



WING & WING

The Official Newsletter of the American Schooner Association

Volume L, Number 1 - Spring 2014

Saudades – a Block Island Double Ender, by John Amaral

Well Shipmates, assuming you might be fellow traditional wooden boat lovers, let me introduce you to a sweet-sheared little schooner, **Saudades** (Portuguese for “a bittersweet longing for persons, things, or situations of the past.”). Since this old whiskered Azorean codfish who’s been swimming around in salt water for close to seventy years is a sucker for traditional wooden working-boats, the name seemed inevitable. “**Nostalgia**” comes closest to an English equivalent. Sailing out of Wickford, RI, she is a 20’ long, 7 ½’ beam, honest replica of a Block Island Double-Ender (BIDE, “biddie”).

Named for the place it developed, BIDEs feature a rig attributed to 16th Century Dutch origins. L. Francis Herreshoff informs us (*The Complete Cruiser*) they were originally called a “perigua” – anglicized “periauger.” Today, besides “BIDE”, they are sometimes termed a “cat-schooner” – but never, never, let a Block Islander, hear you say “cowhorn”

Some say they emerged as early as 1740; others 1840. Like many regional working craft they evolved to meet local conditions. Evolution driven by practical needs informed by long hours on the sea in all weather. Practicality, common sense, and a lack of hard cash, birthed ingenuity in meeting needs using materials at hand. What was wanted were low-cost simple solutions that worked - allowing them to efficiently fish their often-crooked waters and come safely home. Solutions that best met the need passed-down.

Evolved for alongshore fishing (crew a father and son) off Block Island, which had no protected harbor, they were double-ended to facilitate being dragged onto a beach with surf breaking astern. They had stout scantlings: heavy bones for their 18’ – 24’ length, with robust white oak ribs and backbone. BIDE were planked lapstrake in white cedar or white pine to keep weight down and build in flexibility. Internal stone ballast, weighted more aft, kept her bow up knocking down spray and her stern down increasing course-holding ability. As fish were caught, jettisoned stone maintained trim. When hauling ashore in severe weather, stone was thrown off, masts could be struck, and an ox yoked to haul out above the expected high tide surge-line on rollers or a “ladder.” Otherwise, boats were made fast to poles previously “walked” into Old Harbor’ bottom. *(continued on page 8)*



2014 OFFICERS

COMMODORE

- BILL CARTON

VICE COMMODORE

- PAUL BRABAZON

REAR COMMODORE

- BERNT RUEDIGER

SECRETARY

- PAUL GRAY

TREASURER

- PAUL GRAY

W&W EDITOR

- SUSAN A. SODON

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American Schooner Association Annual Meeting Minutes

Secretary's minutes for the American Schooner Association annual meeting held on February 1, 2014 at Latitude 41° Restaurant & Tavern, Mystic Seaport, Mystic, CT.

Submitted by Paul Gray, Secretary

Minutes

10:05 - Meeting was called to order by outgoing Commodore Sam Hoyt

- Past Commodore John Eginton took the floor to announce that the signup sheet for the annual Saturday evening "Boathouse dinner" was located on the bar in the meeting room. John also commented that while we pay a service fee to the caterers for the meal, a tip is not included and a staff tip jar is located on the bar as well.
- Outgoing Commodore Sam Hoyt took the floor and started the meeting "name around" where everyone present introduced themselves. All members and guests present introduced themselves.
- Outgoing Commodore Sam Hoyt took the floor and extended his appreciation to:
 - Susan Pulsch for her past work as Association Secretary
 - Joanne Main for her past work as Association Treasurer
 - Peter Thompson, Alex Rhineland and Al Bezanson for the efforts resolving the problem we have had with the association's web site this past year
 - Amy Beaudet for helping clean up after the Friday night social and helping with the Saturday morning meeting sign in.
 - Mary Anne McQuillan took the floor to acknowledge Al Bezanson's role in promoting the Association Facebook page.

2013 Meeting Minutes

Sam Hoyt briefly discussed the 2013 meeting minutes as published in *Wing & Wing*, noting that there was one correction. Sam Hoyt called for a motion to approve the minutes as published and corrected. A motion was made, seconded and carried by voice vote.

Committee Reports

Treasurer – Acting Treasurer Paul Gray presented the 2013 Year-end report. Sam Hoyt called for a motion to accept the report as presented. A motion was made, seconded and carried by voice vote.

Wing & Wing

Bill Carton presented a brief overview of the *Wing & Wing* status for 2014. Susan Sodon will be staying on to produce *Wing & Wing*. He and Paul Gray will work on gathering editorial materials. Our issues will be published in 2014. Publication close dates will be announced soon. As always, editorial submissions are needed and encouraged.

Secretary

Paul Gray gave an overview of current membership statistics. Paul also noted that the Membership directory will be updated immediately after the annual meeting.

Quartermaster

Quartermaster John Eginton presented a brief report of the inventory-on-hand and commented on the new style shirts and hats that were now available. Sam Hoyt called for a motion to accept the report as presented. A motion was made, seconded and carried by voice vote.

