

OPERATION SAIL. 1976







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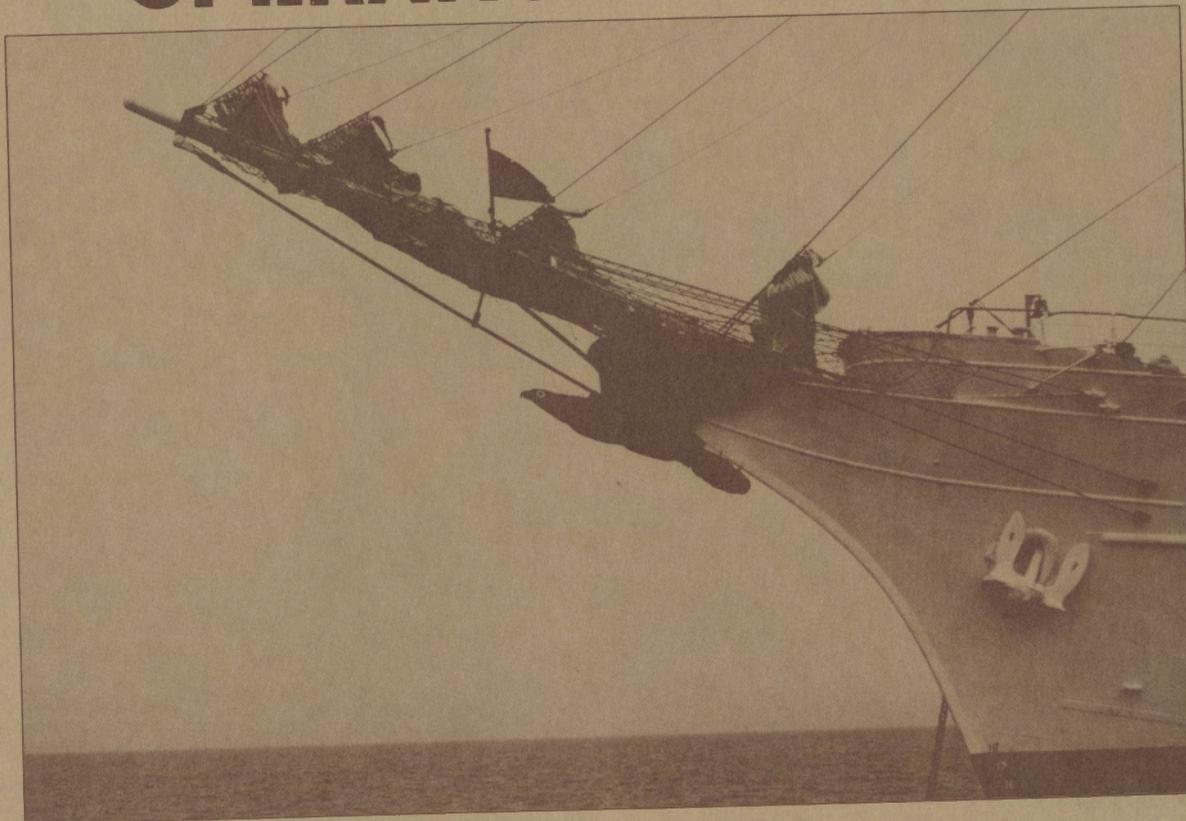


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THIS BOOK COMPRISES KEY EXCERPTS FROM "OPERATION SAIL 1976," THE OFFICIAL SOUVENIR PROGRAM FOR THE JULY 4TH PARADE OF SAIL IN NEW YORK HARBOR. IN ACKNOWLEDGEMENT OF THE GENEROSITIES EXTENDED BY ROLEX WATCH U.S.A., INC. IN THE PREPARATION OF THIS NEVER-TO-BE-FORGOTTEN MARITIME EVENT, OPERATION SAIL 1976™ MAKES THESE EXCERPTS AVAILABLE TO ROLEX.



THE WHITE HOUSE
WASHINGTON

July 3, 1975

Dear Ambassador Mosbacher:

You and your dedicated colleagues are to be commended for your splendid effort to launch Operation Sail 1976 as a major part of our Bicentennial observance.

I am convinced that this colorful and exciting event will provide a fitting opportunity to remember and salute the seagoing heritage which has played such a predominant role in the development of our great country.

By bringing together major sailing ships from other lands, you will also emphasize the international fellowship and goodwill to which we are so totally committed and which we recognize as an essential ingredient to a peaceful third century of national life. You have my best wishes and my full support in your endeavors.

Sincerely,

Honorable Emil Mosbacher, Jr.
Chairman
Operation Sail 1976
One World Trade Center
New York, New York 10048



'Operation Sail' should be one of the most spectacular and appropriate events in the celebrations of the bicentenary of the United States of America. The early explorers and settlers followed by the great stream of European emigrants all came to the New World in ships driven by sail. Seamen from every maritime country in the world brought their ships and cargoes to the ports and harbours of North America and this trade built the prosperity of the new communities.

The gathering of the Tall Ships in New York in 1976 will be a fitting tribute to the part played by the seamen of the sailing ships in the development of the United States of America. In these days of international tensions it will be a wonderful demonstration of that brotherhood among seamen which has existed ever since men have challenged the oceans.

1975.



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N. Y. 10007

April 22, 1974

To owners and operators of the World's Sail Training Ships:

Gentlemen:

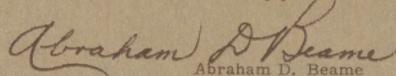
The prospect of New York harbor filled with sail is one that excites every citizen of this great city.

The hope of a Bicentennial event that will bring thousands of young sail training cadets to the City of New York is something that all New Yorkers will relish.

The anticipation of OPERATION SAIL, so successfully created first in 1964, brings a feeling of excitement and enthusiasm to me as Mayor of the City of New York. And, as Mayor, I wish to personally extend a warm welcome to you, your ship, her officers, cadets, and crew.

July 4, 1976, will be a momentous day in the history of the City of New York. You can feel assured that the City of New York will cooperate with the OPERATION SAIL Committee to the best of its ability to make the 1976 Bicentennial rendezvous of sail an event of very real interest and importance to the world.

Sincerely yours,


Abraham D. Beame
Mayor



STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY 12224

HUGH L. CAREY
GOVERNOR

March 21, 1975

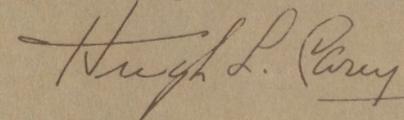
Dear Chairman Mosbacher:

The efforts of Operation Sail 1976 to gather sail training ships and naval vessels from all over the world to New York are to be commended.

The sight of more than 100 ships will be an exciting reminder of the brotherhood and the adventure of the sea.

Best wishes in your endeavors.

Sincerely,



Mr. Emil Mosbacher, Jr.
Chairman
Operation Sail 1976
One World Trade Center, Room 73 West
New York, New York 10048



Operation Sail 1976

One World Trade Center / Room 72 North
New York, N.Y. 10048 / (212) 466-1997

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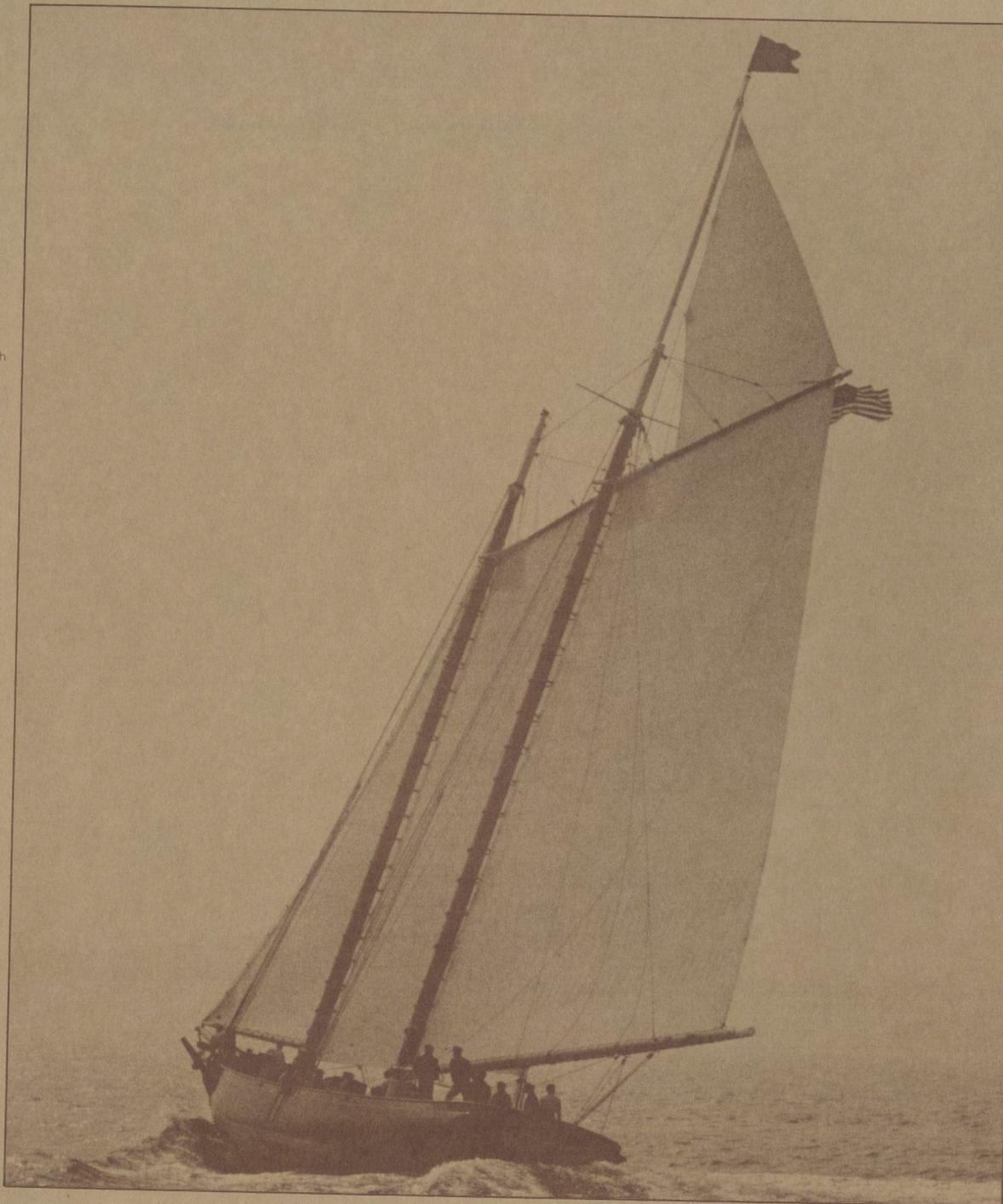
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Acknowledgements

Operation Sail 1976 is the culmination of more than four years of intensive, often exhausting and always exhilarating work. Joining in it have been literally thousands of friends and supporters here and abroad.

That so many people of such varied international, political, economic and social backgrounds have entered so wholeheartedly into this tribute to the American Revolutionary Bicentennial will warm our hearts for the rest of our days.

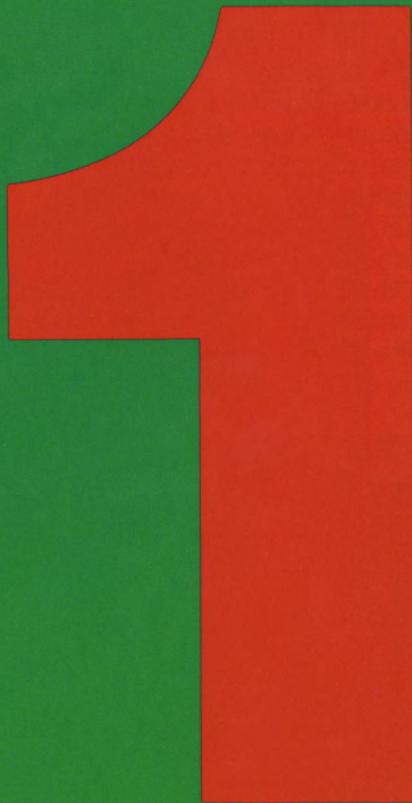
We recognize that especially without the help and guidance of the Administration of the City of New York, the Port Authority of New York and New Jersey, the U.S. Coast Guard and U.S. Navy, Operation Sail 1976 would not have been nearly so successful.

We are grateful to them beyond measure.

The Directors
Operation Sail 1976, Inc.
July 4, 1976



WHAT IS OPERATION SAIL?



Nearly twenty years ago, the last of the world's working windjammers, the German grain ship *Passat*, made a final passage between Buenos Aires and Lisbon with a cargo of barley in bulk. The end of her voyage was the end of the great age of sail whose countless voyages spread every man's horizon from the small compass of his own experience to every landfall on earth and whose ships carried every cargo and every culture around the world. The age of the sailing ship had filled every sea with sail by the middle of the last century and then declined slowly until well into our own age of moon voyages and nuclear submarines.

But the great age of sail, and the relationships among nations it had created, lived on in spirit. In 1956, the year before *Passat* went to sea for the final time, Europe's square-rigged schoolships and a dozen yachts manned by sea cadets gathered at Dartmouth, England, for festivities in that historic old harbor, then raced from Torbay to Lisbon under the sponsorship of the Sail Training Association of England. It was a spectacular beginning for the gathering every two years of schoolships from many nations to promote international goodwill, to encourage the concept of training under sail, to share the excitement of an ocean race, and to bring back the grandeur of tall ships to ports where they had once been a common sight.



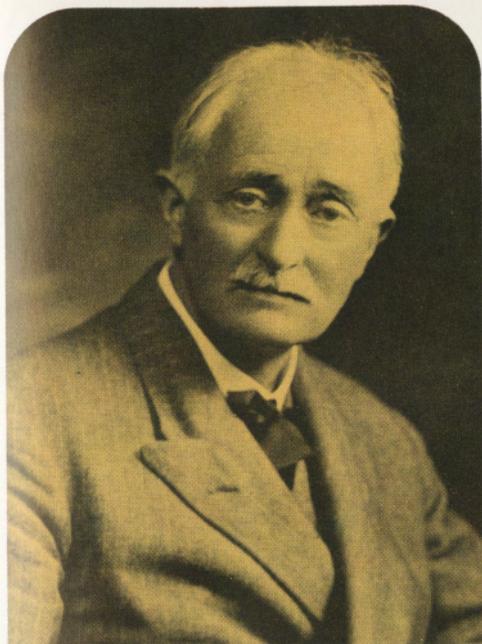
JUAN SEBASTIAN

In 1958, a second gathering and race brought a fleet of tall ships to the French port of Brest where they sailed for Corunna, Spain, and then to the Canary Islands. In 1960, the ships assembled alongside the new Town Hall quay in the heart of Oslo and, joined by two large classes of supporting yachts, raced out of the Oslofjord and down to Ostend in Belgium. In 1962, the ships met at Torbay and sailed for Dieppe and Rotterdam.

While all this was happening in Europe, a New York graphic artist and sailing ship enthusiast, Nils Hansell, had an idea. He knew that the world's schoolships were the last great square-rigged vessels still in commission, and he envisioned a great fleet of them gathered in New York to sail up the Hudson in a magnificent tribute to the great age of sail, to that brotherhood of the sea which it represented, and to the concept of sail training. He took his idea to Commodore John S. Baylis, U.S.C.G., a former Captain of the Port of New York, and, with U.S. Coast Guard encouragement and the help of Frank Braynard of the American Merchant Marine Institute, his idea began to be realized. Nils Hansell and Frank Braynard secured the cooperation of the U.S. State Department and New York's Governor Nelson Rockefeller for what was to become America's first Operation Sail event, then contacted the ministries of foreign nations which maintained schoolships. They traveled as far as Russia with invitations to Operation Sail 1964 in New York, secured funds from the New York World's Fair, and reached an agreement with England's Sail Training Association that a trans-Atlantic race in the summer of 1964 would bring a fleet of tall ships to New York. An endorsement came from Prince Philip of England; President John Kennedy promised to be Opsail's patron; and the list of ships grew larger during several years of preparation.

July 14, 1964 was a perfect midsummer day in New York, and it saw the harbor filled with sails exactly as Nils Hansell had hoped. There were 24 vessels that included 11 big schoolships in an Opsail '64 parade that lasted for hours and filled the shores of New York Harbor and the Hudson with thousands who agreed that it was splendid and breathtaking.

The late John Masefield, England's poet Laureate and a sailor who had been a cadet aboard the British schoolship *Conway*, wrote the following in tribute to Opsail '64 and to the American President who had been its patron and had not lived to see it:



A poem written especially for OPERATION SAIL

Here, by the towers of your splendid town,
Ship after ship, the Racers will come in,
Their colours going up and their sails down,
As welcomes to America begin.

The sirens will all bellow and make din
And all bells beat, in thunder of ovation,
As, one by one, each Racer, each a Queen,
Arrives, salutes the EAGLE and takes station,
One beauty more in all the lovely scene,
The grand scene, of the ships that have made good
Their path across the sea by hardihood.

Ah, would that he who helped to plan this test
Of manhood on the sea, were with us still.
Watching with us, the ending of the quest,
As men and ships their destinies fulfill.
He whom America in desolation
Now mourns, from sea to sea; but he has gone
A Nation's memory and veneration,
Among the radiant, ever venturing on,
Somewhere, with morning, as such spirits will.

John Masefield.

