Great Chesapeake Bay Schooner Race... We missed it this year but John Eginton emailed to say that we picked a good one to miss if you had to miss one. Of 33 vessels that started, only 19 finished and half of the people who made it to the pig roast arrived by car. John said he wished he had, too. From John's report on the race..."The last 50 miles of the race were a sleighride. With just a deep-reefed mains'l, full fores'l and staysail, the **Mystic Whaler** blasted down the Virginia shore at 9-10 knots against a three-foot head sea, covering us in spray blown by a west wind which, as predicted, filled in at 20 knots with gusts to 30. The conditions were ideal for the schooner race. Unfortunately, we were no longer in the race. The **Mystic Whaler** withdrew from racing at 5:30 Friday morning when we concluded that we either a) were not going to finish the race in time or b) were going to get really beat up and not finish the race in time. With a tornado watch in effect, headwinds and rain, **Mystic Whaler** had made good only 45 miles 14 hours into the race, and with 80 miles to go, she dropped out after passing Cove Point, as did **Liberty Clipper**. First to finish was the Scano-built replica **America 2.0**, which, John says, is only a replica from the waterline up.

Below the waterline, "...she's a surfboard." She beat **Lady Maryland** in class AA. Also doing well were Ken Kaye's **Woodwind** which beat **Prom Queen** and **Heron** in class A; Mark Faulstick's **Adventurer 65** ahead of **Sally B** and **Dove II** in class B; and **Avelinda** in class C.

Wooden Boat Festival... We did manage to make it to the Port Townsend Wooden Boat Festival which was, once again, a very well-attended affair. Upon setting up the ASA booth on Friday and looking at the event schedule, I was surprised to see the showing of the new movie "Charlotte," which, of course, was about Nat Benjamin building his own schooner. Naturally, the showing was the previous night. But they sure are making schooner movies on the Vineyard.

Perhaps the highlight of the festival, at least for me, was meeting the Kerrs, who are sailing the Culler-designed schooner **Windjammer**. And are they sailing. They're from Australia where they manage Barefoot Cruises. And, obviously, they had made it as far as Port Townsend. But catch their plans. After the festival they were leaving for Alaska where they planned to spend the winter. Then it will be back south next spring - way south. As a matter of fact, they are coming to the east coast. Ok, big deal. Very big deal. They're coming by way of Cape Horn. So it will be awhile before they get here, but keep on the lookout for them because they are very, very cool.

We also got reacquainted with the Martinellis who run Gaslight Charters in Sausalito, CA, and who had joined ASA at the Mystic Wooden Boat Show. Billy told me he was actively pitching schooner owners in the San Francisco area, so, hopefully we'll be getting some new members on the left coast. Our booth was right next to the International Yacht Restoration School and we got to know Ned Jones, the director of admissions, who, like yours truly, was manning the booth alone. We also met a young man whose name I didn't get - or don't

Volume XLVII, Number 2 - Fall 2011

remember – who had sailed *gajeta falkusa*, a curiously rigged sailing fishing vessel in Croatia.

And, given the hot conditions and the fact that all morning the sun was shining directly into the booth, we are deeply indebted to the wonderful ladies of the Forest Stewardship Council, who were doling out free and cold bottles of natural spring water the whole length of the festival. The Council's mission is to ensure the purity of water through proper care of the forests. Looking way ahead, the dates have been set for next year's Captain Reynaud International Schooner Race. The schooners will rendezvous July 15 in Victoria (BC) Harbor and the race will start the next day.

Gloucester Schooner Festival... We heard from Al Bezanson who reported on the Gloucester event which had a very low turnout of schooners due to the ridiculously unsettled weather on the east coast. Nonetheless, Al had a very good race as **Green Dragon** won by a good margin in the small schooner class, besting **Estrella** and **Bald Eagle**. In the middle class for the Ned Cameron Cup, Mark Faulstick's **Adventurer 65** edged the Ellises **Thomas E. Lannon** by three minutes in elapsed time. And in the large schooner class for the Esperanto Cup, **Spirit of Bermuda** barely beat **American Eagle** by all of 34 seconds. Probably due to the uncertain weather, the turnout for the party at the Gloucester House was very small and Al says there is some doubt that they will have it next year.

WoodenBoat Show... The presentations at the *Concourse d'Elegance*, hosted by Heritage Marine Insurance, saw some familiar names honored. The best in the class for self-built boats was none other than Bob Pulsch for his beautiful catboat **Roberta**. Catboat??? And the grand prize in both the Judges' Choice and the People's Choice went to Michael and March Brenner and, friends of the Phillipps, and their beautiful Alden motorsailer, **Tradewind**, that was rebuilt over a long period at Rockport Marine. The ASA booth was right

across the dock from that vessel so we had a very nice view the entire show.

