



WING & WING

The Official Newsletter of the American Schooner Association

Volume LII, Number 2 – Summer/Fall 2016

2016 Block Island Schooner Rendezvous

By Gabriela Tusu

“Our mission is pure and simple: to bring schooners and people interested in schooners together in a spirit of community and camaraderie to enjoy each other’s vessel and company at a wonderful location. The Rendezvous is open to all schooners and all members of the American Schooner Association, regardless of the type of boat sailed.” – American Schooner Association



The Schooner Association meeting at Block Island is an event that takes place at the end of August and several schooners were present for this year’s event; **Mystic Whaler, Brilliant, Lady Galadriel, Tree of Life, Crusader** and **Issuma** (which recently returned from a two year sailing journey from Vancouver down the Pacific Coast to Antarctica, South Africa and finally back to New York after an absence of five years). This event was also Captain Richard Hudson’s chance to pick up his Voyager

Award awarded to him in 2014 in acknowledgement of his Northwest Passage in 2012 on his third schooner **Issuma**. The Voyager Award was named in honor of Peter and Jeanette Phillipps and their extensive travels aboard their Alden schooner **Voyager** and given to a member who has undertaken significant voyages on their private vessel. Richard Hudson was the first member to be honored with this award.



I have known Richard Hudson since the winter of 2006 - 2007 when he took me for a winter day sail on the Hudson River near the Statue of Liberty in his second schooner, **Rosemary Ruth**. It was a cold December day, perfect for sailing; however, the sun shone midday for about two hours, which gave me the feeling of sailing in the Caribbean or at least what I imagine to be sailing in the Caribbean. That is when I learned about Richard’s first schooner **Orbit II** that capsized during a gale in September 2002 during its voyage to the Canary Islands. I must admit, I did not know much about sailing then, but I have learned a lot more since then, especially after the four month sailing trip to the Arctic Circle and back to New York on **Issuma** in 2010.

Sailing with Richard is always a surprise. I never know for sure where I am going and how long it will take me to get there, but Richard argues that, “this has always been the case with sailors throughout history, especially during the greatest discovery time.” This time again, I was told we were sailing to Block Island and that was all the information I was given before I boarded **Issuma** on August 27th. It was only on board **Issuma** that I learned about the real purpose of sailing to Block Island where the annual Schooner Association Rendezvous takes place.

Sailing to Block Island was a very short and easy journey compared to my sailing journey to Baffin Island; this time we sailed with Richard’s girlfriend Sarah, who enchanted us with her French cooking throughout this journey, and with our common friend and sailor Jesse Fredkin. Unfortunately, due to an accident I had in 2014, I was not able to contribute to sailing as much as I used to.

We arrived at Block Island on Sunday evening, August 28. It was a little too late in the day to go on shore, but right on time to anchor and enjoy a great dinner and a nice South African wine under the gentle sunset on the Great Salt Pond of Block Island.

On Monday I spent most of the day visiting the island and its amazing beaches with Jesse. At 1800 hours we all met at on **Mystic Whaler** schooner whose captains Pat Beck and John Eginton hosted this year’s Schooner Association’s event and welcomed us with a nice and warm clam chowder soup. Secretary Paul Gray presented the Voyager Award to Richard Hudson in recognition of his Northwest Passage sail, and introduced the newest association members Dean and Cycon from the schooner **Lady Galadriel**. As a token of appreciation for his warm welcome to the Association, Dean presented a bag of coffee beans, courtesy of his coffee import business, Dean’s Beans, and customized for the occasion, to the captains of all present schooners. After the small ceremony, **Mystic Whaler’s** captains and crew offered us a great lobster dinner, barbecue, cold drinks and delicious ice cream, all prepared and served by **Mystic Whaler’s** crew and captains.

As usual after dinner came the time for recitations and songs. A Sea Shanty concert lead by Tom Goux delighted us all with a great selection of poetry and sea shanties for a celebration of life on the sea. On

Tuesday August 30th we were back for breakfast on board the **Mystic Whaler**. After breakfast some of the schooners were underway, while others continued to enjoy their staying at Block Island. While underway to Port Washington, on Wednesday, August 31 we stopped and enjoyed a great educational day at the Mystic Seaport Museum.