JOHN MASEFIELD, England, 1964

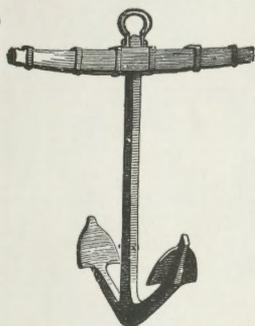


PRESIDENT JOHN F. KENNEDY
MEETS WITH, FROM LEFT, FRANK
BRAYNARD, NILS HANSELL AND
EMIL "BUS" MOSBACHER, JR.
DURING PREPARATIONS FOR
OPERATION SAIL 1964.

THE PARADE OF SAIL IN NEW YORK HARBOR, JULY 10, 1964.



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 Operation Sail 1964 was the largest gathering of tall ships in the Sail Training Association schedule before 1976. But other gatherings followed during the 'sixties and early 'seventies, and if their ships were not as numerous, they were increasingly broader in international representation. In 1972, Germany was host to the gathering during the Olympic Games at Kiel, and the fleet of tall ships included the first vessel from eastern Europe to accept an S.T.A. invitation, Poland's lovely *Dar Pomorza*. There were 16 nations participating in 1972, and a crew exchange scheme during the parade of sail into Kiel saw a fourth of the cadets, including girls from Finland, France, the Netherlands, England and Poland, aboard vessels of a nation other than their own. It was, as one of the welcoming program's speakers commented, "a little sister of Olympia, without the politics."

The 1974 gathering was the first to be held in eastern Europe. The host city was the Polish port of Gdynia, and the tall ships included Russia's *Kruzenshtern* and *Tov-aristsch* and East Germany's *Wilhelm Pieck*. The United States was represented by the replica of the 1851

schooner yacht *America*.

Operation Sail 1976 continues this grand tradition of tall ship gatherings. Its organization is non-profit and unaffiliated with government; its membership comprises well-known yachtsmen, retired Navy and Coast Guard officers, maritime industry officials, and a crew of enthusiastic volunteers; it is an international effort, coordinated on these shores by the Operation Sail organization in New York and by the American Sail Training Association in Newport, R.I., and overseas by the Sail Training Association of England. Like its predecessors, Operation Sail 1976 is a tribute to the schoolships of the world and the training under sail they afford to future officers of the world's navies and merchant services. It is a pageant that recalls the great age of sail and salutes the brotherhood among seamen that sailing ships fostered over the centuries. In this year of the American Revolution Bicentennial, it is the State of New York's official Bicentennial event and a fitting recognition of our nation's great maritime heritage. And it is, for all of us privileged to see it, a day filled with the grandeur of these tall ships, the noblest of man's machines.



THE TALL SHIPS



10





Sailing ships are the noblest of man's machines. As rich a synthesis of function and form as anything in nature, they were in their great days the commonest carriers of the world's goods and yet they were lovely as eagles. In the great age of sail so recently past there were thousands of ships running down the Trades and around the Horn to Australia and the ports of the East, trading among the Pacific islands and on all the world's settled coasts, bringing immigrants across the North Atlantic, harvesting the fishing banks, doing the world's work. And from the plainest lumber schooner to the grandest tea clipper they were remarkable machines, as much to be admired for the burdens they carried around the world as for the sight of their canvas filled with the wind. They are gone now, and they are missed.

It is a marvel that a few have survived, and a gift that they are here in this summer of our celebration of 200 years to bring us their beauty and their romance, a beauty whose reality is common stuff uncommonly joined, a romance whose reality is the skilled hard work that captures the power of the wind to overcome the power of the sea. Sailing ships are beautiful and romantic, and we respond to them as to no other things we have made. Alan Villiers describes the feeling well in his book *Grain Race*, an account of his voyage aboard the grain ship *Parma*, one of the last of the world's working sail fleet:

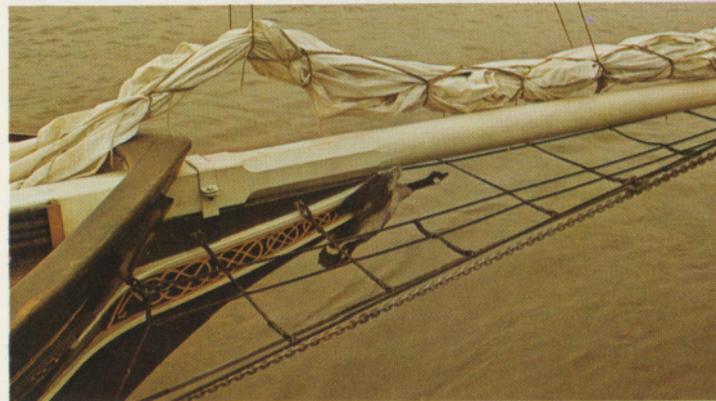
"The sea, so small from the big vessel, is huge to us now; we fall in the troughs and see nothing of our *Parma* but her rigging, only a ship's length away.

"We are stirred by the beauty of the ship, just lying there in the calm, and we lie there on the oars and look at her while she drifts slowly on. She is very big and her masts are not high. She is not a clipper. She is a big hard-working economic windjammer, sails' last effort against steam—big in the hull, to carry much; small in the rig to carry it economically; fine-lined to sail reasonably; rigged with chain and wire for strength. But she has loveliness and grace; she follows nobly in the traditions of the best of sail, and blends perfectly into the peace of her surroundings. From for'ard and aft she is especially beautiful, where one does not notice the comparative shortness of the masts; she looks strong and powerful, as she is. Her bow is good and she looks an honest vessel, as indeed she is—a steady worker, an honest old deliverer of heavy cargoes, a

staunch toiler of the sea world.

"We watch the mastheads rolling quietly against the clouds, the bows lifting gently on the swells that send our dinghy tossing about, the long low sides of her—high to us now—gently rising and falling in the sea's slow breathing. We delight in the symmetry of her sails, the power of her upstanding masts, the ordered maze of her rigging. We see the browned figures of boys hanging over her rails, and take in such details as the red lead on the midship house, the blankets hanging to air on the railing of the flying bridge along the length of her. . . . Why is a sailing-ship so beautiful? She is only masts and yards, and sails and hull—a steel hull and steel masts, and sails sewn from canvas. A bolt of canvas is not beautiful, nor is a gaunt steel yard lying in a dock; steel plates to rivet on to a ship's side are bare and ugly. Yet this creation from them all has a queer beauty which appeals to all who see it—the *Baronesa's* firemen no less than the *Harmonides'* master, the passengers of steamships and the dwellers of the shore.

"I like beautiful things—lovely women and tall sailing-ships, sunsets and the wisps of smoke rising from the farmer's home upon some quiet countryside," writes a man in a magazine who probably never saw a vessel under canvas. The pictures of them appeal to him. I look up at the masts and yards from the boat; the man is right. There is such a grace and quiet loveliness about this ship as we like to think there is about beautiful women. Everything about her matches perfectly; her curves, her angles, her posture upon the water, the set of masts and yards, until the whole is a creation of symmetrical loveliness that the mind is better for the eye's beholding."*



Alan Villiers

*From *Grain Race* by Alan Villiers, Charles Scribner's Sons, 1933





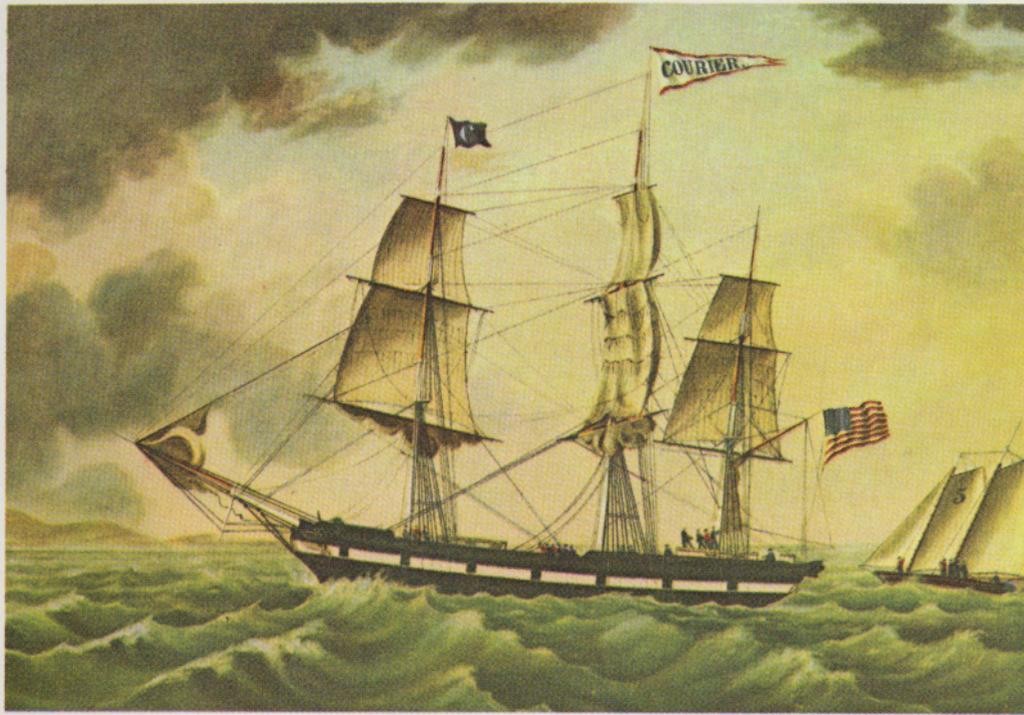
The big ships of Operation Sail, like Villiers' *Parma*, are steel vessels of this century. They have come from around the world just as they once did, and the smaller vessels in the fleet, the barkentines and schooners, have come from up and down the coast, just as they once did. It is all, in its way, as it once was, a harbor full of sails and spars, a wonder and a real remembrance of our maritime heritage. A real remembrance because these are real ships, driven by the wind and brought across oceans by the skill and muscle of young men who work these vessels just as their forefathers did. And although the ships of Operation Sail carry a cargo of good will and good prospects for the world's maritime future, lighter and subtler stuff than grain or hides or the silks of China, the ships are the same as Alan Villiers' "honest old deliverer of heavy cargoes" and the work is the same hard work. When the wind blows fair all sail is set and trimmed for maximum power. When the glass drops and the fury of a storm bursts upon the ship sail is shortened by degrees and trimmed to match the course, the run of the mounting seas, the great force of a storm wind on a rig whose strength is an illusion. "For what is the array of the strongest ropes, the tallest spars, and the stoutest canvas against the mighty breath of the infinite but thistle stalks, cobwebs and gossamer?" in Joseph Conrad's phrase.

A big sailing ship can call upon its crew for the finest of judgements and for feats of strength and endurance seldom encountered on land. An example is Richard Henry Dana's experience of a night in the icy latitudes of Cape Horn aboard the ship *Alert* in 1836:

"One night, after one of these shifts of the wind, and when all hands had been up a great part of the time, our watch was left on deck, with the mainsail hanging in the buntlines, ready to be set if necessary. It came on to blow worse and worse, with hail and snow beating like so many furies upon the ship, it being as dark and thick as night could make it. The mainsail was blowing and slatting with a noise like thunder, when the captain came on deck and ordered it to be furled. The mate was about to call all hands, when the captain stopped him, and said that the men would be beaten out if they were called up so often; that, as our watch must stay on deck, it might as well be doing that as anything else. Accordingly, we went upon the yard; and never shall I forget that piece of work. Our watch had been

so reduced by sickness, and by some having been left in California, that, with one man at the wheel, we had only the third mate and three besides myself to go aloft; so that at most we could only attempt to furl one yard-arm at a time. We manned the weather yard-arm, and set to work to make a furl of it. Our lower masts being short, and our yards very square, the sail had a head of nearly fifty feet, and a short leech, made still shorter by the deep reef which was in it, which brought the clew away out on the quarters of the yard, and made a bunt nearly as square as the mizzen royal yard. Besides this difficulty, the yard over which we lay was cased with ice, the gaskets and the rope of the foot and leech of the sail as stiff and hard as a piece of leather hose, and the sail itself about as pliable as though it had been made of sheets of sheathing copper. It blew a perfect hurricane, with alternate blasts of snow, hail, and rain. We had to *fist* the sail with bare hands. No one could trust himself to mittens, for if he slipped he was a gone man. All the boats were hoisted in on deck, and there was nothing to be lowered for him. We had need of every finger God had given us. Several times we got the sail upon the yard, but it blew away again before we could secure it. It required men to lie over the yard to pass each turn of the gaskets, and when they were passed it was almost impossible to knot them so that they would hold. Frequently we were obliged to leave off altogether and take to beating our hands upon the sail to keep them from freezing. After some time—which seemed for ever—we got the weather side stowed after a fashion, and went over to leeward for another trial. This was still worse, for the body of the sail had been blown over to leeward, and, as the yard was a-cock-bill by the lying over of the vessel, we had to light it all up to windward. When the yard-arms were furled, the bunt was all adrift again, which made more work for us. We got all secure at last, but we had been nearly an hour and a half upon the yard, and it seemed an age. It had just struck five bells when we went up, and eight were struck soon after we came down. This may seem slow work; but considering the state of everything, and that we had only five men to a sail with just half as many square yards of canvas in it as the mainsail of the *Independence*, sixty-gun ship, which musters seven hundred men at her quarters, it is not wonderful that we were no quicker about it. We were glad enough to get on deck, and still more to go below. The oldest sailor in the watch said, as he went down, 'I shall





Rich^d. H. Dana Jr



**from Two Years Before the Mast by
Richard Henry Dana*

OPPOSITE PAGE, ALAN VILLIERS'
GRAIN SHIP PARMA, HER DECKS
AWASH, SURGES THROUGH A
STORM.

never forget that main yard; it beats all my going a-fishing. Fun is fun, but furling one yard-arm of a course at a time, off Cape Horn, is no better than man-killing.' ”*

The terrifying hour and a half that Dana describes was part of a seaman's life in the ships of the last century, and it was a hardship borne along with many others in the knowledge that, grim as it was, it was work that had to be done and that shipwreck or foundering were far grimmer prospects. The modern motor ship is a safer and more comfortable vessel by far than Dana's *Alert*, but the tall ships of Operation Sail are similar enough to call upon their crews for the strength, courage and endurance to climb aloft in a gale of cold wind and to fist the sails in and fasten the gaskets under circumstances that can be, as the old sailor says, "man-killing."

When the Operation Sail fleet of 1964 approached the eastern edge of the Gulf Stream on the passage from Bermuda to New York it entered a region of frequent storms, and the dawn of the first day out saw cadets fighting down flailing headsails and furling sail high up on the yards in a shrieking wind and with the ships surging down big seas. It may have been the same in 1976, for the sea and its weather remain the same, and sailing ships and the men who work them respond in time-honored fashion to the hazards and hardships of the voyage. Lovely as they are, the tall ships of Operation Sail represent more than beauty and romance. They represent a sea calling unchanged for centuries, an ancient maritime culture that asks for no less than the best of a man's spirit and skill and rewards his efforts with joys that transcend the hardships. Let John Masefield express the joys of sailing a tall ship:

"We were at sea off the River Plate, running south like a stag. The wind had been slowly freshening for twenty-four hours, and for one whole day we had whitened the sea like a battleship. Our run for the day had been 271 knots, which we thought a wonderful run, though it has, of course, been exceeded by many ships. For this ship it was an exceptional run. The wind was on the quarter, her best point of sailing, and there was enough wind for a glutton. Our captain had the reputation of being a cracker-on, and on this one occasion he drove her till she groaned. For that one wonderful day we staggered and swooped, and bounded in wild leaps, and burrowed down and shivered, and anon rose up shaking. The wind roared up aloft and boomed in



the shrouds, and the sails bellied out as stiff as iron. We tore through the sea in great jumps—there is no other word for it. She seemed to leap clear from one green roaring ridge to come smashing down upon the next. I have been in a fast steamer—a very fast turbine steamer—doing more than twenty knots, but she gave me no sense of great speed. In this old sailing ship the joy of the hurry was such that we laughed and cried aloud. The noise of the wind booming, and the clack, clack, clack of the sheet-blocks, and the ridged seas roaring past us, and the groaning and

whining of every block and plank, were like tunes for a dance. We seemed to be tearing through it at ninety miles an hour. Our wake whitened and broadened, and rushed away aft in a creamy fury. We were running here, and hurrying there, taking a small pull of this, and getting another inch of that, till we were weary. But as we hauled we sang and shouted. We were possessed of the spirits of the wind. We could have danced and killed each other. We were in an ecstasy. We were possessed. We half believed that the ship would leap from the waters and hurl herself

into the heavens, like a winged god. Over her bows came the sprays in showers of sparkles. Her foresail was wet to the yard. Her scuppers were brooks. Her swing-ports spouted like cataracts. Recollect, too, that it was a day to make your heart glad. It was a clear day, a sunny day, a day of brightness and splendour. The sun was glorious in the sky. The sky was of a blue unspeakable. We were tearing along across a splendour of sea that made you sing. Far as one could see there was the water shining and shaking. Blue it was, and green it was, and of a dazzling brilliance in the sun. It rose up in hills and in ridges. It smashed into a foam and roared. It towered up again and toppled. It mounted and shook in a rhythm, in a tune, in a music. One could have flung one's body to it as a sacrifice. One longed to be in it, to be a part of it, to be beaten and banged by it. It was a wonder and a glory and a terror. It was a triumph, it was royal, to see that beauty.



nd later, after a day of it, as we sat below, we felt our mad ship taking yet wilder leaps, bounding over yet more boisterous hollows, and shivering and exulting in every inch of her. She seemed filled with a fiery, unquiet life. She seemed inhuman, glorious, spiritual. One forgot that she was man's work. We forgot that we were men. She was alive, immortal, furious. We were her minions and servants. We were the star-dust whirled in the train of the comet. We banged our plates with the joy we had in her. We sang and shouted, and called her the glory of the seas.