I had a nice chat with the lady from the Dory Shop in Lunenburg, Nova Scotia where the new Lunenburg schooners are built. Turns out that her daughter plays with Alex and Catherine's daughter Eliza. Towards the end of the show, I suddenly spotted a very large poodle parading down the waterfront. Thinking it looked very familiar, I looked up and there was our upstairs neighbor. She was there to pick up her daughter who was taking sailing lessons at the Seaport and staying on the **Joseph Conrad**. It's a small schooner world.

News from around the schooner world. October 13th was a great day in New Bedford for that was the day that **Ernestina** finally returned to her berth there. Mary Anne McQuillan reports that they are now awaiting the results of a complete rig inspection and further estimates on work to be done. But she is optimistic that, with renewed cooperation among those responsible, she will be sailing again...And there's also renewed hope for the former South Street Seaport Museum, now known as Seaport New York. The organization, which has basically been out of business for at least the last year, has been taken over by the Museum of the City of New York, which not only has a budget and good management but also the reputation of knowing what it's doing and getting it done...The schooner **Appledore III** has been acquired by Sail Door County and has moved to Sister Bay, Wisconsin. They've joined ASA and, I believe, are our first members from that state.

We heard from Richard Hudson in August. He was at 73 degrees north latitude in Baffin Bay, having just left Uppernavik, Greenland. He said he'd met Michael Warr in Iceland. We sailed many years back with Mike on **Voyager**. Richard was heading back to Canada. Boy, he does get around.

There was a nice piece on the Kaye family and their **Woodwind** schooners in a recent edition of *WoodenBoat Magazine*. Randy Peffer's novel **Provincetown Follies Bangkok Blues** is (or was a couple of weeks ago) bouncing between number 5 and number 16 on Amazon's "Mystery List" and between number 45 and 70 on its overall download list. It won a Lambda Award several years ago and the movie rights have been acquired by Tripod Entertainment. Way to go, Randy. Speaking of going, Randy said he was going over to the "shaky side" as he was preparing to sail with his son on his Olson 40 ultralite displacement. And we just got an email from the schooner dog Tiller which said that despite the "madness" and "mayhem" progress is moving along on the Thompson's schooner **Blackbird**.

Haven't been getting too many cards and letters, folks...

WING & WING

An Afternoon Sail on Bald Eagle

By Judy Nast and Paul Cole

Bald Eagle was designed and built by two men whose names are associated with sea-kindly and beautiful wooden vessels: Crocker and McIntosh. Sam Crocker designed more than 300 vessels. Bud McIntosh was a designer and builder of large and small cruising boats for more than 50 years and built many Crocker designs. Her graceful lines were taken from Gloucester fishing schooners. **Bald Eagle** came out of McIntosh's Piscataqua River boatyard in 1955. She is 37' on deck, white oak frames, mahogany planking, fir spars and two tons of iron on the bottom of her full keel. She is gaff rigged, carrying a Yankee (jib) off her bowsprit, staysail, foresail and mainsail.



Her name, **Bald Eagle**, is because she is a bald headed schooner, carrying no topmasts. Her wheel is from the Lunenburg Foundry, her mast hoops were made by the skipper. In 2001, she spent 10 months in Harold Burnham's boatyard in Essex getting an extensive rebuild that included replacement of 80% of her frames, 20% of her planks, new deadwood, cabin house and decks.

Estrela visits the Gloucester Schooner Festival and the Great Provincetown Schooner Regatta September 2011

By Dr. Cheryl Andrews

Sailing season in New England is...too short. The consolation for the approach of Labor Day is two great schooner events. This year, we enjoyed the Gloucester Schooner



Festival and Great Provincetown Schooner Regatta as guests aboard the 45 foot Schooner **Estrela**. We met with owners Capt. Sandi & Steve Atwood & Capt. Bruce Davies early Sunday morning in Gloucester to board for the Parade of Sail and Mayor's Race at noon. The boats make a full circle in front of Stacy Boulevard, home of the famous Fishermen's Memorial Statue, under full sail. Bruce allowed me to take the helm, a nervous moment for this newer sailor with the many large boats & spectator yachts seemingly going in all directions. It was a blast. Above, Capt. Bruce Davies on the foreboom aboard Schooner **Estrela**. **Liberty Clipper** is to starboard (photo Cheryl Andrews).