From all my sailing experiences I can say that the sea always brings me at peace with everything. As Stephanie Oswald writes in her online article, “Cool Escape: 10 reasons to go sailing on a schooner”, connecting with nature can improve our lives, and that, “Watching the sunset is a terrific way to slow down, send stress sinking into the depths of the ocean and quiet your mind.” Being on **Issuma** again felt almost like being nursed back to life by a gentle maternal protector. Undoubtedly, it was a great way to say goodbye to summer and to prepare for the autumn season that will soon lead to the next Schooner Association’s event, the 27th annual *Great Chesapeake Bay Schooner Race* which I am very much looking forward to partake.

Gabriela Tusu is also a filmmaker that also works for the NYCDOE. Cell: (917)-977-0961, GabrielaTusu2014@gmail.com

***Fifteenth Annual
Great Provincetown
Schooner Regatta
September 5-8, 2016***

By Capt. Cheryl Andrews, Event Chair

It’s always a pleasure to sit at the typewriter (I just realized I wrote...typewriter....) and think about telling you all about our September Regatta (5-8 September’16). This year, being our 15th, was especially poignant. Our founder, John Bennett, owned Schooner **Hindu** in 2001 and thought it would be great fun to invite all his schooner pals to Provincetown for a race. He died that summer...before the first gathering was held. The early years were a bit of a struggle, having lost our #1 connection to the schooner world.



Schooner “Istar”, with Capt. Stormy Mayo & his crew, as they head past the Race Committee Tuesday morning. Photo by Nancy Bloom

Fast forward to 2016, and it appears we have a reputation! Not only do we enjoy a hometown fleet of 3 schooners, but we have welcomed a consistent group of voyagers who enjoy the party we throw and have brought along their friends. As I pondered what to write about, it occurred to me that you probably know many of the schooners that attended: Spirit of South Carolina with Richard Bailey at the helm; **Hindu. Tyrone. Apella. Bay Lady II. Istar...** Jim Lobdell brought **Malabar II** back and 2 Cherubini 48's joined in: **Narwhal, ex. Harmony and Principles, ex. Muñequita.** We enjoyed a solid fleet.



The first mate aboard schooner “Principles” tends the sheets as the boat leaves Gloucester. Photo by Nancy Bloom.

Pouring over the photographs, I realized that it's the people that make the fun, even though we drool over the boats. So, I am including some photos of the local characters that made the Regatta memorable and the artists that interpreted our event...with camera, paints and video.

Our regatta always kicks off with *The Challenge for the Fishermen's Cup*, a schooners-only race from Gloucester to Provincetown. At the Captain's Meeting in Gloucester, Labor Day evening, the deep ocean swells courtesy of Tropical Storm Hermine were the talk of dinner. The Race Committee consulted the captains and a group decision was made to depart at 0800hrs Tuesday morning. With a strong fog, light drizzle and 15 kts from the NE, the fleet headed to Provincetown.

Schooner **Principles** owned by Derek Durling and Skippered by Justin Danby, captured First Place followed by Captain Matt Sutphin: schooner **Tyrone** and Captain Bob Bernert: schooner **Narwhal**. Class B First Place went to schooner: **Istar**, Captain Charles “Stormy” Mayo: schooner **Malabar II**: Captain James Lobdell.



The photographers captured the schooners at rest with their strong reflections. Courtesy of Andy Anderson.



we screened: **Vanishing Sail**. This is an independent movie that only screens at festivals. Check out the website and watch the trailer. This movie tells the story of Alwyn Enoe, a man living on Carricou, who decides to build one last wooden sailboat so he can pass the skills along to his sons. It's ...wonderful.



Courtesy of Emily L Ferguson.



Now, it's time for the artists and characters that displayed their talents Thursday during the Long Point Schooner & Yacht Race. Lack of breeze at noon delayed the race for about 65 minutes and the painters and photographers took full advantage.

Out came The Admiral.

Both photos above courtesy of Kathlene Sage Ruhan.

The Pirate visited the fleet and the onlookers at the Town Pier **Malabar II** - Captain James Lobdell.