"There is an end to human glory. Greatness a period hath, no sta-ti-on. The end to our glory came when, as we sat at dinner, the door swung back from its hooks and a mate in oilskins bade us come on deck without stopping for our clothes. It was time. She was carrying no longer; she was dragging. To windward the sea was blotted in a squall. The line of the horizon was masked in a grey film. The glory of the sea had given place to greyness and grimness. Her beauty had become savage. The music of the wind had changed to a howl as of hounds.

"And then we began to take if off her, to snug her down, to check her in her stride. We went to the clewlines and clewed the royals up. Then it was, 'Up there, you boys, and make the royals fast.' My royal was the mizzen-royal, a rag of a sail among the clouds, a great grey rag, which was leaping and slatting a hundred and sixty feet above me.

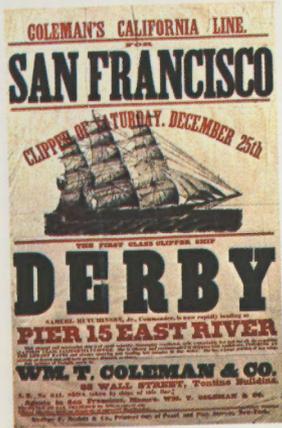
The wind beat me down against the shrouds, it banged me and beat me, and blew the tears from my eyes. It seemed to lift me up the futtocks into the top, and up the topmast rigging to the cross-trees. In the cross-trees I learned what wind was.

"It came roaring past with a fervour and a fury which struck me breathless. I could only look aloft to the yard I was bound for and heave my panting body up the rigging. And there was the mizzen-royal. There was the sail I had come to furl. And a wonder of a sight it was. It was blowing and bellying in the wind, and leaping around like a drunken colt, and flying over the yard, and thrashing and flogging. It was roaring like a bull with its slatting and thrashing. The royal mast was bending to the strain of it. To my eyes it was buckling like a piece of whalebone. I lay out on the yard, and the sail hit me in the face and knocked my cap away. It beat me and banged me, and blew from my hands. The wind pinned me flat against the yard, and seemed to be blowing all my clothes to shreds. I felt like a king, like an emperor. I shouted aloud with the joy of that rattle with the sail. Forward of me was the main mast, with another lad, fighting another royal; and beyond him was yet another, whose sail seemed tied in knots. Below me was the ship, a leaping mad thing, with little silly figures, all heads and shoulders, pulling silly strings along the deck. There was the sea, sheer under me, and it looked grey and grim, and streaked with the white of our smother.

"Then, with a lashing swish, the rain-squall caught us. It beat down the sea. It blotted out the view. I could see nothing more but grey, driving rain, grey spouts of rain, grey clouds which burst rain, grey heavens which opened and poured rain. Cold rain. Icy-cold rain. Rain which drove the dye out of my shirt till I left blue tracks where I walked. For the next two hours I was clewing up, and furling, and snugging her down. By nightfall we were under our three lower topsails and a reefed fore-course. The next day we were hove-to under a weather cloth.

"There are varieties of happiness; and, to most of us, that variety called excitement is the most attractive. On a grey day such as this, with the grass rotting in the mud, the image and memory of that variety are a joy to the heart. They are a joy for this, if for no other reason. They teach us that a little thing, a very little thing, a capful of wind even, is enough to make us exult in, and be proud of, our parts in the pageant of life."*

*from *A Tarpaulin Muster* by John Masefield. Dodd, Mead & Co., 1919





SCHOOL UNDER SAIL



W

hen Joseph Conrad had passed the oral exam for his Master's papers in the 1880's, the gruff old Port of London examiner who had put him through two hours of intricate questions wished him good luck and advised him to go into steam. Conrad ignored the advice, but he knew as well as his examiner that sail was on the wane, in spirit if not in the body of ships that still took shape in the world's shipyards with tall masts and with hulls that were the leaner and finer offspring of the caravels and galleons of old.

Conrad thought about the future of men and the sea, and the nature of his calling in that coming age when sailing ships would be no more than pictures in a book, and he wrote about it:

"In his own time a man is always very modern. Whether the seamen of three hundred years hence will have the faculty of sympathy it is impossible to say. An incorrigible mankind hardens its heart in the progress of its own perfectability. How will they feel on seeing the illustrations to the sea novels of our day, or of our yesterday? It is impossible to guess. But the seaman of the last generation, brought into sympathy with the caravels of ancient time by his sailing-ship, their lineal descendant, cannot look upon those lumbering forms navigating the naive seas of ancient wood-cuts without a feeling of surprise, of affectionate derision, envy, and admiration. For those things, whose unmanageableness, even when represented on paper makes one gasp with a sort of amused horror, were manned by men who are his direct professional ancestors.

"No; the seamen of three hundred years hence will probably be neither touched nor moved to derision, affection, or admiration. They will glance at the photographs of our nearly defunct sailing-ships with a cold, inquisitive, and indifferent eye. Our ships of yesterday will stand to their ships as no lineal ancestors, but as mere predecessors whose course will have been run and the race extinct. Whatever craft he handles with skill, the seaman of the future shall be not our descendant, but only our successor"

Conrad seems to have been wrong. The sailing ship is today the most appropriate training school for young men and women who aspire to be the professional mariners of "a hundred years hence," and it seems possible that sailing ships will be confronting cadets with the raw realities



*from *The Mirror of The Sea* by Joseph Conrad

of wind and sea "three hundred years hence." Thanks to sail training, a growing number of today's seamen are descendants of the mariners of a century ago, not merely their successors. There are some 23 big square-riggers in commission as schoolships around the world today, another 26 set up as stationary schoolships, and as many as a hundred other sizeable vessels involved in sail training of several kinds, from preparing officers for naval and merchant service to building confidence and character in young people whose normal school of experience is a city street. Sail training is a tradition as old as sail itself, and it is the one tradition of the great age of sail that lives on. It even seems to be flourishing, especially in the area of sail experience for the sake of building character and confidence. It is one of the long-range hopes of Operation Sail '76 to afford financial aid to activities and institutions which foster sail training and the preservation of our maritime heritage.

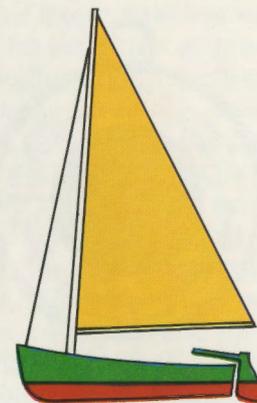
The big schoolships of Operation Sail are formal schools, with classes in academic subjects as well as in navigation, knots and splices, weather, seamanship and other maritime concerns. They have been traditional as naval training vessels in most maritime nations, and in Germany and Scandinavia the shipping lines have also maintained schoolships. For many years, Scandinavian shipping lines have virtually required officer candidates to pass through training in sail before being accepted aboard steam or diesel merchant ships. And in the very last days of sail, the grain ships were schoolships of a sort in which many among the crews were young men going to sea for the first time and enduring voyages around the Horn to Australia that were the most difficult possible schools of experience. The grain ship *Passat* was one of these informal schools in her last voyages, and today she is a stationary schoolship at Travemunde, Germany. And Alan Villiers' *Parma*, with her crews of young men barely out of their teens, was another.

The rationale for training under sail, an apparent anachronism and a regimen that seems to have little to teach young people who will some day serve aboard motor vessels, is simple and straightforward, but like all simple things it requires some explanation. Alan Villiers explains it well in his book *Falmouth for Orders*:

"One does not wish eternally to belittle steamers from

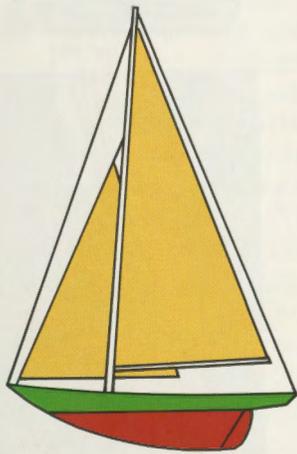
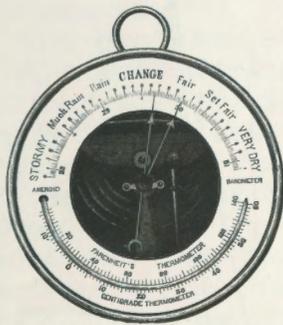
any idea of crusted conservatism or lamentation for the old merely because it is old. But all seafarers will admit that they learnt infinitely more of their calling in the years that they spent in sail than they ever could have in the decades that they may have spent in steam. Of what use, it may be argued, is it that a boy should be able to tack a sailing ship, when he will never be required to execute that manoeuvre with a steamer? It is of not the slightest use that he should be able to tack a ship; but it is of the very greatest use that he should have had experience—the more the better—of the nicety of judgment, the initiative, the *sea-skill*, that the sailing ship demands before she will go efficiently through that exercise. His steamer may not always be able proudly to honk along, defiant of the sea. There are times when she will call, also, for the exercise of sea-skill in no small degree, when her handling requires nicety of judgment, if disaster is to be averted, when initiative is the quality most demanded of her officers. And if they fail? Well, the steamer may not be defiant of the sea any more.

"After all, the principal qualifications for positions of responsibility in all walks of life are much the same. One may call for the exercise of a slightly different talent from the other, but in the main it is character and common sense that count. There is no sounder ground for the cultivation of both than the sailing ship. On the sailer's long voyages character will out; there is no hiding it. The main reason for that well-known camaraderie among sailors is, I think, just that fact that one cannot sail long voyages with men, all cooped up in the one little world, without getting to understand pretty thoroughly their characters, and to understand anybody else's character much is to realise that it isn't so very different from your own, and it certainly isn't any worse. It does a boy good, too, to have his character shown to the light of day and the rough edges knocked off. If he be content to slip from school into some job his parents have found for him, and to stick through there until he grows to the age of a man, pretty often it is not until he gets married that he finds that he has any rough edges at all. And getting rough edges knocked off in married life, I should imagine, may be an experience not exactly productive of bliss.



CAT BOAT





JIB-HEADED. KNOCKABOUT SLOOP





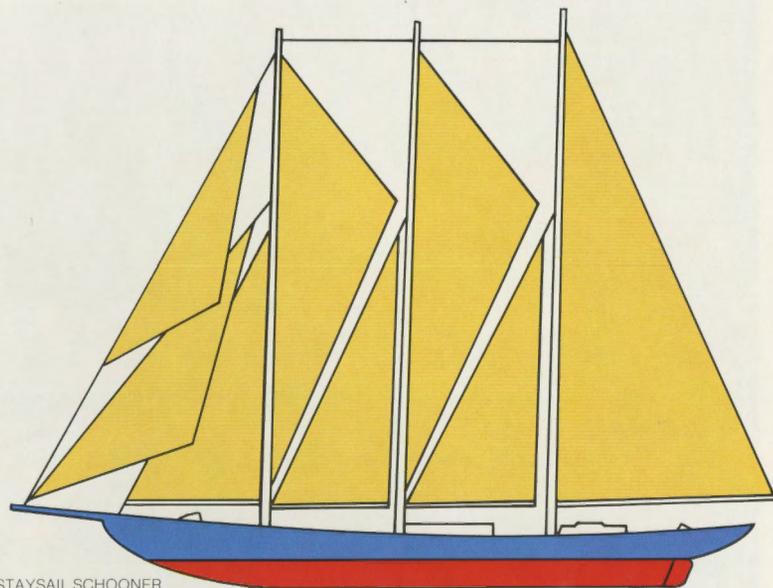
“It is remarkable to see an apprentice come aboard his ship for the first time and to see that boy after a voyage. You wouldn't know him! The sailing ship life is a gloriously healthy life, though pretty often also ingloriously hungry, and the boy fills out and becomes a man as he never would if he had remained cooped up behind windows in some town. The young apprentice may have come aboard with his head filled with queer ideas about sailing ships and the sea, principal among which is a fixed notion that all he has to do is to look on while old sailors explain things to him, and then later on to give the captain advice about sailing the ship. His first month at sea may be a distressing experience, shattering illusions right and left until he sees only the bare bones of real life remain. He expected romance, and found work; he expected a 'great life,' and found himself principally called upon to perform feats of almost superhuman endurance—feats which everybody did daily and nobody ever noticed. Then, after a while and he has settled into things, he finds that there really can be romance in those bare bones of life, if one knows how to go about looking for it; and he sings while he works aloft, and feels the thrill of the sea in his veins as he hangs on to the wheel, and laughs when he is wet through for the twentieth time in succession, and turns out quickly when the call is for all hands on deck, though he made the acquaintance of his bunk only half an hour ago and his watch is always catching it, and fights the mad canvas aloft with the men. Often, often, the boy makes his first port with the determination to write home and get his people to have his indentures cancelled—for the sailing ship can be hard, too—but he never does so. Often at sea the half-deck swears solemnly that it will never go in sail again; but it always comes back! Yes, the sailing ship can be hard, and it is not always a pleasant process having the edges knocked off you, and being starved into a man, and enduring things that somehow you never read about in books. But the sailer casts a spell over those who sail in her, and they always come back. And the spell is this—that it makes them men. Who does not want to be a man?



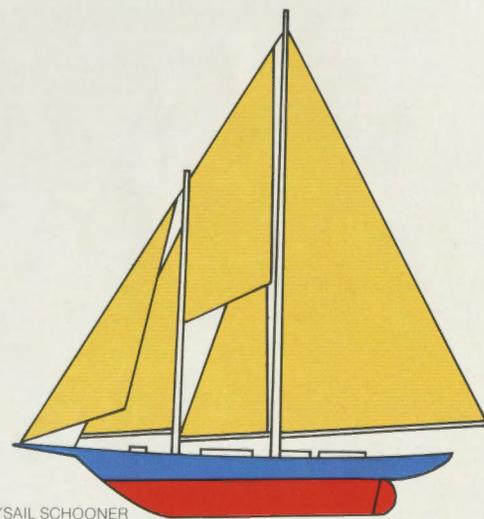


It is a good thing for the boy's character that he sticks to the life; that he will not give in. That is the whole crux of the sailing-ship life. Never give in. Pulling on stubborn brace, working aloft like a madman with some murderous sail, asked twenty times a day to do some utterly impossible and rather dangerous job: 'Never give in!' And it is a very good principle for boys, too. If the boy comes aboard a little weak and without much strength of character, the example of his shipmates will soon rectify matters and it will be quite a different boy who returns. The weak are made strong, the strong strengthened.

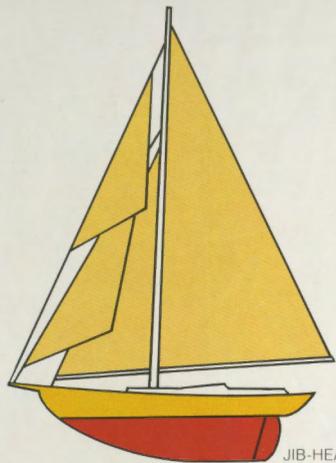
"It is this aspect of the moulding of boys' characters, I think, that is the most important when one considers the sailing ship as a training-ground for the sea. To-day the sea is a harder profession than ever; promotion is slow and hardly earned, and while the responsibilities are a thousandfold greater than they ever were before, the recognition of that fact has not advanced one jot. The master of a big steamer, for example, trading between England and Australia, has often a ship and cargo worth well over a