Above, Al Bezanson fights for the line at the start of the Mayor's Race aboard his Schooner **Green Dragon** (photo Cheryl Andrews).



Above, Crewman Jenn Germack goes aloft to straighten out the burgees before we head in (photo Cheryl Andrews). After the race, a full afternoon of great sailing, we headed to the Gloucester Maritime Center for a cook out and the awards. Monday evening, the Great Provincetown Schooner Regatta welcomed the captains and crew registered for **The Challenge for the Fishermen's Cup**, a schooners-only race to Provincetown, with a buffet dinner at the Gloucester House Restaurant.



Above, Capt. Matt Sutphin, Schooner **Tyrone**, at the Captain's Meeting at the Gloucester House. Photo Nancy Bloom. The race began at 6 a.m. Tuesday morning with a moderate

Volume XLVII, Number 2 - Fall 2011

rain and 25 knot tail wind as the cold front was heading out to sea. Below, Schooner **Estrela** leaves Gloucester first (photo Nancy Bloom).



Above, World Ocean School's **Roseway** and Schooner **Adventurer** approach the start (photo Nancy Bloom). The schooners flew to Provincetown with Schooner **Tyrone** taking top honors. Schooner **Tyrone**, below, at the Fishermen's Cup finish, Provincetown Harbor (photo Nancy Bloom). We gathered at a local pub, the



Squealing Pig, for dinner and drinks that night. Wednesday was a well-deserved rest & a birthday celebration for Skipper Davies. Race week in Provincetown is filled with plenty to do, parties, movies, a book signing, and the ever-popular open house at the USCG Station. The schooners were at the pier for public inspection on Friday and the evening was spent on the town-owned pier under a big tent with live music and an award-winning barbecue. The week finished with the highlight, The Long Point Schooner & Yacht Race. The race starts at

noon and all vessels are welcome. The smaller boats get to sail right along with the big boys. The sun was out, we had 20 knots from the east, and smiles were seen from Provincetown to Wellfleet. Capt. Matt Sutphin captured First Place in both the Challenge for the Fishermen's Cup and The Long Point Schooner & Yacht Race.

To the right, starting at the top, Schooner **Alabama** races alongside Schooner **Thomas E. Lannon** in the Long Point Schooner & Yacht Race, S/V **Rascal** with Schooners **Alabama** and **Tyrone**, Schooners **Dove II** and **Estrela** head to the mark off of Truro. Below, Capt. Matt Sutphin steers his champion Schooner **Tyrone** (4 photos Nancy Bloom). Is it Labor Day yet?





Visit www.provincetownschoolerrace.com and

<http://capeannvacations.com/schooner/> for more information about each event.

This article was submitted by Capt. Cheryl Andrews of Provincetown. Cheryl skipper's her own 35ft. Fuji ketch with partner Jenn Germack and will chair the 2012 Great Provincetown Schooner Regatta. She can be reached at cheryl.andrews@provincetownschoolerrace.com. She thanks the Gloucester Schooner Festival organizing committee for all their support.

Faro, Portugal to Lanzarote, Canaria on Schooner Renegade

By Capt. Lee Werth



I drove her hard. **Renegade's** lee rail was awash, water leaking in through a previously watertight deck. I didn't care. I was finally at sea, the open sea, unfettered and unbounded.

The wind veered from SW to NW. The sea rose and my spirits rose with it. I had finally escaped. After a month delay I was again headed toward the Madeiras, racing under a stormsail set on the sprit and a full main overcanvassed with a following sea. I was euphoric getting high on the high seas. Fatigue and adrenalin will do that. The helm was

Story continues on page 6

WING & WING

2012 ASA Annual Meeting, Mystic, CT ~ 4 February 2012

Please join us on Friday evening, 3 February 2012 for fellowship, music and sea stories in the Hampton Inn Conference Room. Contributions of finger food and beverages are most welcome.

The ASA has a special \$79. (+ tax) rate at the Hampton Inn, 6 Hendel Drive, Mystic CT, for Friday and Saturday nights; tel: 860-536-2536. This venue is holding a block of 25 rooms until early January 2012. Identify yourself as ASA making your reservations.

The 2012 Annual Meeting of the American Schooner Association will be held in the River Room, on the first floor of Latitude 41, 105 Greenmanville Avenue, Mystic, CT (860-572-5303).