Wednesday was busy. Coast Guard Station Provincetown held their annual Open House, the One Design Rhodes 19 Fishermen's Series went off without a hitch. I must highly recommend the movie

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Admiral Finn stood watch aboard Schooner Hindu.
Courtesy of Emily L Ferguson.

The recently restored sloop **Ranger** and her crew “struck a pose” alongside the Spirit of South Carolina.



A light wind finally visited upon us and the races were off. Full results can be found on our Facebook page: *The Great Provincetown Schooner Regatta & Yacht Race*. Congratulations to all the sailors, characters and artists that made our regatta so much fun. See you next year.

Connecticut Maritime Heritage Festival

By Bruce MacDonald

This year’s Festival began with a parade of sail into New London Harbor on a day with enough wind (20 knots prevailing SW - a reach all the way) to give viewers an iconic view as the schooners made their way up river.

The last festival day started at New London’s City Pier with a solemn remembrance ceremony on the 15th anniversary of the 9/11 attacks, followed by the beginning of a festival-organized sail training trip aboard the **Oliver Hazard Perry** for students from three Connecticut high schools.



Truro Center for the Arts at Castle Hill sponsors a *Paint the Race* program aboard a local whale watching boat.
Courtesy of Cherie Mittenthal



In between, there were schooner tours and charters off the dock, displays of civilian and military vessels, including the **USS Ramage**, an Arleigh Burke Class destroyer that attracted nearly 3,000 visitors over three days. There were vessels at City Pier, Amistad Pier and Customs House Pier, stretching along New London's beautiful waterfront park.



Participating schooners included **Mystic Whaler**, **Brilliant**, **Mary E**, the **Spirit of South Carolina**, **Columbia**, the **Lettie G. Howard** and **Amistad**.

The **USS Ramage** was tied up to Pier 7 at Fort Trumbull State Park, a short distance away.

Captain John Eginton, of **Mystic Whaler** said the festival was a fun time and a busy one for his boat.

"The festival was great for us, because we sold out every cruise we had," he said.

John S. Johnson, chairman of *OpSail* Connecticut, the group that stages the annual festival, said it was

good to see the harbor full of boats, both those participating in the festival and spectator craft with visitors arriving by water.

"We had terrific weather and large numbers of visitors who came out to see the festival and help us honor the U.S. Navy," he said. "In addition to the **Ramage**, we had smaller security craft from both the Navy and Coast Guard, plus a lot of dockside educational exhibits and entertainment. It was a great event in a great port city."

This year's festival was one of the last major events in the year-long Submarine Century Celebration that began last fall to note the centennial of Naval Submarine Base New London, located on the east bank of the Thames River in Groton.

Appropriately enough, perhaps, Navy chefs from the sub-base and the **Ramage** placed second and fourth, respectively, in the festival's *Great New London Chowder Challenge*. Visitors sampled from participating restaurants and voted their favorites.

"It was good to see the Navy get the recognition in the chowder challenge voting," Johnson, the chairman said. "There was some stiff competition because New London has some great restaurants, but the Navy chefs more than held their own."

The parade that began at Ledge Lighthouse, that distinctive and historic structure that has long greeted mariners, from humble schooners to mighty nuclear submarines, was coordinated by Ed Hellenbrecht of the festival's organizing committee who was aboard **SeaDog**, courtesy of the Coast Guard Auxiliary.

Nicholas Alley, who captains **Brilliant** out of Mystic Seaport, praised the parade organizers.

"The instructions were fairly simple and straight forward, leaving the sail plans and speeds up to the captain," he said.

The schooners were led into the harbor by the tug **Patricia Ann**, its water cannons spraying a watery greeting, along the route. That same tug, owned by the Thames Towboat Company, took part in the 9/11 remembrance ceremony.

The tug stood off City Pier with first responders and members of the military on board as a dockside ceremony took place. At the appropriate point in the ceremony, they deposited flowers in a gesture of respect and remembrance into the water. The tug saluted with its water cannons and its horn.

“It was a very moving ceremony,” Johnson said, praising the Groton Area Chief Petty Officers Association, whose members organized the event, along with a group of Chief Selectees from the sub base.

There was also a 21-gun salute from the base’s rifle team, and involvement from the base’s saluting battery.

The New London Fire Department’s Bagpipe Band took part, as did a local choral group and acappella singers from the U.S. Coast Guard Academy.