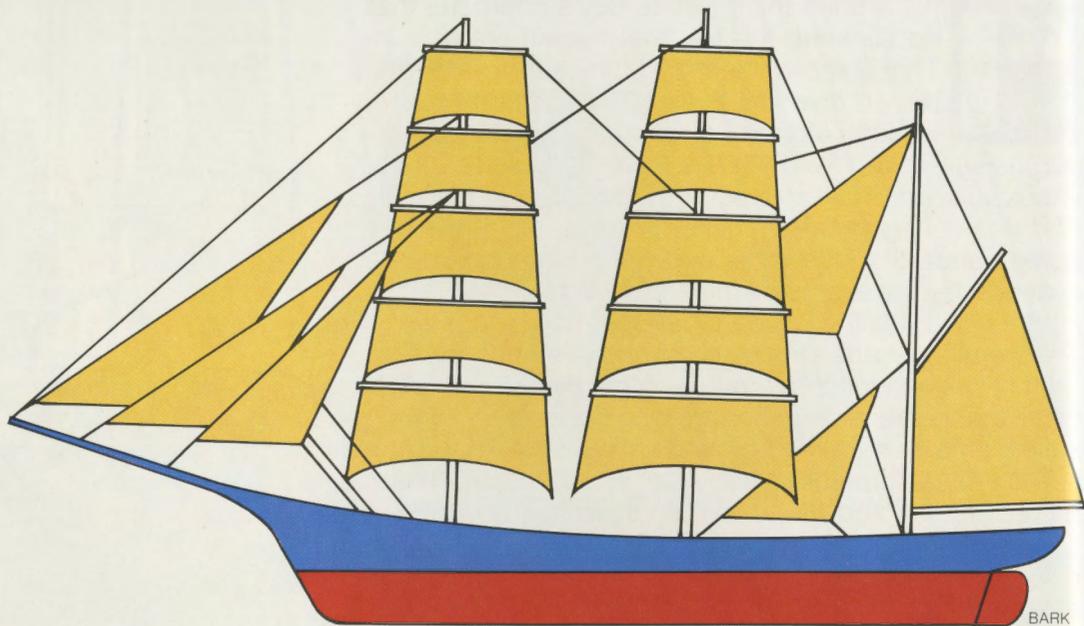
THREE MASTED STAYSAIL SCHOONER



STAYSAIL SCHOONER

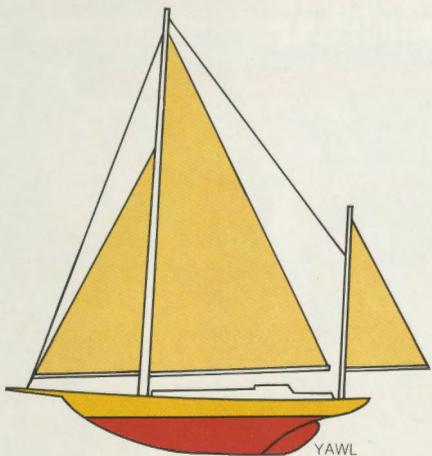


JIB-HEADED CUTTER

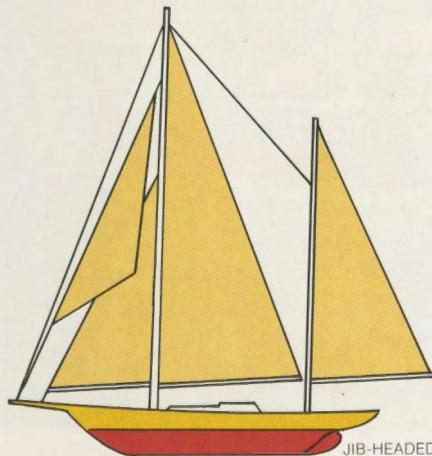


BARK

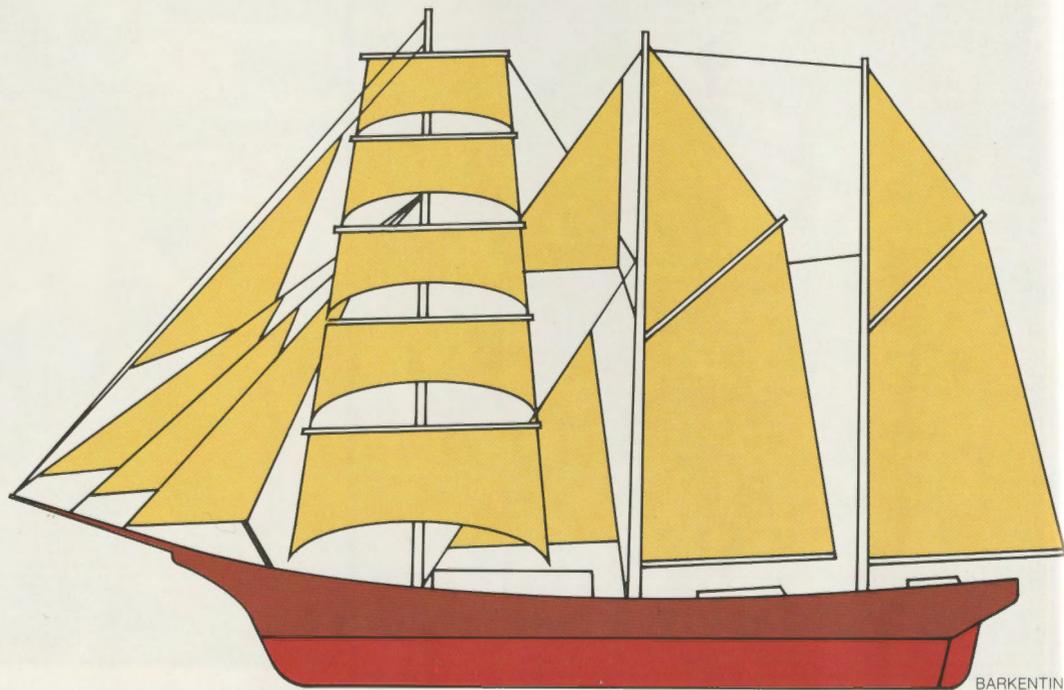
24



YAWL



JIB-HEADED KETCH



BARKENTINE

million pounds in his sole charge, as well as hundreds of invaluable lives. Many times in the course of his voyagings, with the knowledge that he alone has this vast responsibility lying on his shoulders, must he exercise that nicety of judgment, that power of initiative fully ripened by long use, that *sea-skill*, the seeds of which were laid in the days of his apprenticeship in sail. There is need for strength of character in a job like that! The men who occupy those jobs must be the best-trained men available; and the youths who are now growing up, one day to occupy positions like that, are having the very best means of fitting themselves for them taken away. There are steamers, I know, which are excellently managed and are as good training-ships as they can be. But, in comparison with the sailing ship, the steamer is only a sea-factory.”*

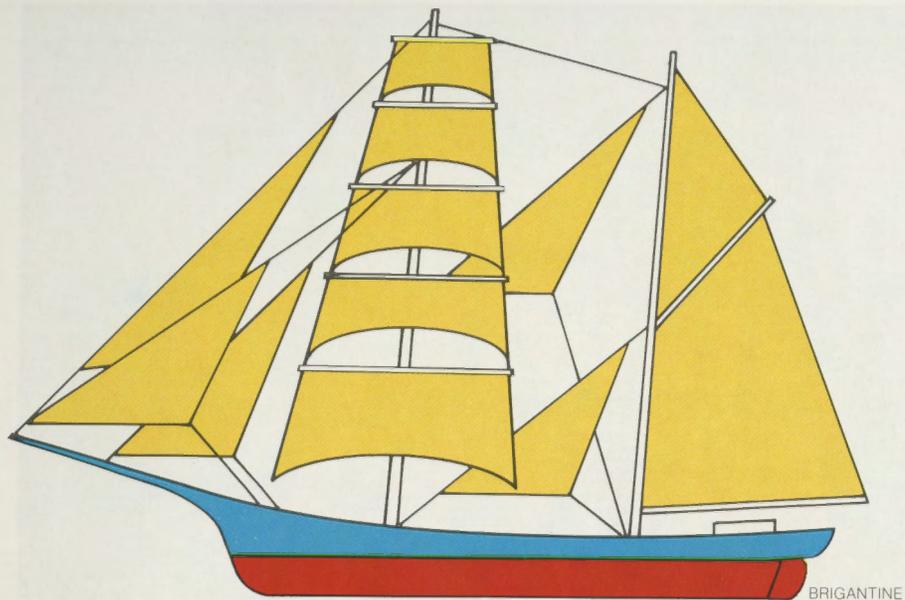
Sail training, it seems, is no more an anachronism than every man’s ability to answer in the most sophisticated ways the world’s demands for his judgement and skill. It fosters that ability by giving young men and women those encounters with great natural forces that are the essence of adventure and the most ancient of educational processes. The process is as simple and as sophisticated as life itself, and for those who have passed through it in youthful days at sea, it can be the best that life has given them. In Conrad’s story “Youth,” the narrator sums it all up in ending a tale of his own first voyage to the East:

“By all that’s wonderful it is the sea, I believe, the sea itself—or is it youth alone? Who can tell? But you here—you all had something out of life: money, love—whatever one gets on shore—and, tell me, wasn’t that the best time, that time when we were young at sea; young and had nothing, on the sea that gives nothing, except hard knocks—and sometimes a chance to feel your strength—that only—what you all regret?”

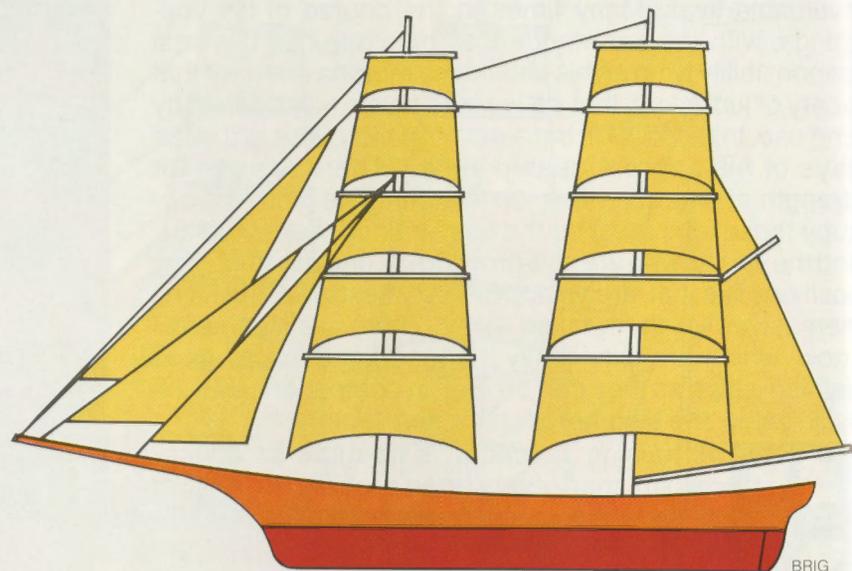
“And we all nodded at him: the man of finance, the man of accounts, the man of law, we all nodded at him over the polished table that like a still sheet of brown water reflected our faces, lined, wrinkled; our faces marked by toil, by deceptions, by success, by love; our weary eyes looking still, looking always, looking anxiously for something out of life, that while it is expected is already gone—has passed unseen, in a sigh, in a flash—together with the youth, with the strength, with the romance of illusions.”



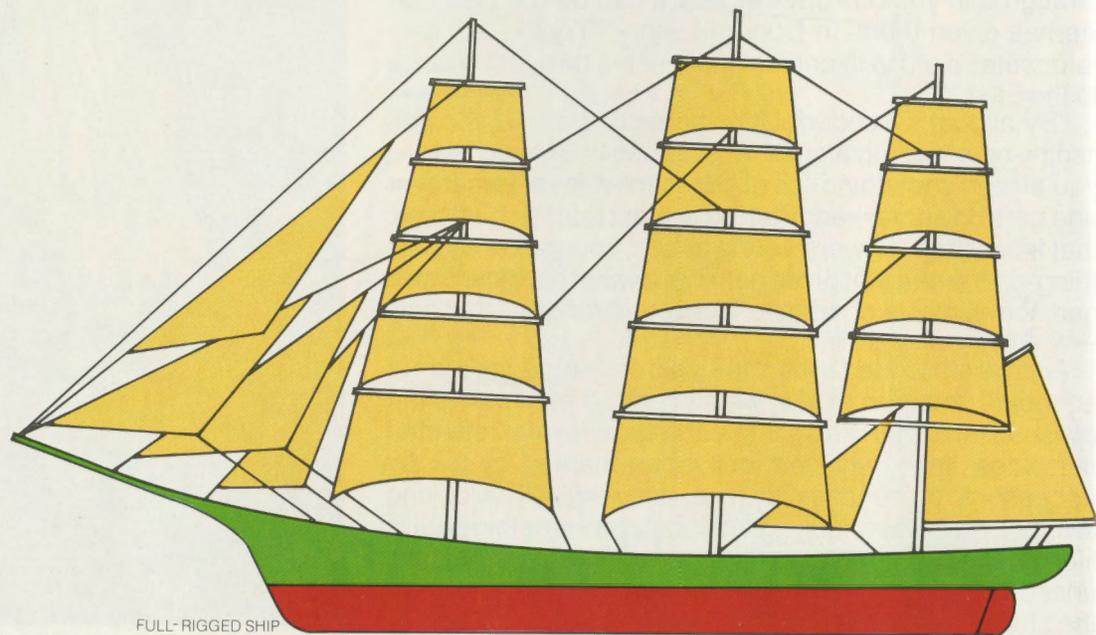
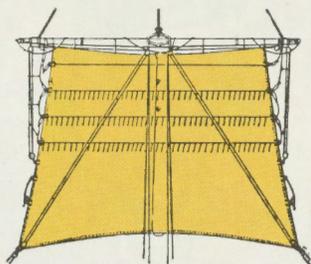
*from *Falmouth for Orders* by Alan Villiers, Henry Holt and Co., 1929



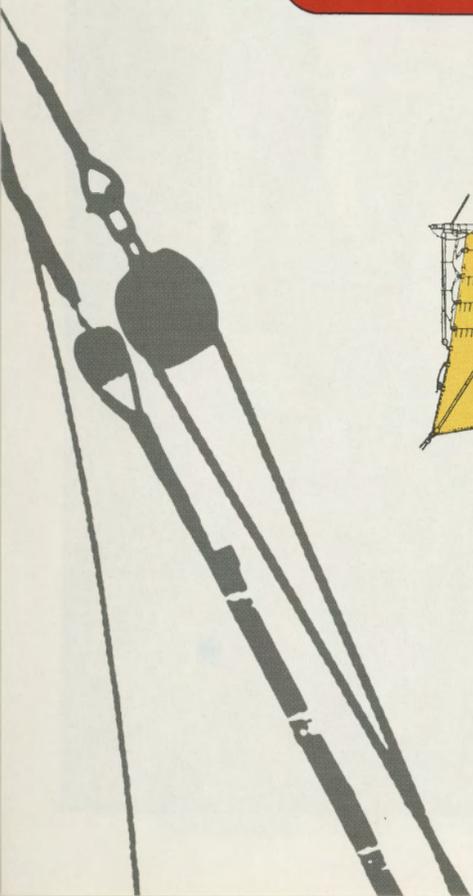
BRIGANTINE



BRIG



FULL-RIGGED SHIP





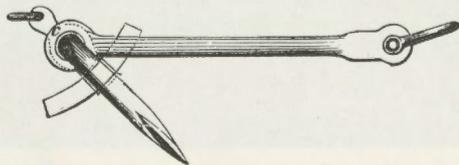
THE AGE OF SAIL SURVIVES

44

Harbors bright with the white sails of shellfish sloops, coasting schooners and world-voyaging ships are only a memory now, but artifacts from those days, and more than a few ships, remain to keep the memory fresh. There is a strong and growing interest in preserving the spirit and substance of our nautical past, and in building and sailing replicas of everything from traditional small boats to ships that made history. We have a nostalgia for that time when nature—men and wind and God-grown wood and hemp and cotton canvas—moved the world's goods and caught the world's fish. It was not a simpler time, as we like to think, but it was a time when what a man touched and worked for his living was as natural as his own hands. We live in a different time, when much of what we do and what we touch has a more complex connection with the natural world. We have a need to touch the past, and through it to touch that rich interaction with nature that was once so commonplace.

The schoolships of Operation Sail renew that connection with our nautical heritage and with that great human heritage of interaction with the natural world. They are the most spectacular of the world's remaining ships, but they are only a small part of a surprisingly large fleet of vessels that remain to bring us in touch with the great age of sail. Our nautical heritage is relatively well preserved today, and growing interest in restorations and replicas promises to preserve even more of it for the future.

The schoolships are the only large square-rigged ships in commission in the world today, but there are more than 20 of them, and it is encouraging to note that two were built as recently as the 1960s. Other great square-rigged ships are in permanent berths as stationary schoolships and museum exhibits, and many of these are genuine working windjammers that have survived intact from the last decades of merchant sail. Still others are iron ships whose hulls have been resurrected from degrading duty as barges and coaling stations to be restored to their former



glory by museums and foundations. There are 26 stationary schoolships throughout the world, most of them in functioning if not seagoing trim, and at least as many museum ships of various types. In the U.S. alone there are ten square-rigged museum ships and five restored coasting and fishing vessels of some size. And there are replica ships, most of them built recently for museums and private owners, which faithfully reproduce the past. As the number of restorable vessels left in the world declines, and as interest in maritime history increases, it is likely that more replicas will be built to join the current fleet. Twenty replica vessels of some size, in fact, have been built in North America during the past 20 years. The largest fleet of survivors from the age of sail are former fishing and coastal trading vessels, and large yachts of this century which were based on fishing-schooner models, that remain in service as charter vessels, schoolships and yachts. There are well over a hundred of these small sailing ships in commission throughout the world, many of them restored old work-horses that continue to make history as well as reflect it. Finally, there are small boats built by yachtsmen with a strong sense of heritage that follow the original lines of the little sloops, catboats and ketches that once went groundfishing, clamming and oystering on every coast of the U.S.

And so it seems that, despite time and the influence of that complex of newfangledness we call the space age, the age of sail has survived in types if not in numbers. And it seems that the numbers are greater than we might have imagined. The Operation Sail fleet brings most of these types together in one harbor all at once. It is the nearest thing to a day in the life of the Port of New York in, say, 1876. The harbor is bright with the white sails of shellfish sloops, coasting schooners and world-voyaging ships once again, and it is glorious. When this fleet disperses, that glory will be gone; but each ship reflects the glory of the whole, and every restored ship, every replica and every marine museum preserves part of the body and much of the spirit of the age of sail.

In this Bicentennial year, those who are inspired by Operation Sail and by our nation's rich sailing heritage would be well advised to visit a few of the ships and museums that preserve that heritage. What follows is a list of selected museums, restorations and replicas whose interest is primarily American sailing history:



Bath Marine Museum,

Bath, Maine—Emphasizes 365 years of Maine maritime history and includes

The Apprentice Shop where traditional Down East small boats are under construction.

Blockade Runner Museum, Carolina Beach, N.C.—A museum of the Carolina ports and the 2,000 ships that attempted to reach them through the Union blockade during the Civil War.

Chesapeake Bay Maritime Museum, St. Michaels, Md.—A five-acre museum devoted to the rich nautical heritage of Chesapeake Bay.

Falls of Clyde, Honolulu, Hawaii—Restoration of the iron ship *Falls of Clyde*, built in 1878 and part of the sailing merchant fleet until 1907.

Francis Russell Hart Nautical Museum, Cambridge, Mass.—The nautical collection of M.I.T., with special emphasis on marine design and engineering.

Frigate Constellation, Baltimore, Md.—The oldest ship of the U.S. Navy, being restored to the trim in which she was commissioned in 1797.

Philadelphia Maritime Museum, Philadelphia, Pa.—An outstanding collection that includes the barquentine *Gazela Primiero*, an 1883 Portuguese fishing vessel, and the 400' iron ship *Moshulu*, built in Germany in 1904, both berthed nearby in the Delaware River.