Coffee service will be available from 0900 and the meeting will be called to order at 1000. After the formal business of the meeting is complete (at approximately 1130), we will hear from Kurt Hasselbalch, curator of the Hart Collection at the MIT Museum. You might even want to take a peek at the website <http://web.mit.edu/museum/collections/index.html>. There is a picture of **Elf**, the 1888 racing sloop so familiar to us on the Chesapeake, restored by Rick Carrion. We'll leave time for questions, so come prepared!

Buffet lunch will be served in the River Room following the talk.

Pre-pay lunch by 2/1/12 = \$ 25.00pp / After 2/1/12 = \$30.pp
Paying for lunch online? Go to this link, www.amschooner.org/node/460

OR, mail your lunch payment check to:
ASA Treasurer, 1 Turtleback Rd., Essex, MA 01929

2012 annual dues are due by the start of the Annual Meeting on Feb. 4, 2012.

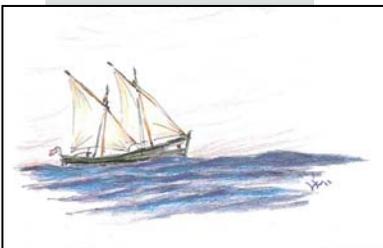
Please pre-pay dues even if you are not going to attend the meeting. There are three easy ways to pay your dues:

1. Online, using the secure PayPal system: www.amschooner.org/join#online
2. By mail: www.amschooner.org/files/Membership%20Form.pdf to print a paper renewal form).
3. In person at the Annual Meeting.

Note: New members who joined during October, November and December of 2011 are automatically enrolled as 2012 members – your Annual Dues are not due again until February 2013!

Thanks in advance for continuing to support the ASA!

From *Renegade* on page 5



from a following sea, but mostly it

heavy, but **Renegade** reached eight knots on the GPS. ...a helpful current, perhaps, and a shove it was the mainsail. We were flying through a starlit night majestic but rather daunting. I set the Autohelm. When the voltage dropped, I lashed the helm and lowered the main, not without difficulty, and ran off under the staysail and went below, keeping an eye on the AIS. I had already had to ask ships to avoid me.

A “seahigh” is followed by a “sealow”. Cross-seas occasionally bashed **Renegade** who lurched in protest. After one dramatic lurch and roll, the liferaft broke free of the afterdeck. It inflated and when I pulled the painter to retrieve it, it broke loose and was lost. This all seemed rather dreamlike. Fatigue made things seem surreal. I had been running on adrenalin for hours, actually, for days.

Earlier, I had put into Faro, Portugal, with an unexplained leak, water around my ankles, jammed roller furling, and a non-charging alternator. And I had thought all was ready for sea. Finding the leak is itself a story, but the real story is what happened when relaunched from the marina's large trailer. The wind was strong; no one took my lines and the schooner's stern shifted over the trailer. Her propeller and flexible shaft coupling were destroyed. Another delay! The marina manager denied all responsibility. This set up my ugly mood that was at last washed away during my escape to the open sea the “Night of my Rage Exhalation.” The new liferaft cost far more than fixing the propeller and flex-coupling. A peak experience has its downside.

Story continues on page 11

Island Rover Unconventional Construction of a Schooner, Part II



Island Rover

By Capt.
Harold Arndt

The tools created for use in frame construction were: First, very strong magnetic “clips” to hold the 1/8” by

2” flat bar torch guide to the 9/32” spacing from the lofting line. Tolerance was less than the size of a sharp pencil mark, not only infinitely adjustable, but quickly removable when the cutting was done and there was no clean up nor heat distortion of the flat bar guide. The second major special tool to be created for frame construction was a long “U” shaped clamping device with an adjustable pin for securing and positioning the flat bar inside curvature of the frame. A long threaded rod with a hex head provided the power to bring the flat bar to the desired position and alignment on the frame. With the hex head the treaded rod could be driven with either a ratchet bar wrench or a small pneumatic power wrench. A third small tool, an off-set attachment for the plasma torch head, was also eventually built to allow both the inside and the outside of the frame curves to be cut, using only one installation of the flat bar torch guide instead of two installations 9/32” from the cut lines. Talk about light year advancements, in accomplishment efficiency and use of time.

Even with the new efficiency, there was about a man week of time involved in the pattern lofting, steel plate layout and welding together of pieces, frame support reinforcement installation, pattern application, plasma cutting torch guide installation, actual plasma cutting of the frame inside and outside edges from the plate steel, leaving the cut steel frame, the thin edge waste and

the base metal plate shape to be cooled back to ambient temperature, alignment of the 5/16” by 2” flat bar backing for the frame, tack welding and finally the permanent skip welding procedure.

