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Sailing the Navy Blue Seas

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Team Gen5 are World Champs!



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publisher's log

Let's Go!

I guess it's natural to worry about the lack of growth or progress in anything we are passionate about. There is certainly no lack of hand wringing about how hard it is getting kids involved in sailing and keeping them engaged. Almost every day in Scuttlebutt, there seems to be a success story juxtaposed with a lament that we are not doing it right. The success stories almost always revolve around some program finding a secret sauce (usually a combination of independence and fun). The other version is a dedicated group, donor, mentor or gifted coach that takes matters into their own hands to instill the joys of working hard at something and seeing the results.

So, while I can't really take stock of the collective "fun meter" for junior programs in the Northeast, or get a bead on how much seamanship is imparted (and believe me, I wish I could!), I do want to take a moment to point out that just recently we have had a medium size wave of really impressive youth campaign results that in some cases we have never seen before. WindCheck's waters, from Barnegat Bay to Buzzards Bay, have historically produced many, many great sailors, in spite of a short season compared to SoCal or Florida, but I'm not sure I can recall a time with such impressive accomplishments across a broad spectrum of the sport.

In June, the MudRatz Offshore Team from Mystic, CT, one of those groups enabled by truly dedicated adults, won their division in the Newport Bermuda Race. What's all the more amazing is that this is the second time in two runnings that a junior team from our region has done that, with the Young American Junior Big Boat Sailing Team from Rye, NY (now Young American Sailing Academy) doing it in 2016. That's never happened. It had not been done two years ago when the Young Americans did it. Was anyone laying odds that it would happen again?

Last month, teams from our region collected both Gold medals in the 420 Class at the Youth Worlds in Corpus Christi, TX. Carmen and Emma Cowles from Larchmont, NY won the Girls division for the second time in a row, while JC Hermus from Bellport, NY and Walter Henry from Syosset, NY dominated the Boys division Class by a 14-point margin. Charlie Hibben from Concord, MA and Nicholas Hardy from Newton, MA finished 17th in the 29er Boys division, so you know they are going places. These are just a few recent achievements in dinghy sailing for our region...I'm quite sure there are more and, look forward to hearing about them.

There is another international accomplishment you can read about in this issue, the Lightning Youth World Championship in Voula, Greece where the sheer determination by the kids to even get to the event is a great story. It was a typical crazy tough Lightning championship; extremely closely fought, with the top six teams separated by only 7 points. Team Gen5 USA, Jeff Hayden from Lake Mary, FL on the helm, Meredith Ryan from Buffalo, NY on the bow, and our own Brian Hayes, Jr. representing Housatonic Boat Club in Stratford, CT, calling tactics, clinched the title after getting two bullets on the last day to win by three points. The title of this column is one of my favorite expressions that is relatively new to the vernacular. If Gen5 winning the last two races to become World Champs doesn't generate a "LET'S GO!!!!!" I'm not sure what does.

So, to all the parents, coaches, donors and mentors that are making these opportunities possible for these kids, Thank You! And a huge congratulations to all of the junior and youth sailors, both the winners and the ones still at it. And for all the rest of us, less hand wringing and more celebrating, please.

See you on the water.



WindCheck

Sailing the Northeast

Issue 177

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Mail payment to: *WindCheck* Magazine
870 Boston Post Road, Darien, CT 06820

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14 Sailing the Navy Blue Seas

During a recent U.S. Naval Academy Offshore Sail Training Squadron cruise, sailors aboard a fleet of five Navy 44s enjoyed a weekend of hospitality at Stamford Yacht Club in Stamford, CT. SYC member Rick Bannerot provides the story and photos, while Midshipman Edward Murphy gives us a firsthand account.

38 Team Gen5 are Lightning Youth World Champions!

Not all world championships are won by teams with big budgets and support crews. Sometimes, they're won by sailors who are fiercely determined to fulfill their dreams. Brian Hayes, Sr., Past President of the International Lightning Class Association and father of the winning team's tactician, checks in from Athens, Greece.

39 Aquidneck Island Students Voyage Aboard Tall Ship *Oliver Hazard Perry*

Twenty-one students from Rogers High School, Portsmouth High School and the MET School recently completed a 10-day journey on Rhode Island's Official Sailing Education Vessel. With a unique mix of sail training, team building, education and fun, OHPRI teen voyages are life-changing experiences. Barby MacGowan at Media Pro International has the story.

42 The 51st Newport Bermuda Race

Although this was not a year for record breaking, the Thrash to the Onion Patch (as always) yielded plenty of stories. We have a report from John Burnham with the Newport Bermuda Race Media Team and Jan Harley at Media Pro International, as well as firsthand accounts from Peter Cronin aboard *Dreamcatcher* and Chad Corning aboard *Elvis*.

49 Champions Crowned at The Clagett and U.S. Para Sailing Championships

The C. Thomas Clagett, Jr. Memorial Clinic & Regatta teamed up with US Sailing for a remarkable event that saw 46 sailors from across North America "Reach for Success." Sailing industry veteran Sam Crichton reports from Sail Newport in Newport, RI.



On the cover: Ideal 18s dice in the Lorna Whittelsey Women's Regatta at Indian Harbor Yacht Club in Greenwich, CT. Introduced by present IHYC Commodore Karin Nye in 2014, the event honors the only 5-time Women's National Sailing Champion. A member of IHYC and American YC in Rye, NY, Lorna founded and directed a junior big boat program at the latter that's producing generations of Bermuda Race winners. The 5th Annual 'Lorna' is September 8 & 9.

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Photos: Dan Nurney/PPL,
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BERMUDA RACE EXCELLENCE - TRADITIONAL AND MODERN

UK Sailmakers Metro NY provided the sails that powered many, many boats to Bermuda this past June. Two very different boats, however, reached the podium using very different UK sails.

FROYA, the venerable McCurdy & Rhodes 46 sailed by Bill Gunther and Briggs Tobin (right), placed second in Class 5 of the St. David's Lighthouse Division. Froya sported an inventory of a new UK Code 0 and 3-year old Tape-Drive® upwind sails, sails that are durable as well as fast.

In SDL10, the winner was Andrew Weiss' Sydney 43 CHRISTOPHER DRAGON (left). In the final hours, CHRISTOPHER DRAGON snatched the win from larger boats with grand-prix Uni-Titanium® upwind sails and Matrix spinnakers proving again the difference continuous-yarn sails make.

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Eight Bells: Captain Henry E. Marx

Captain Henry E. Marx, Master Mariner and founder of Landfall in Stamford, CT, crossed the bar on June 28. A lifelong mariner, Capt. Marx saw service in the U.S. Navy and the Norwegian Merchant Marine, and delivered yachts along the East and West Coasts for over 20 years. He acquired Landfall Navigation, the marine navigation and safety equipment chandlery, in 1982. He authored a navigation video titled *Loran C: A Navigator's Approach*, was a well-respected navigation and marine safety instructor, served on the Marine Board Nautical Chart Committee, was a member of the Cruising club of America and the Storm Trysail Club, an advisor to US Sailing's Safety at Sea Committee, and co-founder and Chairman of the Stamford Sailing Foundation.



Capt. Marx received numerous honors for his contributions to the local and national sailing community. He received the Storm Trysail Club's prestigious Owen C. Torrey Memorial Trophy by the for his contribution to recreational boating, the club and the marine industry, especially with the US Sailing-sponsored Safety at Sea Seminars.

SoundWaters, the leading environmental education organization on Long Island Sound, honored Capt. Marx this spring for his past service and as a founding member of the Young Mariners Foundation. The Henry Marx Cup will be awarded annually to the winner of the final Young Mariners Academy race series. He was awarded the Commodore's Award by the Cruising Club of America for his contributions, both as a longtime member as well as his work as a safety educator and advocate. Donations in Capt. Marx's memory can be made to the Stamford Sailing Foundation, 97 West Ocean Drive, Stamford, CT 06902.

Thank You, Captain Henry

Our boating community recently lost a great friend and boating advocate. Henry Marx had a wealth of knowledge and experience, which he conveyed any chance he could to recreational boaters and marine industry professionals.

When we started *WindCheck* 16 years ago, Henry immediately offered his help to build the magazine into a resource for all boaters. I deeply appreciate Henry's friendship, advice and boating expertise through all those years. My deepest sympathy to his family, friends and the Landfall team.

Fair Winds, Captain Henry.

Anne Hannan, WindCheck Publisher Emerita

NARC Rally Offering Departure from the Chesapeake

The 19th Annual North American Rally to the Caribbean departs Saturday, October 27 from Newport, RI (or the best weather window after that date.) Now a free rally, the NARC Rally is offering a new Mid-Atlantic departure point. "Boats are invited to depart from the Chesapeake Bay to join the NARC Rally in Bermuda and sail south to St. Maarten," said Hank Schmitt, President of Offshore Passage Opportunities (OPO). "They would leave about the same time as the Newport fleet, and meet up in Bermuda."



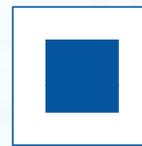
The crew of Offshore Passage Opportunities' flagship, the Swan 48 Avocation, prepares to depart Newport on a recent NARC Rally. ©OPO

All seaworthy boats are welcome to begin gathering the last week in October at the Newport Yachting Center in Newport, which offers a deep discount for the week prior to departure. The NARC Rally also offers discounts on fuel and dockage, weather routing, a radio net, a welcome dinner in Newport and a fish fry in Bermuda. "We will be hosted by the St. Georges Dinghy & Sports Club," said Schmitt. "You can dock at the club, which has water and electricity, or anchor out for free. God put Bermuda there for sailors heading north and south, and it's a sin not to stop." For more information, visit sailopo.com. ■

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41st Annual Fools' Rules Regatta is August 18

The Fools' Rules Regatta, a family-oriented event for fun-loving folks of all ages sponsored by the Jamestown Yacht Club, is celebrating 41 foolish years on Saturday, August 18 on the Town Beach, East Ferry in Jamestown, RI.

"The cannon will be fired at 9:00 am to begin construction of the 'vessels,'" said Chief Fool Greg Hunter. "Entrants have two hours to construct a sailing craft on the beach, which must be made of non-marine items only. The craft may be pre-constructed, but must be disassembled and built again on the beach. Races, on a 500-yard downwind course, begin at 11:00 am with the firing of the cannon for the start of the Class 1 race. This crazy event has attracted regional attention, being highlighted in *Yankee* magazine and the National Geographic's *World* magazine. America's Got Talent winner, Mat Franco, named the Fools' Rules Regatta as one of his "five favorite things about summer in Rhode Island." Last year, The Fools' Rules Regatta was named "Best Regatta" in *Newport Life* Magazine's "Best of..." contest.



© Onne van der Wal/vanderwal.com

"Join us for a day of fun and foolishness," Hunter continued. "Design your 'boat' and scour your basement, attic and garage for anything that floats. Bring it to the beach on August 18 and join the foolishness!" Complete information, rules, and entry form can be found on the Jamestown Yacht Club's website, jyc.org, or by calling 617-593-2117. ■

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Salty Dawg Fall Rally adds Essex Departure

The Salty Dawg Sailing Association (SDSA), a Middletown, RI, based non-profit educational and charitable organization that hosts rallies, rendezvous and blue water sailing seminars, has expanded routes for its Fall Rally to the Caribbean. For the first time, a departure point in Essex, CT offers advantages for those not planning to cruise through the Chesapeake Bay to the primary starting venue in Hampton, VA. The departure options include Essex on Wednesday, October 31 and Hampton on Saturday, November 3. Destination options are Falmouth Harbour, Antigua; Gorda Sound, BVI; and Green Turtle Key, Abacos.



© SaltyDawgSailing.org

"The Essex Yacht Club is rolling out the red carpet for the rally," said Bob Osborn, SDSA board member and Fall Rally Port Captain for Essex and Antigua. Located five miles up the Connecticut River, EYC invites rally participants to enjoy a charming New England village with easy access to marine businesses and provisions.

Highlighting the pre-departure event schedule will be keynote speaker Tom Whidden, America's Cup Hall of Fame sailor and three-time winner of the America's Cup. Seminars, weather briefings and social events are also scheduled. The route for the Essex fleet will be divided into two legs. The first leg, approximately six days, will start on October 31 and end in Bermuda. The Bermuda stop allows time for crew change, provisioning, refueling and social activities. Weather permitting, the fleet will leave Bermuda for the Caribbean and meet up with the rest of the Salty Dawg Fall Rally fleet.

The largest organized fleet of boats cruising-in-company from the East Coast each fall, the Salty Dawg Rally to the Caribbean offers benefits including weather routing services, pre-departure briefings, daily weather updates, online tracking, a support system with veteran participants offering advice, a low entry fee, and much more. To learn more, log onto SaltyDawgSailing.org. ■



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Connecticut-Based Team Wins U.S. Youth Match Racing Championship

Representing Riverside Yacht Club, the team of Jack Parkin (Greenwich, CT), Ashton Borcharding (Greenwich), Bram Brakman (Darien, CT) and Wiley Rogers (Kemah, TX) won the 2018 U.S. Youth Match Racing Championship for the Rose Cup. The event was co-hosted by Oakcliff Sailing and Seawan-haka Corinthian Yacht Club in Oyster Bay, NY June 27 to July 1 and sailed in Sonars. Parkin's team finished nine races with eight points, and only one loss in the Round Robin.



Ten teams of four, each with at least one female crew, competed in the 2018 U.S. Youth Match Racing Championship for the Rose Cup.

© Francis George/Oakcliff Sailing

In its brief, yet impactful history on youth match racing in the U.S., this invitational event for 16 to 20 year-olds has served as an outstanding training ground for young sailors who are passionate about match racing and focused on competing at the next level. At each Rose Cup, one team receives the Nick Scandone Sportsmanship Award, with recipients chosen by the other competitors. This year's recipients were Conrad Vandlik, Carl Eaton, Emma Aubuchon and Nathan Olmstead, all from Wayzata, MN.

Coaching and instruction plays a major role in these sailors' experience. Five-time U.S. Match Racing Champion, Dave Perry (Southport, CT) led a North U Advanced Match Racing Clinic on Wednesday and Thursday before the regatta, and coached all three days of the regatta. Perry's enthusiasm was contagious and invaluable to keeping sailors' morale high despite the hot, humid and mostly windless conditions.

Originally known as the Rose Cup, this event was founded by members of the Balboa Yacht Club and the Newport-Balboa Sailing & Seamanship Association (NBSSA) as an invitational youth match race event in 2010. US Sailing elevated the Rose

Cup to an official US Sailing National Championship in 2015, with a mission to promote youth match racing in the U.S. and improve the skills of racers from around the country in national and international competition. The U.S. Youth Match Racing Championship is sponsored by Gill North America. ■

Jake Fish, US Sailing's Communications Director, contributed to this report.

Ideal 18 North Americans are September 29 & 30

The best Ideal 18 sailors from fleets up and down Long Island Sound, Rochester, NY and the Chesapeake will be converging on Larchmont Yacht Club in Larchmont, NY the last weekend of September for two days of racing to determine the 2018 North American Champion.

A limited number of boats are available for charter on a first-come basis. When possible, competitors who are members of clubs providing boats for the charter pool will be assigned boats from their respective clubs. The Notice of Race, online registration and information about charter boats can be found at larchmontyc.org/Yachting/Regatta_Schedule/2018_Ideal18_NAs. Over 30 boats are anticipated to be on the starting line so mark your calendar, secure a boat to race, and come join the fun. Questions can be addressed to RaceCommittee@LarchmontYC.org. ■



© Mary Alice Fisher/maryalicefisher.com

checking in.

The Ms. Race is August 18

On Saturday, August 18, the Atlantic Highlands Yacht Club in Atlantic Highlands, NJ will host the 14th Annual Ms. Race, a charity race created to benefit and raise awareness for 180 Turning Lives Around (180nj.org), a Monmouth County-based private, non-profit organization dedicated to ending domestic violence and sexual assault in the community. All proceeds from the Ms. Race and other related events throughout the year are donated to 180.

The Ms. Race is open to boats skippered and crewed by female sailors. With a theme of "Winds of Change" a large fleet from 24 to 45 feet and a fundraising goal of \$20,000, this promises to be the largest Ms. Race to date. New this year is a pursuit race format, with slower boats starting first and faster ones (based on PHRF handicap) starting later. The first boat to cross the finish line wins the race. With support from AHYC members and race committee, a full schedule of events is planned, culminating in the awards reception that evening.

With a goal of expanding participation of women of all ages, the Ms. Race committee is partnering with the Atlantic Highlands Sailing Education Program (AH-SEP) to encourage young women to start sailing. To register, contact the Ms. Race planning committee at ahyc.ms.race@gmail.com. More information can be found at [facebook.com/MsRaceAHYC](https://www.facebook.com/MsRaceAHYC). ■

Karen Harris' J/120 Cygni crosses Lauren Pepsny's Beneteau First 40.7 Overlap in last year's Ms. Race.

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Sailing the Navy Blue Seas

By Rick Bannerot

Ex Scientia Tridens, “Through Knowledge, Sea Power” is the motto of the United States Naval Academy, and in mid-June, five Navy 44s (44-foot navy blue sloops) took station near the lighthouse just off the Stamford, CT breakwater before dousing sails and entering Stamford Harbor as part of their ten-day sail training exercise “at sea” from Annapolis, MD.

Wait! What? Yes it is true, in today’s high tech world of naval operations with billion dollar ships, the U.S. Naval Academy still has sailing in its heart and teaches many Midshipmen the finer points of handling sailboats and the decision-making and leadership skills that entails. The program is called the Offshore Sail Training Squadron (“OSTS”) and is part of a series of summer training electives designed to give Midshipmen experience in leadership, decision-making, teamwork and self-discovery; all vital elements for future commissioned officers in the Navy or Marine Corps.

You can see by the mix of young men and women involved in OSTs, today’s Naval Academy is an accomplished and diverse group. Of the 16,299 applicants for the Class of 2021, only 1,215 were admitted (7.5%); 27% are women, and 37% are minorities. Six percent are the sons or daughters of Naval Academy alums. All 50 states are represented, and there are 15 international students hailing from Madagascar, Mongolia, Palau and the Northern Mariana Islands. Most will serve on ships or submarines, become aviators or Marine Corps officers or become trained in other warfare specialties, while others will pursue professional engineering and medical degrees.

Each Navy 44 in the OSTs program has a complement of eight Midshipmen (“Mids”), a Commanding Officer (“Skipper”), and an Executive Officer (“XO”) serving as a “big boat” sailing instructor. (XOs are a mix of civilian and military USNA faculty, retired officers with blue water sailing experience, or other qualified volunteers with a passion for sailing and sail training.)

The first week of training is comprised of shore-based classroom work in Annapolis, including basic general seamanship such as proper sailing terminology, knot tying techniques for different sailing applications, and basic sailing commands to use while maneuvering around boat traffic, docking or simply sailing in a

shifting breeze.