Grand Banks Schooner Museum, Boothbay Harbor, Maine—Emphasizes the heritage of northeast fishing and includes the restored Banks schooner *Sherman Zwicker*.

Great Lakes Historical Society Museum, Vermilion, Ohio—Devoted to the entire history of Great Lakes shipping, with an emphasis on sail and a fine collection of ship models.

Jamestown Festival Park, Jamestown, Va.—Replicas of the three little ships—*Susan Constant*, *Godspeed* and *Discovery*—which arrived at Jamestown with colonists on May 13, 1607.

The Mariners Museum, Newport News, Va.—The most extensive nautical collection in the U.S., international in scope and with an emphasis on the age of sail.

Mayflower II, Plymouth, Mass.—An accurate replica of the brave little ship that brought the Pilgrims to Massachusetts Bay.

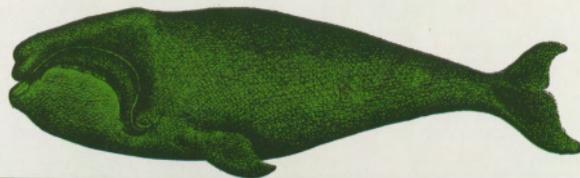
Museum of the American China Trade, Milton, Mass.—Devoted to the vessels and fortunes of this adventure in trade that virtually established the American merchant fleet of the last century.

Mystic Seaport, Mystic, Conn.—An experience as much as a museum, this replica of a 19th-century seaport town includes an entire fleet of restored ships and boats, including the whaler *Charles W. Morgan*, the Gloucester schooner *L.A. Dunton* and the 1882 square-rigged ship *Joseph Conrad*.

Peabody Museum, Salem, Mass.—Devoted to the considerable seagoing heritage of Salem, the museum includes an excellent collection of ship models and marine paintings.

Penobscot Marine Museum, Searsport, Maine—A museum of the Maine coast's seafaring and shipbuilding heritage, including a fine collection of navigational instruments and shipbuilding tools.

Frigate Rose, Newport, R.I.—A full-sized replica of the British 24-gun frigate *Rose* of the American Revolution, the ship contains a museum of the Revolutionary period at sea.



San Francisco Maritime Museum, San Francisco, Calif.—Devoted to the maritime history of San Francisco Bay, exhibits include the restored 1886 square-rigged ship *Balclutha*.

San Francisco Maritime State Historic Park, San Francisco, Calif.—A museum of San Francisco Bay with an emphasis on the 19th-century lumber trade that includes three restored vessels, the lumber schooners *Alma*, *C.A. Thayer* and *Wapama*.

Ships of the Sea Museum, Savannah, Ga.—A collection of tools, models, ships in bottles, paintings and figureheads devoted to the maritime history of the southeast coast.

Smithsonian Institution, Washington, D.C.—A superb collection of models traces American naval and maritime history; among the displays are the restored gunboat *Philadelphia*, built in 1776.

South Street Seaport Museum, New York, N.Y.—Emphasizes the maritime history of New York and includes the restored iron windjammers *Wavertree* and *Peking*, and the restored schooner *Pioneer* which now serves as a sail-training vessel.

Star of India, San Diego, Calif.—The oldest merchant ship afloat, the iron bark *Star of India* was built in 1863 and is now fully restored and filled with maritime artifacts.

Suffolk County Whaling Museum, Sag Harbor, N.Y.—The museum celebrates this small Long Island town's days as one of the principal whaling ports of the U.S. and includes a fine collection of whaling tools.

Thomas Cooke House and Museum, Edgartown, Martha's Vineyard, Mass.—Another excellent whaling museum in a small town that was an important whaling port, the collection includes a full-size replica of a whaleship's try works.

U.S. Naval Academy Museum, Annapolis, Md.—The museum contains nearly 60,000 items from the history of the U.S. Navy, with an emphasis on the Navy's early history under sail.

U.S.S. Constitution, Boston, Mass.—Old Ironsides survives not only restored but fully commissioned as a U.S. Navy ship, and includes a museum of her history in the War of 1812 and the naval war with Tripoli.

Whaling Museum, Cold Spring Harbor, N.Y.—A small museum devoted to the town's whaling heritage which contains an outstanding collection of scrimshaw work.

Whaling Museum, New Bedford, Mass.—America's largest whaling museum contains whaling tools, scrimshaw, paintings, and a half-size replica of the 1850 whaling bark *Lagoda*.

(This information has been compiled from Nautical Museum Directory, published by Quadrant Press, Inc., 19 W. 44th St., New York, N.Y. 10036)





CALENDAR OF OP SAIL EVENTS





● **LaSpezia**, Italy;
Amerigo Vespucci

● **Oslo**, Norway;
Christian Radich

● **Copenhagen**, Denmark;
Danmark

● **Gdynia**, Poland;
Dar Pomorza

● **New London**, Ct., United
States; Eagle

● **Valparaiso**, Chile;
Esmeralda

● **Philadelphia**, Pa., United
States; Gazela Primeiro

● **Cartagena**, Colombia;
Gloria

● **Kiel**, West Germany;
Gorch Fock

● **San Fernando**, Spain;
Juan Sebastian de Elcano

● **Riga**, U.S.S.R.;
Kruzenshtern

● **Buenos Aires**, Argentina;
Libertad

● **Constanza**, Romania;
Mircea

● **Tokyo**, Japan;
Nippon Maru

● **Alfeite**, Portugal;
Sagres II

● **Odessa**, U.S.S.R.;
Tovaristsch

CALENDAR OF EVENTS

Plymouth, England to New York, N.Y.

May 2



Start of trans-Atlantic race for sail-training vessels sponsored by

the Sail Training Association of England. The fleet races to Tenerife, Canary Islands, on the race's first leg, starts for Bermuda May 23 on the second leg, starts for Newport, R.I. June 20 on the third leg.

July 1

Beginning of the fleet's parade from Newport to New York. The tallest ships sail along the south shore of Long Island; smaller vessels sail through Long Island Sound and down the East River; vessels anchor in Gravesend Bay and off Sandy Hook.

July 2

"Little Operation Sail" makes visits to ten Long Island Sound ports for welcomes by local communities.

July 3

The Long Island Sound fleet passes through Hell Gate and the East River in parade; the outside fleet assembles at Sandy Hook and is welcomed by the New Jersey Reception for officers and crews.



July 4

The Grand Parade of Sailing Ships begins at 11 a.m. and lasts for six hours; ships pass a 13-mile-long International Naval Review line of anchored U.S. and foreign naval vessels in a parade that begins at the Verrazano Bridge and ends above the George Washington Bridge. Ships tie up at piers in Manhattan and New Jersey in late afternoon, and cadets attend a reception at South Street Seaport.

July 5

More than 200 vessels in the Operation Sail fleet, as well as visiting naval ships, are open to the public all day at piers in Manhattan and New Jersey. In late afternoon, captains of Opsail vessels attend a U.S. Navy reception; in the evening, cadets enjoy a series of special entertainments.

July 6

Operation Sail vessels are again open to the public. At 11 a.m., officers and cadets from Opsail and naval ships parade up Broadway from Battery Park to City Hall for a formal City of New York reception.

July 7

Operation Sail vessels are again open to the public.

July 8

Operation Sail and naval vessels depart New York Harbor.

(Schedules are correct as of press time, but may be subject to change.)



Following Opsail '76 activities in New York City, the fleet will disperse to ports of the U.S. east and west coasts, Canada, the Great Lakes and the Caribbean. Visits will be made by various homebound vessels to the ports listed below during July and August, and activities in these ports will be coordinated by local Opsail '76 committees. Detailed information may be had from local Chambers of Commerce or Bicentennial Commissions.

Alexandria, Va.
Annapolis, Md.
Atlantic City, N.J.
Balboa, Calif.
Baltimore, Md.
Boston, Mass.
Buffalo, N.Y.
Charleston, S.C.
Chicago, Ill.
Cleveland, Ohio
Detroit, Mich.
Duluth, Minn.
Fall River, Mass.
Honolulu, Hawaii
Hyannis Port, Mass.
Jacksonville, Fla.
Jamestown, R.I.

Long Beach, Calif.
Martha's Vineyard, Mass.
Miami, Fla.
Montreal, Canada
Mystic, Conn.
New Bedford, Mass.
Newburyport, Mass.
New Haven, Conn.
New London, Conn.
New Orleans, La.
Newport News, Va.
Norfolk, Va.
Ocean City, N.J.
Oyster Bay, N.Y.
Philadelphia, Pa.
Portsmouth, N.H.
Providence, R.I.
Provincetown, Mass.
Sag Harbor, N.Y.
St. Croix, Virgin Islands
St. Thomas, Virgin Islands
Salem, Mass.
San Juan, Puerto Rico
Savannah, Georgia
Sea Cliff, N.Y.
Toledo, Ohio
Toronto, Canada
Washington, D.C.
Wilmington, N.C.



A set of 14 sterling silver medals has been issued to commemorate Operation Sail 1976. Shown here are the two sides of the medal honoring the U.S. Coast Guard "Eagle," as well as the other 13, which depict famous sailing ships of Argentina, Canada, Chile, Colombia, Denmark, West Germany, Holland, Italy, Japan, Norway, Poland, Portugal and Spain. For further information on how to obtain the medals, please write to OP SAIL 1976 Official Distribution Center, P.O. Box 1976, North Miami, Florida 33161.





THE SCHOOL SHIPS




AMERIGO VESPUCCI (full-rigged ship) ITALY

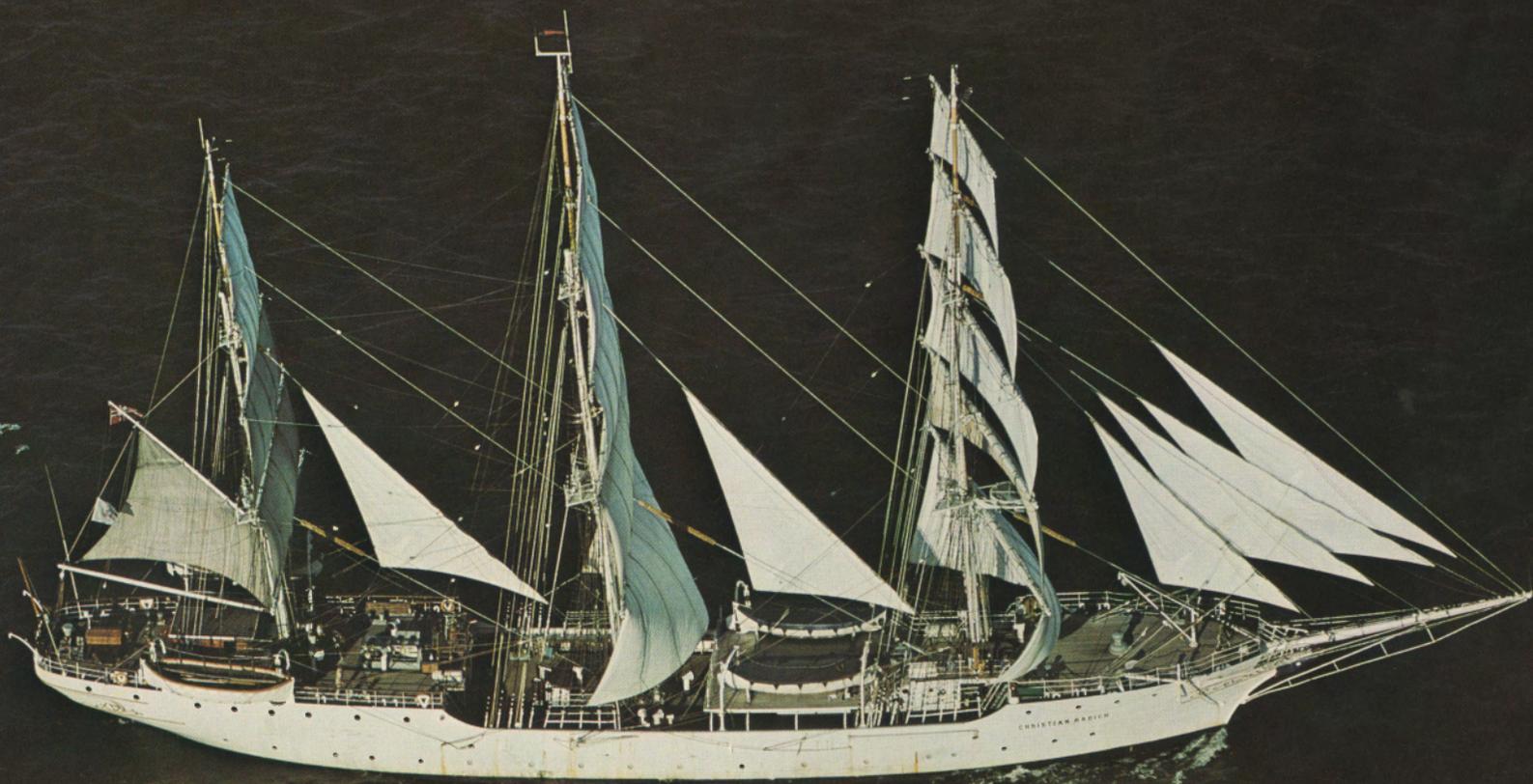
Length overall	331 ft. 6 in.
Beam	50 ft. 10 in.
Draft	21 ft. 6 in.
Sail Area	22,600 sq. ft.
Horsepower	1900
Home port:	La Spezia
Built	1931

Built on the lines of a frigate, the Italian schoolship *Amerigo Vespucci* has completed more than 30 ocean voyages of three to five months, including four trans-Atlantic passages to North and South America. The 19th-century frigate design was chosen in the planning of this magnificent

in order to accommodate the maximum number of crew in a given length. Before cadets sail aboard her they train at the Naval Academy in Livorno on two square-rigged masts and a bowsprit with all essential fittings. The masts rise to almost their true height above ground (deck) level.

Guarded by safety nets, the boys practice ashore before actually going on board. The vessel was modernized in 1951 and again in 1958, and she received new engines during an extensive refit in 1964. *Amerigo Vespucci*, named after the famous Florentine navigator who gave his

name to both continents of the New World, participated in Tall Ships Races in 1962 and 1974. Her interior spaces, particularly the captain's quarters, are as elegant in finish as the cabins of the legendary clipper ships.



CHRISTIAN RADICH (full-rigged ship) **NORWAY**



Length overall	238 ft.
Beam	31 ft. 10 in.
Draft	14 ft. 9 in.
Sail Area	13,280 sq. ft.
Horsepower	450
Home port:	Oslo
Built	1937

The Norwegian Schoolship *Christian Radich* was named after her patron and sponsor. She made two trans-Atlantic voyages before World War II, one of them a visit to the 1939 New York World's Fair together with the Danish ship *Danmark*. She joined the Norwegian fleet at the naval base of Horten after returning and was

seized by the Germans in 1940, serving until the end of the war as a submarine depot ship. Found at the war's end at Flensburg, half-submerged and without masts or yards, she was raised and returned to her owners. Repaired at Sandefjord at a cost of 70,000 pounds, she was commissioned again in 1947 as

a sail-training ship for merchant marine officers. In 1956/57, she took part in the film "Windjammer," cruising from Oslo to Madeira, Trinidad, New York and Boston, then back to Oslo. She had a thorough refit in 1963 and joined Operation Sail in New York the next year. She has participated in most of the European Tall Ship

Races sponsored by England's Sail Training Association. In 1975, she came to the United States to re-enact the voyage of Norway's first group of immigrants to America. She made a series of triumphal port visits from Miami to New York that summer and was seen by hundreds of thousands of Americans.



DANMARK (full-rigged ship) DENMARK

		Length overall	252 ft. 9 in.
		Beam	32 ft. 10 in.
		Draft	13 ft. 9 in.
		Sail Area	17,610 sq. ft.
		Horsepower	486
		Home port:	Copenhagen
		Built	1932

One of the world's most famous sailing ships, *Danmark* has served both the Danish and the United States Governments. Built as a merchant marine officer training ship, she originally had space for 120 boys, since reduced to 80. She voyaged in 1939 to the World's Fair at New York and her

captain kept her in American waters until the United States entered World War II, when he offered her services to President Roosevelt. In the war years she sailed out of New London as a Coast Guard training vessel and 5,000 cadets served aboard her. The experience gained prompted

the Coast Guard to commission its own schoolship *Eagle*. She returned to Denmark in 1945 and in 1959 was extensively refitted. *Danmark* has visited the United States many times since the war. She has also taken part in the 1960, 1964 and 1966 Tall Ships Races. She came to New York

most recently in 1974 and visited the South Street Seaport Museum where thousands of Americans visited her. A commemorative plaque on board expresses America's appreciation for her war services.



DAR POMORZA (full-rigged ship) **POLAND**

Length overall	298 ft. 7 in.
Beam	41 ft. 4 in.
Draft	18 ft. 9 in.
Sail Area	20,450 sq. ft.
Horsepower	430
Home port:	Gdynia
Built	1909

Built to train merchant marine officers for Germany before the first great war, this handsome vessel was first known as *Prinzess Eitel Friedrich*. Turned over to France after the war, she was renamed *Colbert* but never used. Sold to a private owner in France in 1926, she was again laid up for a time while her new owner made

plans to convert her into his yacht. In 1929 she was bought by the people of Pomorze and given to the Polish State Sea Training School. Renamed *Dar Pomorza* (meaning "gift of Pomorze"), she has been used ever since to train Polish merchant ship officers. During World War II she found haven in Swedish waters. A large

book about her has been published in Poland. Written by Henryk Kabat, it is one of the most magnificent ship books of all time and includes superb full-page photographs. *Dar Pomorza* won the race from Sweden to Germany in the Operation Sail of 1972 and was the subject of a splendid motion picture made

about sail training on that occasion. She also participated in the Tall Ship Races off Gdynia in 1974 and in Operation Sail 1974, as well as in the Cowes review of that same year. She has a crew of 30 and an enrollment of 150 apprentices.