Nomination Committee

Nominating committee Chair John Eginton presented the nominations for officers for 2013:

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- William Carton, Commodore
- Paul Brabazon, Vice Commodore
- Bernt Ruediger, Rear Commodore
- Paul Gray, Treasurer
- Paul Gray, Secretary

Sam Hoyt will assume his new role and Al Roper will continue his role as Past Commodore on the Association Board of Governors. John Eginton called for a motion to close nominations. Motion was made, seconded and carried by voice vote. John Eginton called for a vote to elect nominated officers. Vote was made and carried by voice vote

Commodore William Carton asked the membership to acknowledge Sam Hoyt's service to the Association as Commodore. Membership acknowledged with a standing ovation.

New Business

Association Incorporation

Commodore William Carton informed the membership that the Association has never had a status as a legal entity and that the process was underway to incorporate the Association as a Connecticut Non-Profit corporation with a 501(c)(7) designation as a non-profit social club

Secretary Paul Gray gave an overview of the new Association membership dues structure that will be in effect for 2015. Structure as follows:

- Single Membership: \$25.00
- Family Membership: \$45.00
- Corporate Membership: \$100.00

Membership includes a free electronic subscription to *Wing & Wing*. Members interested in a hard copy version will pay an additional \$25. A motion was called for acceptance of the new membership structure. A motion was made, seconded and carried by voice vote.

Calendar of Events (please see page 11 for an extensive listing of events)

The 2014 Calendar of Schooner events was presented with brief descriptions and announcements for the following events by the following event organizers.

- Block Island Schooner Rendezvous, John Eginton
- Gloucester Schooner Festival, Daisy Nell Collinson
- Great Provincetown Schooner Fest/Fisherman's Race, John Santos
- Sail Baltimore Star Spangled Spectacular, Nan Nawrocki
- Independence Seaport Museum Old City Seaport Festival, Paul Gray
- 25th Annual Great Chesapeake Bay Schooner Race, Nan Nawrocki. Nan also commented on a companion event, John's Hopkin's Believe in Tomorrow program.
- Pat Brabazon also commented on the companion Portfest Baltimore event occurring simultaneously with the GCBSR.
- Cambridge Schooner Rendezvous, Roger Worthington

Mid-Atlantic Chapter Report

Roger commented on the upcoming Annual Meeting of the Mid-Atlantic Chapter of the Association, which will be held at the Richardson Museum in Cambridge.

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Roger also commented on the changes in the Mid-Atlantic Chapter, with Jim Davis taking over as Commodore.

Bernt Ruediger Introduction

Bernt took the floor as Rear Commodore to introduce himself to the membership. He commented on the need to introduce giving programs to the organization and spoke about his abilities to reach corporate donors to fund those kinds of plans.

Scholarship Committee

Paul Brabazon, as Vice Commodore, took the floor to announce that a committee was being formed to look into the possibility of creating a Scholarship which would have the goal of providing assistance to needy students in maritime related programs of study.

American Schooner Association Award

Commodore William Carton presented a brief overview of the Association Award and announced the award was being presented to Roger Worthington in recognition of his work with the Mid-Atlantic Chapter and Cambridge Schooner Rendezvous.

Open to the Floor

- The meeting was opened to the floor. Peter Thomson reminded members of his open invitation to anyone attending the Maine Boatbuilder's Show.
- Al Bezanson spoke about the work on the association web site and Facebook page and asked members to get involved and submit content to the sites.
- Jamie Weisman spoke about his concerns about the aging association membership and challenged all members to get youth involved.
- Daisy Nell Collinson made additional comments about the Gloucester Schooner Festival
- John Eginton spoke about the fact that the Association Award was missing recipients for quite a number of years and asked help from the membership in reconstructing the missing history.
- Al Roper spoke briefly about the Maritime Heritage Conference that will be occurring in Norfolk later this year and encouraged all members to consider attending.
- Dana Hewson of Mystic Seaport spoke briefly about the status of the restoration of the **Charles W. Morgan**. The Morgan will depart on May 17th and all details are available on the Seaport's web site.

Afternoon Special Event

Members were reminded that all members were invited and encouraged to take the tour of the Seaport's small craft collection. Dana Hewson commented that the collection consists of 450 small boats in storage at the Museum. The collection is not normally open to the public. At 1400, a Seaport volunteer will open the doors and members are free to explore the collection. Dana also commented that members are not allowed to take souvenirs.

Commodore William Carton called for a motion to adjourn the annual meeting. A motion was made, seconded and carried by voice vote.

Meeting was adjourned at 1126.

Dogwatch, by Sam Hoyt



Given the severity of the weather this winter, it was amazing that for the second year in a row we avoided a 'zard on Annual Meeting weekend and the turnout was quite good. And despite having had their lobby destroyed by a broken pipe in the ceiling, which shut down half their rooms, the Hampton Inn folks were able to accommodate us without a hitch.