Week two sees the Mids begin their hands-on familiarization with the boats, rigging, electronics and communications. They become familiar with round-the-clock watch schedules, living together in close quarters, and preparing meals in a tiny galley. Once the instructors are confident the Mids have absorbed the basics, they move up to participate in day-long sails on Chesapeake Bay to practice their newly acquired skills and gain confidence setting and dousing sails, tacking, gybing, all vital drills in handling boats under sail or power.



Brave is one of five Navy 44s that visited Long Island Sound on a recent U.S. Naval Academy Offshore Sail Training Squadron cruise.
Photo courtesy of Rick Bannerot, copyright 2018

This 4-week rotation also provides an opportunity for the rising 2nd and 1st Class Midshipmen (juniors and seniors) to learn what it takes to be a leader responsible for younger, less-experienced crew. For the most junior Mids, called “Youngsters,” (rising second year students) who’ve just completed their plebe year, it is an opportunity to actually work together with upperclassmen in an offshore, on-the-water environment, rather than just focusing on their challenging academics and athletics, developing their military discipline, and committing copious facts to memory.

The OSTs program focuses on developing self-reliance, working with others, and implementing a working discipline across a variety of situations. In other words: get the brain and body out of the classroom and on a vessel at sea. A critical component of the learning process is to make mistakes, learn how to correct them, and improve from the experience. Most instructors agree that sailboats are a nearly perfect laboratory for such lessons.

The second and third week of OSTs adds additional layers of complexity and challenges. They conduct man overboard drills and learn how to rescue a person from the water from a boat that was previously sailing away in the opposite direction. They learn how prevailing currents combine with the effect of tides on the



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The "Mids" enjoyed a weekend at Stamford Yacht Club.

Photo courtesy of Rick Bannerot, copyright 2018

performance of the boat, experience different wind conditions, and adjust sails to optimize the boat for wind and weather. It's also time to introduce the Mids to sailing at night. Naturally, what comes easily in daylight is a whole new experience sailing at night, especially with no moon to help light the decks.

Once the basic proficiencies are developed, the boats are ready for their first multi-day sailing experience. For many of these young sailors it is the first time they have ever been out of sight

of land. Starting from Annapolis, the boats sail down the Chesapeake, bend around Cape Charles, and head out into the Atlantic. Along the way, to gain experience, the boats sail under the Verrazano Bridge, into New York Harbor with its crisscrossing commercial marine traffic, supertankers, high-speed ferries, foul currents, and the amazing sights like the Statue of Liberty and the Manhattan skyline. After refueling at Liberty Landing, they then calculate the optimal timing for passage up the East River and through Hell Gate – a challenging, complex navigational exercise.

The boats then proceed eastward into Long Island Sound, ending up with a well-deserved weekend of shoreside activities at the Stamford Yacht Club. The Mids are able to relax a bit.

For lodging, they are hosted by families, both SYC members and local USNA alumni. After cleaning up their boats, doing some laundry and getting a hot shower (which many Mids indicated was "Priority #1" after a long northeasterly leg off the coast!), the group enjoyed relaxing with their host families, cookouts on the club lawn, playing a game of kickball with kids, taking a train to NYC to see the sights, seeing a Yankees game, and getting plenty of sleep.

Stamford Yacht Club has a proud tradition of supporting the U.S. Navy. This is the fourth year that the club has hosted an

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The Ocean Blue

By Edward Murphy MIDN, USN

The mission of the OSTS summer training program is to introduce Midshipmen to the craft of sailing, while allowing them to explore their own leadership style. The majority of the Midshipmen who were selected for the training had no prior sailing experience.

After two weeks of training for our four-day voyage from Annapolis, MD to Stamford, CT, we stocked plenty of food and water to sustain ourselves. The Navy 44s have fridges, propane stoves and ovens, so we were not limited to dry foods. We prepared lasagna, rice, pasta, chicken breasts, and even steaks! The crew of eight separated into two watch teams so that while one team operated the vessel, and prepared the meals, the other could rest. In order to ensure that each watch team received enough sleep, we rotated watches every six hours during daylight from 0600 to 1800, and every four hours from 1800 to 0600. We always had one person below at the Navigation desk operating the radio, Automatic Identification System, and radar, while the other three members of the watch team were responsible for steering at the helm and handling the sails.

Sailing at night was when the crew experienced the most amount of stress. During the night watches, we were concerned about retaining our night vision. After sunset, we would activate



Edward Murphy MIDN, USN

Photo courtesy U.S. Naval Academy

all the red instrument lights. Stress levels jumped, especially once we entered the Atlantic and received a warm welcome of foul weather. Northwest winds quickly exceeded twenty knots, and the 5-foot swells made it extremely difficult to maintain a constant heading. We decided to reef the main to reduce the list and improve the maneuverability of the rudder. This proved quite challenging considering our unstable footing as we crashed into the waves. This true blue water experience allowed us to evaluate how well we could handle pressure – a valuable experience to have, especially once we commission and have other people's lives in our hands.

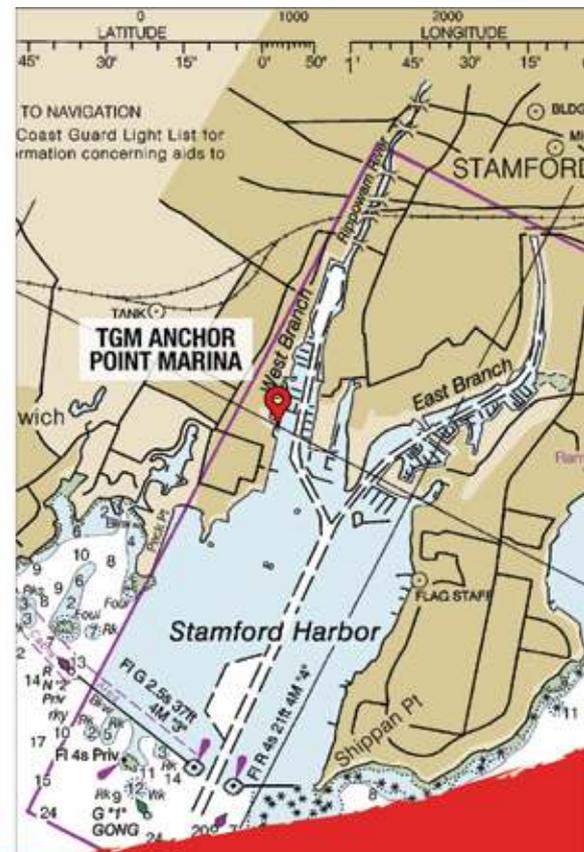
I was surprised by how much I enjoyed just staring into the emptiness of the most beautiful shade of ocean blue...and the sunsets were pretty spectacular, too. Every so often, we would be visited by curious guests including a pod of dolphins and a Great White shark, and we even debated whether the sea turtle we passed was still alive. Although we were 25 nautical miles from shore, we still found lots of plastic waste floating in the water. While the discussion was humorous at the time, it made me think about all the pollution we'd encountered, and the possibility that the turtle might have mistaken plastic for food. Seeing the ocean's mammals, fish, and reptiles amongst the floating debris gave us much to contemplate about how we continue to treat our waters like a trash dump.

OSTS instilled lasting memories, taught us new skillsets that broadened our capabilities as mariners, and allowed us to evaluate ourselves as leaders. The challenges and opportunities we faced built character, and without a doubt, it was a valuable experience. ■



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OSTS training cruise. The Gearing-class destroyer USS *Myles C. Fox* (DD-829) is named after SYC's own member who was posthumously awarded the Navy Cross for great valor during the Battle of Guadalcanal in the Pacific theater in World War II. The Naval Academy's 16 Navy 44s are based on the original design by Stamford's own Bill Luders of Luders Marine Construction back in 1948.

The program includes a community service component for in-port visits. The Stamford-based "Dealey Division" of the U.S. Naval Sea Cadet Corps (local middle and high school students), scouting groups, and local high school students are given a chance to meet the Midshipmen in a group Q&A session and explore the Navy 44s. These personal interactions are critical to local students interested in the USNA and getting to know the young men and women of OSTs. The Mids serve as an example of how the concepts of service, dedication and effort, when put together, can take one far.

And what is it the instructors are looking for during OSTs? It is the "Aha!" moment when Mids shift from a "precision mode" into a decision-making mode. A Midshipman suddenly doesn't need to ask the Skipper or XO to do something, but simply does it because it's the right thing to do. It is when an underclassman offers a good suggestion and the upperclassman accepts the input, and they make it happen together. It is when confidence catches up with learning and the correct initiative is taken. It is the coming together of eight Midshipmen, the XO, the Skipper and the



The OSTs program builds self-reliance, teamwork, and discipline.

Photo courtesy of Rick Bannerot, copyright 2018

boat to form a safe, seamless, effective blue water team. Through knowledge, sea power, indeed! ■

A longtime member of Stamford Yacht Club, Rick Bannerot co-chaired the club's junior sailing program for four years and currently serves on its Race Committee. He enjoys sailing and doing crash boat duty during the frostbiting season. One of WindCheck's favorite contributing photographers, Rick can be found at many regattas on Long Island Sound shooting from his 20-foot SeaCraft powerboat. He lives in Norwalk, CT.

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O'Day Mariner Rendezvous

By Nate Bayreuther

Let's get one thing straight: I'm an O'Day Mariner fanatic. I have owned my 1970, 19-foot Mariner *Orion*, hull #1922, since 2007 and have held three different positions on the Mariner Class Association Executive Board including President (twice). I have a website for my own boat and have organized fleet and national rendezvous since 2009. In 2013, a whopping eighteen O'Day Mariners and 58 sailors took part in a big rendezvous at Mystic Seaport Museum, celebrating fifty years since the "birth" of the Mariner. Since that time, we've had great turnouts for subsequent annual rendezvous. Clearly, there is a desire among Mariner sailors to get together and enjoy this fantastic sailboat.

Rendezvous participants trailer their boats to Connecticut and launch from the state launch ramp on the Niantic River. We sail to a nearby destination, most often Mystic Seaport Museum. With so much to see and do over the course of a few days, the Seaport is always a fantastic place to go, and the dock staff are incredibly gracious to us. For us Mariner sailors, it's about a



O'Day Mariner enthusiasts came from several states for this rendezvous at Mystic Seaport Museum. © Steve Hock

of incident that throws a monkey wrench into the works. Sometimes it has been weather-related, such as downpouring rain, storms, or a total lack of wind. Other times, it has been popped trailer tires, broken trailer frames, broken rudders and tillers, hal-yards lost up the mast, dead VHF radio batteries, crew members falling overboard at the dock...you name it, it has most likely happened. However, the most frequent occurrence has been outboard motor failures. Nothing is more frustrating than having to deal with a motor that just stops running and won't start again. I've gotten pretty good at towing other Mariners whose engines die en route, and I know others have as well. I now make sure that a spare motor is brought to each event in case it's needed, and while it usually isn't needed, it sure is nice to have it around just in case.

Although setbacks may happen, they certainly aren't enough to deter us Mariner sailors from having a good time. Everyone who participates in the rendezvous is there purely for fun – there's no competitive racing or judgment of sailing abilities. I believe it was this spirit of camaraderie and fun George O'Day had in mind when he created the Mariner based on the popular Rhodes 19 racer, and the purpose of our annual rendezvous is to promote this spirit and give thanks for over 50 years of a wonderfully-designed boat.

When the Mariner Class Association was originally formed by sailors in 1966, it was with the desire to race O'Day Mariners as a one-design fleet, and in 1969, the first Annual National Championships was established and has taken place every year since then. During much of that time, organized cruises had been somewhat of an afterthought with racing receiving most of the promotion and support. In recent years, there has been a big shift to give cruising and daysailing equal standing within the Association, and the results have been pretty dramatic, especially since the vast majority of the membership doesn't race. There



On a family-fun-per-dollar basis the Mariner can't be beat, as the Schaeffer family, enjoying a sail on Long Island Sound, will attest.

© Nate Bayreuther

three- to four-hour journey from Niantic, a pleasing trip for veteran sailors and a reasonable goal for new folks. Last year, however, we decided to give Essex a try, and we were welcomed at the Brewer Essex Island Marina for a mid-week stay. It was great to tour the place, eat at Marley's and the Griswold Inn, visit the Connecticut River Museum, go for a sail onboard the replica of explorer Adriaen Block's vessel *Onrust*, and have the place largely to ourselves since the rendezvous was not on a busy weekend.

I will say, though, that every year there has been some kind

are now several fleets from the Great Lakes to Vermont to Florida whose members engage solely in non-racing, group gatherings on the water. One of the most exciting developments occurred when, following the success of the big 2013 rendezvous, the Association formally voted to promote and financially support an Annual Rendezvous at the same level as the Nationals. This was an historic move as, for the first time in Association history, it now provides a non-racing, Class-sanctioned annual event for cruisers.

This year, we're heading to Stonington, CT the weekend of August 3-5, and Stonington Harbor Yacht Club will be our destination. According to this friendly club's dock manager, they have never hosted an outside group of this size before, and I can't thank them enough for agreeing to have us stay there. We're looking forward to touring the Borough, visiting the Lighthouse Museum, sailing around the area and enjoying our surroundings. Twelve boats will be at the dock, and if you're in the area, feel free to stop by and say hello! ■



Mariners of various vintages can be seen in this photo. © Steve Hock

Nate Bayreuther has owned his 1970 O'Day Mariner Orion since 2007 and is currently the webmaster of the Mariner Class Association. A professional organist, he grew up next door to his family's marina, Bayreuther Boat Yard, in Niantic, CT. He lives with his wife and son in Northford and can frequently be found sailing the waters of Long Island Sound. Visit mariner1922.com for more about his Mariner and usmariner.org for the Mariner Class Association.

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Banking Coin: How to Make a Salvage Claim

By John K. Fulweiler, Esq.

This economic wave we've been riding high on ain't going to last. Like a mean header, the market's winds will shift and we'll all be missing the fiscal layline shortly and here's where the maritime law might make you some money. You see, a helping hand at sea can sometimes yield a handsome salvage award.

I love the concept of marine salvage; a bias that springs from the fact salvage awards largely paid for my college and law school. In aid of preventing the loss of vessels and their cargo to the sea, the law of maritime salvage tosses the concept of time and materials billing overboard and embraces the monetary mechanics of a salvage award. That is, a volunteer who successfully renders aid to a vessel in distress is entitled to an award for his/her efforts which is almost always far in excess of any time and materials calculation. The award is the carrot to induce a fellow sailor to risk their own life and property to save the property of another and it works, really well. I'd venture that over the long legged history of admiralty law, billions upon billions of dollars have been saved through the efforts of amateur and professional salvors – a remarkable testament to this unique legal remedy.

Like an Opti Green Fleet class nodding their heads on a rainy day in the basement of some East Coast yacht club, the theories of boat speed and racecourse tactics seem straightforward enough. However, when the rain breaks and the afternoon breeze fills in, the Green Fleet proves execution takes practice just as pursuing a successful salvage takes an understanding of all of its permutations.

There are two ingredients to the salvage recipe. First, you need to establish a salvage was performed which requires the following three elements: (a) a vessel in actual or imminent peril; (b) a voluntary effort and (c) success, in whole or in part. A vessel on fire, aground and taking on water are classic examples of a vessel in peril, but these are vanilla examples. A vessel in fog requiring the reassuring voice of someone guiding them into a harbor by VHF likely also qualifies as a vessel in peril just as a vessel that's dismasted, rudderless or under the command of an incompetent captain. Even amateurs working on a dock braving hurricane winds and flying debris to secure million-dollar yachts from further damage were entitled to a salvage award!

As for being a "volunteer" this sounds wackier than what the law intends. When the salvage law speaks of a "volunteer" it's excluding those with a preexisting obligation to assist. That is, a tug company under contract to provide marine assistance services to a barge company can't likely assert a claim of salvage against a barge owned by that company. Similarly, unless the circumstances exceed what would normally be expected of a crewmember, a vessel's crew can't make a salvage claim for, say, working like dogs to save their vessel from sinking. As for "success," that element basically boils down to consideration of whether your efforts benefitted the vessel.

After many years of prosecuting salvage claims, my opinion is that the threshold to establishing a salvage claim isn't that high. Assuming you've got decent facts, it's like a speed bump on your way to a salvage award.

The second salvage recipe ingredient is establishing the amount of the salvage award. This is typically done by analyzing various factors associated with the salvage such as the degree of peril faced by the vessel you assisted, dangers you faced, time and expense you incurred, what success you obtained, your skill and efforts and what alternative sources of aid were available. These are sometimes referred to as The Blackwall factors having been laid out by the U.S. Supreme Court in 1869 (don't be mislead, the concepts of salvage can be seen in ancient Byzantine writings). The takeaway when analyzing the amount of a salvage award is that salvage claims will be analyzed on a low-order to high-order scale. You can safely assume the salvage story beginning with "it was a dark and stormy night" will be in the class of high order while a very benign grounding on a sandbar on a summer afternoon may fall closer to a low order salvage.

In practice (and I know the courts sometimes preach differently) salvage awards are valued as a percentage of the post-casualty value of what was saved. That million dollar yacht you helped salvage might, when you get it into port, only be worth \$100,000 which would be the sum you'd be seeking a percentage of – that's an important concept to keep in mind and it encourages the salvor to do everything to preserve as much value as possible.

One other thing, there are a lot of exceptions and little legal eddies that'll drive your salvage claim onto the rocks. For instance, a vessel owner always has the right to decline salvage assistance meaning you can't force your salvage services on someone. My thought is if you get involved in a salvage, get an admiralty attorney on the horn, right away, and don't rely on having read this little missive while you're waiting for your spouse. Any admiralty attorney worth their salt takes calls anytime, I sure do.

This article is provided for your general information, is not legal opinion and should not be relied upon. Always seek legal counsel to understand your rights and remedies.

Underway and making way. ■

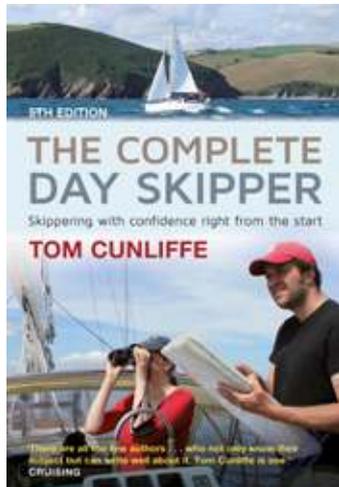


John K. Fulweiler, Esq. is a Proctor-in-Admiralty representing individuals and small businesses in maritime matters including personal injury claims throughout the East and Gulf Coasts and with his office in Newport, Rhode Island. He can be reached at 1-800-383-MAYDAY (6293) or john@saltwaterlaw.com, or visit his website at saltwaterlaw.com.

book review.

The Complete Day Skipper Skippering with confidence right from the start

By Tom Cunliffe



Published by Adlard Coles
Nautical, an imprint of
Bloomsbury Publishing Plc
194 pages hardcover \$40

For those new to sailing, the best course of action will always be to enroll in a 'Basic Sailing' course (particularly those advertising in this publication!). You'd do well, however, to increase your knowledge of the subject by reading good books, and *The Complete Day Skipper* by Tom

Cunliffe, originally published in 2002 and now in its 5th edition, is among the best.