To minimize permanent long term distortion during cutting, the cut parts and adjoining pieces were allowed to cool while still attached together with a little slag. Once cooled, they returned to the original design shape and curve. If separated to soon before they cooled, the cut frames assumed a different shape than that desired or designed.



Once cooled and the waste and extra steel removed, the inside and outside edges of the cut to shape frame would be ground to smooth in order to accept the inside 5/16” by 2” flat bar backer and eventually the hull plate itself. This is where the adherence to the 1/8” tolerance standard in pattern layout, torch guide installation and plasma cutting paid off because whatever the curve shape accomplished at this point in the frame construction, it was permanent. There was relatively little that could be changed except to take off any high spots that may have been created with the hand-held movement of the torch head. Excruciating attention to the faring of the frames to the design pattern lines at this stage of construction has paid off in the final stages of hull plating. The fairness of the hull as it sits today at only a sand blasting away from painting is certainly proof of adhering to that 1/8” standard.

Once the crudely cut frame was freed from the surrounding steel, the large inside reserve steel plate would then be used in the marking up and pattern positioning for the cutting of the next smaller frame to be fabricated. Very little trimming is necessary, since the curve of the hull shape called for only slight changes in curvature from frame to frame as one moves forward or astern of the center frames. The **Island Rover** is a round hulled vessel not a chined vessel. That practice of re-setting patterns to previously cut steel curvatures and re-using steel to advantage has resulted in effectively “no-waste” in steel. The steel waste between curvatures is actually very long thin pieces that measure from about 1/4” wide by 5/16” thick to not much more than 1/2” wide by 5/16” thick. It is a construction site policy to use a piece of steel as small as possible that will yield the required or desired ships’ piece. Thus as a result of that practice, the un-used small pieces of steel currently scattered in small piles about the construction site, after cutting and fabricating nearly 40 tons of steel into a vessels hull, would probably fit in a pick-up truck and might not even over load it weight wise. The Island Rover Foundation even has a program of fund raising where even those small cuttings are fabricated into “Mementos” or souvenirs for supporters to take home.

During frame construction, once the inside and outside edges were ground smooth, then the long “U” shaped, pneumatically powered clamps were used to draw the 5/16” by 2” flat bar backing in tight against the inside edge of the cut frame, where it was aligned, spot welded into place and

WING & WING



then a pre-determined configuration pattern of skip welding was used to accomplish final welding while minimizing the potential for distortion due to welding heat. Again the current final fairness of the hull is documentation of the value and success of that endeavor.

Once several frames were completed and available for “setting, alignment and attachment” to the keel, then a group of Island Rover Volunteers would be invited together over a weekend (the core dedicated group, Charlie, Brian and Mike, being from Rhode Island and Connecticut, became known as the Rhode Island Crew) and an event would happen. The alignment of frames was facilitated by the installation of frame support steel being exactly at the design waterline, perfectly vertical at the design center line and another at the design 96 inch waterline. A carpenter's level and a couple of

pieces of nylon string were all that was used to align all the frames into what has turned out to be a very fair and true hull.

The fabrication of all the ships' frames was pretty much a one man effort with the Cap'n spending about four annual seasons at that task, with crane support provided by his father Chris and the “RI frame setting crew” for weekends.

One task not mentioned during the discussion of frame fabrication was that during frame lofting and pattern making, the installation location of all the ships' longitudinal support, ½” by 2” flat bar, was pre-determined by using the ships' design diagonals found on the table of off-sets and the transverse drawings. During frame cutting, the slots for those longitudinal flat bars were cut into the frames and ground smooth, so that once the frames were all set, aligned and welded into place, the installing of the ships longitudinals, was relatively quick with long lengths of ½” by 2” flat bar being laid into those slots provided on the frames. The process was even made more efficient and produced a very fair result when the standard 20 foot steel mill produced flat bar lengths were pre-welded into 25 foot, 40 foot, 55 foot, 60 foot and 80 foot lengths and thus fitted into the frame slots. Talk about handling something equated to cooked spaghetti, is the only way to describe lengths of ½” by 2” flat bar that long. BUT it worked GREAT!



...Look for the final installment of *Island Rover – Unconventional Construction of a Schooner* in the next issue of W&W, due out Spring 2012.