Fortunately, the conference room was available for our Friday evening *soiree* although we did have to get everything out after the party so the Inn could serve their breakfast (for which, much thanks to Amy Beudet for her efforts in that endeavor). And, once again, the members came through with delectable and imaginative creations. Pat Beck's clam chowder is the best there is and, although Dave Simon didn't bring his duck bourguignon this year, he came up with a duck casserole. And the Thompson's created spam schooners on top of a cracker. The only downer was *Dogwatch's* Buffalo wings, which didn't come up to standards.

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Nothing particularly noteworthy took place at the business meeting, except the awarding of the ASA Award for 2013 to Roger Worthington for his efforts in creating the Cambridge Schooner Rendezvous and putting together the Mid-Atlantic Chapter. Again, this coming summer features another ambitious calendar of events and we're hoping to make a few more than we did last year.

In opening remarks, the Commodore thanked Joanne Souza and Susan Pulsch for their longtime efforts at ASA as they both had to leave the organization due to major life changes. And also thanked were Peter Thompson, Al Bezanson and Alex Rhineland for their work to get the website back up and running, and to Paul Gray for stepping in as Treasurer and getting us organized.

An amusing note awaited those who stayed over Saturday night and went out to dinner. Seems that when the reservation was made, the restaurant person misunderstood the name of the group and when they started to arrive they were greeted as the American Scooter Association.

Schedule of events...As we mentioned, the schedule of this year's events is, once again, an ambitious one. Although ASA will not be exhibiting at the Maine Boat builders' Show, we will have a booth at the Wooden Boat Show. While not on our calendar, there are several other events that members may want to consider checking out. They include The Vineyard Cup which will be held July 12-14 and attracts vessels from 18 to 126 feet and sometimes as many as 100. The Vineyard, of course, and Vineyard Haven in particular, is home to a number of well-known schooners and it was good to see two of their owners, Jim Lobdell of **Malabar II** and Fred Murphy of **Ishmael** back at the annual meeting. And the only schooner event in southern California is the America's Schooner Cup which will take place March 13 in San Diego Bay. The schooner **Roseway** will kick

off its summer schedule with a two week sail training cruise from Boston to the Gulf of Maine.

The events coordinator at the Cape Cod Maritime Museum in Hyannis is trying to put together a spring/summer/fall display of schooners and has invited any and all to consider attending. The museum has docking space for schooners up to 120' and there is nine feet depth at the dock. Any visiting schooner would be asked to conduct paid tours of the vessel with the proceeds split 50/50 between the museum and the schooner owner. Any interested parties should contact Mary Taylor at (508) 775-1723.

News from Iceland...We received New Year's greetings for Thorunn Hardardottir and her family is really expanding their sailing operations. They have added two more schooners, one a German-built schooner from **Denmark**, and they now operate seven oak vessels including three schooners. In 2014 they will be running 11 week-long tours on the schooner **Hildur** to the Scoresbysound fjord system on the east coast of Greenland. Thorunn describes them as "truly adventurous" and unlike anything she has ever experienced. Since they must now recruit and train crews for three schooners, Thorunn asked for advice in helping them update their training manuals. Since *Dogwatch* never received (or needed) sail training, he passed the request along to John Eginton who put Thorunn in touch with the proper organizations. Anyone interested in contacting her can do so at <http://www.northsailing.is>.

Other news...This March 13th celebrates the 120th anniversary of the launching of the **Effie M. Morrissey** in Essex, MA. The actual launching date was February 1, 1894. The Ernestina-Morrissey organization received a final assessment of work needed from Harold Burnham and, although the total came in a bit higher than expected, when work is completed, the vessel will be eligible for a Coast Guard Ocean certificate...Schooner Inc. has put **Quinnipiac** on the marker for \$160,000 so she will not be sailing out of New Haven this summer.

There is plenty of news from Gannon & Benjamin and they are staying very busy this winter. In addition to the building and repairing, they are storing the Howard Chapelle schooner **Kiawah** at their yard. Nat's schooner **Juno** was the subject of a major article in the January edition of *Yachting Magazine* and he gave a speech about her at the Martha's Vineyard Museum *Pecha Kucha* night event. *Pecha Kucha* is a Japanese event organized in 2000 for young designers to network. Meanwhile, Ross and his family are wintering aboard their sloop in the Caribbean.

As we mentioned, we didn't do much sailing last summer for a number of reasons but did manage to make the second annual Block Island Rendezvous aboard **Mystic Whaler**. While only six schooners showed up and the weather was not the greatest, it was still a terrific three days. Upon leaving New London and heading east, we sighted **Brilliant** exiting the Mystic River. The wind was a light westerly and we were surprised to see skipper Nicholas Alley only set the fore and staysail. Turns out he was waiting for the Whaler and when we pulled abreast, all of a sudden the main and jib went up and off she went. But the wind gradually strengthened until it was blowing over 20 knots and the Whaler was flying. As we approached the entrance to Great Salt Pond, along came Brilliant heading north, away for Block. Turns out someone aboard had lost a hat overboard and they were looking for it, successfully it turns out.