The Royal Yachting Association, the governing body of sailing in the United Kingdom, defines "day skipper" as "one competent to take charge of a small yacht on short daytime passages under moderate weather conditions, in waters with which he or she is familiar." Presenting the full syllabus of the RYA Day Skipper course, this book starts with the basics: what's in a boat, docking and practical boat handling, the theory of sail, aids to navigation, and venturing out of the harbor.

Subsequent chapters cover seamanship, practical and advanced navigation, anchoring and mooring, weather, yachting etiquette, emergencies and how to prevent them, and how to make your first coastal passage. Imparting his vast experience with an eminently readable style, Cunliffe provides a friendly hand on the shoulder through a perfect blend of advice, instruction, inspiration and encouragement. To add *The Complete Day Skipper* to your library, log onto adlardcoles.com.

A sailor since 1961, Tom Cunliffe is a TV presenter, Yachtmaster Instructor Examiner and yachting journalist. Years of teaching offshore with Great Britain's National Sailing Center have given him a knack for explaining how skippering a boat can be low-stress, safe and fun. He has cruised with his wife Ros and their daughter from the Caribbean to Russia and from Brazil to Iceland, and currently owns a classic Mason 44 cutter, *Constance*. Self-described as "a real petrol head," Cunliffe enjoys riding his 900cc Triumph Thunderbird and touring Europe in his 1949 Rolls/Bentley Mark VI *Reggie*. You'll find his fascinating website at TomCunliffe.com. ■

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Sharing the Seas: Safe Boating for Sailors and Whales

By Monica Pepe

Conservation efforts to protect marine mammals, especially large whales, continue to face great difficulties and, in some cases, have managed only marginal improvements. Most notably, only around 450 North Atlantic right whales survive today. Those that remain face serious human-induced threats such as vessel strikes, entanglement in fishing gear and habitat degradation.

Marine mammal scientists and conservationists spend a lot of time within their own communities trying to find solutions to complex issues, yet there are ways that ocean users can help support conservation efforts. It's just a matter of connecting with them and making this information readily available. In our experience, networking with dedicated sailors has proven beneficial for all parties involved.

I work for Whale and Dolphin Conservation, and along with our colleagues at Audubon Society of Rhode Island and New Bedford Whaling Museum, we reached out to the sailing community for advice on how we could connect with people who spend a lot of time on the water. Partnering with US Sailing, we launched Sharing The Seas: Safe Boating for Sailors and Whales in 2015 to educate and empower sailors to take action and make choices that will lead to better ocean conservation and safer sailing near whales.

In today's digital society we've learned that it can be difficult to easily obtain reliable information. Anything can be posted online and interpreted as factual without referencing credible sources and then information can be (and often is) shared widely on the assumption that someone else checked the facts. We decided that a key component to our program would need to be providing easier access to accurate information on marine mammals that sailors would find helpful. In particular, knowing about whale protection laws and local species would arm sailors to better avoid dangerous collisions, which can cause thousands of dollars of damage to vessels and injure crew.

Sharing the Seas offers a variety of educational resources for all types of sailors, including junior, pleasure, and competitive sailors. Key program components are communicated via the acronym SAIL:

Safe boating practices (To avoid collisions/disturbance)

Alert authorities to important sightings (How to report marine mammal sightings and animals in distress)

Important information (Overview of common marine mammals and sea turtles along with their typical behaviors)

Limit litter (Tips to prevent marine pollution such as plastics)

For competitive sailors, we also offer information on whale



Whale encounters are one of the greatest thrills of sailing the Northeast, and a few common sense practices will help ensure the safety of both cetaceans and humans. © Whale and Dolphin Conservation

distribution overlapping with ocean races. The Atlantic Cup, for example, transits through a known feeding area for endangered North Atlantic right whales in late May/early June, so it's important for crews to be extra watchful when transiting that area. We provided customized information packets for their competitors in 2016 and, after much positive feedback, again in 2018.

We are vested in the welfare of marine mammals, but at the end of the day, human safety is of utmost importance. While whales are not known to intentionally harm humans, they are very large, powerful animals that can cause a lot of harm with just a quick flick of the tail. If a boat's behavior alters a whale's natural behavior, not only is it unlawful, but it can also cause an unexpected reaction which may put the boat and everyone on board in harm's way.

If you're preparing for a trip on the water, here are the basics:

- It's best to study whales as you would a chart. Familiarize yourself with species in your area BEFORE you get on the water. Also, knowing how different species behave will help you safely maneuver around them.
- Giving the whales plenty of space is a best practice for keeping both parties safe. Whale watching guidelines in this area recommend maintaining a 100-foot buffer from the whale(s).
- When possible, drop your sail and turn on your auxiliary engine if whales are nearby. A boat under sail may not be able to reduce speed or stop at a safe distance from a surfacing whale.
- If you see a marine mammal or sea turtle that is entangled, injured, or dead, the easiest thing to do is call the Coast Guard on VHF Channel 16. If you are in U.S. waters between Maine and Virginia and have cell phone reception, you are encouraged to call the reporting hotline at 1-866-755-6622. Save this number in your phone ahead of time!

All this and much more information is available on our website at seaspout.org/SAIL. We also appreciate feedback on what information would be helpful for sailors so that we can continue to enhance Sharing the Seas and make sure it is as effective as possible. We'd love to hear from you! ■

Monica Pepe is the Policy Manager for Conservation and Education at Whale and Dolphin Conservation.

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Hard Aground! Now What?!

By Vincent Pica

Commodore, United States Coast Guard Auxiliary

When I teach seamanship courses to private boaters on the south shore of Long Island, I note that, if you boat in our local waters and have never run aground, you're lying. Even USCG regulars have been known to "touch bottom" at times in these waters... I also note that God left a lot of sand on the south shore and not so much water – and plenty of water on the north shore/Long Island Sound but lots of rocks... So, the issue is not if you run aground but what you do afterwards.

What Do You Do First?

There are a couple of things to do right away. First, determine if the grounding has caused a leak. Even sand, if you hit hard enough, will stove in a hull (or a through-hull fitting or a drive-shaft fitting through a stuffing box). While the water obviously isn't very deep where you are, if your hull starts to fill with water, she may slide into deeper water and problems will escalate. At the same time, get everyone into life jackets. You're the skipper, and responsible for the safety of everyone aboard. Secondly, check your tide charts and determine if the tide's rising or falling. If it's falling, time's against you.

Now What?

At this point, you know if the boat's leaking. (If so, hail the USCG on VHF-16 and get the "rescue starts now" clock ticking.); you have everyone in life jackets and you know if you'll be helped by time or not. This should have taken you less than a minute. If the hull isn't leaking, try backing away the way you came in. Increase throttle moderately and keep turning the wheel back and forth. Why? Well, to some degree, it's like rocking a car in the snow. Sand and boats can get into a very powerful embrace caused by suction of the wet sand and a smooth surface of a boat's hull. But, secondly and perhaps more importantly, you're sending sand from the stern directly forward – increasing the "hump" that you have to float over. By turning the wheel, you'll break the suction and spread the sand around.

Be conscious of what's behind you because, if you suddenly break free, you don't want to go flying into a busy seaway. Assuming this is working, it's quite possible that you'll find yourself making more progress when the wheel is to one side or the other. Once you see the stern making more way down one exit path than the other, make that your new centering path. In short, don't waste time and fuel trying to back down a path that isn't getting you anywhere – but don't fail to sway the helm back

and forth down your new exit path or you may fill it with sand and ruin your escape. Most times, this will get you out.

I'm Free – Or Am I?

Unless you got out pretty quickly and easily, head for the marina and wash out the sand. I'd also have somebody look at the running gear. A small nick in a prop can do a lot of damage to an engine because the running gear is no longer balanced. Know that noise your washing machine makes when the laundry load isn't balanced? That can happen inside your engine. At a minimum, get the boat somewhere where you can get a water hose on the engine and flush it – with the engine OFF. If there's sand in there, don't grind it out. Wash it out.

What if you're at this for five minutes and nothing's happening? Well, if the tide's against you, and you have towing insurance, call for help. Any more time wasted and you might be spending the night. Commercial towers are well equipped and largely well trained. (You don't have towing insurance? Think again, bunky! It's the cheapest insurance that you'll use.) Get familiar with the differences between "salvage" and a simple tow, especially if you don't have contracted commercial insurance. Maritime law is complex.

What if the tide's with you? Well, you can still call for help but you also have an opportunity to engage in some seamanship that might hold you in good stead in the future when you have more difficult circumstances in hand. How about putting an anchor out towards the deeper water and "kedging", i.e. pulling yourself along it from the bow? You're introducing a new angle of pressure and that might pull you free or at least loosen the bottom-suction. At a minimum, as the tide rises, it'll keep you from being blown higher onto the beach by the wind. If you have a tender, get it to work pushing the boat. Think like what you are. A sea captain.

If you are interested in being part of the USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the D1SR Human Resources department, who are in charge of new members matters, at d1south.org/StaffPages/DSO-HR.php and we will help you "get in this thing." ■

Captain Kevin Reed is the Captain of the Port and Sector Commander for U.S. Coast Guard Sector Long Island Sound. CAPT Reed is responsible for all active-duty, reservist and auxiliary Coast Guard personnel within the Sector. As a Commodore of the U.S. Coast Guard Auxiliary First District, Southern Region, Vin Pica works closely with CAPT Reed and his staff to promote boating safety in the waters between Connecticut, Long Island and 200 nautical miles offshore. Sector Long Island Sound Command Center can be reached 24 hours a day at 203-468-4401.

Calendar 2018

AUGUST

Ongoing through October River Cruises Aboard

Onrust Enjoy a river excursion (1.5 hours) or a sunset cruise (2 hours) aboard a replica of Adriaen Block's ship from 1614 – likely the first European vessel to explore the Connecticut River and Long Island Sound. Fee includes museum admission. Connecticut River Museum, Essex, CT; Reservations: 860-767-8269; crrivermuseum.org



© Fox61.com

Pointers & Potions: Anchoring

Increase your nautical knowledge at this 2-hour Summer Seminar Series event, presented by America's Boating Club and the Port Washington Yacht Club. An "Ask the Experts" Q&A session follows, and PWYC bartenders will share their own nautical expertise. 7pm; \$25 materials fee; Port Washington Yacht Club, Port Washington, NY; RSVP required: email Seth Cirker at scirker@gmail.com

2 & 3 RS Feva XL North American Championship



© RSFeva.org

Junior Sailing Association of Long Island Sound event is organized by the RS Feva Class Association and hosted by Indian Harbor Yacht Club. Greenwich, CT; indianharboryc.com; jsalis.org

2 & 16 Singles Under Sail Social Meeting On the first Thursday of every month, single sailors and "wannabe" sailors get together to meet skippers and crew of this adventurous, Norwalk, CT-based sailing club. For the location and more details, check singlesundersail.org.

2 Shoreline Sailing Club meeting This non-profit club for active singles who like to sail, socialize, dance, fish, kayak and more meets on the first & third Thursdays of each month at 7:30pm. New members are welcome, and experience is not necessary. Westbrook Elks Lodge, Westbrook, CT; shorelinesailingclub.com

3 8th Annual National Lighthouse Museum Light Keeper's Gala This cruise of New York Harbor on board the Gala Vessel leaves from Pier 1 (adjacent to the museum), featuring an open bar, hors d'oeuvres, dinner and dancing in the moonlight. National Lighthouse Museum, Staten Island, NY; 718-390-0040; info@lighthousemuseum.org; lighthousemuseum.org

3 & 4 SIYC Race Week at Shelter Island This event includes the Around-the-Island Race or middle distance race and a two-day series for yachts racing in IRC, PHRF, One-Design and Classic divisions. Shelter Island, NY; siyc.com/raceweek

3 - 5 46th Annual Buzzards Bay Regatta Presented by Mozzone Lumber Co Featuring Marvin Windows & Doors and

co-hosted by Beverly Yacht Club, New Bedford Yacht Club, Mattapoisett Yacht Club and Low Tide Yacht Club, the largest multi-class regatta on the East Coast has divisions for Lasers (including Radials & Masters), C420s, I420s, V15s, 505s, J/24s, J/80s, F-18s, R18s, and PHRF Racing & Cruising boats. buzzardsbayregatta.com



© Spectrum Photo/Fran Grenon

3 - 5 Beneteau Owners Rendezvous 2018 All Beneteau owners and admirers are invited to this gathering, presented by Prestige Yacht Sales and hosted by Seaport Marine. Mystic, CT; Maureen Mazan: 203-353-0373; Maureen@PrestigeYachtSales.net

3 - 5 O'Day Mariner Rendezvous Stonington Harbor Yacht Club is hosting this Mariner Class Association-sanctioned gathering of sailors who love this 19-foot pocket cruiser. Stonington, CT; Nate Bayreuther: bayreuther@sbcglobal.net; usmariner.org

3 - 5 Newport Jazz Festival Presented by Natixis Investment Managers This year's powerhouse lineup includes Pat Metheny, Living Colour, Charles Lloyd & Friends (featuring Lucinda Williams!), George Clinton & Parliament Funkadelic, Laurie Anderson & Christian McBride, Michel Camilo, and many more. International Tennis Hall of Fame and Fort Adams State Park, Newport, RI; newportjazz.org

4 42nd Annual Save the Bay Swim for Narragansett Bay With 500 swimmers and nearly 200 kayakers making the journey from the Newport Navy Base to Potter Cove in James-

town, this event supports Save the Bay's mission to protect and restore the Narragansett Bay region. Newport, RI; savebay.org

4 31st Annual SWIM Across the Sound Marathon A 15.5-mile swim from Port Jefferson, NY to Bridgeport, CT, this event raises funds for SWIM Across the Sound, Connecticut's largest cancer charity. Volunteer captains with boats are needed! Hope has no finish line. Captain's Cove Seaport, Bridgeport, CT; give.stvincents.org/swimacrossthesound

4 4th Annual SYC Lighthouse Regatta This ECSA points event is hosted by Shennecossett Yacht Club. Groton, CT; syc-ct.com

4 Norwalk/Noroton/Stamford Challenge Norwalk Yacht Club, Norwalk, CT; norwalkyachtclub.com

4 Howard C. Hoxsie Regatta This J/24 event is hosted by Harlem Yacht Club. City Island, NY; race@hyc.org; hyc.org

4 Boardman Cup Invitational This ECSA points event is hosted by Milford Yacht Club. Milford, CT; milfordyachtclub.com; ecsa.org

4 Eggmoggin Reach Regatta Co-hosted by Brooklin Boatyard and Rockport Marine, this race for wooden boats has a scenic 15-mile course. Brooklin, ME; erregatta.com; classicyachts.org

4 & 5 YRA Championship Regatta Sponsored by Thomson Reuters and co-hosted by Riverside YC, Indian Harbor YC & American YC, this Yacht Racing Association of Long Island Sound event is open to dinghies, inshore & offshore one-designs, and PHRF & IRC boats. Greenwich, CT & Rye, NY; yralis.org



© Mary Alice Fisher/maryalicefisher.com

4 & 5 GSBYRA Invitational Regatta This Great South Bay Yacht Racing Association event is hosted by Westhampton Yacht Squadron, Westhampton, NY; gsbyra.org

4 & 5 AHYC Blue Water Regatta This event is open to J/24s, J/105s, PHRF Spinnaker & Non-spinnaker boats and Multihulls. Atlantic Highlands Yacht Club, Atlantic Highlands, NJ; ahyc.net

4 - 6 Twenty Hundred Club

Block Island Race This PHRF event comprises races from Newport, RI to Block and back. twentyhundredclub.org

9 Junior Safety-at-Sea Seminar Presented by the Storm Trysail Foundation and sponsored by the Jamie Boeckel Fund for Safety at Sea and *Sailing World*, this hands-on workshop includes presentations covering safety procedures, particularly man overboard recovery and big-boat organization & crew work, in-the-water demonstration of inflatable PFDs and the inflation of a six-man canopied life raft, and sail handling & man overboard



© Joe Cooper/joecoopersailing.com

drills, both upwind with jibs and downwind with spinnakers. Sail-Maine, Casco Bay/Portland, ME; Bill Skelton: william.skelton@fnf.com; stormtrysailfoundation.org/safety-at-sea-seminars

10 - 12 16th Annual Maine Boats & Home Show Maine's only in-water boat and home show features the state's finest artists, architects, boatbuilders, craftspeople, designers, furniture makers, marine gear vendors, chefs & musicians. Attractions include the Small Boat Love-In (a groovy gathering of privately owned small craft from Corsons to Whalers), a Fun For Kids area, live music, fine Maine food, the 16th Annual World Championship Boatyard Dog® Trials, and (new for 2018) a Working the Coast: Charting the Future exhibit. Gates open at 10am daily. Harbor and Buoy Parks, Rockland, ME; maineboats.com

11 "Rock the Docks" Lobsterfest Fundraiser for

Seamen's Church Institute This event supports this venerable organization's mission to protect, preserve and enhance the maritime culture of Newport & Narragansett Bay by providing education, hospitality and a safe haven for those who work, live and play on or by the sea. Open bar, lobster dinner, music & live auction. 6 - 10pm; Newport Shipyard, Newport, RI; for tickets and more information, call 401-847-4260 visit seamensnewport.org.