South Passage – Adventure under Sail Down Under

A warm welcome to our newest member, Russell Shaw, who is also our first member from Australia! Russell is President of *South Passage – Adventure under Sail*.

Owned and operated by the not-for-profit association The Sail Training Association of Qld Inc., **South Passage** is a 100 foot (30.5m), gaff rigged schooner based on the designs of the pilot schooners that operated off the east coast of America during the late 19th century. Her mission is to provide safe and challenging experiences for young men and women using the ship as a medium to develop leadership, initiative, independence and self-discipline through her ROPES program: Respect, Opportunity, Participation, Enjoyment, Safety!

She was designed specifically to allow 14-17 year olds to experience *Adventure under Sail* and over the last



20 years has taken over 40,000 students sailing. Her rig is relatively simple and everything can be managed from the deck. **South Passage** is classified as a Class C tall ship, the only sail training ship in Queensland and one of the few sailing in Australia.

She is sailed in the traditional way. Everything is done manually – there are no winches or mechanical aids. Sails are raised and lowered by hand and just about every activity requires a number of people working together as a team. Apart from the engine, the only mechanical equipment on board is an electric anchor winch although students usually wind a manual capstan to raise the anchor.

South Passage was designed by founders, Simon and Marilyn, in 1988 after seeing the tall ships from all around the world in Brisbane on their way to the bicentennial celebrations in Sydney.

With help from designer Rick James, they set out to build a ship to sail the east coast of Australia. In doing this, they built an organization that would create great sailing adventures for the public, and specifically students. Launched on 23 September, 1993 she was christened **South Passage** after the channel between Moreton and North Stradbroke Islands. Her maiden voyage was in December 1993.

On a full voyage she carries 22 students and 2 teachers. Teachers are assigned to a watch and can participate in watch duties as much or as little as they like. Most teachers choose to be actively involved in the shipboard activities.

Students are grouped on watch duties, and often work “all hands on deck.” They will rotate through deck duties such as helming, lookout and recording entries in the ship’s log, as well as tacking and gybing. There are, of course, maintenance duties, such as cleaning, however; students also enjoy off-ship activities such as snorkeling and exploring.

While **South Passage’s** core voyages involve school students there are a number of opportunities for the young and young at heart alike to experience the thrill of adventure under sail with a number of scheduled coastal voyages sailing from Cairns to Sydney.

American Schooner Association Education Grant

By Pat Brabazon, Paul Gray, Nan Nawrocki & Sue Sodon



The ASA Education Grant Fund provides support for participation in local and national youth programs involving STEM activities, nautical activities, maritime educational programs, training activities, vessel restoration or preservations and the preservation of the marine environment. The fund makes direct grants to schooner related non-profit organizations seeking financial support for their programs.

Grants will be awarded as individual \$500 grants upon review and approval of the ASA Grant Review Committee. In the event surplus grant funds are available after all grant applications have been reviewed and grants have been awarded, multiple grants may be awarded to recipient organizations in a single year. A grant of less than \$500 can be made in the event of a grant request of less than \$500 or if the grant fund has less than \$500 in available monies.

As Pat Brabazon quoted, “This ASA Education Grant program is very exciting for the association for a few reasons. Obviously it helps groups reach their goals in working with children, but it will also give the ASA an opportunity to see just what kind of education programs are out there. I think we will be pleasantly surprised in the variety and scope of work that is reaching out to children through schooners.”

To date, just this year, the ASA Education Grant Committee awarded two \$500. – please see the “Award” images included in this article.

For more information or to receive a grant application, contact Pat Brabazon: watershed52@hotmail.com

Grey Mist's New Bowsprit

By Bob Pearson

Editor's Note: I received the following update from Bob Person about his new bowsprit for his ongoing restoration of his William Atkin designed Grey Mist. I thought others would find it interesting and got Bob's permission to include this in Wing & Wing. If you have your own story to tell, send them to me at secretary@amschooner.org - Paul Gray



Sometimes it seems the work is going in the wrong direction but I am making some progress on **Grey Mist's** restoration. The main mast doesn't look quite as bad as I had thought but will need a lot of work to assure its structural integrity. I still plan on finishing

the plywood deck replacement necessary around the cockpit/aft deck this season.