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Aboard the Whaler again this year was Mystic Seaport's lead chantey man Geoff Kaufman, so we had great music again and Geoff entertained the crews of all the schooners at a bar on shore that evening. And, of course, the food on the Whaler was top notch and there was plenty of it. So more of you schooner owners should definitely consider making the Rendezvous a must attend event this coming summer.

That's all for now, folks. Keep those cards and letters coming.

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USS Olympia: Last of the US Navy Sailing Ships, by Darrah Foster at the Independence Seaport Museum

Cruiser **Olympia** is the oldest steel-hulled warship still afloat; the sole survivor of America's late-nineteenth-century New Steel Navy. With an overall length of 344-feet and a 53-foot beam, her triple expansion steam engines could push her through the water at over 22 knots. She had a coal capacity of 1100 tons, allowing her to cruise 2,500 miles without recoaling. Bristling with guns, **Olympia** was originally fitted with four 8-inch guns, eight 5-inch guns, 12 6-pounder guns, and six torpedo launchers. To maintain and operate all this equipment required a crew of 400 enlisted sailors and 40 officers. Best known as Admiral George Dewey's flagship at the Battle of Manila Bay in the Spanish-American War, **Olympia** was selected to carry the body of the Unknown Soldier of WWI from France to the United States in 1921. **Olympia** stands today as a brilliant example of a moment of transition from the old sailing Navy to a new steel and steam-powered Navy. So why would this engineering landmark vessel need sails, and did she ever use them?

Olympia was the last large US warship to be fitted with a full suit of auxiliary sails. Technically, **Olympia** can be described as a two-masted schooner. With six sails, **Olympia** was equipped with a jib, loose-footed fore sail, fore gaff topsail, loose-fitted main sail, stay sail, and a main gaff topsail. The fore gaff topsail was loose-footed because it needed to be brailed up to be tacked over the forward smokestack. At this time, naval ships were fitted with sails to be used as a backup system should the steam engines fail. Naval architects estimate that this rig could push the **Olympia** through the water at about 5 knots in a very healthy breeze.

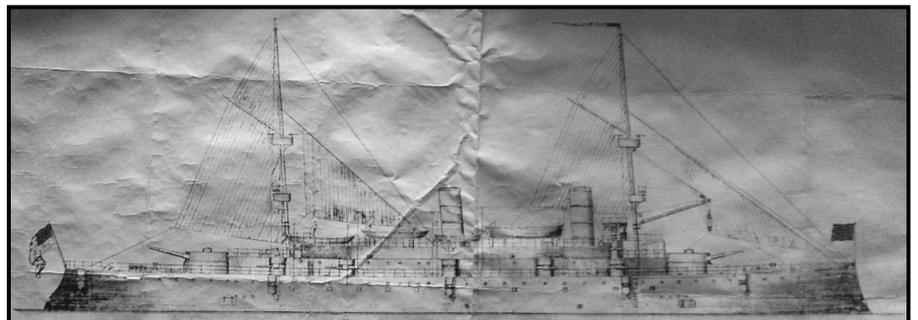
Even though we have no photos of **Olympia** under sail, archival evidence shows that the crew performed sail drills and the sails were used to steady the roll of the ship.

In *Three Years Behind the Guns*, by L. G. T. (Lieu Tisdale), Tisdale tells the story of securing the ship for a typhoon in the middle of the Pacific Ocean. He recalls, "Steadying sails were hoisted, the guns trained in, life-boats made ready in their cradles with their pars doubly lashed. In short, we 'secured' for a storm, and were scarce ready when an ugly green sea rushed upon us, pouring brine into every corner of the ship (48-49)." This account illustrates that **Olympia's** sails were not stored, for the sails were, in fact, prepared for use to steady the ships roll in a heavy seaway.

Oliver Wendell Holmes Pavey, a seaman aboard **Olympia**, wrote about a sail drill in his journal in December, 1902, "We had two periods this morning and a sail drill for about 3 hours this afternoon. We left St. Thomas this morning and are now back to Culebra again. Most of the fellows feel relieved as getting back again." It is uncertain if the sails were used for travel, but it is proven that the sails were rigged and ready to be hoisted, if need be. Pavey's journal is one of the many artifacts connected to **Olympia** in Independence Seaport Museum's collection.

If you wish to see this old sailing ship, **Olympia** is berthed in Philadelphia at Independence Seaport Museum and is open to the public from 10am to 5pm every day. For more info go to: <http://www.phillyseaport.org/olympia>

Note in the drawing below, the way the sails are cut around the fighting tops. Image courtesy of Independence Seaport Museum.



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ASA Awards

1997 - Not awarded ? No mention in Annual Meeting Minutes.

1998 - Not awarded ? No mention in Annual Meeting Minutes.