11 37th Annual American Cancer Society Regatta Sponsored by the Mount Sinai Sailing Association, this is the second longest running charity regatta in the U.S. PHRF Spinnaker and Non-spinnaker boats (with Double-Handed & One-Design divisions based on entries) will sail a course of approximately 8 to 20 miles, followed by a party at Mount Sinai Yacht Club with live entertainment, food, refreshments, raffle & auction. Mount Sinai, NY; mssa.org

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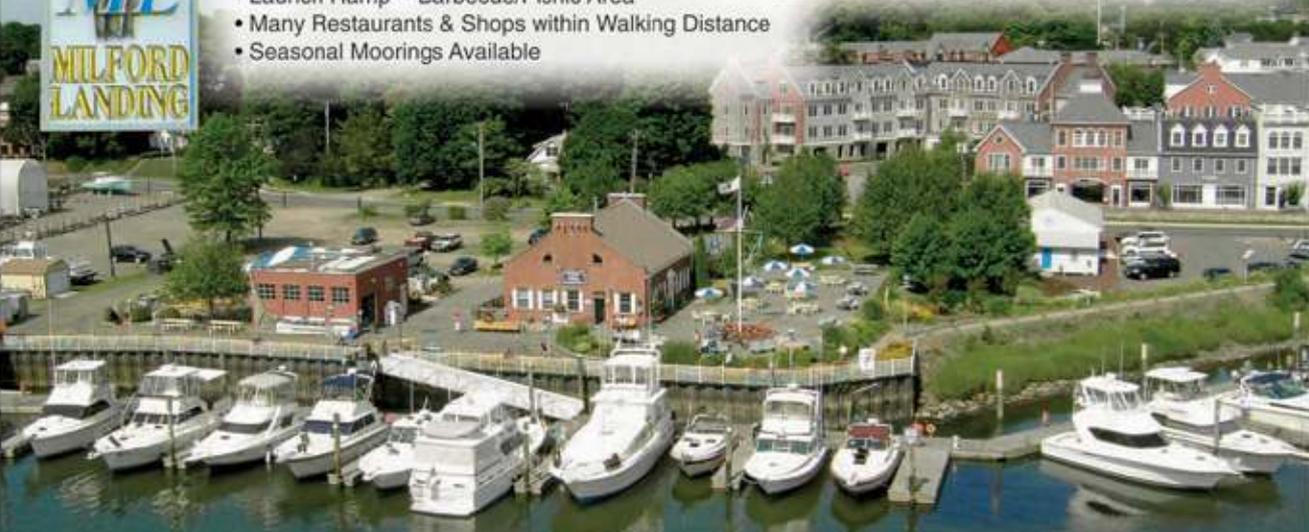


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II Connecticut River One-Design Leukemia Cup Regatta Hosted by Essex Corinthian Yacht Club in partnership with Pettipaug Yacht Club, this regatta is open to any one-design fleet with 5 or more registered boats (Ideal 18, Etchells, MC Scow, Laser, JY-15, C420, Sunfish, Force 5, etc.). Boats that do not form a one-design class will race as a Portsmouth handicap class. This event supports the Leukemia & Lymphoma Society's mission to cure blood cancers. Westbrook, CT; Ruth Emblin: leukemiacup2018@essex-corinthian.org; essexcorinthian.org/2018ctriverleukemiacup.html

II 38th Annual Women Skippers' Race City Island Yacht Club, City Island, NY; cityislandyc.org

II HYC Mayor's Cup Regatta Huguenot Yacht Club, New Rochelle, NY; huguenotyc.com

II New Haven Mayor's Cup This ECSA points event is hosted by New Haven Yacht Club. New Haven, CT; newhavenyc.org

II & 12 World Sailing - Offshore Safety at Sea Course This 2-day class personal safety gear, man overboard, emergency communications, search & rescue, heavy weather, storm sails, crew health, hypothermia, jury rigging & repair, fire precautions, lending assistance, life rafts and signals. Day 2 is a hands-on session on deploying life jackets and life rafts in the water, and group activities to test problem solving abilities. Completion of the course provides 5-year World Sailing certification. Oakcliff Sailing, Oyster Bay, NY; Ethan Johnson: training@oakcliffsailing.org; oakcliffsailing.org

II & 12 Corinthian Classic Yacht Regatta This Panerai North American Classic Yacht Series event is hosted by Corinthian Yacht Club. Marblehead, MA;

corinthianclassic.org;
classicyachts.org

II - 19 Nantucket Race Week Co-hosted by Nantucket Yacht Club and Great Harbor Yacht Club, this event raises funds for Nantucket Community Sailing. Events include the 45th Annual Opera House Cup for classic wooden boats (8/19), a 12 Metre regatta, PHRF racing, a youth regatta, an open sailboard regatta, women's fun sail, paddlecraft races and more. Nantucket, MA; nantucketraceweek.org



© Stephen Cloutier/photogroup.us

12 The Masthead Race and Party Hosted by Masthead Cove Yacht Club since 2006 in memory of MCYC Past Commodore Carol Marcinuk, this novice-friendly race benefits the Marcinuk Fund for Ovarian Cancer Research at Cold Spring Harbor Laboratory. The party starts at 4pm at Wyncote Club. Huntington, NY; Dave Tuck: racing@mastheadcoveyc.org; mastheadcoveyc.org

12 65th Annual CIYC Day Race City Island Yacht Club, City Island, NY; cityislandyc.org

12 & 13 PYC Invitational This Junior Sailing Association of Long Island Sound event for C420, RS Feva, Pixel, Laser & Radial sailors is hosted by Pequot Yacht Club. Southport, CT; pequotyc.com; jsalis.org

13 Big Bash This Junior Sailing Association of Long Island Sound event will be sailed in O'Pen BICs, Fevas and Waves. American Yacht Club, Rye, NY; Kevin

Broome: 917-967-4800 ext. 129; JuniorAYC@gmail.com; jsalis.org

13 & 14 50th Annual Regatta for the Dorade Trophy In "The Dorade," youth sailors race overnight on 29- to 44-foot PHRF boats. Stamford Yacht Club, Stamford, CT; stamfordyc.com; Ray Redniss: rredniss@optonline.net; jsalis.org



© Rick Bannerot

14 & 15 62nd Annual Beach Point Overnight Race This PHRF race for the Junior Distance Sailing Championship of Long Island Sound is hosted by the Beach Point Club. Mamaroneck, NY; jsalis.org

16 Shoreline Sailing Club Dance Join the members and friends of this friendly club for an evening of socializing and dancing to music provided by RJ Entertainment. Open to the public. Bring a friend or two! This non-profit club for active singles who like to sail, socialize, dance, fish, kayak and more meets on the first & third Thursdays of each month at 7:30pm. New members are welcome, and experience is not necessary. Westbrook Elks Lodge, Westbrook, CT; shorelinesailingclub.com

17 14th Annual Ida Lewis Distance Race A late-summer sailing tradition loved by grand prix racers and cruising sailors alike, "The Ida" is open to IRC, PHRF, One-Design, Multihull and Double-Handed boats of 28 feet LOA or longer. The course will be between 104 nm and 177 nm, depending on what the Race Committee thinks best suits the conditions. Ida Lewis Yacht Club,

Newport, RI; ilyc.org/long-race



© Meghan Sepe

17 Sam Wetherill Trophy Overnight Race Honoring the memory of an ardent blue-water sailor, this ECSA double points race around Block Island was established to encourage long distance overnight racing for cruising sailboats. Essex Yacht Club, Essex, CT; essexyc.com

17 The Stamford Overnight Race With a course of approximately 47 nm from Stamford to Stratford Shoal and back, this race is open to monohulls 24 feet LOA or over, owned or chartered by a YRALIS member and with a valid PHRF or IRC certificate. Stamford Yacht Club, Stamford, CT; stamfordyc.com

17 Junior Safety-at-Sea Seminar (See details 8/9 above); Chicago Yacht Club, Chicago, IL; Jay Kehoe: kehoe@chicagoyachtclub.org; stormtrysailfoundation.org/safety-at-sea-seminars

17 & 18 Nantucket Regatta This Panerai North American Classic Yacht Series event is hosted by the Nantucket Yacht Club, Great Harbor Yacht Club and Nantucket Community Sailing. Nantucket, MA; nantucketcommunitysailing.org; paneraiclassicyachtschallenge.com; classicyachts.org

17 - 19 Hinman Masters Team Race New York Yacht Club's Harbour Court, Newport, RI; nyyc.org

17 - 19 34th Annual Antique & Classic Boat Show This

event features a variety of vintage watercraft at beautiful Round-out Creek (actual show date is Saturday, 8/18). Hudson River Maritime Museum, Kingston, NY; acbs-hrc.org

18
14th Annual Ms. Race
 Hosted by Atlantic Highlands Yacht Club, this PHRF pursuit race for all-female crews benefits 180 Turning Lives Around, a non-profit organization dedicated to ending domestic violence and sexual assault. Atlantic Highlands, NJ; Diane Kropfl: 732-872-9190; ahyc.ms.race@gmail.com; ahyc.clubexpress.com



© Jeff Smith/JeffSmithPhoto.net

18
Antigua & Barbuda Hamp-tons Challenge The winning skipper and crew of this Peconic Bay Sailing Association PHRF race will score the largest amateur sailing prize in the Northeast – an all-expenses paid trip to compete in Antigua Sailing Week 2019 (including a charter boat)! A Caribbean Cocktail Awards Party at Haven's Beach follows the racing. Sag Harbor, NY; antiguabarbudahamptonchallenge.com



© antiguabarbudahamptonchallenge.com

18
4th Annual Western Long Island Sound Governor's Cup Day Race & Charity

Regatta Presented by Huguenot Yacht Club, City Island Yacht Club & Manhasset Bay Yacht Club, this benefit for Sails For Sustenance is a challenging event for PHRF (Spinnaker & Non-Spinnaker) and IRC boats, plus an additional start for unrated cruising boats (PHRF ratings will be assigned). New Rochelle, NY; yachtscore.com

18
Buzzards YC PHRF Race
 Open to all boats with a valid PHRF certificate and a rating of no greater than 225, this event is a qualifier for the Buzzards Bay Trophy. The Buzzards Yacht Club, Pocasset, MA; buzzardsyc.com

18
41st Annual Fools' Rules Regatta Competitors in this event, sponsored by Jamestown Yacht Club, must build a "sailboat" from non-marine materials and attempt to sail a 500-yard downwind course. Volunteers are needed! Town Beach at East Ferry, Jamestown, RI; 617-593-2117; jyc.org



© Onne van der Wal/vanderwal.com

18
Mason's Island Regatta
 This ECSA points event is hosted by Mason's Island Yacht Club. Mystic, CT; masonslandyachtclub.com

18
First Annual Sachem's Head Coastal Classic This 15 to 20 mile coastal race is open to any sailboat with a valid ECSA PHRF rating. Sachem's Head Yacht Club, Guilford, CT; shyc.club/sachems-head-coastal-classic/

18
9th Annual Newport SUP Cup Proceeds from this paddle

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around historic Newport Harbor (with short & long courses) support Clean Ocean Access. Newport, RI; newportsupcup.coastalurge.com

18
44th Annual Milford Oyster Festival

Attractions include a canoe & kayak race, a schooner cruise, a boat decorating contest, a car & motorcycle show, kids' activities, live music by Eddie Money, John Cafferty & The Beaver Brown Band and others, abundant oysters, and much more. 10am - 6pm; free; Milford, CT; milfordoysterfestival.org

18 & 19
2-Day Basic Safe Powerboat Handling Course

Pettipaug Sailing Academy, Essex, CT; John Kennedy: 860-526-2232; Kdesign@snet.net; Pettipaug.com Also offered 9/8 & 9

19
3rd Annual SailAhead Great South Bay Exploration Day Held in partnership with the South Bay Cruising Club, this event is part of SailAhead's

mission of Healing Wounded Veterans through Sailing. The Snapper Inn, Oakdale, NY; SailAhead.org; facebook.com/SailAhead



© SailAhead.org

19
46th Annual Opera House Cup Regatta The first all-wooden, single-hulled classic boat regatta on the East Coast, this Panerai North American Classic Yacht Series event is co-hosted by Nantucket Yacht Club and Great Harbor Yacht Club. Nantucket, MA; operahousecup.org; classicyachts.org

23 - 26
Narragansett Bay Classic Yacht Rendezvous This Panerai North American Classic

Yacht Series event comprises two regattas: the Herreshoff Classic Yacht Regatta at the Herreshoff Marine Museum & America's Cup Hall of Fame, and the Newport Classic Yacht Regatta at Sail Newport. Bristol and Newport, RI; classicyachts.org

24 - 26
84th Manhasset Bay Race Week This event is open to Opti, Laser, Snipe, Ideal 18, Sonar and MBOD sailors. Manhasset Bay Yacht Club, Port Washington, NY; manhassebayyc.org

25
The Kathleen Cup This historical event will commemorate the first regatta ever hosted by Stamford Yacht Club, held August 26, 1893 and won by William Whitlock and crew aboard the yacht *Kathleen*. Also scheduled are an old-fashioned tennis tournament using wooden racquets and a Golden Age of Yachting party featuring cocktails and food from that era. Stamford Yacht Club, Stamford, CT; stamfordyc.com

25
EBYRA Day Race Eastchester Bay Yacht Racing Association; City Island, NY; ebyra.org

25 & 26
Newport Unlimited Regatta This event is open to all multihulls with a New England Multihull Association handicap rating. Newport Yacht Club, Newport, RI; newportyachtclub.org; nemasail.org

25 & 26
36th Antique & Classic Boat Festival The flash of polished brass and gleam of varnished brightwork are the hallmarks of this event, featuring vintage motor yachts, mahogany speedboats, sloops, yawls, schooners and even a 19th Century gold-leaf canoe. Brewer Hawthorne Cove Marina, Salem, MA; boatfestival.org

25 & 26
26th Annual Seafood Festival Celebrating Long Island's famous oysters, clams and seafood, traditions, this family event features local cuisine, live

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www.ct.gov/deep/boating

music, arts & crafts, kids' activities, pirate shows, educational exhibits and more. Long Island Maritime Museum, West Sayville, NY; discoverlongisland.com

26 Connecticut Special Olympics Invitational This regatta will be sailed in V15s & Flying Scots. Cedar Point Yacht Club, Westport, CT; cedarpointyc.org

26 HHC Labor Day Regatta Hempstead Harbour Club, Glen Cove, NY; hempsteadharbourclub.com

26 Ram Island Invitational Ram Island Yacht Club hosts this ECSA points race. Noank, CT; ramislandyachtclub.org

30 & 9/6 Thursday Night Classics @ Newport Hosted by the Classic Yacht Owners Association and Sail Newport, this casual series of non-spinnaker races has

an emphasis on fun, not results. Each evening's racing will be followed by a gathering at a local watering hole to share stories. For skippers who haven't done a lot of racing, CYOA will be happy to round up an experienced crew member or two. Newport, RI; Bill Lynn: bill@classicyachts.org; classicyachts.org

31 84th Vineyard Race This Labor Day Weekend classic offers a choice of three courses: 238 nm from Stamford, CT around Buzzards Bay Light Tower and back, 143 nm to Seaflower Reef and back, and 116 nm to Cornfield Point Shoal and back,



© Rick Bannerot

with divisions for IRC, PHRF, HPR, Multihulls, Classic Yachts and Double-Handed boats and a Corinthian Challenge for college sailors. Stamford Yacht Club, Stamford, CT; stamfordyc.com/Sailing/Vineyard_Race; vineyard-race.wordpress.com

31 LHYC Huntington Lighthouse Benefit Race Organized by Lloyd Harbor Yacht Club, this inaugural event has a pursuit-style race in which each yacht will have a starting time determined by its rating. All proceeds will directly benefit the Huntington Lighthouse Preservation Society, Inc. Huntington Bay, NY; Jim Meystrik: 516-523-6613; fleetcapt@lhyc.org; lhyc.org

31 - 9/2 Camden Windjammer Festival Presented by the Maine Windjammer Association, his event includes a parade of sail featuring eight schooners, flag-raising ceremonies, live music, dancing and fireworks. Camden, ME; sailmainecoast.com

31 - 9/2 21st Annual Rhythm & Roots Festival New England's premier festival of roots music and dance features "Glam-ping in the French Quarter" and a powerhouse lineup including Taj Mahal Trio, Steve Earle & The Dukes, Donna the Buffalo, Dust-bowl Revival, Shinyribs, and many more. Ninigret Park, Charlestown, RI; rhythmandroots.com

SEPTEMBER

I 93rd Annual SCYC Stratford Shoal Race Seawanhaka Corinthian Yacht Club, Oyster Bay, NY; seawanhaka.org

I Huntington Lighthouse Music Festival The world's only music festival atop a working lighthouse in the middle of the water features a variety of great bands performing from 11am to dusk. Drop an anchor and raft up with friends. Admission is free, although donations for the pres-



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ervation of historic Huntington Lighthouse will be collected. (rain date Sunday, 9/2); Huntington Bay, NY; huntingtonlighthouse.org

1
FIYC 'Round Island Regatta Co-hosted by Fishers Island Yacht Club and the IOD Class, this circumnavigation of Fishers Island is open to yachts with a valid PHRF certificate, yachts in the IOD, J/70, Watch Hill 15 and Ensign classes, and by invitation. Bringing back Reaching for Grinders! Fishers Island, NY; fiyc.net

2
91st Annual Conanicut YC Around the Island Race The oldest continuing yacht race on Narragansett Bay, this circumnavigation of Conanicut Island is open to all sailboats with a PHRF of NB rating. Conanicut Yacht Club, Jamestown, RI; conanicutyachtclub.org; nbya.org

2
Onne van der Wal Photography Workshop on the Water: Around the Island Race Join Onne aboard the

M/V Gansett to photograph a variety of beautiful boats, with views of both the Jamestown and Newport Bridge and stunning Beavertail Lighthouse. Limited to 15 photographers; reserve at 401-849-5556 or gallery@vanderwal.com; vanderwal.com

6
Shoreline Sailing Club meeting This non-profit club for active singles who like to sail, socialize, dance, fish, kayak and more meets on the first & third Thursdays of each month at 7:30pm. New members are welcome, and experience is not necessary. Westbrook Elks Lodge, Westbrook, CT; shoreline-sailingclub.com

6 & 20
Singles Under Sail Social Meeting On the first Thursday of every month, single sailors and "wannabe" sailors get together to meet skippers and crew of this adventurous, Norwalk, CT-based sailing club. For the location and more details, check singlesundersail.org.