News from the ASA Mid-Atlantic Chapter

By Commodore Roger Worthington, Captain, Schooner Prom Queen

Did you ever ask yourself why you do things over and over? Take the “Race” for example, each year (I think this year's GCBSR was my tenth). October comes around I think about all the work in preparing for this event not to mention the considerable expense it incurs. This year was no different, except that I am another year older! All those that raced this year know of the major changes at the Fell's Point end. At first I was not so keen about the new docks as they would be far away from Broadway pier and the public, in a secured marina. Change is inevitable in all the things we do, you just get used to something and tend to resist. I fully understand the many reasons why these major changes have taken place with the GCBSR and realize they were absolutely necessary in allowing this wonderful event created by Lane Briggs some twenty one years ago to continue. Public participation in the form of young local kids visiting **Prom Queen** is one of the main reasons my crew and I keep coming back. This year we had 160 school kids grace our decks, a record for us!

The one change that was regrettable was the absence of the town crier's message at the Thursday morning Captains meeting in old Fell's Point, but the show must go on and it did in new surroundings and in fine fashion. I have to congratulate

Volume XLVII, Number 2 - Fall 2011

all those race volunteers and officials that managed to pull it off against considerable odds, Bravo, Bravo! This race has always been a challenge for most of us and this year was no exception, in fact it was the longest race for the crew of **Prom Queen** in the last ten years. We were the 4th boat to cross Thimble Shoals line, seven minutes behind **Brilliant** and some twenty seven hours from the start beating to windward all the way, a rough challenging trip! (ask Aram of **Heron**, the other aluminum schooner driver). The race may end at Thimble Shoals, but everyone still has a long way to go to make port and for an exhausted and sleep deprived crew as those last 15 miles or so at night can be quite hazardous. What really saved us after finally tying up in Portsmouth was the fantastic hot chili and beer of course, served up by those wonderful volunteers under the activity tent. What a life saver after a thirty hour slog !! Many thanks folks.

Nine o'clock Saturday morning came early for the crew of **Prom Queen**, that's the hour our shoreside school kids arrive for the educational program in Portsmouth. We all enjoy this time so much and this year was no exception, great bunch of kids. Too bad we are never able to take them for a real sail. Many of them were disappointed in not going out, but soon became engrossed in raising and lowering the jib, sort of sailing at the dock, best you can do under the circumstances. Each year there is always that kid that shows a special interest in sailing, you can tell by some of the questions they ask. Very few have ever been aboard a sailboat, let alone a schooner, at least not one with a name like **Prom Queen!**

The event in Portsmouth was a resounding success as always (no changes so far!!) The southern hospitality still shines through with special mention to the boat supply store (mile marker one ?) who's efforts to solve a propane fitting for PQ were absolutely beyond the call of duty. Roger Brown's generous contributions and

Sunday morning breakfast have become a tradition and our appreciation and thanks go out to you Roger!

So why do I keep doing this race? I guess I have answered my own question, we all have our reasons, but I ask you where else can you find such a unique gathering of sailing vessels and the folk that own and crew them, with the common goal of preserving and exposing the general public, especially young kids to the world of sailing on board a schooner? Most schooners in the race are aware of the Cambridge Schooner Rendezvous the weekend after in Cambridge, MD, and many attend each year, this year being the 6th annual. We had fifteen vessels show up in spite of the high winds. Gale warnings on the Thursday before the event kept some of the schooners from participating. **Pride II of Baltimore** usually attends but this year had prior commitments in Alexandria VA, leaving **Mystic Whaler** to steal the show and she did in fine fashion in company with **Lady Maryland** and of course the first schooner to ever attend our event, the beautiful **Martha White**. Captain Bob Kay and first mate, Cheri have attended every CSR, so far, bringing their generosity and musical talents to grace our dock. This year they gave the CSR educational program the largest contribution since the program began two years ago. Our appreciation and thanks simply cannot be put into words. **Mystic Whaler**, **Martha White** and **Pride II** have become the back bone of this event with Captain John Eginton's expertise in educational programs leading the way to an ever growing number of kids visiting **Mystic Whaler**, some 180 this year. Our thanks go out to John and his delightful crew (just dont know how John keeps finding so many devoted young sailors). The way they organize the kids is absolutely amazing - EVERY kid can't wait for the return of **Mystic Whaler**.