EAGLE (bark) **UNITED STATES**

	Length overall	294 ft. 5 in.
	Beam	39 ft. 4 in.
	Draft	17 ft.
	Sail Area	21,345 sq. ft.
	Horsepower	750
	Home port:	New London
	Built	1936

Known first as the German Naval sail training ship *Horst Wessel*, this beautiful bark is Host Ship for *Operation Sail '76*. She is operated by the U.S. Coast Guard and makes her annual cruise, often to European waters, with the Coast Guard Academy's 1st and 3rd classes aboard. Later, on

a shorter cruise, she takes the 2nd and 4th classes aboard. She has a complement of 19 officers, 46 crew and 180 cadets. Her original eagle figurehead from her German days was donated to the Marine Museum at Mystic Seaport, Conn. Her frequent visits to American ports have

done much to publicize the work done by the U.S. Coast Guard and she attracts large crowds wherever she stops. Two books have been written about this superb vessel and she has done much to promote the cause of sail training in America. One, a book by William I. Norton titled *Eagle*

Ventures, has an introduction by Emil "Bus" Mosbacher, Jr., Chairman of the Board of *Operation Sail '76*. The other is by Captain Gordon P. McGowan, USCG retired, her master during the voyage that brought her from Germany. It is entitled *The Skipper and the Eagle*.



ESMERALDA (barkentine) CHILE



Length overall	370 ft. 10 in.
Beam	42 ft. 8 in.
Draft	19 ft. 8 in.
Sail Area	30,700 sq. ft.
Horsepower	1,500
Home port:	Valparaiso
Built	1952

This handsome barkentine was designed for the Spanish Navy and was to have been named *Juan D' Austria*. Bought while still incomplete, she became a training ship of the Chilean Navy which named her *Esmeralda* after a Chilean warship that had won victories in 1879 in a war against

Peru and Bolivia. She is nearly an identical sistership to Spain's *Juan Sebastian De Elcano*. She sets no gaff sail on the foremast and can be called a barkentine for this reason. Her sails are brailled up to the yard arms, as Otmar Schauffelen explained in his book *Great Sailing Ships*, instead of

being gathered up against the mast. A very long forecandle ends forward of the main mast, while the poop continues up to the mizzen. As there is aboard *Juan Sebastian De Elcano*, a small navigating bridge on *Esmeralda* is atop the midships deckhouse. A grand total of 332 officers, petty

officers, crew and cadets can be accommodated aboard this beautiful vessel. She makes regular calls up and down the Pacific coast of the Americas and she participated in Operation Sail 1964 in New York.


GAZELA PRIMEIRO (barkentine) UNITED STATES


Length overall	177 ft. 10 in.
Beam	27 ft.
Draft	17 ft. 6 in.
Sail Area	990 sq. yds.
Horsepower	180
Home port:	Philadelphia
Built	1883

Last of the Portuguese square-rigged fishing fleet, *Gazela Primeiro* saw service off the Grand Banks as recently as 1969. Built by master shipbuilders at Cacilhas, Portugal, her wooden hull was made from timbers cut from a national forest preserve planted in 1460 by Prince Henry

the Navigator. This sturdy pine was used exclusively for shipbuilding and her owners boast that nearly every plank and beam is original timber. *Gazela* would sail each spring from Lisbon for the fishing banks off Newfoundland where her crew would fish in traditional fashion

from one-man dories. It sometimes took up to six months on the banks to fill her, and when she returned there was singing and dancing in the streets. She remains a very "real" working vessel, and the only running water aboard is from a hand pump in the galley. The only bathing

facility is a shower head on the open deck attached to the bottom of a water keg and mounted on the port side of the galley cover. It is filled by buckets from the galley pump. The toilet is a single stool mounted over an open scupper. *Gazela* is owned by the Philadelphia Maritime Museum.


GLORIA (bark) COLOMBIA


Length overall	249 ft. 3 in.
Beam	34 ft. 8 in.
Draft	15 ft. 9 in.
Sail Area	15,069 sq. ft.
Horsepower	540
Home port:	Cartagena
Built	1968

The world's newest major square-rigged sail training ship, *Gloria* is also one of the world's most beautiful vessels. She was built in 1968 at Bilbao, Spain, by Sstilleros y Talleres Celaya S.A. With a tonnage of 1,300 (Thames measurement), she is also one of the world's largest vessels of her

class and type. Rigged as a bark and operated as a Schoolship by the Armada Nacional de Colombia, of Cartagena, she has a permanent crew of 50, including nine officers, and carries 60 naval cadets. In 1972, she took part in the Helsinki-Falsterbo race. For the grand review of sail at Kiel,

she visited Lubeck and tied up in the old town area along with the American bark *Eagle*. She then sailed to Kiel for the review with some 80 other sailing craft. A modern rounded stern enhances her distinctive lines, as does her large raised bridge and an enclosed pilothouse forward of

the mizzen mast. A great winged figurehead is mounted below her highly-stepped bowsprit.



GORCH FOCK (bark) **WEST GERMANY**



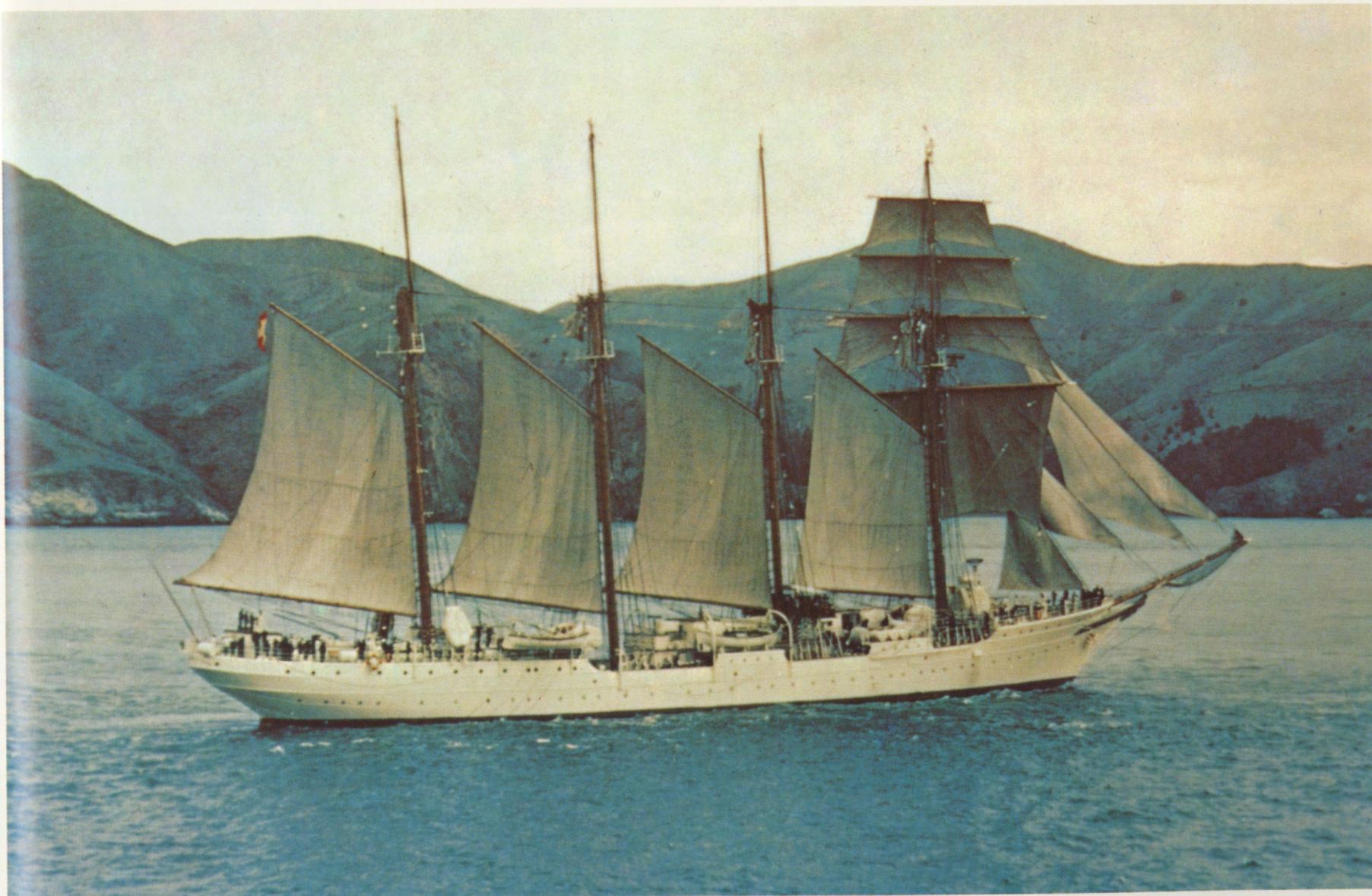
Length overall	293 ft.
Beam	39 ft. 4 in.
Draft	16 ft. 5 in.
Sail Area	21,011 sq. ft.
Horsepower	800
Home port:	Kiel
Built	1958

This steel bark is named for a writer of sea stories who was killed in the Skagerrak in 1916. Built at Hamburg by Blohm & Voss, she has been used since new by the German Navy. Her total complement of 269 men includes her captain and nine officers, a doctor, a meteorologist, 36 petty

officers and a crew of 21, as well as 200 officer and petty officer cadets. Her tall masts have been a familiar sight in the Sail Training Association races, and she has participated in Operation Sail events in 1960, 1962, 1964, 1966, 1968, 1972 and 1974. Normally *Gorch Fock* makes two training

cruises each year. A shorter cruise takes her to North Sea ports, and the longer of the two sees her sailing to such places as the Canaries, Bermuda, The West Indies and New York. In the past, her poop and forecabin have been painted a light tan, but in recent years she has been all white. A

modernistic eagle is her figurehead.


JUAN SEBASTIAN DE ELCANO (topsail schooner) **SPAIN**


Length overall	350 ft. 6 in.
Beam	43 ft.
Draft	22 ft. 7 in.
Sail Area	26,555 sq. ft.
Horsepower	1500
Home port:	San Fernando
Built	1927

Named after the first Spaniard to circumnavigate the globe in 1526, this handsome four-masted topsail schooner is a steel vessel built by Echevarrieta Y. Larrinaga at Cadiz, Spain, in 1927. She carries the original schooner rig with gaffs being hoisted and lowered, and with

mast hoops on the luffs of her sails. One of the few great sail training ships ever to sail entirely around the world, *Juan Sebastian De Elcano* spends more time at sea than most other vessels of her type. She carries 243 officers and crew and 89 cadets. Her figurehead is that of a female

figure bearing a crown. Her 20-sail rig includes five headsails, a foresail, double topsails, single topgallant, gaff sail, and gaff topsail on her foremast. On her other masts she sets a topgallant, gaff topsail and gaff sail. All her four masts are of equal height, rising 160 feet above the waterline.


KRUZENSHTERN (bark) U.S.S.R.


Length overall	375 ft. 6 in.
Beam	46 ft.
Depth in hold	25 ft. 7 in.
Sail Area	36,597 sq. ft.
Home port:	Riga
Built	1926

Originally named *Padua*, this splendid vessel was the last cargo-carrying four-masted bark ever built. Constructed for Hamburg shipowner L. Laeisz, she served in the nitrate trade and later sailed the grain run from Australia. In 1930 she lost four men overboard in a storm off Cape Horn. Laid up in 1932, she had one more

brief spell in service for Germany before the war. Taken over by the Soviet Union at Swinemunde in 1946, she was renamed for the famous Russian seaman and explorer, Adam Johann Ritter von Kruzenshtern. She was rebuilt as a schoolship to train merchant seamen, especially officers who would serve Russia's huge fleet of

fishery vessels. Recently completely refitted and restored, she is one of the world's most magnificent sailing vessels. She often operates in company with Russia's other great four-masted bark *Sedov*, formerly named *Kommodore Johnsen*. *Kruzenshtern* participated in the Tall Ships Review at Gdynia in 1974 and crossed the

English Channel from Portsmouth to St. Malo with the Tall Ships Fleet under the auspices of the Sail Training Association in that same year. She passed in review off Cowes at that time before the Royal Yacht *Britannia* with Prince Philip aboard.


LIBERTAD (full-rigged ship) **ARGENTINA**


Length overall	338 ft.
Beam	44 ft. 4 in.
Draft	21 ft. 10 in.
Sail Area	28,450 sq. ft.
Horsepower	2,400
Home port:	Buenos Aires
Built	1960

This handsome full-rigged steel ship made her maiden voyage in 1960 from Argentina to Puerto Rico, Bermuda, Lisbon, LeHavre, Hamburg, London, Cadiz, Dakar and home. It took her six months. During her 15 day stay at Hamburg, she was seen by 30,000 visitors who crowded aboard in wonder at

her size and beauty. With a flush deck and small bridge and pilothouse structure forward of amidships, the new sailing vessel has a remarkably modern look. A funnel placed between her main and mizzen mast adds to this impression. She took part in the 1964 trans-Atlantic race from

Lisbon to Bermuda and went on to the first Operation Sail in New York. She has a complement of 351 that includes 24 officers, 39 engineering cadets and 49 deck cadets as well as 239 petty officers and crew. She has made a number of very fast passages across the Atlantic and has been a frequent

visitor at ports on both sides of the ocean. Her 3,765 tons displacement makes her one of the world's largest sailing vessels.



MIRCEA (bark) ROMANIA



Length overall	269 ft. 6 in.
Beam	39 ft. 5 in.
Draft	17 ft.
Sail Area	18,815 sq. ft.
Horsepower	1100
Home port:	Constanta
Built	1938

Named after the Romanian prince who won the Dobrugea region back from Turkey in the 14th Century, *Mircea* has been owned and operated by Romania for her entire life. She was built in Hamburg, Germany, by that port's famous Blohm & Voss shipyard, builders of five other sail training

ships at the time. At her bow is a magnificent figurehead of Prince Mircea with his huge mustache and crown. She was temporarily in Russian hands after the war but was returned to Romania soon after the conflict. In 1966 she sailed to Hamburg to be refitted at the yard of her birth. *Mircea* has a

complement of 40 officers and petty officers, a permanent crew of 50, and can take 120 apprentices. She is distinguished by a large smokestack rising between her main and mizzen masts. Her tonnage is 1760 displacement and she is built of steel.

**NIPPON MARU** (bark) JAPAN

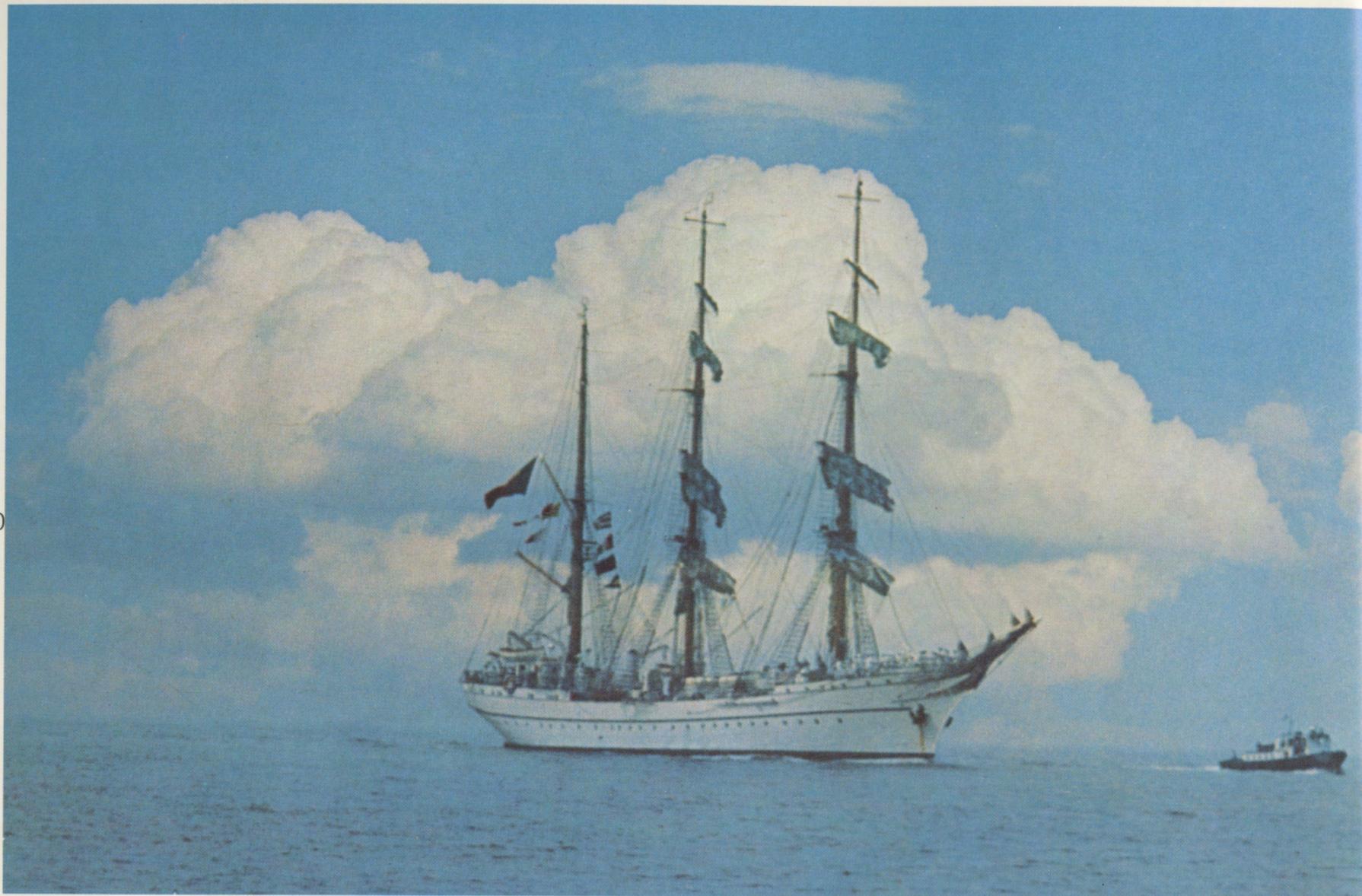
Length overall	318 ft. 4 in.
Beam	42 ft. 6 in.
Draft	22 ft. 7 in.
Sail Area	25,800 sq. ft.
Horsepower	1,200
Home port:	Tokyo
Built	1930

Nippon Maru and her sistership *Kaiwo Maru* were both built in 1930 to train officers for the Japanese merchant marine. They were designed to accommodate 120 cadets, and both have a complement of 27 officers and a crew of 48. *Nippon Maru* visited the United States for the first time in

1954, after having been recommissioned in 1952. In 1960 she again crossed the Pacific, coming around to New York to observe the centenary of the first visit to this city of a Japanese mission. With a smokestack between the main and mizzen masts, *Nippon Maru* resembles

pre-World War luxury liners, although her huge spread of 32 sails is much more than any such ship ever had. Her awning deck is 213 feet long, extending from the stern to just past the main mast. The height of her mainmast over the deck is 145 feet. Her fourth mast or jigger is in one piece. She

underwent a thorough refit in late 1975 at a cost of \$1,300,000 to enable her to participate in Operation Sail 1976. Her scheduled departure from Tokyo on April 15 made her the first ship to set sail for Opsail at New York.