7
PYC Falkner Island Overnight Race Pequot Yacht Club, Southport, CT; pequotyc.com

7 - 9
7th Annual C&C Northeast Rendezvous There's just no better way to meet and socialize with other C&C owners! Location TBD, Port Jefferson, NY; cncnortheast.com

7 - 9
41st Annual Norwalk Seaport Association Oyster Festival Attractions include a New England Seaport Village, harbor tours, historic and working vessels, arts & crafts, barbecue competition, oyster shucking competition, Pirate's Coast Adventure, Kids' Cove, live music by former Journey lead vocalist Steve Augeri, Deep Banana Blackout, Funky Dawgz, Jimmy Kenny and The Pirate Beach Band, and more. Veteran's Memorial Park, Norwalk, CT; seaport.org

7 - 9
5th Annual Mystic Eats This riverside food festival fea-

tures great menu selections from over 25 of Mystic's premier eateries, beer & wine, live music by Green Tea, SUGAR, The Troublemakers, the Barley Hoppers and others, Family Fun Karaoke and other family entertainment, and more. Cottrell Street, Mystic, CT; mysticeats.com

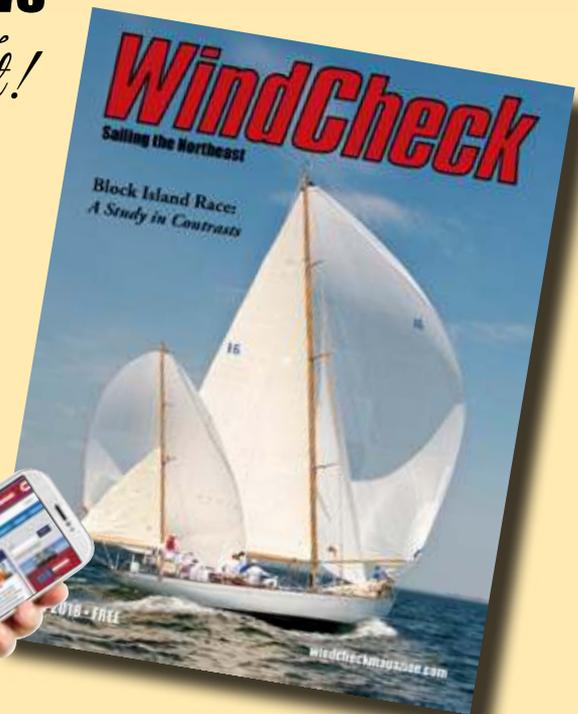
8
50th Annual Katrina Cup Lloyd Harbor Yacht Club, Huntington, NY; lhyc.org

8
Housatonic Invitational This ECSA points event is open to all boats with a valid ECSA PHRF certificate, self-bailing cockpit, fixed berths, galley facilities and the ability to be self-supporting for a weekend. Housatonic Boat Club, Stratford, CT; Lee Henschman: 203-668-5940; lhenschman@gmail.com; housatonicboatclub.org

8
8th Annual Village Cup Regatta Hosted by Port Jefferson Yacht Club in collaboration with the Village of Port Jefferson

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and the Port Jefferson Conservancy, this PHRF regatta supports pancreatic cancer research and palliative care at Mather Hospital, and the Lustgarten Foundation's mission to eradicate the disease. Sponsorship opportunities are available. Port Jefferson, NY; portjeffersonyachtclub.com



© Alex Petroski

8
64th Annual Winkle Cup
Centerport Yacht Club, Centerport, NY; centerport-yc.org

8
5th Annual Lorna Whittelsey Women's Regatta
Honoring the memory of a

5-time Women's National Sailing Champion, this event is sailed in Ideal 18s. Indian Harbor Yacht Club, Greenwich, CT; indianharboryc.com

8
Captain Island Race
Douglaston Yacht Squadron, Douglaston, NY; douglaston-yachtsquadron.com

8 & 9
2-Day Basic Safe Powerboat Handling Course
Pettipaug Sailing Academy, Essex, CT; John Kennedy: 860-526-2232; Kdesign@snet.net; Pettipaug.com

8 & 9
134th Annual Shattemuc Open Regatta & Dinner
This Hudson River Yacht Racing Association PHRF event is hosted by Shattemuc Yacht Club. Ossining, NY; shattemucyc.org; hrjra.org

8 & 9
Lorna Whittelsey Women's Regatta
Honoring the memory of a 5-time Women's

National Sailing Champion and a mentor to many, this event is sailed in Ideal 18s. Indian Harbor Yacht Club, Greenwich, CT; indianharboryc.com; yralis.org

8 & 9
Bedford Pitcher Regatta/Star Open
This event is hosted by Star Fleet #2, the oldest active Star fleet in the world. Cedar Point Yacht Club, Westport, CT; cedarpointyc.org

8 & 9
Laser District 7 Championship
Duck Island Yacht Club, Westbrook, CT; diyc.com

9
53rd Annual Valeur-Jensen Denmark Stamford Race
Presented by the Stamford Yacht Club, Royal Danish Yacht Club, Stamford Sail & Power Squadron and the Consulate General of Denmark, this event is open to boats with PHRF or IRC ratings and classic boats (over 25 years old). Other boats of one-design or level racing classes are also eligible and may race in accor-

dance with class rules. The race will have starts for non-spinnaker classes, as well as courses for Multihulls 18' LOA and over. Sail like a Dane! Stamford, CT; Ray Redniss: 203-348-3710; rredniss@optimum.net; stamfordyc.com



© Rick Bannerot

11 - 15
Thompson Cup Match Race
This fourth stop in the Grand Slam Match Racing Series will be sailed in Match 40-type boats. Seawanhaka Corinthian Yacht Club, Oyster Bay, NY; JP Blaise: 516-922-6200; JBlaise@icloud.com; seawanhaka.org



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13 - 16
48th Annual Newport International Boat Show
 Hundreds of new sailboats & powerboats will be on display, along with thousands of products & services from domestic & international exhibitors. Newport, RI; newportboatshow.com

13 - 16
Bowen's Wharf Newport Wooden Boat Show
 This unique event returns in an expanded format with a variety of beautiful vessels lovingly crafted from "the original carbon fiber." Bowen's Ferry Landing Marina, Newport, RI; bowenswharf.com

13 - 16
Newport Brokerage Boat Show
 More than 100 select sailboats and powerboats from 40 to 140 feet presented by over 30 brokerage firms will be on display Newport Shipyard. Newport, RI; brokerageboatshow.com

14 & 15
81st Annual Fall Off Soundings Club Fall Race

Series This ECSA points event comprises a race from New London, CT to Gardiners Bay, NY on Friday and course racing on Saturday. offsoundings.org

14 & 15
9th Annual Indian Harbor Classic Yacht Regatta
 This event is hosted by Indian Harbor Yacht Club and sponsored by Atlantis WeatherGear, Gosling's Rum, Ella Vickers and *WoodenBoat* Magazine. Greenwich, CT; Shelia Graves: noreaster1926@yahoo.com; indianharboryc.com; classicyachts.org



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14 - 16
59th Annual Roton Point

Multihull Regatta Sponsored by Goslings Rum, this New England Catamaran Sailing Association-sanctioned event has separate starts (with sufficient entries) for Hobies, F20s, F-18s, A-Class & Open Class (Portsmouth), and a beach party at the most beautiful park on Long Island Sound. Roton Point Sailing Association, Rowayton, CT; rpmr.org

15
Brent C. Donahue Cross Sound Race
 Honoring the memory of a great sailor and a friend to all, this distance race is hosted by Black Rock Yacht Club. Bridgeport, CT; blackrockyc.com

15
Women's Invitational Mendez Trophy
 This event is sailed in Ideal 18s. Larchmont Yacht Club, Larchmont, NY; larchmontyc.org

15
International Coastal Cleanup
 Harnessing the power of people to fight ocean trash,

this Ocean Conservancy event takes place on shorelines around the world. oceanconservancy.org/trash-free-seas/international-coastal-cleanup/

15 & 16
Storm Trysail & Riverside Yacht Club Long Island Sound Championship
 Riverside Yacht Club, Greenwich, CT; stormtrysail.org



© Rick Bannerot

16
27th Annual Coastweeks Regatta
 This rowing event for singles, doubles & fours is part of the annual Mystic Weekend of Rowing. Mystic Seaport Museum, Mystic, CT; mysticseaport.org

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20 Shoreline Sailing Club Social Gathering Come enjoy the company of club members and friends. Purchase your own drinks and Tapas. Open to the public. Bring a friend or two. This non-profit club for active singles who like to sail, socialize, dance, fish, kayak and more meets on the first & third Thursdays of each month at 7:30pm. New members are welcome, and experience is not necessary. Westbrook Elks Lodge, Westbrook, CT; shorelinesailingclub.com

20 - 23 42nd Annual Norwalk Boat Show There's something for every boater at the Northeast's most popular boat show. Norwalk Cove Marina, Norwalk, CT; BoatShowNorwalk.com

21 & 23 Greenport Classic Yacht Regatta and 29th Annual East End Maritime Festival Presented by the East End Seaport Museum & Maritime Foundation, this event

features classic boats on display and racing, a parade, live music, ship tours, children's activities, arts & crafts, pirates, whaleboat and kayak races, fireworks, a clam chowder contest and more. Greenport, NY; eastendseaport.org; classicyachts.org



© eastendseaport.org

22 Fall Race Around Prudence Island Co-hosted by the Twenty Hundred Club and Rhode Island Yacht Club, this Narragansett Bay Yacht Racing Association event is open to all yachts with a current PHRF-NB rating. twentyhundredclub.org

22 WSC Last Chance Regatta This ECSA points event is hosted by Windjammers Sailing Club. Milford, CT; windjammers.org

22 Cross Sound Challenge Hosted by Essex Corinthian Yacht Club, this ECSA points event has a course length of approximately 15 miles. Essex, CT; essexcyc.org

22 & 23 WASP & UFO Foiling Clinic & Regatta Run and coached by CPYC member and U.S. WASP National Champion Sam Blouin, this event promises plenty of high flyin' fun. There's



© Martina Orsini - TFW 2016

no cost, but you must bring your own boat. Cedar Point Yacht Club, Westport, CT; Sam Blouin: 813-404-3169; samuelblouin@gmail.com; cedarpointyc.org

22 & 23 and 29 & 30 AYC Fall Series This two-weekend Yacht Racing Association of Long Island Sound event is hosted by American Yacht Club. Rye, NY; americanyc.com

23 13th Annual Heritage Cup Classic Yacht Regatta & Rendezvous This event is hosted by the Hempstead Harbor Club. Glen Cove, NY; Mike Emmert: Golden137@aol.com; hempsteadharbourclub.com/racing/heritagecup; classicyachts.org

28 - 12/31 39th Annual International Marine Art Exhibition & Sale Showcasing the most recent works of more than 100 award-winning marine artists from around the world, this juried show commemorates America's maritime heritage. There will

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be an "Artist's Walk" on Saturday, 9/28 at 11am, in which participating artists will take attendees on a tour of the show and give comments about their work. Mystic Seaport Museum Maritime Gallery; Mystic, CT; 860-572-5388; gallery@mysticseaport.org; mysticseaport.org

29 Whitebread XXV Organized by the Peconic Bay Sailing Association, the silver anniversary edition of this circumnavigation of Shelter Island around government marks is open to monohulls and multihulls 22 feet LOA and up. The post-race party and awards ceremony will include dinner and a live band. Little Peconic Bay, NY; pbsa.us

29 DIYC Daylight Distance Race This ECSA double points event is hosted by Duck Island Yacht Club. Westbrook, CT; diyc.com

29 17th Annual Sail For Hope

Founded after the events of September 11, 2001 and hosted by Sail Newport, this event includes an 18-mile race around Conanicut Island and 'round-the-buoys racing for J/22s and other one-designs. This year's event raises funds for Hurricane Relief (Harvey, Irma & Maria), Warrior Sailing Program, and the Tad Sanchez Youth Sailing Program at Sail Newport. Newport, RI; sailnewport.org



© WarriorSailing.org

29 3rd Annual Lighthouse Point Fest Presented by the National Lighthouse Museum in association with the Staten Island Creative Community and

Creative Photography Guild, this event features arts & crafts and the Legendary Soups from Legendary Lighthouses Contest, in which contestants pick a lighthouse anywhere in the world, and create a hearty soup, pottage, gumbo, bisque, bouillabaisse or chowder that represents that special place and the unique people who live and work there. 12 - 6pm; free; The Promenade at Lighthouse Point, Staten Island, NY; lighthousemuseum.org/lighthouse-point-fest-2018

29 & 30 Fontelieu Regatta All Thistle, Lightning and Flying Scot sailors are invited to sail in this event. Cedar Point Yacht Club, Westport, CT; cedarpointyc.org

29 & 30 Ideal 18 North American Championship Larchmont Yacht Club, Larchmont, NY; RaceCommittee@LarchmontYC.org; larchmontyc.org/Yachting/Regatta_Schedule/2018_Ideal18_NAs

29 & 30 YRALIS Mid-Sound One-Design Finale This Yacht Racing Association of Long Island Sound event is open to Etchells, IODs, S-Boats, Shields and Viper 640s. Larchmont Yacht Club, Larchmont, NY; larchmontyc.org; yralis.org

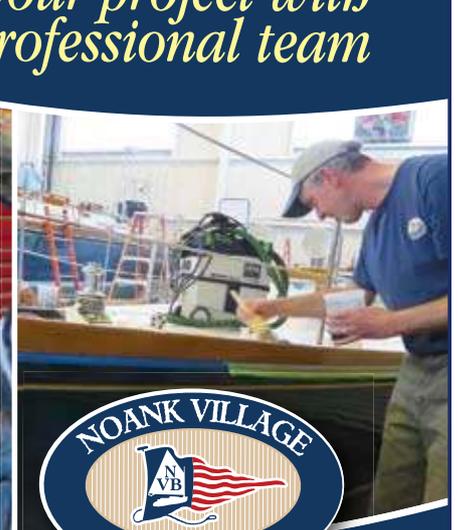
OCTOBER

6 The Greenport Ocean Race & The Greenport Bay Race In addition to a course around Block Island, this popular event has two shorter courses to Block and back without rounding it, as well as a bay race around Robins and Shelter Islands. Greenport, NY; register at YachtScoring.com

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MOORINGS & SLIPS ON THE MYSTIC RIVER

Team Gen5 are Lightning Youth World Champions!

By Brian Hayes, Sr.

Sixteen teams from seven countries competed in the 2018 Lightning Youth World Championship. The Nautical Athletic Club of Voula, with support from the Yacht Club of Greece, hosted this International Lightning Class Association regatta in the waters off Athens, Greece from July 3 - 7. Four teams representing the USA (including three-time Lightning Junior North American Champions Tanner Probst, Jenna Probst and Maya Weber) were in attendance, along with four teams from host country Greece, three from Canada, two from Finland, and one each from Brazil, Chile and Peru.

The seven-race series featured a fabulous mix of conditions, with light to moderate breeze in five of the seven races. Two races were sailed in much trickier conditions, with a puffy, shifty offshore seabreeze (yes, offshore!) making it very challenging for sailors, testing their skills and endurance.

Competition was fierce, with just three points separating the top five teams at the start of the final race. When the dust had settled, Team Gen5 USA, comprising Jeff Hayden (Lake

After qualifying for the 2018 Lightning Youth Worlds with a second place finish in the Lightning Junior North American Championship at Metedeconk Yacht Club in New Jersey last August, Hayden, Hayes and Ryan had a strong desire to compete in Greece but lacked the financial resources.

They overcame that obstacle by selling t-shirts, setting up a



The 2018 Lightning Youth World Champions are (l - r) Jeff Hayden, Brian Hayes, Jr. and Meredith Ryan. © Nigel Vick

GoFundMe page, and giving presentations at local sailing clubs to gain donations. With additional support from family and friends, these enthusiastic young racers (who had only a small amount of sailing time together) took their grassroots program overseas. With prowess on the racecourse to match their sheer determination to make it to the regatta, Team Gen5 notched back-to-back bullets in the final two races, advancing from 7th place to the top of the podium.

Finishing fourth overall and representing the Buffalo Canoe Club were Tanner Probst (helm), Jenna Probst and Maya Weber. In seventh place and representing Niantic Bay Yacht Club in Niantic, CT were Parker Colantuano (helm), Amelia Reed and Jackie Morrison. Notably, all of the top ten teams were powered by North Sails!

The International Lightning Class Association is a dedicated supporter of youth sailing. The ILCA funds an annual Boat Grant program for college age and young professional sailors, providing the use of a competitive Lightning for a full racing season. More information on the ILCA Boat Grant, local regattas, class activities (and complete results of the Youth Worlds) can be found at LightningClass.org. ■

Brian Hayes, Sr. is a One Design Expert at North Sails, Past President of the International Lightning Class Association, and a champion in several one-design classes. He's shared his expertise at seminars and clinics for one-design fleets throughout the U.S. and Europe, and coached and trained Sonar Paralympic teams worldwide.



The battle for the top step of the podium wasn't over until the final race. © Nigel Vick

Mary, FL; helm); Brian Hayes, Jr. (Milford, CT; representing Housatonic Boat Club in Stratford, CT and calling tactics) and Meredith Ryan (Buffalo, NY; bow), emerged as World Champions.

Team Gen5's name derives from the fact that skipper Hayden and tactician Hayes are fifth generation and third generation Lightning racers, respectively.

Aquidneck Island Students Complete Voyage Aboard Tall Ship *Oliver Hazard Perry*

By Barby MacGowan, Media Pro International

With 21 students aboard from Rogers High School, Portsmouth High School and the MET School, Rhode Island's Official Sailing Education Vessel SSV *Oliver Hazard Perry* returned to Newport, RI on June 11 after ten days at sea. The 200-foot, three-masted Class A Tall Ship and its student trainees, plus two teacher chaperones and 18 professional crew, started the voyage in Philadelphia, PA on June 2 and traveled approximately 566 nautical miles to Newport, according to the ship's Captain Kevin Wells.

"We anchored at Cape Henlopen in Delaware, then completed a 225-mile offshore transit to Gardiner's Bay in Long Island before overnighting at Point Judith and then in New Bedford where the students went ashore for a historical tour," said Wells. "The last two nights were spent off Mattapoissett and the Naval War College here in Newport."

The voyage was funded by the Hamilton Family Foundation, NewportFed Charitable Foundation and BankNewport as part of the ship's educational mission that includes a commitment to Aquidneck Island students.

"It was awkward at first, not knowing everybody," said Harrison Russell, who will be a junior at Portsmouth High School this fall and said he made lifelong friends on the journey, "but in this environment you have to grow closer. I learned that you have to be open to everything, even if you are afraid. Like with going aloft, the professionals onboard helped you through it, and it's the best feeling to know you can conquer your fears."

Russell's schoolmate Collin Clair said he climbed to the "t'gallant" (sail on the top yardarm) while some chose to stop



With the crew behind them, Aquidneck Island Schools student trainees gather on the dock after their 2018 educational voyage aboard SSV *Oliver Hazard Perry*. Photo courtesy OHPRI

at the "fighting top," which is not so high. Learning the proper names of the sails and spars was something he enjoyed, along with the "literacy focus" of the curriculum that incorporated poetry, sea shanties and reading of passages from accounts of life at sea.

Alex O'Conner, a Portsmouth resident who will be a senior at the Met School this fall, said she preferred furling the sails

that live on the bow to climbing aloft. When she first learned of the opportunity to join the trip, her mother asked her for some good reasons why she should sign up. "I told her, 'Because it's a new experience, I'll learn life skills, and broaden my horizons.'" In the end, it was all of that and more, and she and the other students were reluctant to leave the ship.

This is the second year that Rogers and Portsmouth students have sailed in OHPRI programs, but it was the first time all three schools have sailed together. "It was a real joy working with and teaching these students," said Vincent Tavani, Oliver Haz-

ard Perry Rhode Island's (OHPRI) Program Manager aboard. "They were intelligent, well-behaved, enthusiastic and really enjoyed being around each other."

In OHPRI's Aquidneck Island High Schools program, daily sail training and team building exercises integrate seven



Sail trainees (l - r) Bobby Zeller (Rogers HS), Harrison Russell (Portsmouth HS), Collin Clair (Portsmouth), Carsen Prater (Portsmouth), Landon Dosouto (MET School), and Rebecca Downs-Honey (Portsmouth) enjoy a new friendship bond. Photo courtesy OHPRI

academic OHPRI Units of Study developed in 2016 with funding from the van Beuren Charitable Foundation.

These Units of Study are aligned with the Rhode Island Common Core State Standards for Mathematics and English Language Arts-Literacy and are centered on ropes and lines, helm, sail evolution and theory, resource management and environmental responsibility, lookout, boat check and chart reading.

Prior to the voyage, students read OHPRI's Trainee Manual to familiarize themselves of the physical elements of the ship, maritime language, history of Newport's Commodore Oliver Hazard Perry, and basic seamanship skills.

While on board the ship, they applied math and science skills to seamanship exercises to gain confidence in successfully operating the ship. They also journaled their experiences and recorded ocean health and habitat-related observations. The journal, provided by OHPRI, includes selections of marine po-



No one's a passenger on the Perry!
Photo courtesy OHPRI

etry that can be referenced when composing daily entries.