1999 - Could not find the spring W&W

2000 - Layne Briggs

2001 - Not awarded? No mention in Annual Meeting Minutes.

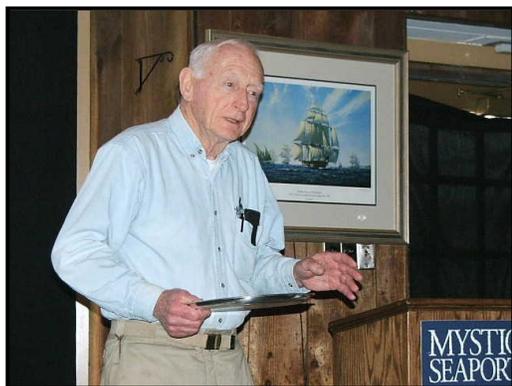
2002 - Captain George Moffett, 2003 Award Presented Captain of the Schooner **Brilliant**

2003 - Gina Webster, 2003 Award Presented 10 years as editor of Wing & Wing (accepted by Sam Hoyt for Ms. Webster)

2004 - Could not find the spring W&W

2005 - John Moorshead, 2005 Award Presented

2006 - Co-Award Joe Garland and City of Gloucester 2006, Award Presented



2007 - Robert Pulsch, Award Presented

2008 - None. 2008, No award Presented

2009 - Mary Anne McQuillan, 2009 Award Presented

2010 - Harold Burnham, 2010 Award Presented

2011 - Gannon & Benjamin 2011, Award Presented, Second Time Awarded

2012 - Phineas Sprague 2012, Award Presented at MBBS

2012 - Paul Gray, Award to be presented. Award has been cast.

2013 - Roger Worthington, Award Presented at MAC

The Mid-Atlantic Chapter (MAC) of the American Schooner Association Meeting, by Jim Davis, Commodore, ASA-MAC

The Mid-Atlantic Chapter (MAC) of the American Schooner Association held its annual meeting on Saturday, March 8th at the Richardson Museum. 32 people were in attendance. Elections were held and the new Bridge is as follows:

Jim Davis, Commodore, commodore_mac@amschooner.org

Paul Schaub, Vice Commodore, vicecommodore_mac@amschooner.org

Darlene Alexander, Secretary, secretary_mac@amschooner.org

Sandy Davis, Treasurer, treasurer_mac@amschooner.org

Past Commodore Roger Worthington will continue his fine work with the Cambridge Schooner Rendezvous. Bill Carton presented Roger with the 2013 ASA Annual Award, pewter tray.

The MAC is working on increasing the number of activities this year. We have a two week cruise to Washington, DC planned for June and are looking into raft ups and perhaps a land gathering. Please contact us with suggestions and ideas. We need your input to make this work for everyone.

We also have a Facebook page that can be used for communications between members and others interested in schooners and ASA-MAC. Please check in periodically and if you are planning to visit a port or creek and want company, advertise your plan so others can join you. Also post any interesting boat projects and friendly gossip. A link to our site is below.

www.facebook.com/ASAMidAtlanticChapter

If you have any suggestions please feel free to contact me at a30240@earthlink.net or commodore_mac@amschooner.org

For the convenience of non-ASA members receiving this membership application form is also attached, please join us.

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HEADS, by Jay Irwin

There is an old saying, two heads are better than one, but to a sailor, a private enclosed head is the ultimate. The Coast Guard has a lot to say about heads and their use, yachting brochures and advertisements exaggerate their size and dependability. At the end of the sailing season, we all feel good if we have been spared the untimely engagement of war with a stubborn non-working head.

We have all read about the changes and evolution of the sailing ship from cotton sails and wooden hulls to the new high-tech fiberglass designs with Dacron and Mylar sails. Historians have mentioned very little about the most essential piece of equipment, “the head.” Most of us have heard about the head rope under the bowsprit and have often wondered how on earth anyone could hang on while the vessel was charging through seas like a Brahman bull at a rodeo and the same time concentrate on matters at hand. Evidently sailors didn’t care for this either, and soon ships, namely ships of war, were designed with a Beak Head. This was the area just forward of the forecabin which was accessible by ladders from the forecabin deck, later through doors directly from the forecabin. It was originally open to the sea and not much better than the head rope. Later this area was decked over with grating for sure footing and allowing breaking seas to flush the area clean. Seasoned sailors knew all too well to use the leeward side so all discharging cargo cleared the hull. Crews from each watch were picked to clean the area if no one was to be punished for some misdemeanor crime. Later, small decorated cubicle houses were built into the forecabin design, which housed the first enclosed heads. These were provided with piping through the deck to the sea below. Now at last, the sailor was to himself and out of the weather. At a later date the same arrangement was installed just forward of the quarter deck for officers. The next change moved officers’ heads aft to the stern quarters where even bath tubs were installed. The Beak Head and quarters aft can be seen on the **U.S.S. Constellation**.