SAGRES II (bark) PORTUGAL



Length overall	293 ft. 8 in.
Beam	39 ft. 6 in.
Draft	24 ft. 9 in.
Sail Area	19,132 sq. ft.
Horsepower	750
Home port:	Alfeite
Built	1937

Built as the Schoolship *Albert Leo Schlageter* in 1937 for the German Navy, this beautiful ship was taken by the United States at the end of World War II. She was turned over to Brazil in 1948 to be renamed *Guanabara* and used until 1961 off the coast of Brazil as a naval sail training ship. That year

Portugal bought her to take the place of their older ship of the same name, which had been taken out of commission. *Sagres II* has a complement of 10 officers, 19 petty officers, a crew of 131 and 90 cadets. She is distinguished by the traditional Portuguese Cross of Christ on her sails, a large red

cross which Americans know as the Maltese Cross. She took part in Operation Sail 1964 and normally makes two training voyages each year in the Mediterranean and on the Atlantic. Very similar in design to the series of German sail training ships built along with her by Blohm & Voss at Hamburg, she is known

and loved today as one of the world's most beautiful vessels. In 1971 she visited the South Street Seaport Museum and attracted more than 30,000 people on a two-day weekend.


TOVARISTSCH (bark) U.S.S.R.

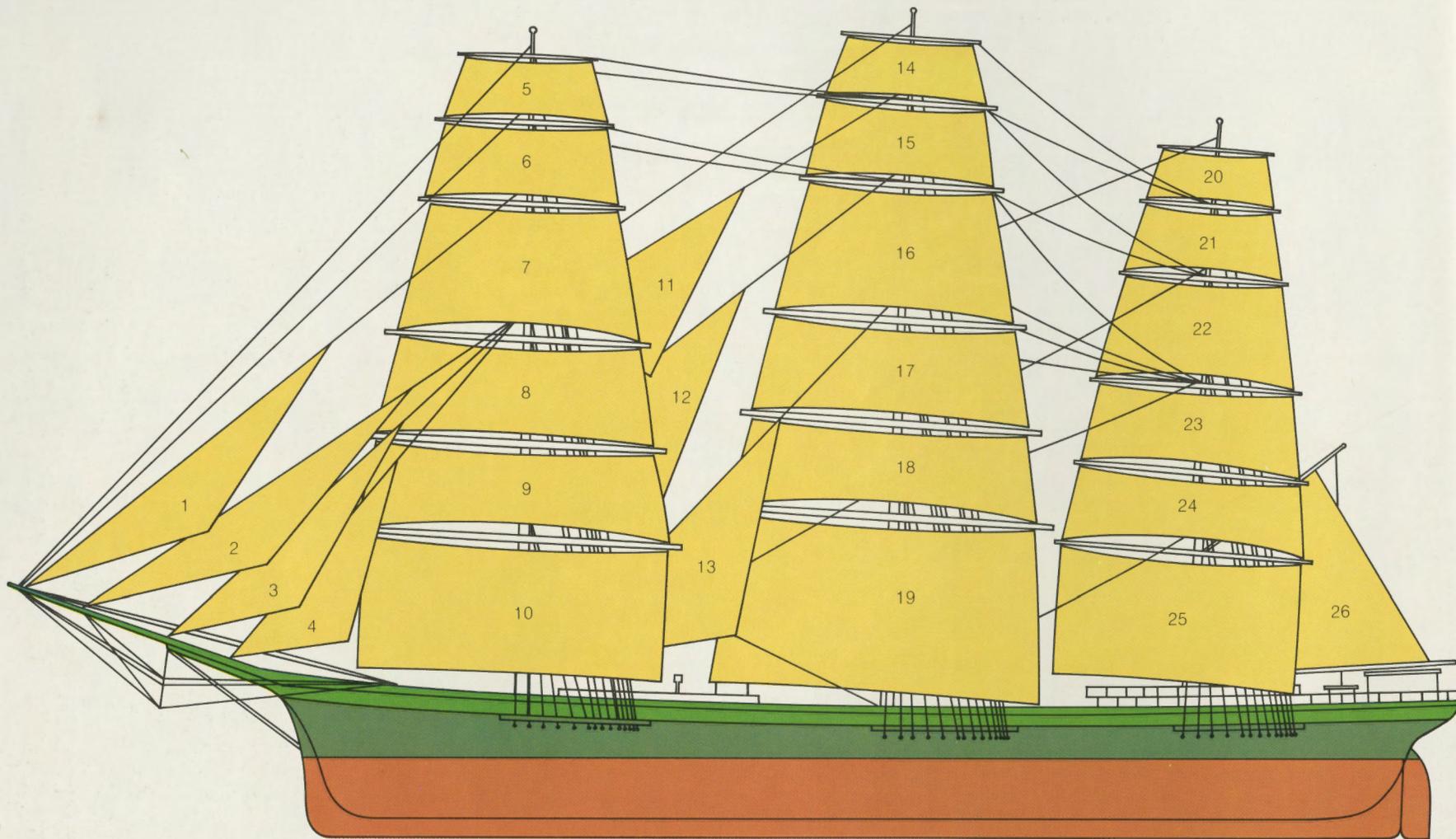
	Length overall	269 ft. 6 in.
	Beam	39 ft. 4 in.
	Draft	17 ft.
	Sail Area	18,400 sq. ft.
	Home port:	Odessa
	Built	1933

This handsome vessel was originally the German Navy's *Gorch Fock*. As a German vessel she was one of four very similar craft: *Mircea*, built in 1939 in Germany for the Romanian Navy; the U.S. Coast Guard's *Eagle*, ex *Horst Wessel*, built in 1936 for the Germans; and Portugal's *Sagres II*,

ex *Albert Leo Schlageter*, built in 1938 also for Germany. The present *Gorch Fock II* is identical to her sister ships except that she is longer by 26 feet. In her German period, the original *Gorch Fock* had in place of a figurehead a scroll and plaque with the arms of Germany. In 1945 she was sunk off

Stralsund. Soviet salvage experts brought her up in 1948, and refitted her, and in 1951 she became a Soviet Navy sail training ship. Technically she is *Tovaristsch II*, since a previous *Tovaristsch* was in commission, the four-masted bark, ex *Lauriston*. She won the race off Gdynia in 1974 and later

joined the review off Cowes where a large number of great and small sailing vessels passed Britain's Royal Yacht *Britannia* with Prince Philip aboard.

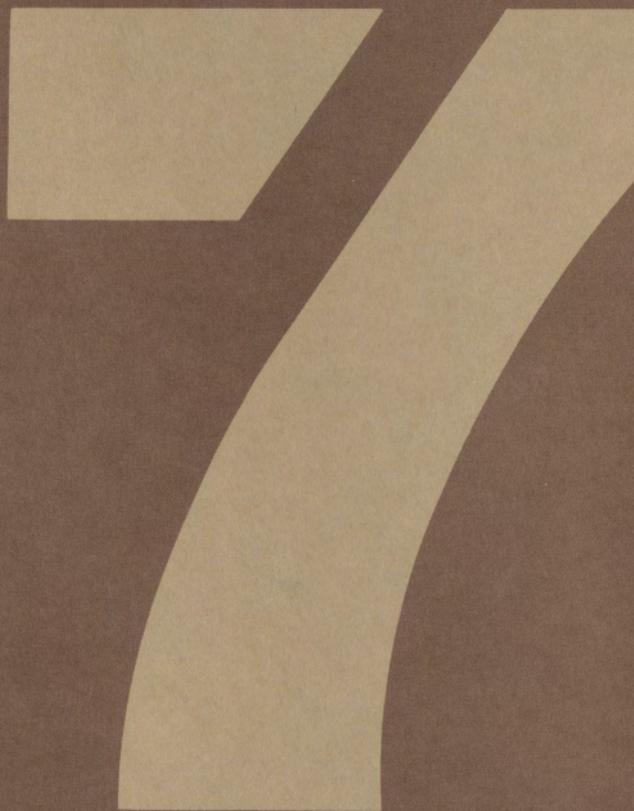


THE SAILS OF A FULL-RIGGED SHIP

- | | | | | |
|--------------------------|--------------------------|------------------------------|--------------------------|-----------------------------|
| 1. Flying jib | 3. Inner Jib | 9. Lower Fore-topsail | 15. Main Royal | 21. Mizzen Royal |
| 2. Standing or Outer Jib | 4. Fore-topmast Staysail | 10. Foresail | 16. Main-topgallant Sail | 22. Mizzen Staysail |
| | 5. Fore-Skysail | 11. Main-royal Stay | 17. Upper Main Topsail | 23. Upper Mizzen Topsail |
| | 6. Foreroyal | 12. Main-topgallant Staysail | 18. Lower Main Topsail | 24. Lower Mizzen Topsail |
| | 7. Fore-topgallant Sail | 13. Main-topmast Staysail | 19. Mainsail | 25. Mizzen Sail (Crossjack) |
| | 8. Upper Fore-topsail | 14. Main Skysail | 20. Mizzen Skysail | 26. Spanker |



THE OP SAIL FLEET





Although the sixteen square-rigged school ships described on the previous pages are the most spectacular vessels in the Operation Sail fleet, the supporting vessels described below are at least as interesting for their variety and for their historical significance. Some are replicas of vessels which have made history, others are authentic working coasters and traders which have survived from the age of sail. They represent 28 nations, from the Cayman Islands to New Zealand to Poland, and they each bring sail-training cadets from their own nations and from the United States by arrangement of The American Sail Training Association. The list below is current to May 1, 1976; the July 4 fleet will include even more small ships and sail-training yachts.





America

America

This 105' replica of the 1851 schooner yacht that first brought the America's Cup to these shores was built in 1967 for the F&M Schaefer Brewing Company and is now a charter vessel owned by The Schooner America Corp. of Wilmington, Delaware.

Amistad

A replica of an American coaster of the 1850's, this 130' schooner was built in Key West in 1939. She is owned by World/Life Explorations, Inc. of Solebury, Pa.

Artemis

This 150' schooner, representing The Netherlands, is owned by Nicholas J. C. Dekker of France.

Astral

Currently chartering from the Netherlands Antilles, this 98' steel ketch was built in Germany in 1970 and has participated in European Tall Ships events in 1970, 1972 and 1974. She is owned by Cornelius Vanderstar of California.



Barba Negra

This classic Baltic trading schooner was built in Norway in 1896 and was active in fishing, whaling and trading in Europe until 1956. Her current owner, Albert Seidl, bought her in 1970 and rebuilt and rigged her as a 110' barkentine for the West Indies charter trade.

Barbara

This 78' ketch is owned by the Seven Seas Sailing Club of City Island and sails during the summer on Long Island Sound. She was built in Bristol, R.I., in 1913.

Bel Espoir II

This 125' schooner, owned by Pere Jaouen of Paris, represents France in Opsail '76.

Bill of Rights

A replica of the coasting schooners of the mid-19th century, this 141' topsail schooner was built in Maine in 1971 for Joseph M. Davis, Jr. of Pawtucket, R.I.



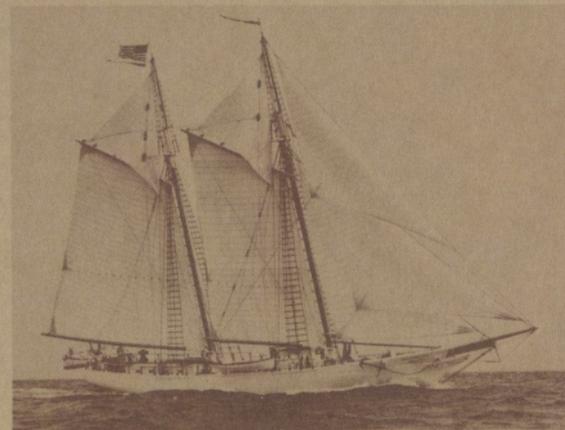
Black Pearl

This 70' hermaphrodite brig was built in Wickford, R.I., in 1948 for Barclay H. Warburton III, president of the American Sail Training Association. She cruises extensively with A.S.T.A. cadets aboard, and she represented the United States in the Tall Ships gathering at Kiel.



Bluenose II

Owned by the Canadian Province of Nova Scotia, this replica of the 143' Canadian fishing schooner that out-raced New England's fastest fishing vessels in the 'twenties was built in 1963. She sails a yearly schedule of goodwill visits between Nova Scotia and the West Indies.





Brilliant

This 75' schooner is operated by Mystic Seaport as a sail-training vessel which has taken more than 3,000 young people to sea over the years. Her master, Captain Francis Bowker, sailed some of the last voyages of the New England coasting schooners.

Cameo of Looe

This 42' cutter, representing England, is owned by Lt. Cdr. Esmond Friend, DSC, RNR (ret.), of Cornwall.

Caper

A 61' sloop owned by Wind Ships, Inc. of Lincoln, Mass., this sail-training vessel brings six cadets to Opsail '76.

Carillon of Wight

This 47' sail-training sloop, with six British cadets aboard, is owned by Dodnor Creek Christian Sailing Centre of Newport, Isle of Wight, England.

Carola

Built in 1900 in Denmark, this 80' ketch was rebuilt in the fall of 1975 by her current owner, Kapt. Z.S.d.R. Hans-Edwin Reith of Hamburg, Germany.

Challenger

This 160' schooner, based in Southern California, is owned by The Ocean World Cruising Expedition Project.

Charm III

Designed by John Alden, this 50' staysail schooner is owned by R. Stansell and Partners of Devon, England.

Charis

This 61' gaff-rigged cutter is one of a fleet of yachts from West Germany participating in Operation Sail. She is owned by Falko Lorenz of Essen, and she brings two German cadets to the Parade of Sail.

Chief Aptakisic

This 80' schooner, designed by Thomas Colvin and built of ferro-cement in Chicago in 1970, was wrecked during a voyage to the South Pacific. Salvaged and repaired, she sails as a training vessel owned by the Explorer Scouts of Balboa, Canal Zone.

Clearwater

This 106' sloop is a replica of the cargo sloops that sailed the Hudson in the last century. She was built in 1969 by Harvey Gamage of South Bristol, Maine, for the Hudson River Sloop Restoration, Inc. of Poughkeepsie which sails her as a training vessel and as a vehicle for encouraging clean water—in fact, clear water—in the Hudson.



Club Mediterranee

The largest vessel ever built for one-man sailing, this 236' steel hull, with four masts setting a jib and mainsail each, will be sailed by Alain Colas in the 1976 Observer Singlehanded Transatlantic Race before joining the Opsail fleet in New York. She represents France in both the race from Plymouth, England, to Newport, R.I., and in Operation Sail.

Cotton Blossom IV

Once a well-known American racing yacht, this 72' yawl was built in Scotland in 1926. She is owned by Dr. Bruce Eissner of Marblehead, Mass.

Creidne

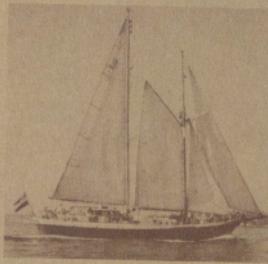
This 47' ketch, designed by Arthur Robb and built in 1968, is owned by the Irish Ministry of Defense and is one of two Irish vessels in Opsail '76.

Dar Szczecina

This 62' sail-training sloop, owned by the Polish Yachting Association of Warsaw, brings six sail trainees to Opsail '76.

Ebbie

This 72' ketch, formerly a charter vessel at Gibraltar and in the West Indies, was built in South Africa for a retired British Admiral. She is owned by Capt. John J. Della Barba of Washington, D.C.



Eendracht

This 107' schooner was built as a schoolship in 1974 for the Netherlands Sail Training Association. She has sailed in European

waters for the past two years providing sea experience to nearly a thousand cadets.