Since she sailed south in February, *Perry* has been visited by nearly 40,000 people during deck tours in Philadelphia, PA, Jacksonville and Palm Beach, FL and the ports of call of the Tall Ships Gulf Challenge, Galveston, TX, Pensacola, FL and New Orleans, LA. She sailed from Annapolis, MD to Philadelphia with a group of Midshipman candidates from the Newport-based Naval Academy Prep School. After the Aquidneck Island High Schools program, the ship resumed teen voyages, open to anyone between the ages of 14 and 18, in July and August along the Eastern Seaboard. ■

SSV *Oliver Hazard Perry* is not a replica but a modern, steel-hulled vessel purpose-built for training and education to the highest modern safety standards. Rhode Island's Official Sailing Education Vessel, she sails in New

England and the Canadian Maritimes during the summer and in Florida, the Bahamas and the Caribbean in the winter. For more information on SSV *Oliver Hazard Perry* and programs for all ages, visit ohpri.org or contact gretchen@ohpri.org or 401-841-0080.

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A Very Strategic Newport Bermuda Race

The 51st running of the Newport Bermuda Race was a slow but strategically challenging race. Of the 169 boats that started in Newport, RI on Friday, June 15, 166 completed the 635-mile race in two to six days' time (there were three retirements). After making very slow progress in the middle of the race-course in light to non-existent winds, most of the fleet finished quickly on Tuesday evening and Wednesday morning.

"A high-pressure area slowed most of the fleet significantly," said Race Chairman Jonathan Brewin, of St. George's, Bermuda, "but it made for a very strategic race. We were delighted to see all the boats arrive in Bermuda safely, maybe not too swiftly, but ultimately all were successful in arriving. Hopefully

everybody had maximum fun. On behalf of the Cruising Club of America and the Royal Bermuda Yacht Club, I'd like to congratulate the fastest in the fleet, from our traditional lighthouse trophy champions to the first winners in the Super Yacht and Multihull Divisions."

Multihulls were invited to join the race for the first time this year. Jason Carroll's Gunboat 62 *Elvis* (New York, NY) led the 3-boat division from start to finish and was the fifth finisher with an elapsed time of 63 hours, 25 minutes and 32 seconds. *Elvis* was initially in fairly close contact with Greg Gigliotti's Gunboat 62 *Tribe* (Stamford, CT) and Wendy & Phil Lotz's Gunboat 60 *Arethusa* (Newport, RI), but found a little more breeze on Saturday afternoon and built a good lead that turned into a total breakaway on Sunday when the trailing boats were trapped by the expanding high pressure zone. *Elvis* blew up the same sail twice during the race, but apparently the extra effort was worth it. "We like to just push it a little, and it's nice to go quick," said crew member Alister Richardson. "I loaded the A2 a little bit too much, it popped once, we repaired it, and then I was sailing with it for another hour and then I broke it again after 4 hours of repairing."

Two boats contested the Super Yacht Division, with the S&S/Derecktor 112 *Kawil*, skippered by Harold "Spook" Stream of Lake Charles, LA, winning on corrected time by more than five hours. The satisfaction of crossing the line six minutes ahead of *Kawil* on elapsed time was had by Daniel Van Starrenburg of Bedford Hills, NY, whose Dykstra 110 *Aurelius* finished with an elapsed time of 104:27:32.

First of the two boats in the Open Division was *Maverick*, an Infiniti 46R DSS skippered by Quentin Stewart (Guernsey, GB). The light conditions did not favor the radical 46-footer, which is outfitted with lifting foils that provide extra stability and speed when the wind is up, but the sleek British boat nonetheless completed the course 10th fastest, in 97:03:56.

Jim Grundy's Columbia 50 *Grundoon* (Doylestown, PA) won the coveted St. David's Lighthouse Trophy for the best corrected time in the largest division of 85 boats. Sailing with one daughter and two sons in the crew, Grundy made off with half a dozen other trophies including the William L. Glenn Family Participation Prize and the Dorade Trophy for vintage yachts over 25 years old. Grundy's father purchased *Grundoon* in 1968.

Wizard, a Volvo Ocean 70 owned by



The first Super Yacht to win the Newport Bermuda Race is the 112-foot Kawil.

© Daniel Forster



Zachary Lee and Lief Counter co-skippered Yankee Girl to victory in the Double-Handed Division. © Allen Clark/PhotoBoat.com

brothers David and Peter Askew (Sandy, UT and Riderwood, MD, respectively), won the other lighthouse prize, the Gibbs Hill Lighthouse Trophy. Finishing first on corrected time among the highest-performance boats in the 22-boat Gibbs Hill Lighthouse Division, the Askews picked up their second major win in six months following a victory at the Rolex Sydney Hobart Race last December. Wizard is the former *Groupama*, which won the Volvo Ocean Race 2011-12. “We bought the boat in Australia in the fall and thought it was real dumb if we didn’t do the Sydney Hobart,” said Dave Askew, “so we did, and won it [Division 0], which was a kind of shocker for both of us.”

Proving that the Newport Bermuda Race is for sailboats and crews of many sizes, speeds and styles, Mary & Harold Guidotti’s Island Packet 38 *Orca* (Westbrook, CT) won the Finisterre Division, a 40-boat fleet for amateur entries using cruising sails. *Orca*’s crew was awarded the Carleton Mitchell Finisterre Trophy, named for the three-time winning skipper and his boat, which coincidentally was also a 38-footer.

Topping the 15-boat Double-Handed Division was *Yankee Girl*, a Morris Justine 36 sailed by Zachary Lee and Lief Counter (Vineyard Haven, MA and Pelham, NY, respectively). *Yankee Girl* sailed the racecourse in 116:30:12 and finished first on corrected time by less than eight minutes ahead Chris Terajewicz’s *Corvus* (Newton, MA) another Morris Justine 36. This was Lee’s second consecutive Newport Bermuda Race aboard *Yankee Girl*.

The MudRatz Offshore Team’s Swan 48 *Dreamcatcher* (Stonington, CT) won the Stephens Brothers Youth Prize for the best performance by a Youth Division crew, with most of the crew between the ages of 14 and 23 (see page 43). Another Youth Division entry from the Northeast, the Young American Sailing Academy’s Reichel/Pugh 63 *Young American - Gambler* (Rye, NY), finished 12th in Class 15 of the Gibbs Hill Lighthouse Division.

Other class winners hailing from the Northeast include Alessandro Paganì’s Spirit Yachts 47 *Luna* (Lexington, MA; first in Double-Handed Division Class 3), Rick Oricchio’s J/120 *Rocket Science* (Fairfield, CT; first in St. David’s Lighthouse Division Class 7), Justin Bonar’s Jeanneau 53 *YYZ* (Stamford, CT; first in St. David’s Class 8), Kevin McLaughlin’s J/V 50 *Crazy Horse* (Fairhaven, MA; first in St. David’s Class 9), Linda & Andrew Weiss’ Ker 43 *Christopher Dragon* (Mamaroneck, NY; first in St. David’s Class 10), Matthew Pilon’s Oyster 54 *Liberty Call*



Mary & Harold Guidotti’s Island Packet 38 *Orca* won the Carleton Mitchell Finisterre Trophy. © Allen Clark/PhotoBoat.com



Linda & Andrew Weiss’ Ker 43 *Christopher Dragon* won Class 10 in the St. David’s Lighthouse Division. © Allen Clark/PhotoBoat.com

(Middletown, RI; first in Finisterre Class 12), and Ronald Rossetti’s McCurdy & Rhodes 66 ketch *Salamat* (first in Finisterre Class 13).

The 51st Newport Bermuda Race was co-organized by the Cruising Club of America and the Royal Bermuda Yacht Club in a partnership dating back to 1923. It is managed by the Bermuda Race Organizing Committee, a joint working group of the two clubs. Sponsoring this year’s race were Bermuda Tourism, Goslings Rum, Pantaenius Insurance, Helly Hansen, Hinckley Yachts, Safe Harbor Marinas/Brewer Yacht Yards, Newport Shipyard, North Sails, and Airmar. More information is available at bermudarace.com. ■

John Burnham with the Newport Bermuda Race Media Team and Jan Harley at Media Pro International contributed to this report.

MudRatz Win Bermuda!

By Peter Cronin

Editor's note: In 2016, the Newport Bermuda Race Organizing Committee initiated a new division for young sailors. To qualify for the Stephens Brothers Youth Division, 50% of a yacht's crew must be between the ages of 14 and 23 (inclusive). An enticing prize donated by the Cruising Club of America's New York Station and honoring legendary sailors Olin and Rod Stephens, the Stephens Brothers Youth Division Trophy is awarded to the yacht with the best performance in that division. Hailing from Southeastern Connecticut, the MudRatz Offshore Team claimed the Stephens Brothers Youth Division Trophy (and the Alfred E. Loomis Trophy as the winners of the 14-boat Class 5 of the St. David's Lighthouse Division) in the 51st Newport Bermuda Race. To learn more, log onto MudRatz.org.

The idea of the MudRatz participating in the Newport Bermuda Race was conceived about a year ago. MudRatz founder Brandon Flack had seen us grow in the Melges 24s and was ready for us to take on the challenge of offshore racing. The only thing stopping us from doing these events was the availability of a boat.

Celebrating aboard Dreamcatcher in Hamilton Harbor are (front row, left to right) Taylor Walker, Peter Cronin, Steve Kylander, Megan Gimple, John Winder, OJ O'Connell (kneeling) and (back row, l - r) Lindsay Gimple, Annie Longo, Sarah Wilkinson, Morgan Buffum and Fritz Finkenauer © Julia Cronin/OutrageousPhotography.net



MudRatz Racing Team's future for the good. Brandon was asked if he would be interested in accepting a donation of a Swan 48! Now that we had the boat, it was time to get the experience needed to go offshore.



An unidentified crew member catches a 'RatNap.'

© Sarah Wilkinson

Brandon put the word out that we were actively looking for a boat that we could use for the Newport Bermuda Race, but as the cold, dark days of December 2017 rolled through there were no real prospects in sight.

However, one phone call in the deep of winter changed the

Our team was led by two sailors who had instructed for the MudRatz, and even instructed several of us in our learn-to-sail classes back in the day. Taylor Walker (age 29) and Neil "OJ" O'Connell (24) took on the responsibility of getting us to the racecourse. We were also joined by the donor and previous owner of *Dreamcatcher*, Steve Kylander, and Newport Bermuda Race veteran John Winder. Knowing we had capable adults and instructors onboard, it was time we found a crew.

In early January, the official announcement was made for the MudRatz Offshore Team, and applications were to be submitted before the end of the month. The coaches and the MudRatz Board reviewed over 40 applications, and 18 sailors made it through the first round which was announced in mid-March. An initial crew of

three youth sailors was selected, and spots for five others would be determined based on tryouts during an intense training schedule in April and May.

A wet and cold spring delayed much needed bottom work and we did not get the boat in the water until mid-April. In addition to long sailing sessions every weekend, many of us would meet at the dock after work or school to address the long



The MudRatz Offshore Team and members of the Young American Sailing Academy teamed up with Keep Bermuda Beautiful for a beach clean up. From left to right are Lindsay Gimple, Megan Gimple, Annie Longo, Morgan Buffum, Fritz Finkenauer, Sarah Wilkinson, OJ O'Connell, Peter Cronin, Gannon Troutman, Carson Crain (YASA), Julia Lines (YASA), Jay Greenfield (YASA), Becca Luther and Anne Hyde (Keep Bermuda Beautiful), and Taylor Walker (kneeling).

© Julia Cronin/OutrageousPhotography.net

“to-do” list.

It was hard training in the weeks leading up to the Bermuda Race. With no weekends off since the first practice, the learning curve had been remarkable. Leaders emerged and positions began to get set as people’s passions grew. *Dreamcatcher* was built in 1973, so some boat issues arose. Each one of those provided us with huge learning opportunities that could not be passed up. From winch maintenance to learning to splice, every day afforded us the chance to learn a new, practical skill.

As training continued and new faces came on and off the boat, the anticipation began to grow. At the end of May, just before the start of the Block Island Race, the team roster and positions had been finalized. In addition to our coaches and adult mentors, we now had Megan Gimple (age 18; Trimmer), Fritz Finkenauer (23; Mast), Gannon Troutman (15; Midbow), Annie Longo (20; Pit), Morgan Buffum (23; Mast), and Sarah Wilkinson (21; Trimmer). Lindsay Gimple (23) and Peter Cronin (17) were named as Watch Captains.

As the team began to grow together and skills began to get honed in on positions, the Bermuda Race grew closer and closer. With just two weeks before the start in Newport, there was somebody on the boat every day. From washing teak decks and adjusting electronics to cleaning the tanks, there was always work to be done.

In the days leading up to the race, there were new faces on the boat every hour, from Newport Shipyard technicians fixing a refrigerator that went out 24 hours before the start to Ben Bardwell lending a hand on splicing a traveler. It certainly wouldn’t be a regatta if we didn’t lose both the refrigerator and the radar 48 hours before the start!

Our nerves increased as the dockoff time grew closer. For the majority of the crew, it would be our first time offshore and it began to get to us. As we pushed off the dock, our voices were quiet and the crew was subdued. Nobody would say it, yet we all had a twinge of nerves. Checking in before the start, we rid the boat of one more sailor. An up-and-coming MudRat, Dylan Flack (13) had jumped on the boat and after checking in, jumped off in the same style as the Volvo Ocean Race guests. Having Dylan on board seemed to calm nerves and prevent pre-race jitters.

After our first night, the team got into the rhythm of offshore sailing. Shift changes and sail changes were done quickly and efficiently. As we ticked off the miles from Bermuda, we came across the Gulf Stream. We had all heard stories of the weather in the Gulf Stream: 20-foot waves and 40-knot

breezes. We were all mentally bracing ourselves for a storm that might not be in the weather forecasts, knowing the Stream could brew up some nasty storms. But when it came crossing time, there were 12-knot breezes and no more than two-foot seas. For some it was a relief, and others it was a disappointment, hoping the Stream would provide us with some exciting conditions.

As the days rolled on and the breeze began to shut off, we all grew hot and seemingly always hungry. There was no escape from the heat wherever we went, and we grew anxious to get to Bermuda. As the tedious sound of the sails luffing from one side to the other due to a complete lack of wind, we began finding new ways to entertain ourselves and others. From hiding snacks to telling stories (some true and some not), we passed through our shifts and kept the boat sailing at her full potential.

Things did not spice up until the fourth day as a high pressure system that was dominating the fleet moved south and brought in a cool 20-knot breeze, setting us directly at Bermuda. The helm grew heavier and the crumbs of four days’ worth of snacks were washed off decks. Before we knew it, we were bearing down on Bermuda at nine knots, a number we hadn’t seen in what felt like forever.

Eighteen hours later, we had Bermuda in our sights as we began to get occasional scents of land with the breeze as lights began to illuminate the horizon. A few short hours and several good laughs later, the entire crew was on deck to witness the finish.

Crossing the line at 0400 marked the close of our race. We had spent three months of hard training to get to where we were in that moment in time. Though we had no idea where we had

placed, the fact that we had just completed the Newport Bermuda Race as an all-youth team made it a success for all of us.

Upon arriving on land, most MudRatz bee-lined it for the bathroom, while others celebrated. News had reached us that it just so happened our youth team had pulled out a class win. It was a feat that we will all remember through our sailing career, and one that couldn't have been completed if it weren't for the volunteers and sponsors that helped us get to the start line. Many thanks go out to the individuals and companies that donated time, money and equipment to make this race possible! ■



Peter Cronin is a 17-year-old sailor from Ledyard, CT. He began sailing with Ram Island Yacht Club when he was 9, and joined MudRatz as a charter member at 13. He is an active member of the C420 class, and has competed with MudRatz on Melges 24s and J/70s at local, national and international competitions. He was recently accepted to Salve Regina College in Newport and plans to study business and marketing and, of course, hopes to be a member of their sailing team.

Savoring the taste of victory on the grounds of the Royal Bermuda Yacht Club are (l - r) Gannon Troutman, Lindsay Gimple, John Winder, Sarah Wilkinson, Taylor Walker, Megan Gimple, OJ O'Connell, Annie Longo, Fritz Finkenauer, Morgan Buffum and Peter Cronin. © Julia Cronin/OutrageousPhotography.net

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The Newport Bermuda Race Aboard *Elvis*

By Chad Corning

Twenty-eight marked the first year multihulls were invited to compete in the Newport Bermuda Race, and we were thrilled to take part with Jason Carroll's Gunboat 62 *Elvis*. *Elvis* has been much modified from original, and now sports a 28-meter rotating mast, external tillers and deep asymmetric daggerboards, all of which puts a bit of spring in her step, especially in lighter air. This would prove a decisive asset in this year's race. We were in good company with Greg Gigliotti's Gunboat 62 *Tribe* (also with a taller rig), and NYYC Commodore Phil Lotz with his Gunboat 60 *Arethusa* – both very well sailed and well organized campaigns.



Still The King: *Elvis* is the first multihull winner of the Newport Bermuda Race. © Daniel Forster

Forecasts varied wildly the week before the race. Early on it looked like very strong northwesterly breeze would feature, but this fizzled away to a lighter and more complicated weather scenario. The first hurdle was getting away from Newport. Race day saw overcast skies and the typical mid-day northerly/southerly battle loitering around the start line. Eventually a gentle southwesterly settled in for the start, which, with a strong outgoing tide, would get the fleet on its way. Starting around the same time as the fleet and heading south was a high pressure ridge which would eventually overtake most yachts and make the race a very benign affair. If you could make it through the ridge, moderate northeasterly winds would provide an easy ride to the Onion Patch, but only a few of the faster boats would be so lucky.

Aboard *Elvis*, we had a good start on port and held that out to Point Judith. As the breeze began to clock, we flipped onto starboard and gradually eased sheets and headed directly for our Gulf Stream entry point. All the multis were close together at this point and the sailing was relatively fast, with reaching spinnakers featuring as the wind continued to lift. After a very pleasant evening of sailing, we had managed to eke out a bit of a lead and were sailing in company with *Proteus* and the two Volvo 70s. The wind started to evaporate as Saturday went on, and by late afternoon we knew it was make or break time to get through the high pressure ridge. One hundred-degree shifts, big puffs and lulls and towering, wind-sucking clouds made the transition zone challenging. Frequent jibes and sail changes featured, with the goal of keeping the boat moving and going generally south being paramount. In the end we just made it through and were comforted to see the barometer drop and wind speeds increase into the mid-teens.

The balance of the race for us was almost entirely under spinnaker sailing fast; about a 14-knot average from the transition to the finish. After a five-hour onboard repair of the A2, we tried it for a bit but it failed again in the clew patch area so we had to settle for the smaller, but fairly efficient A6 in its place. The rubber band connecting us to *Tribe* and *Arethusa* stretched out and eventually broke as they were engulfed by the high and had to suffer a prolonged period of very light air sailing – not something multihulls exactly relish. The wind held all the way to the finish for us and we crossed the line in the pre-dawn hours on Monday with an elapsed time of around 63 hours. At the end of the day, only five boats made it to the “promised land” on the other side of the ridge: line honors winner *Rambler*, the two Volvo 70s, *Proteus* and, by the skin of

our teeth, us.