The downeaster coastal schooners carried similar accommodations up into the late 1930’s and early ‘40’s. Smaller schooners used a bucket and chuck-it method. If the schooner was large enough to have a donkey engine house forward, the bucket and a small enclosure were accommodated within the house. The larger three- or four-masted schooners had a head seat attached to piping on the port bow. Standard equipment consisted of old papers or magazines, a long stick, and a fifty-five gallon drum of flushing water. An able bodied seaman had to be as agile a headsman as he was a mast monkey. The art was to wad up a ball of paper, jam it down the tube with stick to prevent wind and water from coming up the pipe, mount the head, and do one’s meditating, and flush with a bucket of water from the drum while the vessel was rising high on a wave. If one miscalculated and the vessel was charging down the face of a wave to the trough, the in-rushing water made the head work in reverse as sure as Old Faithful.

The good old days are best left for fond memories and pleasurable reading.

(Saudades, continued from page 1.)

Originally open boats, BIDEs had a sweet shear: low amidships to facilitate hauling in a catch, with a rising bow and laps to dissuade water coming aboard. They carried washboards, readily affixed in a rising sea, to increase topsides amidships. Not until New Harbor (Great Salt Pond, 1873) precluded the need for hauling-out in bad weather, did BIDEs grow to 30 feet allowing a cuddy-cabin for crew comfort.

Rig consisted of two relatively short, unstayed, spruce masts of about equal length. She carried two sails with very short gaffs, about the length of a man’s arm from elbow to fingertips. The main mast was set dead amidships, and the main sail loose-footed on a boom overhanging the stern. The foresail, boom-less, overlapped the main.

BIDEs were the primary means of communication with the mainland (12 miles away). Famous for being very seaworthy, a mail boat ran to Newport two to three times a week –year round! During their many years fishing, the fleet, typically numbering 50, lost only two! One hit a rock approaching Point Judith in fog, and the other “went missing.”

BIDEs are interesting to sail and attract a whole lot of attention. No doubt, just like you and your lovely ladies, Shipmates, we often experience a power boat turn 90 degrees off course and roar over at near full power to “come have a look.” **Saudades** accepts their cresting wakes as gracefully as their complements. Sailboat skippers are more subtle, but on a beat, their headings veer visibly off the wind as they sidle over for a better look, or coming or going downwind they carry a luff to slow the passing. But, small BIDEs, even with full canvas cover, at best make spartan camping cruisers. Even in larger sizes, they do not make the best of cruising boats if you desire headroom, or are in a hurry to get somewhere. Compared to modern craft, they are slow upwind, slow coming about and, while they can surprise in a good blow on a broad

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reach and downwind, those laps provide a lot of wetted surface, especially late in the season if they have grown a salad!

They have homely virtues: **Saudades** will lie quietly to her mooring, nose to wind under hard sheeted main, while you go forward to make ready her foresail. Then, slip the mooring, briefly back the foresail, amble back to the tiller, ease the main, and off you'll go with less fuss than even a catboat. She'll do the same on the Bay, if you drop the foresail, making slow sternway while you fix a sandwich or grab a soda.

Named in bronze, and champagne drenched, **Saudades** was launched at Pleasant Street Wharf, and warped into a slip so I could step masts, bend-on sails, load ballast, requisite gear, and, not motors as shipmates, home-made twelve-foot oars. The day of our maiden voyage, **Saudades** sat in her slip, nose into a ten knot wind out of the south. Astern lay the narrow channel from Wickford Harbor into Mill Cove: Cornelius Island but twenty yards downwind, closer now at low tide. It was a Sunday, the armchair-sailing committee holding court on the upper-deck of the abutting yacht club took interest in this different looking "boat from away" berthed on their port quarter. Good people, one and all, but not above commenting about what you did, or didn't do that you should have, on next meeting. "Nice planning, John. No pressure here", I thought to myself. Well, having been noticed by the committee, it was too late now – I was aboard and we were leaving. The tide was just beginning to flood from the east across **Saudades** stern, not yet the three knots it would become. Bluffing confidence, I loosely cleated tiller amidships, removed gaskets from main, raised her hard and eased her topping lift. I took the gaskets off her foresail, led its sheets through their izard, figure-eighted their ends and raised her foresail. I cast off stern and spring lines, walked forward and cast off her bow line.

Saudades proved equal to the challenge: she, oh so gracefully, made way dead-astern as I walked back along her starboard deck, looped port foresail sheet around its thumb cleat and sheeted her in, simultaneously pushing her tiller slightly to port. Ten yards out, backing and filling, she turned her nose east, slowed as her sails caught the beam breeze, stopped, and began to make way due east as stately as you please. Sure as hell shocked me that we had pulled it off! I thanked countless numbers of her fisherman-designers for that lovely long keel, deep drag and dead centered mainmast!