We have heard good reports from all the attending captains and crews, especially in reference to the gathering at the Richardson Maritime Museum on Friday evening and the wonderful Saturday evening Eastern shore meal at the Cambridge Yacht Club now in it's second year. The CYC has contributed greatly by opening their facility to our event and we want to continue this relationship in the future, sure beats dining in a wind blown soaking wet tent on Long Wharf! Saturday is the main event day for the CSR with all kinds of music vendors and activities going on at Long Wharf with excellent weather for a change. This year, Sunday's events included a well known gospel group known as the Royal Sensational Lights, they really were sensational. The Mayor of Cambridge, Vicky Jackson Stanley, also arranged to have her church choir sing to us in the activity tent. Lots of folk came out Sunday afternoon to hear these performers. **Mystic Whaler**, due to a forecasted nor' Easter coming up the coast, had to cut her stay short Sunday and beat a hasty retreat back to her home port in New London—that being a wise decision by Captain John as she made it just in time. Lots of folk missed the Sunday afternoon boat ride on **Mystic Whaler**, but eagerly await her return next year.

This year's event saw approximately three thousand people attending. Next year we hope to expand the event with more educational programs

WING & WING

on Friday, Saturday and Sunday with perhaps a war of 1812 reenactment program. The next ASA Mid-Atlantic activity is planned at the St. Michael's Maritime Museum in St. Michael's, March 2012, stay tuned. I will be attending the Mystic, CT annual ASA meeting this February — so until then, fair winds and happy holidays!

The Great Chesapeake Bay Schooner Race

By Dr. Al Roper

The Great Chesapeake Bay Schooner Race happened for the 22nd time this October. Thirty-nine schooners registered, with 34 of them actually participating. The first 21 races were based out of Fell's Point, Baltimore, but due to changes in docking facilities, we had to relocate about one mile east to Canton, and the fine facility of Baltimore Marine Center. There we could all be together, rather than being spread out over more than a mile. The trauma was reminiscent of the time when we had to re-locate from Norfolk to Portsmouth, for similar reasons. The hard work by Paul Brabazon paid off with a very successful transfer, which should be even better next year. We introduced ourselves to the local merchants of Canton, and vice-versa with a Poker Run (on foot) to ten local establishments selling food and libations. The entry fees raised over \$300 for next year's GCBSR.

The venue for the All Hands Party on Wednesday, at Bo Brooks Restaurant, at the Marina, was quite successful, as the lighting was good, the food excellent, plenty of seating, a Pusser's Rum subsidy, and no entertainment...so old friends could actually talk to one another. All in all, it looks like the beginning of a happy relationship. The only drawback seems to be the lack of exposure to the general public, as Canton does not draw the incidental tourist crowds that Fells Point does, so our only real public exposure was the successful Parade of Sail on Wednesday evening.

Naturally the Ghost of Captain Lane Briggs conjured up rain for the departure Thursday morning, and summoned the wind for the race Thursday afternoon for the start at Annapolis... A real schooner wind ...20-25 knots on the nose. The fluctuation of the wind from SSE to S to SSW created conditions wherein several of the schooners had to put into alternate harbors in time to rent cars to make it to the party in Portsmouth on time. Only fifteen of the thirty-two starting vessels made it all the way to Thimble Shoals, 127 miles away, and one of them had to stop at Rebel Marina, Willoughby, Norfolk after crossing the finish line. Suffice it to say that the record held by Virginia of less than 12 hours, was not



broken, as the winning time for 2011 approached 24 hours.

RACE RESULTS

Class C

- 1st: **Avelinda**, Capt. Julia Cadeton, in a 30' foot open Sharpie Schooner with no engine and a tough-as-nails Outward Bound Instructor. She also wins the "Down the Bay" trophy (The old Michelob Cup) for best corrected time for the B and C fleets, at Windmill Point.

- 2nd: **Cuchulain**, Capt. Bill Durkin, sailing in her 7th GCBSR.

No 3rd place.

Class B

- 1st: **Adventurer 65**, Capt. Mark Faulstick, coming off his wins in the Gloucester races.

- 2nd: **Sally B**, Capt. Dan MacLeod 2008 and 2010 winner.

- 3rd: **Dove II**, Capt. Mike Tabor, a beautiful Pinky Schooner out of Northport, Maine.

Class A

- 1st: **Woodwind**, Captains Ken and Jen Kaye. Perennial competitors since 1993.

- 2nd: **Prom Queen**, Capt. Roger Worthington Commodore of the ASA Mid-Atlantic Chapter and founder of the Cambridge Maryland Schooner Rally held the following weekend.

3rd: **Heron**, Capt. Aram Nersesian, out of Solomon's Island, sailing in his 13th GCBSR.

Class AA

- 1st: **America 2.O**, Capt. Andy Neuhauser, on the brand-new innovative flagship of the Scarano shipyard and family on the Hudson River. She also wins the Perpetual Trophy for corrected time for A and AA fleets at Thimble Shoals.