The traditional festivities upon arrival at the Royal Bermuda Yacht Club were muted to say the least, as the Maxi crews had all gone to bed by the time we got there. Not a soul – or a bartender – to be seen, but luckily some onboard supplies saw us through. It was an honor to be the first multihull to finish the Newport Bermuda Race. Good sailing, and a lot of luck saw us get through the main weather feature and to Bermuda about 36 hours in front of our division rivals. Many thanks to the event organizers for including multihulls this year and going forward. We look forward to taking on the challenge again in 2020! ■

A professional sailor, program manager, build manager and coach, Chad Corning is a two-time Melges 32 National Champion, two-time Viper 640 National Champion, Shields National Champion, and Melges 32 European Champion.

A Race Week Revitalized

BIRW 2018

By James Gallacher

The inaugural reboot of the 'off-year' Block Island Race Week, co-hosted by Duck Island Yacht Club (Westbrook, CT) and Block Island Yacht Club June 17 - 22, is in the books. We were able to get four good days of racing in, with only one shore day (too much wind). The race committee, run ably by PRO Sue Reilly, did a great job getting the races going *and* a great job knowing when it was time to go back to the barn. Mudslides taste better when you're not too gassed to enjoy them.

First place overall in the Spinnaker class came down to a three-way sprint on Friday, with Paul Zabetakis' Swan 42 *Impetuous* (Jamestown, RI), Tom Lee's Melges 24 *Jammy Beggar* (Key Colony Beach, FL), and Sedgwick and Andrew Ward's J/111 *Bravo* (Shelter Island, NY) separated by a total of two points. *Bravo* came out charging in the first race looking to make a move into first place, but were held off by *Jammy Beggar*, who held on for the win by a mere two seconds.

Impetuous was able to claw back in the final race and claim first overall for the week by edging out Lee's team on several tie-breakers. *Jammy* finished second for the week, with *Bravo* rounding out the top three. Paul has been a fixture at these regattas, and it was great to see members of his crew who sailed together with him in the early 1990s on his Frers 33. Well done, Paul and crew.

In the Cruising fleet, four different boats won races including Block Island's own Chuck Townsend's Alerion 26 *Nimble*. Chuck

and his team had a great sail on Friday and were able to make up some ground on the reach from "1BI" back to the finish off the entrance to the Great Salt Pond to take the daily win.

By Friday, the crew of Tom Hansen's Taylor 42 *Africa* (Marblehead, MA) – comprised of young children and seasoned veterans alike – were able to rattle off an impressive string of firsts (2) and seconds (3) to take first place for the week. Kevin Curtis' C&C 34 *Wildfire* (Fairfield, CT) was second, with Peter Floyd's Ranger 22 *Reepicheep* (Higganum, CT) third.

After the racing on Friday, awards were presented at the Block Island Maritime Institute (BIMI). Competitors, volunteers and sponsors were able to enjoy one last late afternoon on Block Island before heading their separate ways. It was great to see the camaraderie between sailors from radically different boats with very different agendas talking and sharing stories on the lawn. And it was great to see everyone pack in to the awards presentations and cheer each other on. More than one group of sailors told me they thought the event was a great mix of sailing with enough down time to explore the island a little bit. Crews were thrilled, and they were already looking forward to the next time in two years.

We had a lot of help making this event a success. We'd like to thank all of our sponsors including *WindCheck* Magazine, Sullivan Sotheby's International Realty, Cross Sound Ferry, Gowrie Group, Narragansett Brewing, Regatta Craft Ginger Beer, GreySail Brewing, Newport Vineyards, Keel Vodka, Thomas Tew Rum, Red Bird Package Store, Official Photographer Stephen Cloutier, South Florida Performance Boats (Nor-Tech 340 Sport media boat), J/Boats, Lamar, The National Hotel, New England Airlines, Ballard Hall Real Estate, Ballard's, SupplyTime, The Surf Hotel, North U (daily chalk talks), The Block Island Sport Shop (water

Impetuous, a Swan 42 owned by longtime Race Week competitor Paul Zabetakis, claimed the overall win. © Stephen Cloutier/photogroup.us



bottles for the race committee), the Chamber of Commerce and the entire Block Island Business Community for helping us along the way. An extensive list with links to our sponsors is available at birw2018.com.

Duck Island YC and Block Island YC are looking forward to hosting the next 'off year' Block Island Race Week in 2020 and

we can't wait to welcome everyone back to our island. If you'd like to discuss bringing your fleet to our next event, send us a note at info@birw2018.com. ■

James Gallacher is the Director of Block Island Community Sailing and a member of Block Island Yacht Club.

Sailors on a variety of boats enjoyed the competition and camaraderie at Block Island Race Week 2018.

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Champions Crowned at The Clagett and U.S. Para Sailing Championships

By Sam Crichton

Forty-six sailors from across North America competed in the 16th C. Thomas Clagett, Jr. Memorial Clinic & Regatta and the 2018 U.S. Para Sailing Championships, which were hosted by Sail Newport in Newport, RI June 20 - 24.

“We’ve just concluded the 16th Clagett Regatta and we couldn’t do it without the support of the volunteers, sponsors, supporters and especially the sailors,” said Clagett President and Co-Founder Judy Clagett McLennan (Portsmouth, RI). “We’re so thrilled that we’ve been able to join forces with US Sailing to host the U.S. Para Sailing Championships this year. We are working together to demonstrate the interest in sailing and to get it reinstated to the Paralympics.”

In the triplehanded Sonar class, Rio Paralympic Silver

Medalist Rick Doerr (Clifton, NJ) sailed *Valiant* with a graduate of the Warrior Sailing Program, Dawn Hart of Dade City, FL and Charles McClure (Brookline, MA). They led the 10-race series from start to finish. Making Doerr’s team work for their medal was the team from the Judd Goldman Adaptive Sailing Program in Chicago: skipper Gary Pierce (Highland Park, IL), Patrick LoDuca (Chicago, IL) and Jeff Long (Newport, RI), who secured second place overall. “Thank you to my crew members,” said Doerr. “They are real troopers. The competition pushed us and the level just keeps going up. The training is like no other regatta and it’s just fantastic to be here with all these great sailors.”

At the awards ceremony, Doerr was presented the Nick Scandone Spirit Award, which honors the memory of Paralympic gold medalist Nicholas Scandone (1966 - 2009). “Nick inspired me a lot when we sailed in Beijing,” said Doerr. “It isn’t about this award; it’s about being part of this group and these

sailors. The challenges we have to overcome as sailors makes the results worthwhile. We owe it to others to set a high bar and pass on own knowledge to the future generations. Nick gave back and now I’m doing it, and so is everyone else at this regatta.”

The 22 sailors in the singlehanded 2.4mR class, the largest fleet at the regatta, enjoyed some fantastic racing. “It’s a super-competitive fleet,” said Principal Race Officer Tom Duggan (East Sandwich, MA). Dee Smith (Annapolis, MD) sailed *2 for 1* to victory, holding off challenges from Julio Reguero (Guanyabo, PR) and Peter Wood (Ottawa, ON), to take home the gold medal, with Reguero taking silver and Wood the bronze. “I haven’t been to The Clagett for three years, and I want to say thank you to everyone for continuing all their work for this regatta,” said Smith. “I give my congratulations to all the competitors. Every-



With 22 sailors, the singlehanded 2.4mR class was the largest fleet in the 16th C. Thomas Clagett, Jr. Memorial Clinic & Regatta and the 2018 U.S. Para Sailing Championships. © Ro Fernandez

one is getting better and the competition is going to the next level, and it has a lot to do with the coaching that The Clagett provides.”

A new class to adaptive sailing and The Clagett, the doublehanded RS Venture Connect, had seven teams racing in a round-robin competition over the first two days of racing to make it to the semi-finals Sunday. The top four teams headed into the finals, and the former Canadian Paralympic duo of John McRoberts (Victoria, BC) and Scott Lutes (Mahone Bay, NS) were victorious.

McRoberts and Lutes, who are competing in the Para Sailing World Championships in Sheboygan, WA later this year, won the C. Thomas Clagett, Jr. Trophy. “It’s a true honor and I’m very, very shaken to be awarded this trophy,” remarked McRoberts.

In the U.S. Para Sailing Championships, the bi-coastal U.S. team of Cristina Rubke (San Francisco, CA) and Kris Scheppe

(Naples, FL) were awarded the silver, and the bronze medal went to JR Hardenburgh (Jamaica Plain, MA) and Nick Bryan Brown (Jamaica Plain).

The Clagett trophies were awarded to:

Sonar

- 1. Rick Doerr/Dawn Hart/Charles McClure
- 2. Gary Pierce/Jeff Long/Patrick LoDuca
- 3. David Gaston/Mike Janota/Kevin Somers

RS Venture Connect

- 1. John McRoberts/Scott Lutes
- 2. Christina Rubke/Kris Scheppe
- 3. JR Hardenburgh/Nick Bryan-Brown

2.4mR

- 1. Dee Smith
- 2. Julio Reguero
- 3. Peter Wood

The 2018 U.S. Para Sailing Championships trophies were awarded to:

Judd Goldman Trophy and Singlehanded National Champion:

Dee Smith

Chandler Hovey Trophy: John McRoberts/Scott Lutes

Doublehanded National Champions: Christina Rubke/Kris Scheppe

Gene Hinkel Trophy: Rick Doerr/Dawn Hart/Charles McClure

Thomas Clagett, Jr. Trophy: John McRoberts/Scott Lutes
Susan B Johnson Sportsmanship Award: Shaylagh Lay
Larry Gadsby Most Improved Award: Delani Hulme-Lawrence
Nick Scandone Spirit Award: Rick Doerr
Robie Pierce and Gene Hinkle Seamanship Award: Y-Knot program

in 2003 with a mission “to assist sailors in realizing their potential on the water by providing them both the knowledge and tools to improve their skills and the opportunity to use these skills in competition,” the C. Thomas Clagett, Jr. Memorial Clinic & Regatta honors Tom Clagett (1916-2001), a U.S. Navy World War II veteran who learned to sail on Chesapeake Bay. As a youngster he suffered temporary paralysis as the result of a bout of meningitis, an experience that left him with a deep respect for the accomplishments of people with disabilities.

The 2018 U.S. Para Sailing Championships was sponsored by Gill. Sponsors of the 16th Clagett Regatta include Fiduciary Trust International at the Platinum level; Newman’s Own Foundation at the Gold level; American International Group, Inc. (AIG) at the Silver level; and The Horance A. Kimball & S. Ella Kimball Foundation and Alice & Bruce Whelihan at the Bronze level. For more information, visit clagettregatta.org. ■

Sam Crichton has worked in the sailing industry for over 18 years, in both the U.S. and internationally. Originally from Sydney, Australia she is now based in Newport, RI. She has worked with sailing clients from one-design classes to offshore and the Olympics.

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Make Your Jibes Efficient

By David Dellenbaugh

Jibing is one of the most complex maneuvers you ever make on the race course. To get good at it, you must be skilled and practiced in your boathandling and sailhandling skills. These almost always make the difference between a mediocre rounding and a fast one where everything clicks. The key is adjusting the trim of your boat and sails as you jibe amidst a fleet of boats. It's not easy because you have to focus on your own crew work and keep your head out of the boat at the same time. Here are some suggestions for smoother, more efficient jibes.

Turn with crew weight

As I've said many times, the key to fast turns of any type is minimizing the use of your rudder and the associated drag. While this may be a challenge when you're avoiding other boats, try to use other turning methods as much as possible.

One good way to help turn your boat is by moving crew weight from side to side. When you want to start bearing off into a jibe, for example, hike out and heel the boat to windward (or at least minimize leeward heel). This will help the boat carve a turn to leeward. As the boom comes across and you settle on a course for the second reach, move your weight to the other side to flatten the boat. Using your weight for turning is especially important in light air when your sails are not much help.

The epitome of using your weight to help turn the boat through a jibe is a "roll jibe." This technique works best in light to medium wind and lighter boats with round bottoms that are easily "rolled" by the weight of the crew. It's also particularly effective for reach-to-reach jibes. However, if you are flying a spinnaker, it's difficult to do a big roll jibe – I suggest you make spinnaker handling your priority; when you perfect this, slowly work on adding some roll.

A roll jibe is similar to the jibe we just described using your

weight, except the rolls to windward and back up again are more aggressive and pronounced. The basic idea is to roll your boat as far as possible before the jibe and then flatten it sharply after the boom comes over. If done right, this will help you eliminate the speed lost in a normal jibe. Remember, however, that although roll jibing is a kinetic exception permitted by Rule 42, you are not allowed to come out of a jibe faster than you went into it.

Turn the boat using sail trim

Another important method of turning your boat is by adjusting your sail trim. When you want to bear off into a jibe, for example, you should ease out your mainsail. This relieves leeward pressure on the aft part of the boat and allows the bow to turn away from the wind more easily (without using a lot of rudder to make this happen).



When you're preparing to jibe from a broad reach to a tight reach (or vice versa), make other sail adjustments before you jibe.

© Stephen Cloutier/photogroup.us

Unfortunately, easing the mainsheet when you start into a jibe is the opposite of what often happens. Many skippers begin a jibe by bearing off and simultaneously trimming in the main. This is wrong for at least two reasons. First, trimming the main makes the boat want to head toward the wind, not away from it, so this means you must use more rudder to bear off. Second, the

best way to keep going fast as you bear off is to ease the main out farther so the wind keeps pushing on it; if you trim it in you lose power.

When and how to pull the main across

Getting the main and boom across the boat can be a critical part of any jibe, especially in strong breeze when bad technique or hesitation can cause a broach or capsize. The key is knowing exactly when to start pulling the main across and then doing it assertively.

There are several signs that tell you when it's time to pull the mainsail across. One is a fidgety mainsail leech, which shows that the wind is just starting to flow around the other side of the mainsail. Another clue is reduced pressure on your mainsheet. This may be subtle, but it's a good indicator that the main is ready to change sides. Once you know when to pull the main across, the only question left is how best to do it. There are at least four techniques you can use, depending on the type of boat you're racing and the jibe you're planning:

1. The helmsperson grabs all the mainsail parts together and pulls the boom across. Advantages: It gets the boom across quickly and at a precise moment. The boom goes out quickly on the new jibe, which is good if you're on a run. Disadvantages: Not great when you're jibing to a reach (as at a wing mark) because the main goes out too far. Not easy to trim the main in after the jibe.

2. A crewmember grabs the vang or the boom itself and throws the boom across. Advantages: Same as above. Works well when helmsperson is too busy to pull boom across. Disadvantages: Same as above.

3. Skipper trims mainsheet through the block. Advantages: Good for a reach to reach jibe because you can trim the sail as it goes across the boat. Easy to trim main after the jibe. Disadvantages: Takes longer to pull the sail in far enough to jibe. Less precise timing of when it crosses.

4. Trimmer uses a winch to grind in the sheet. Advantages: Only way to get boom in on big boat in breeze; can hold boom in middle of boat during jibe and ease it out slowly on new jibe. Disadvantages: Takes a lot longer to pull the sail in far enough to jibe. Usually requires two people. ■

This article originally appeared in David Dellenbaugh's Speed & Smarts, The newsletter of how-to tips for racing sailors. If you want to sail faster and smarter, log onto SpeedandSmarts.com.

A resident of Easton, CT, Dellenbaugh was tactician and starting helmsman for America3's successful defense of the America's Cup in 1992. He's a Lightning World Champion, two-time Congressional Cup winner, seven-time Thistle National Champion, two-time winner of the Canada's Cup, three-time Prince of Wales U.S. Match Racing Champion, and a winner of the U.S. Team Racing Championships for the Hinman Trophy.

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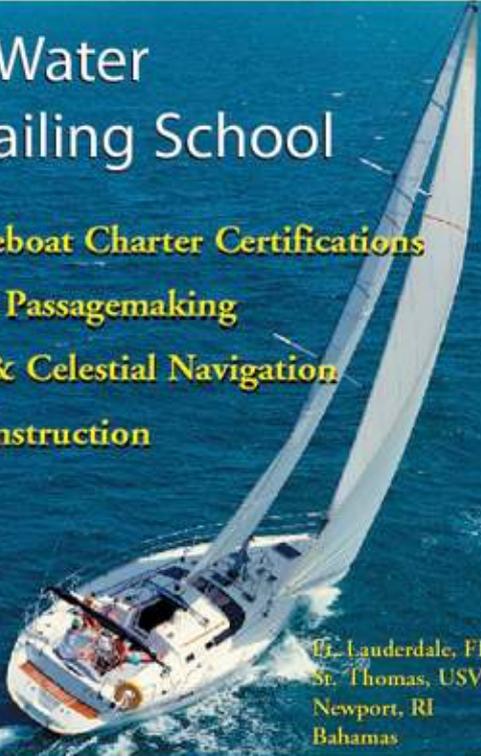
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NYYC American Magic Announces Roster for 36th America's Cup

New York Yacht Club American Magic, the U.S. Challenger for the 36th America's Cup, has announced an initial roster of 17 sailors who will train and compete with the team. The accomplished group includes nine Americans and sailors from four other nations. The 36th America's Cup will take place in March 2021 off Auckland, New Zealand. The regatta will be sailed in the AC75 class, a new 75-foot foiling boat designed specifically for the next edition of the Cup that is expected to race with a crew of 11 sailors.

"We're excited to announce the names on our current sailing team, and continue the process of building a focused and successful program," said Terry Hutchinson (Annapolis, MD), Skipper and Executive Director of American Magic. "Every personnel decision we make in this campaign will be with a single goal in mind, and that is to win the America's Cup in 2021. With the support of our 90-strong collection of world-class designers, boatbuilders and staff, our sailors will be capable of accomplishing that goal."

The roster includes the combined experience of 31 America's Cup campaigns, and three team members are previous Cup winners. Eight American Magic sailors are Olympians, with two medals won, and the roster has earned over 60 world championship victories in various classes. American Magic sailors who are also Olympic hopefuls on the US Sailing Team will be given the flexibility to pursue their campaigns for Tokyo 2020 while operating as part of the America's Cup team.

"Thanks to the efforts of our partners at US Sailing, Oakcliff Sailing and other organizations that have supported high-performance sailing, we have capable athletes coming out of Olympic, foiling and development classes here at home," said Hap Fauth (Naples, FL), Team Principal and CEO of American Magic. "They will help our team win on the water, and also help reengage the American audience with sailing's pinnacle event."

American Magic recently opened a dedicated boatbuilding facility in Bristol, RI. Under the rules governing the 36th America's Cup, the earliest an AC75 can be launched by any team is March 31, 2019. American Magic is expected to begin sailing their first boat soon after this date, and conduct initial testing on Narragansett Bay and Rhode Island Sound.

"The return of America's Cup activity to the Newport, Rhode Island area will be a thrilling sight for sailing fans here, across the country and around the world," said Phil Lotz (Fort Lauderdale, FL), the 65th Commodore of the New York Yacht Club. "For 175 years, the New York Yacht Club has been dedicated to moving competitive sailing forward. Defending and challenging for the Cup, a trophy we held for 132 years, has been a large part of the club's commitment to our sport. We're proud to return to the America's Cup arena with this exceptional sailing team."