Saudades is small enough that, on the wind, if I want to stretch my legs, I can set the tiller in a comb I've added and walk around, steering her if I must, by walking forward or aft. She is solid, the long straight keel that precludes coming about quickly and may require backing her foresail, helps her hold a course like a train. BIDEs carrying three sets of reef points in main, and four in the foresail, will continue to sail in rough weather that'll retire many of the modern fleet. Double-ended, they trade off room below



for the sea kindness of a duck, but they are lively at anchor in a chop and will rock you to sleep – or perhaps awake!

As the man running the carnival string game says: "You pays your money and makes your choice." They are not for everyone, but if you are in love with old wooden boats that are historic, unique, honest, that took hard-working fishermen to the fishing grounds... AND BACK, well Shipmates, like this old whiskered codfish, you might just fall in love with one too!

A Caribbean Sail, by William Scher, M.D.

It was a clear, bright, sunny day as I stepped onto the dock with my luggage, spear gun, and guitar and walked toward a great schooner in Miami, Florida. It was early summer, 1953. Between money that I had saved and funds my parents supplied, I had signed on for only the first two weeks of a four week cruise on one of the early Windjammer Caribbean cruises which a friend at college had been advertising. It was to be a trip in which ten guys and ten gals from college would learn to sail. I had sailed at summer camp on a lake in twelve foot cat boat sloops with single masts, standard rigging and a jib without a bowsprit, but only once had I been on a square-rigged ship and then only for a few hours, so this was to be decidedly a great experience.

As I walked toward the boarding plank near the middle of the huge ship another passenger entered onto the dock with his mother. He was two or three inches taller than my 5 foot 6 1/2 inches, suntanned, and in fine physical shape. He was wearing glasses and carrying his luggage, a bag of food, and a top-of-the-line spear gun. I learned later that he also possessed a top-of-the-line face mask, snorkel, and fins. He was accompanied by his mother who seemed to be unnecessarily fussing over

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him. Repeatedly requesting that he take good care of himself and to hurry back home. She even combed his hair. It turned out to be Harvey, the strongest swimmer on board.

Some of the passengers were already on board and the rest rapidly arrived. In addition to the college “crew”, other personnel on board included Captain Walter Boudreau (10/14/1918-1996, described in the books, *The Man Who Loved Schooners*, by Robert L. Boudreau, 2000, *Adventures in the Trade Wind*, by Richard Dey, 2009 as well as descriptions in the American Schooner Association’s writings), his wife, Terry, the ship’s cook, and their youngster, Robert Louis (the first of five), just beyond toddler age (but able to navigate himself around the ship with alacrity) and their Jamaican first mate, Jimmy. The captain directed that there would be three eight hour watches. He would take one, Jimmy, the next, and the most mature and oldest of the “crew”, a 27 year old, slim, blond fellow, Cliff, who had an airplane pilot’s license and, therefore, navigation knowledge. Everyone took turns manning the helm, i.e., keeping the ship on course by steering the wheel correctly according to one of the 360 degree numbers on the large compass in front of them, as directed by the captain. It was amazing to me that Terry was able to cook three meals a day for all twenty four passengers although she had some help from some of the female crew members.

The ship was the **Caribee**, a classic Baltimore clipper, a brigantine schooner that was ninety two feet on deck and ninety eight feet overall. That is, it had two masts with gaff-rigged sails, which were topped by square sails and it also had a long bow sprit for forward jibs. These were fast ships and could sail closer to the wind than other types. Thus, they were generally used by the military, merchants, or pirates in earlier days. The entire crew was at liberty in the evening in one port and the ship was anchored about one hundred yards off-shore. When we all rowed back to it in one of the lifeboats late that evening, a light could be seen through the windows of the flat stern, which towered above us. I said “this looks like we are in a pirate movie.” Research for this note found that the **Caribee** was built in 1938-39 and was used by the navy in World War II, then transferred back to private ownership. Eventually it was bought by 20th Century Fox and actually used for the pirate movie, *A High Wind in Jamaica*, released in 1965.

As soon as the full complement was present and been assigned our below-deck sleeping quarters in shared, small, cramped rooms fitted with bunks and hammocks, we cast off and headed to South Bimini Island, 53 miles distant, one of the closest British-owned Bahama islands. Upon arriving, a few crew members, myself included, immediately began snorkeling in the beautiful clear water near the ship. Visibility under water was easily eighty feet. Others swam around the ship and frolicked in the water. The next day, all of the crew, but me, went ashore and walked across the island a few hundred yards to visit the United States Naval Biological Station. I stayed to snorkel near the ship wearing a white T-shirt to avoid getting sunburned. The sea bottom consisted of clean, whitish sand, in parallel rows less than an inch high. There were few fish as there were no plants, rocks, or coral to shelter them. Finally, I saw a beautiful, silvery fish about fourteen inches long and slightly under two inches high. It swam back and forth making about five feet passes in front of me, just out of reach of my spear gun. I could not close in on the fish no matter how forcefully I flutter-kicked with my fins. It always swam back and forth just out of reach. This continued for quite a while until I was fifty to one hundred yards away from the ship. Then the fish turned and looked straight at me. It was very narrow, less than an inch wide, so it was no longer a reasonable target, actually an impossible target. Instead, it kept opening and closing its mouth about every two seconds showing a long array of half-inch, thin, glistening white teeth. Although I had never seen one, it came to my mind that this was a barracuda, so I turned tail and swam rapidly back to the ship. I later learned that opening and closing their mouth is a characteristic of barracudas.