2nd: **Lady Maryland**, Capt. Michael Fiorentino, on the flagship of the Living Classrooms Foundation in Baltimore. Since 1994 she has won 4 times, second

Volume XLVII, Number 2 - Fall 2011

twice, and third twice, as well as winning the education award.

No 3rd Place.

The Education Award went to Captain Matt Glenn and **Liberty Clipper** for their work with the local youth groups to show them something about sailing, life on a ship, and an awareness of the Chesapeake Bay and its needs. This is the heart and soul of the GCBSR as originally envisioned by Captain Briggs. Proceeds from the race go to support the education programs of the Chesapeake Bay Foundation, having risen over \$150,000 thus far.

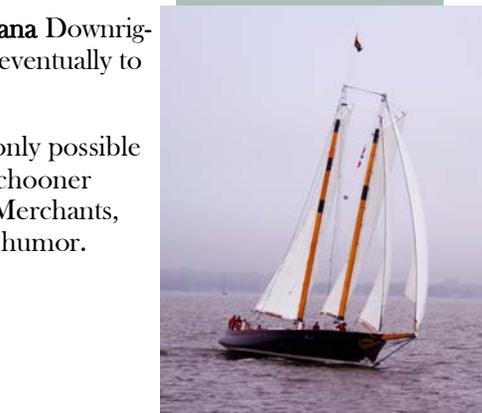
The most prestigious award is The Black Dog Trophy, given to the Captain who most represents the legacy of Captain Lane Briggs (and his dog "Rebel") in dedication, humility, and devotion to the highest principles of seamanship, leadership and vision. This went to Captain Dave Junkins of the schooner formally **Ann Elizabeth**, and Chairman of the Board of GCBSR. Dave is also responsible for the liaison with **Spinsheet** which does such a fantastic job in creating the GCBSR insert at the time of the Annapolis Boat show, and has an exposure circulation of over 50,000.

A race is the shortest distance between two parties, and GCBSR #22 was no exception. To make up for the weather, Saturday was beautiful for the educational program, Pig and Oyster roast for the 400 Crews and Volunteers (Captains are invited as "guests of their crews"). Captain John Eginton's (schooner **Mystic Whaler**) birthday was appropriately celebrated, and many were entertained in the customary fine style of **Woodwind**. A hardy group continued the traditional "Sailor's Evening" of sea chantey singing until 2300.

Sunday saw the departure of many of the schooners following the Captains Breakfast and race review, and the crew breakfast at Roger Brown's outstanding restaurant, while others stayed on for another day or two to relax, repair, and enjoy the Southern hospitality of Portsmouth, before winding their way south to warmer climes, or heading north to enjoy the Chesapeake, the

Cambridge Schooner Rally, the **Sultana** Downrigging Weekend in Chestertown, and eventually to bed for the winter in colder climes.

It goes without saying that all this is only possible through the incredible activities of Schooner Captains, Donors, Volunteers, and Merchants, with limitless tolerance and sense of humor.



Photos courtesy of Chris Ripley:
Chris@ripheat.com (2011).

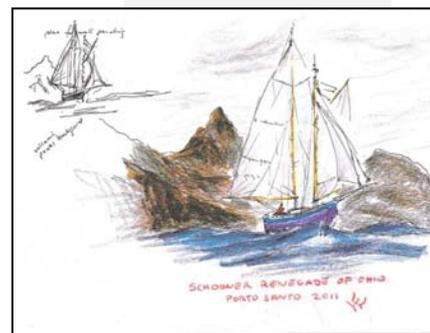
From Renegade on page 6

Renegade is now in the Canaries (as of this writing, September 2011), the passage in the Portuguese trades from Porto Santo to Lanzarote being brisk, uneventful, and even enjoyable.

Afternote: I must mention that two squid appeared on the after deck following the loss of the liferaft. Also, the painter to the liferaft broke free because it is designed to prevent the raft from being pulled down with a sinking vessel. All well and good, but my vessel was not sinking and if I (and any crew) actually needed the raft it would not have been available for loading and boarding. I called Revere and told them to increase the breakfree load. I was holding the line when the liferaft parted, leaving the metal end on the painter.

Cheers!!! Capt. Lee

Capt. Lee's drawings in order within the article: 1. small traditional wooden fishing boat that was adjacent to **Renegade** in Olhao, Portugal; 2. traditional lateen-rigged fishing caique, **Bom Sucesso**, a replica berthed in Olhao; 3. schooner **Renegade** with the volcanic peaks of Porto Santo Island of the Madeiras.



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