Enchantress

This 130' brigantine is the largest ferro-cement yacht in the world, built in 1975 to a design by Charles Wittholz. She is owned by the Port Jefferson Packet Co., Inc. of Port Jefferson, L.I.

Erawan

This 150' barkentine was built in 1947 in Sweden and sails as a charter vessel in the Caribbean. She is owned by Maritima Joyamina of Panama and sailed by Philippe Esnos of Paris.

Erg

This 110' brig was built in 1912 as a Danish pilot vessel. She is owned by Jeremy and Penny Churcher of Fort Lauderdale, Fla. and sails as a charter ship in the Caribbean.

Erika

This 79' ketch is owned by the Cruising Club of Switzerland and comes to Opsail '76 with ten cadets aboard.

Eye of the Wind

Built in Germany in 1911, this 125' steel brigantine has fished the North Atlantic, traded in the Baltic, and carried cargoes between Europe and South America during a long career. She is owned by a consortium of British yachtsmen.

Fly

This 50' topsail schooner is a replica of the American blockade runner of the same name which was seized by the Royal Navy off the French coast in 1811. She was built in 1966 in Dania, Fla., for Capt. Thomas R. Jones of Fort Lauderdale.



Freedom

The schoolship of Maryland Sea Service, Inc., of Baltimore, this 98' schooner was built in Chicago in 1931. Her crew of cadets for Opsail '76 is an all-American mixture of teenagers of American Indian, African, Polish, Spanish, Russian, German and Italian descent.

Galleon's Lap

This 39' schooner is operated as a sail-training vessel by the Sea Explorers of Virginia, B.S.A., and sails with six sail trainees aboard.

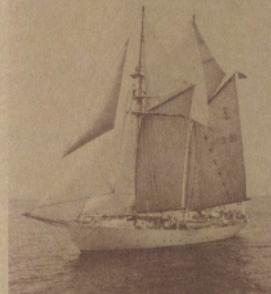


Germania VI

This 80' yawl, with seven teenaged cadets aboard, represents West Germany in Opsail '76. She is owned by Arndt von Bohlen & Halbach-Stiftung of Hugen, West Germany.

Gipsy Moth V

Owned by Lady Chichester, widow of Britain's renowned single-handed sailor Sir Francis Chichester, this 60' ketch represents England with five cadets aboard.



Gladan

This 129' schooner, a Swedish sail-training vessel, was built in 1947 at Stockholm for the Royal Swedish Navy.

Glenan

This 47' cutter, with five French sail trainees in her crew, is owned by Glenans Nautical Center of Paris.

Great Britain II

Chartered by The London Sailing Project for Opsail '76, this 85' ketch is a famous round-the-world racing yacht which has sailed the Whitbread Round the World Race and The Financial Times Clipper Race with Chay Blyth as skipper and owner.

Harelda

This 56' schooner is a smaller replica of the original Bluenose, built in Nova Scotia in 1938. Under Capt. Anthony Keasbey, she has sailed as a Girl Scout and Explorer Scout sail-training vessel since 1958 and she participated in Opsail '64.

Harvey Gamage

Named for the man who built her in South Bristol, Maine, in 1973, this 95' schooner is a replica coaster owned by Capt. Eben M. Whitcomb, Jr. of Clinton, Conn. She sails the West Indies and Grenadines as a charter vessel.

Henri

This 74' ketch is owned by C. S. Jonker of Bloemendaal, The Netherlands, and sails with four Dutch sail trainees.

Hetman

This 54' cutter is owned by Yacht Club Kotwica member Basen Zeglarski of Gdynia, Poland, and sails with four Polish sea cadets. She is one of seven vessels representing Poland in Opsail '76.

Hudson Belle

This 42' schooner is operated as a schoolship by The Hudson River Maritime Academy of West New York, N.J. and sails an ambitious schedule of cruises in the New York area with youngsters aboard.

Jacomina

A veteran of the Dunkirk evacuation, this 81' ketch was built in Belgium in 1926 as a sailing trawler and was active on the North Sea fishing banks until 1960. Her present owner, J. Derwig of Amsterdam, bought her in 1967 and rebuilt her as a yacht.

Jade Dragon

Built in 1879 at Assen, Denmark, this 80' schooner is owned by the Familien Trading Company of the British Virgin Islands and sails in her home waters as a charter vessel.

Jolly Roger

This 56' schooner, built in Arlington, N.J. in 1940 with the hull of a Chesapeake skipjack, is owned by Stephen Smith of Middletown, N.J.

Konstanty Maciejewicz

This 43' sloop is another Polish sail-training vessel, operated by the Polish Students Association of Warsaw.

Kukri

One of two British Army vessels in Opsail '76, this 54' cutter is owned by the Royal Armored Corps Yacht Club.

Lindø

This 125' topsail schooner was built in Sweden in 1929 for transatlantic trade in salt, timber and salted fish between Scandinavia, Nova Scotia and the West Indies. Flying the Danish flag, she is currently in Caribbean charter service with the Flying Turtle Charter and Trading Company.

Lena Rose

Built in 1924 in Virginia as a skipjack for Chesapeake Bay oyster dredging, this 70' schooner is owned by Mr. and Mrs. John McCluney of Scotch Plains, N.J.

Leonid Teliga

Sailing with five sail trainees aboard, this 68' yawl is owned by a Polish water sports club and has been chartered for Opsail '76 by Polish radio and TV.

Magic Venture

This 57' yawl brings four cadets to Opsail '76. Owned by Edd Kalehoff Productions, Inc. of New York, she has sailed the Bermuda-Newport and Newport-New York legs of the Tall Ships races.

Maruffa

The sail-training vessel of Educational Experiences, Inc. of Wilton, N.H., this 73' yawl has taken crews of teenagers to sea for the past five years. She brings ten cadets to Opsail '76.

Mary E

This 53' schooner, the last Maine clipper schooner in commission, was built in Bath in 1906 with traditional construction of oak planking treenail-fastened to oak frames. She is owned by Volante Ltd. of City Island and operated by Sea Ventures of Fort Hancock, N.J. as a sail-training vessel for disadvantaged youngsters.

Master Builder

One of eight sisterships built of fiberglass by members of Britain's Ocean Youth Club during the early 70's, this 72' ketch is owned by the Ocean Youth Club of Gosport, England, and operated as a schoolship.

Meka II

This 54' hermaphrodite brig, a replica of the southeast-coast pirate ships of the 18th century, was built in 1965 in Morehead City, N.C. She flies the flag of North Carolina as well as the U.S. ensign, and she is owned—according to her papers—by Captain Horatio Sinbad.

Meteor

This 52' sloop is owned by Gunter von Malottky of Suderbrarup, West Germany, and brings three German trainees to Opsail '76.

Mitralis

This 46' sloop, owned by Dr. Wilhelm Schroder of Hamburg, comes to Opsail '76 with four German sail trainees.

Mon Lei

This 50' Chinese junk, owned by Alen York's Chesapeake Bay and China Sea Towing Company Ltd., is a familiar sight in New York City waters and serves often as a committee vessel for sail and powerboat races. She was built in Fukien in 1855.

Nis-Puk

A 56' gaff-rigged ketch, this West German yacht brings two sail-training cadets across the Atlantic to Opsail. She is owned by Karl-Heinz Nissen of Essen, West Germany.

Norseman

A 56' steel ketch built in Holland in 1972, this sail-training vessel is owned by former Dutch merchant service officer H. Huisman and operated by Watersport Twellegea of Holland. She has taken sea cadets on voyages from Europe to ports as distant as Rio de Janeiro.



Omaha

Built on Long Island, Maine, in 1901, this antique 45' sloop is owned by Charles Hansel, Jr. of Cranford, N.J. She is a large example of the lobstering and groundfishing sloops that once were common in Maine waters and came to be called Friendship sloops for the town where so many were built.

Outlaw

This 48' cutter is owned by Mr. and Mrs. Robert Fewtrell of England's Isle of Wight.

Pathfinder

Built in Kingston, Ontario, in 1963, this 71' brigantine is operated as a schoolship by Toronto Brigantine, Inc. of Toronto. She brings 21 Canadian sail trainees to Opsail '76.

Phoenix

This 86' brigantine is owned by John and Frederika Charles of The Netherlands, represents Ireland in Opsail '76, and is sailed by Mariners International of England with 18 cadets aboard, both boys and girls.

Pioneer

South Street Seaport's 102' schooner is a familiar sight in New York City waters. She sails an ambitious schedule of sail-training voyages for most of the year in a program that introduces city youngsters and members of South Street's drug-rehabilitation program to the responsibilities and rewards of life aboard a small ship.

Playfair

Launched this year at Kingston, Ontario, this 72' brigantine is another sail-training vessel operated by Toronto Brigantine, Inc. Like Pathfinder, she brings 21 Canadian sea cadets to Opsail '76.

Polonez

Built specifically for sail training in 1971, this 44' ketch is sailed by cadets of the Polish Merchant Navy. Following Opsail in New York, she plans a cruise through the Great Lakes and down the Mississippi.

Polski Len

A 45' ketch representing the Polish Pathfinder's Union of Gdynia and owned by Wieslaw Klosowski of Lodz, this vessel is one of a fleet of Polish yachts participating in Opsail '76.

Providence

This 110' sloop of war, with square topsails, was built of fiberglass in 1975 for Seaport '76 of Newport, R.I. She is a replica of the 1760s merchant vessel that fired the first naval cannon shots of the American Revolution and became the first command of John Paul Jones.

Rachel and Ebenezer

This 102' topsail schooner is a replica of a mid-19th century coasting vessel built of ferro-cement in 1975 at Bath, Maine. Owned by Longreach Shipyard of Bath, she sails charter voyages out of Rockland, Maine.



Rattlesnake

This 72' topsail schooner, with her hull painted frigate-style, is a replica of a famous Revolutionary War privateer. She was built in Nova Scotia in 1973 for Harry Dolan of Cutchogue, L.I., N.Y.

Regina Maris

This 150' barquentine is operated by the Ocean Research and Education Society of Boston as a sail-training and oceanographic vessel. She brings 25 cadets to Opsail '76.

Rose

Another replica owned by Seaport '76 of Newport, R.I., this 170' ship-rigged frigate was built in Nova Scotia in 1969. She is a replica of the British frigate which curtailed smuggling so successfully during the American Revolution in Rhode Island that the state Assembly petitioned Congress to found a Navy "to rid us of the Rose."

Roseway

This 130' schooner was built in 1925 at Essex, Mass., to fish the Georges Bank. She is currently a charter vessel in Capt. Jim Sharp's fleet out of Camden, Maine.

Sabre

One of two British Army participants in Opsail '76, this 57' yawl is sailed by members of the Royal Artillery Yacht Club.

St. Lawrence II

The third schoolship owned by Canada's Brigantine, Inc., this 73' brigantine was built in Kingston, Ontario in 1973 and sails with 18 teenaged cadets from Kingston.

St. Margaret II

Representing the Delaware American Revolution Bicentennial Commission, this 93' schooner is owned by Ehret B. Page and Nicholas S. Benton of Wilmington. She was built in Newfoundland in 1946.

Santa Maria

This 68' ship was built by Florida shipwright John Budden during the past year as a galleon type similar to what Columbus' flagship must have been like. She is owned by Young American Showcase of St. Petersburg, and she has completed a series of port visits along the Atlantic Coast as an educational exhibit for grade-school children.



Saracen

This 74' yawl is owned by Warren and Mary Eve of Boca Raton, Fla. She brings seven sail trainees to Opsail '76.

Sayula II

Mexico's entry in a recent round-the-world race, this 68' ketch is owned by Ramon Carlin of Mexico City and sails with seven sail trainees aboard.

Selina II

This 41' catboat is the largest boat of her type still in commission. Built at Greenport, L.I., in 1926, she is owned by Esther and Bridgeford Hunt of Shelter Island Heights, L.I., N.Y.

Sir Winston Churchill

This 153' topsail schooner was built in 1966 for the S.T.A. Schooners program of England's Sail Training Association. She brings 42 female sail trainees to Opsail '76.

Sherman Zwicker

One of the last Grand Banks fishing schooners built, this 141' sistership to the renowned *Bluenose* was launched in 1942 at Lunenburg, Nova Scotia. She is a museum ship owned by the Grand Banks Schooner Museum of Boothbay Harbor, Maine.

Skookum II

This 82' schooner is owned by W. E. Bosarge, Jr. of Houston, Texas. She brings six sail trainees to Opsail '76.



Spirit of America

This 62' trimaran was built in 1975 for the Observer Singlehanded Transatlantic Race, in which she is a U.S. contender with her owner, A. A. Constantine, at the helm. She represents Connecticut in the Opsail parade and she brings a group of Sea Scouts from Connecticut ports to the Parade of Sail in New York.

Spirit of '76

Built in 1973 in Miami along the lines of an old Herreshoff-designed fishing vessel, this 62' ketch is owned by Kenneth LaMell of New York.

Stella Polare

This 72' yawl, owned by Marina Militare Italiana, brings eight Italian naval cadets to Opsail '76.

Stoertebeker

This 53' sloop, built by Abeking & Rasmussen in 1967, brings six cadets from a Hamburg sail-training program to Opsail '76.

Tappan Zee

Built along the lines of a schooner common in Block Island waters in the last century, this 50' schooner was launched in 1939 for an around-the-world voyage that was curtailed by the war. She is owned by John Muller, Jr. of Bridgehampton, L.I., N.Y.

Tenerife

This 38' sloop, with eight cadets aboard, represents Spain in Opsail '76. She is owned by Agustin Seco Gomez of the Real Club Nautico de Tenerife in the Canary Islands.

Te Vega

This 156' schooner sails worldwide on educational cruises sponsored by the Education and Research Corp. of Sarasota, Fla. She was built in 1932 at Kiel, Germany.

The Empress

This 60' ketch, which brings four sail trainees to Opsail '76, is owned by Robert Livingston Scott, Jr. of Newport, R.I.

Transition

A 48' ketch built in 1971 in South Dartmouth, Mass., this vessel brings six cadets from Bermuda to New York. She is owned by Expedition Training Institute of Weston, Mass.

Ticonderoga

Once a fast and famous racing yacht, this 84' ketch was designed by L. Francis Herreshoff and built in Massachusetts in 1936. Owned by Ken McKenzie of Lyme, N.H., she sails as a charter vessel from English Harbour, Antigua.

Ticonderoga



Tiki

This 105' schooner, designed by John Alden and built in Maine in 1933, was once the star of a TV series. She is owned by Seven Seas Sailing Club of City Island, N.Y.

Tina

This 78' ketch brings four German sail-training cadets to Opsail '76. She is owned by F. E. Scharfeld of Dusseldorf.

Topaz

This 115' schooner, representing New Zealand, was built in Denmark in 1937 and is owned by the Great Escape Sailing Co. of Calgary, Alberta, Canada. She is completing an around-the-world voyage and she brings a dozen cadets to Opsail '76.

Unicorn

One of 33 sailing cargo vessels built by the Finnish government at the end of World War II, this 129' brig is owned by Unicorn, Inc. of Fort Lauderdale and chartered to Florida Ocean Sciences Institute of Deerfield Beach, Fla. which sails her as a schoolship for delinquent youngsters.

Urania

This 79' ketch, built in Haarlem in 1928, is a sail training vessel of the Royal Netherlands Naval Academy.

Vega

A sail-training yacht of the Portuguese Navy, this 68' sloop brings nine cadets from Tenerife to New York. Her master is Lt. Cdr. Celestino da Silva.

Valeda

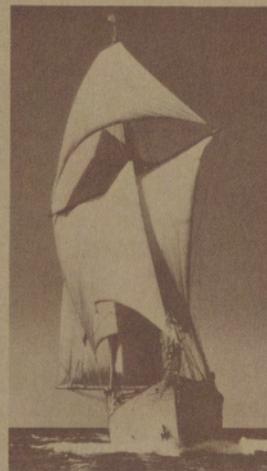
This 78' staysail schooner, representing England, is owned by Mike McMillan of English Harbour, Antigua, and sails with six sea cadets.

Voyager

A 66' gaff-rigged schooner built in 1929 in Thomaston, Maine, this vessel brings three cadets from Bermuda to Newport to New York. She is owned by Peter Phillippus of New York.

Walross III

This 56' fiberglass sloop is owned by the Academic Sailing Association of Berlin and sails with eight West German sail trainees.



Westward

Designed by Eldredge-McInnis along the lines of a North Sea pilot schooner and built by Abeking & Rasmussen in 1960, this 124' schooner sails 20,000 miles a year on educational and oceanographic voyages sponsored by the Sea Education Association of Woods Hole, Mass.

White Dolphin III

This 33' sloop, owned by Wolf-Dietrich Kirchner of Kiel, is one of a fleet of West German yachts participating in Opsail '76.

William H. Albury

Representing The Bahamas, this 70' schooner is the last Bahama Banks schooner built by William Albury at Man O War Cay, Abaco, in 1964. She is owned by Joseph A. Maggio of Miami and she sails as a charter vessel in The Bahamas.

Wojewoda Koszalinski

This 56' ketch, owned by the Polish Yachting Association of Warsaw, brings six Polish sail trainees to Opsail '76.

Yellow Jacket

This 60' ketch was built along traditional lines in 1971 in Nova Scotia. She is owned by Robert Reis of New York.

Zawisza Czarny

Built in 1952 at Gdansk as a fishing trawler, this 141' schooner is owned by the Polish Pathfinder's Union of Gdynia and sails with 25 cadets.

Zenobe Gramme

Built in Belgium in 1961, this 95' ketch is a schoolship of the Belgian Navy and sails with six cadets to Opsail '76.

Zew Morza

This 105' schooner is owned by the Polish Yachting Association and brings 15 sail trainees to Opsail '76.

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