I'm almost finished making the new bowsprit to replace the original which had extensive rot and de-laminations - apparently several attempts at "encapsulation" by the previous owners and one by myself haven't worked out as well as had been hoped.

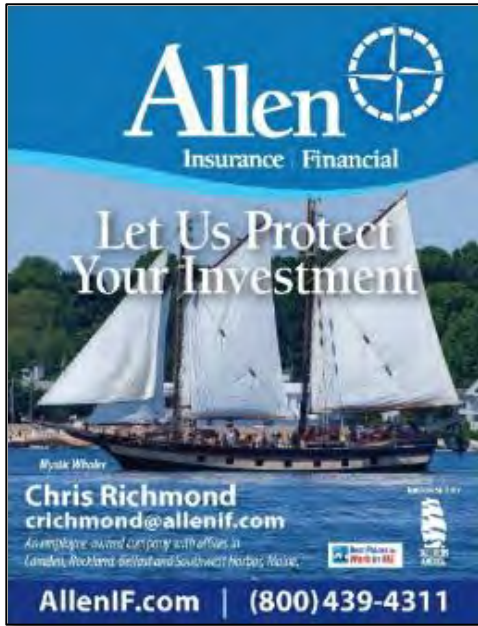


I made some design changes in my new bowsprit. Atkin's original design called for an 8'-11" spar with basically a plank section tapered from 3" x 1.75" at outboard end to 6" x 2.5" at gammoning iron and then to 6" x 3.125" at the heel. The original owner/builder had a laminated bowsprit 9'-0" long with 2.875" diameter at outboard end, transition to a 6" x 4.5" oval section, then to a rectangular section. This design is heavier than Atkin's. My design also exceeds Atkin's in strength but not as heavy as the old one. I prefer an 8-sided section for the outboard portion rather than round or oval or plank on bowsprits and that's what I designed.

Atkin's design did not have a curve in it - straight on the bottom and straight taper on the top - which I followed as far as I could in my design. The old one had several inches of "negative steeve" laminated into it - which I'm not in favor of at all. I still have to apply the final 3 coats of varnish and some white paint but I have 3 coats of epoxy on the exterior of the laminated timber as a sealer coat.

The test fit to stem and sampson posts last week went well.

***Allen Insurance and Financial
ASA Program***



During the 2014 Annual ASA meeting, Allen Insurance approached Association board members with a proposal to create a program to help support

the Association, modeled after a similar program in place with Tallships America. After multiple discussions with Allen, the Association moved forward with the program.

Allen will endeavor to assemble a group of insurance company risk management experts to work with ASA members individually and as a group at ASA conferences on a no cost basis. In addition, Allen will be offering annual support to the ASA Education Grant Fund.

Allen Insurance and Financial will offer the following insurance products to ASA members as an ASA officially endorsed insurance agency:

- Hull, P&I and related vessel insurance for U.S. flagged member vessels and members who qualify.
- General Business Insurance for land based operations of ASA members

Interested members should contact Christopher Richmond at Allen Insurance by email at crichmond@allenif.com or by phone at 207-230-5809.

Look for coverage of the Great Chesapeake Bay Schooner Race and the Cambridge Schooner Rendezvous in the winter December 2016 issue.

<i>2016 ASA Slate of Officers</i>	
Paul Brabazon, Commodore	Stefan Edick, Vice Commodore
Mary Kay Taylor, Rear Commodore	Paul Gray, Secretary & Treasurer
Susan Sodon, Editor, W&W	Bill Carton, Past Commodore

CALLING ALL WRITERS (and) PHOTOGRAPHERS

Do you have a passion for writing, informing and educating (and in some cases, entertaining)? Are you a writer with your finger on the pulse of what the upwardly mobile schooner owner and/or advocate (to include sailors and boaters of all sorts) wants to read?

The American Schooner Association (ASA) Newsletter, *W&W*, is looking for articles from writers, bloggers and photographers for the winter 2016 issue (December).

Please submit your articles, photos, blogs, etc.,
to Susan A. Sodon, ASA Editor

susan.sodon@gmail.com or editor@amschooner.org

We look forward to reading your valuable contributions.



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