The next day we sailed to New Providence Island where Nassau, the capital of the Bahamas is located, and were at liberty ashore. After wandering the town hearing some wonderful calypso music, I walked over the bridge to Paradise Island to swim from the beautiful public beach there. I had my face mask, snorkel, and fins. The beach consisted of the whitest and finest sand that I have ever experienced. The sand was so fine that it clung to one’s skin. I swam out about a hundred yards and did not see much in the clear water, but as I surfaced, a lifeguard called me in as two eight to ten-foot sharks were at the mouth of the cove. They deemed them to be nurse sharks that are generally not dangerous, but no chances were taken.

Next we sailed to east to another Bahamian island in the Eleuthra Cays. We arrived late in the day. We were met by natives of the island. The captain arranged for us to be fed in the village there. We were served Bahamian lobster or crawfish

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which looks like lobsters without claws and tasted delicious. Afterwards, the villagers danced for us around a camp fire. We snorkeled near the island the next day. One of my friends in snorkeling, a Harvard student and fine swimmer, Alex, (I never snorkeled with Harvey) swam off by himself that day. I came back to the ship in the early afternoon as did everyone that was swimming around the ship, except Alex. He came an hour later dragging by his spear gun line a possibly four hundred pound, four feet across, brown sting ray. It was too heavy out of the water so it was winched up to the deck and everyone wondered what to do with it. It was decided to remove the spine at the end of the tail as a souvenir and discard the rest. No one wanted to eat it. I had seen apparently a similar one while snorkeling that was only about a foot across which went into a “tail-spin” as I approached it. It curled itself up like a tube and spun extremely rapidly, like a paper towel center rolling quite fast, with its spine sticking out. I had always thought that they were harmless, but have learned since that being pierced by their spine can be painful and even deadly. Spinning with its stinger out must be a defensive action... *To be continued.*

Calendar of Events

Fell's Point Privateer Festival: April 11th, 12th & 13th, 2014, www.fellspointmainstreet.org/privateerfestival.htm

Schooner Virginia: Alexandria, VA/April 12-13, 2014, Deltaville, VA/April 23-27, 2014, www.schoonervirginia.org/schooner-virginia-port-schedule/

Elf Classic Race: May 15, 2014, www.cyrg.org/, Yorktown, VA – May 20-23, 2014, Cape Charles, VA – May 30-June 2, 2014

War of 1812 Reenactment with Battle Sail: June 22, 2014 www.jefpat.org/2014-1812fairandreenactment.htm

Norfolk Harborfest: Norfolk, VA, June 5-8, 2014

The Commute: May 31- June 15, 2014, cruise from Annapolis to DC and back. a30240@earthlink.net

Jefferson Patterson Park: June 21-22, 2014

Cape Charles Town Tall Ships at Cape Charles Festival: June 14-15, 2014, www.tallshipscapecharles.com

Block Island Schooner Rendezvous: Great Salt Pond, Block Island, RI, August 25 & 26, www.BlockIslandSchoonerRendezvous.net

Gloucester Schooner Festival: Gloucester, MA, Labor Day weekend, August 29 – August 31, 2014, www.gloucesterschoonerfestival.net/

Fishermen's Cup Race: Gloucester to Provincetown, MA, September 2, 2014

Great Provincetown Schooner Regatta: Provincetown, MA, September 2 - 5, 2014, www.provincetownschoonerrace.com/index.html

Star Spangled Spectacular, 200th Anniversary of the Battle of Baltimore and the writing of the “Star Spangled Banner”: Baltimore, MD, September 6-16, 2014, www.starspangled200.com/commemoration-events/star-spangled-spectacular/#.Uw5EF4WGdr9

Virginia Children's Festival: Norfolk, VA, October 4, 2014

Old City Seaport Festival: Philadelphia, PA, October 10-12, 2014, www.phillyseaport.org/seaportfestival

Epic Philadelphia to Baltimore Race: Philadelphia to Baltimore, October 12-14, 2014

The Great Chesapeake Bay Schooner Race: Baltimore, MD to Portsmouth, VA, October 13-19, 2014, www.schoonerrace.org

Town Point Virginia Wine Festival: Norfolk, VA, October 19, 2014

Cambridge Schooner Rendezvous: Cambridge, MD, October 23-26, 2014, www.cambridgeschoonerrendezvous.com/

Pride of Baltimore II: TBA, www.pride2.org/come-aboard/sailing-schedule/

Sultana Down Rigging: October 30 – November 2, 2014 www.sultanaeducation.org/public-programs/downrigging-weekend/

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