Formed in October 2017 by Bella Mente Racing, Quantum Racing and the New York Yacht Club, NYYC American Magic

brings together two highly successful racing programs with one of the foremost yacht clubs in the world, all with the shared vision of launching a campaign for the 36th America's Cup competition, re-connecting the American sailing base with sailing's premier event, and elevating the quality of competitive sailing in the U.S.

The team, led by Fauth, Team Principal Doug DeVos (Grand Rapids, MI), and Team Principal Roger Penske (Bloomfield Hills, MI), is one of three confirmed Challengers set to compete for the Cup against the current holders, Royal New Zealand Yacht Squadron and its defending team, Emirates Team New Zealand. To date, Luna Rossa Challenge from Italy and INEOS Team UK from Great Britain have also been announced as Challengers.

"Racing for the America's Cup is a dream shared by all competitive sailors," said James Lyne (Granville, VT), Head Coach of the team. "American Magic is a once-in-a-lifetime opportunity for our athletes. We are led by a great group of principals, have talented designers, experienced builders, and we are representing New York Yacht Club, with its unmatched America's Cup history. The stars have aligned to give us this chance to win back the Cup for the United States." For more information, visit AmericanMagic.com. ■

Will Ricketson, New York Yacht Club American Magic's Communications Director/Press Officer, contributed to this report.

New York Yacht Club American Magic Sailing Team

Skipper & Executive Director

Terry Hutchinson (Annapolis, MD)

Helms/Tacticians

Dean Barker (Auckland, NZ)

Andrew Campbell (San Diego, CA)

Bora Gulari (Detroit, MI)

Ian Moore (Cowes, GB)

Sail Trimmers

Trevor Burd (Marblehead, MA)

Maciel Cicchetti (Mar del Plata, AR)

Paul Goodison (Sheffield, GB)

David Hughes (Miami, FL)

Specialists

Matt Cassidy (San Diego, CA)

Sean Clarkson (Mill Valley, CA; nationality: NZ)

Jim Turner (Auckland, NZ)

Grinders

Cooper Dressler (Coronado, CA)

Luke Muller (Ft. Pierce, FL)

Caleb Paine (San Diego, CA)

Luke Payne (Fremantle, AU)

Joe Spooner (Auckland, NZ)

Head Coach

James Lyne (Granville, VT)

Volvo Ocean Race Wrap-Up

Dongfeng Race Team won the Volvo Ocean Race 2017-18 in the closest finish in the 'round-the-world race's 45-year history. Skipper Charles Caudrelier (Paris, France) led his team to victory on the final leg of the race, a 970-mile sprint from Gothenburg, Sweden to The Hague, Netherlands.

This was the first leg win for the Chinese-flagged team, and it couldn't have come at a better time. Three teams started Leg 11 in a dead heat on the overall leaderboard. The finishing order between MAPFRE, Team Brunel and Dongfeng Race Team at The Hague would determine their place on the podium. Each of those three teams led at various points on the leg and had their opportunities to grab the prize.

Caudrelier and his crew made a bold call on the final night of the race, taking a coastal route to the finish, which squeezed them tight against the shoreline and separated them from the other leaders. As the teams finally converged again, just a few miles from the finish, Dongfeng was flying down the coast from the north, sliding in front of the offshore group to claim the overall victory. "We always trusted each other," said Caudrelier. "Nobody thought we were going to win this last leg, but I had a good feeling. I said 'We can't lose, we can't lose, we can't lose'... and we won!"

Dongfeng is the first Chinese-flagged team to win the Volvo Ocean Race, and aboard their Volvo Ocean 65 were crew members Chen Jinhao 'Horace' (Guangdong, China) and Liu Xue 'Black' (Qingdao, China). This was the first Volvo Ocean Race in which every boat raced with a mixed crew, and the first female winners are Dongfeng headsail trimmer Justine Mettreaux (Geneva, Switzerland) and crew members Carolijn Brouwer (Leiden, The Netherlands) and Marie Riou (Plougastel-Daoulas, France),

Persevering after a collision with a non-racing vessel on Leg 4 and being dismasted on Leg 7, Rhode Island's home team, Vestas 11th Hour Racing, finished fifth overall and fifth in the separately scored In-Port Series. "We have a great group of folks on this team," said skipper Charlie Enright (Bristol, RI). "We've been through a lot, and I'm not sure any other group could have dealt with the challenges we have faced the way we did. It's something special and we're going to continue to work together moving forward."

The next edition of the Volvo Ocean Race starts in 2021, under new ownership. Atlant Ocean Racing Spain is taking over from Volvo Group and Volvo Cars, the co-owners of the event for the past 20 years, although Volvo Cars will remain as a sponsor. For more information, visit VolvoOceanRace.com. ■

Overall Final Standings

1. Dongfeng Race Team	73 points
2. MAPFRE	70
3. Team Brunel	69
4. team Akzo Nobel	59
5. Vestas 11th Hour Racing	39
6. Turn the Tide on Plastic	32
7. Sun Hung Kai Scallywag	32

In-Port Race Final Standings

1. MAPFRE	64 points
2. Dongfeng Race Team	56
3. Team Brunel	50
4. team Akzo Nobel	50
5. Vestas 11th Hour Racing	35
6. Turn the Tide on Plastic	25
7. Sun Hung Kai Scallywag	25



Dongfeng Race Team broke a 3-way tie to win the closest Volvo Ocean Race in history. © Martin Keruzore/Volvo Ocean Race

Stonewall Sails Regatta

By Julia Miller

Hudson River Community Sailing (HRCS) and the Knickerbocker Sailing Association (KSA) came together on June 23 to celebrate the 15th Annual Stonewall Sails Regatta. What began as a gray and cloudy day brightened when a wave of 30 racers donning rainbow flags appeared in the HRCS boathouse on Pier 66 in Manhattan.

It wasn't the weather that changed, but rather the spirit of the KSA crew who came to race J/24s provided by HRCS, who hosted the event for the 7th consecutive year, wrapping up Pride Week in New York City. KSA and HRCS are committed to fostering diversity in the sailing world. Established by 13 friends from New York City in 1994 and now boasting more than 150 active members, KSA is the first and most prominent LGBT sailing association in the New York City area, identifying as "a friendly, nonjudgmental group of people that have joined the club to share new life experiences on the water." The Stonewall Sails Regatta remains the longest-running one-design LGBT regatta in the world.

Despite light wind and heavy current, KSA racers kept morale high throughout the day. "Eventually the wind filled in and the current slacked enough to get off four tightly fought races," said regatta co-organizer Matt Kapp. "Many thanks as always to HRCS for making it all happen without a hitch. We're looking forward to racing with HRCS again next year!"

HRCS's mission is to develop leadership and academic success in underserved New York City youth through sailing education, and provides maritime education and recreation to the community at large. HRCS partners with 150 students from local public high schools for Sail Academy, an award-winning afterschool program that uses sailing as a platform to provide STEM and leadership, with options to earn academic credit in math and science.



Gloomy skies and light air failed to diminish the enthusiasm of participants in the 15th Annual Stonewall Sails Regatta. © Tom Kluepfel

Twenty-eight is a pivotal year for HRCS. The organization recently launched STEM to Stern, a campaign to raise \$1.5 million to increase capacity and provide a better learning platform for students through the purchase of a new fleet of boats, and expansion to a second location in Inwood, NY.

The day ended with a touching reminder from KSA Commodore Bill Hellmers, who remarked, "We are here today, not because we want special rights, but because we deserve equal rights. Not to say that we are different, but rather to be unified by our similarities and our humanity." For more information, log onto KSASailing.org.

Both HRCS and KSA look forward to a continued partnership as they work to bring diversity, community, and competition to the sailing world. Organizations interested in sponsorship opportunities or hosting an event with HRCS should contact the organization at info@hudsonsailing.org. ■

Julia Miller is the Development and Volunteer Coordinator at Hudson River Community Sailing.

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Whitebread XXV is September 29

By Andrew Shemella

Twenty-five years! Wow, that's a lot of years for a regatta that was started by five guys sitting around a table in a bar. The Sailing Instructions were written on a napkin, and they were just the course. Ten boats sailed in the original rendition of the Peconic Bay Sailing Association's (PBSA) Whitebread Race. It must have been a good idea, because the race quickly grew to over 100 entries. It wasn't long before there was a post-race party, and then a band and a barbecue.

Whitebread XXV will be sailed on September 29, 2018, starting in Little Peconic Bay and circumnavigating Shelter Island either clockwise or counterclockwise. The PBSA is at work to make this year's race the best yet. There will be the same great venue. Same great competition, with classes for every type of boat. Better trophies than ever. Another great logo designed by Paul Kreiling, great commemorative gear sales, and a kick-butt dance party with a live band and complimentary beer and wine. Better yet, PBSA is moving the start line east into Little Peconic



© RJ LaBella/RJLaBellaPhotos.com

Bay to make the day easier for boats from the east and Connecticut. And, local marinas are offering discounts for dockage. They will be listed in the Notice of Race (which is online through PBSA.us). We are planning a new special menu for the post-race party.

We've appointed Captain Pat Mundus, worldwide sailing adventurer, as Honorary Chairperson of Whitebread XXV, and she and her classic 57-foot ketch *Surprise* will be on the water. We've also engaged the Peconic Star Cruise Line to run a spectator boat capable of bringing 80 racing fans out on the course to watch the action and to enjoy food and beverages. So, with at least three "Greats," you know it's going to be Great!

Sailors in Whitebread's past have enjoyed many different conditions: some trial and tribulation, some pure joy. In one very light air rendition, racers were forced to anchor when the wind wouldn't permit progress against the tide...so did the Volvo Ocean Race fleet. We've had lots of wind – sometimes too much of a blessing. The fleet has bashed its way around the "MO-A" buoy in Gardiner's Bay many times. We've had fog. That was my favorite: more than 100 boats groping their way around Little Peconic Bay with no visibility. We've had rain so hard it couldn't be distinguished from spray but for the taste. We've had full moon fall tides when the current made or broke podium ambitions. We sailed with heavy hearts in 2001 just weeks after the terrorist attacks. We had one tropical storm cancellation. Last year, we sailed in sunshine while Southampton was getting battered with some of the worst storms they've seen in years.

Most years it's been a delight. Some years we even had those ideal fall sailing conditions with azure skies and brisk winds. But every year has been special and we keep doing it because, well, we can. To learn more about this unique race – and to register! – log onto PBSA.us. ■

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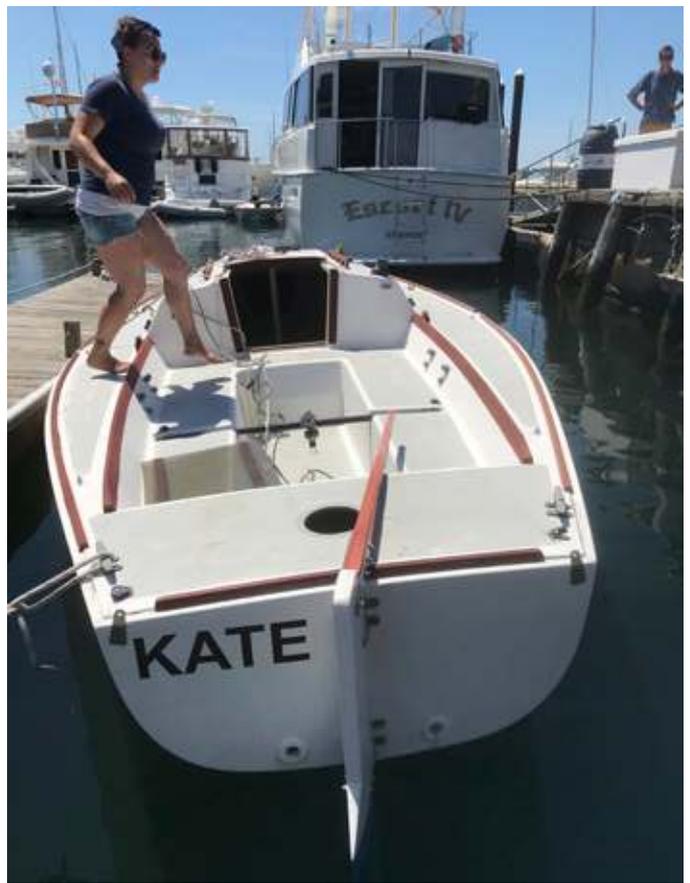
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COOP'S CORNER



Kelsey Britton, an instructor at the IYRS School of Technology & Trades, steps aboard the lovingly restored Kate.

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Kaper Komplete.

By Joe Cooper

Patient and regular readers will recall my observations on the Community that is sailing. The difference in arriving in a town by car or by boat is vast. Newport is fortunate in that all of the folks in the sailing game basically respond the same way. “Oh, that broke? Well, I have a size-three, double-flange, left-handed framus-dingus, with low hours in it, that will work if you want it...call me.” Happens all the time, right?

Last winter, I wrote a couple columns on this topic about a Kaper involving a weary J/22, Newport Yacht Club’s ownership of same, their desire to bring it back to useable condition, and Cooper pulling together a few folks in the local Newport sailing community to complete this restoration, ideally for short money. One of my basic premises in thinking through this Kaper was this strong sense of community that sailors have. Well, waddya know, it worked...

To recap: Newport YC accepts donation of a J/22 that needs some serious work. Right down the street is one of the world’s premier marine trades instructional centers, IYRS. They have a composites class. Kelsey Britton, a third-generation boat builder, is an instructor who said, “Yup” when the idea of having her IYRS composites students get some real-world experience rebuilding said J/22. The boat was hauled in early 2018 and first parked at Maritime Solutions (MSI), “The Inflatable Guys,” owned by NYC member Dick Cromwell (Thanks, Dick!) in Portsmouth. It was there in early February that the boat was first really surveyed and inspected to determine the scope of work (just *what* exactly Kelsey had said “Yes” to) to be undertaken. Measurements were taken, discussions on the work with Jon Bixby, Chairman of NYC’s Junior Sailing Committee, and Barry Ripley, Minister of The Boats, at the club. Weather came and went, work started and stopped in between weather, and ultimately the boat was moved down to Newport.

The final part of the work was done in the side yard of a NYC member, Dan Sweeney (Thanks, Dan!) This happens to be just around the corner from Chez Cooper, so I got into the habit

of walking Annabelle, the Wonder Dog, down the street on her afternoon walks. The 22 was on a trailer, in varying states of repair. The Big Job was to replace the main bulkhead, which is part of the (deck-stepped) mast carrying structure *and* provides the landing for the chainplates.

Now, fixing a composite boat in Newport is a bit like having yer car serviced. Respectful of pilfering too much of the IYRS materials, enter one Dan O’Connor. Dan wears several hats around town, and the one he was picked for in this Kaper was composite material. Fortunately, Dan works for Jamestown Distributors (OK, they are in Bristol so not technically part of the Newport Marine Mafia, but certainly associate members). Dan is the composites materials sales rep for the IYRS account at Jamestown Distributors. As the line in the Monty Python Sketch goes, “Nudge, nudge, wink, wink...”

And so, to the players. In another 2.684 degrees of separation moment, one of the young lads, Kevin, is a contemporary of my son, having gone to the same grade school in Newport. He is (was; he graduated) a student in the composites class, as was Jake. Not in the class but having been the guy who put me in touch with Kelsey, Chris, a proper Naval Architect from U. Michigan, came along at the end to lend a shoulder. In the Sweeney Boatyard there were, at any time, three or four people including IYRS students Jake Waddicor and Scott Bancroft, all beaver-ing away, doing boat building things. I went around one afternoon and could not help but get a chuckle out of the most critical elements in Klan Kaper

Boat Building events: Pizza and Beer, with the pizza box on the grass, driving poor old Annabelle nuts. Regardless, the Kaper had a boatyard dog, too. It is remarkable what an orbital buffer with some gritty cutting compound can do to make an old girl look sporty again. In the two days between one visit and the next, the boat went from looking a bit, well how to put it, *scuzzy*, to looking like a pretty nice, 30-year-old, white fiberglass boat. I am just glad it was not me wielding the orbital buffer.

The waterline definitely showed where the boat had been sitting, when in the water, and that had all gone away, the old striping at the boot top was gone due to the endless patience of Chris steadily plying a heat gun, with a side order of scraper, at the waterline. And then there was the rig. Thirty-some years can be hard on painted aluminum spars if not exposed to some base-line level of love and care. Enter Jon Bixby. I saw Jon at the boat on several occasions, head down, stern up and muttering some well-seasoned sailor-type oaths directed at stainless steel fasteners introduced into an aluminum spar with no “goo” on the threads. Then there were the old outhaul and halyards and what have you, with weather-worn and mildewed knots. Fortunately, another club member is the proprietor of Sensible Yacht Cordage, in Jamestown. OK, Jamestown is off (Aquidneck) Island too, but he gets an assist for helping out the Newport YC Junior Program. I should also mention here, that, wearing one of *my* many hats, I was able to procure a new main and jib courtesy of Quantum Sails.

Fortunately, the backstory to the use of the boat is actually pretty easy to keep in mind. It is another Cooper Favorite, Junior Sailing. Newport YC was an early adopter, a few years ago, in

the move away from the performance-centric approach of most summer sailing programs and towards inculcating in the Padawans the idea of sailing as a lifelong thing that is fun, adventurous, very social (critical for young kids) and more – way more – than merely winning races.

This forward-thinking approach was shepherded along by Kate Wilson, then Program Director at the club. Kate was also, at the time, the coach for Rogers High School in Newport, then sailing out of Newport YC, the Rhode Island high school sailing league rep to NESSA and God knows what else, all mainly revolving around getting kids onto the water. Kate’s most recent Kaper was as the Press Officer for Vestas 11th Hour Racing, chasing the U.S. boat around the world in the just-completed Volvo Ocean Race. Kate introduced at Newport what has generally become known as Adventure Sailing; programs that are: sailing, fun, exploration and (of course) adventure-centric, often including a sail to Jamestown to get ice cream. Enter the J/22.

Come the sunny days of June and the dismissal of school for the summer (wasn’t that an Alice Cooper – no relation – song?), the boat was delivered to the club. Looking much more like a “ready to go sailing” boat then when she came out in November, she was greeted by a small group of admirers and workers. The mast was stepped, and she was lifted up enough for Jon to get some bottom paint on the squares where she’d been resting on the trailer’s pads. In attendance were the Composites class guys and Kelsey, who had worked on the boat, a clutch of folks from IYRS, the senior Composites guy, Taylor Rock, Program Director at NYC and sailing coach at Rogers High School, and a few interested bystanders.

The lifting slings were installed inside the boat and she was otherwise prepared for launching. In the first moment of truth, she was lifted up off the trailer, swung around and lowered into the slip. Stephan, the club’s dock master, climbed aboard to disconnect the slings and reported there was no water inside. So far, so good

Once she was in the water and moored, Jon Bixby readied a bottle of champagne. Always mindful of the traditions of those who go down to the sea in ships, Jon had found the prayer to be used at the christening. Struggling with the small size of the print on Jon’s phone, I read the prayer and Jon did the deed with the champers.

Next aboard was Kelsey, to inspect her work and over whose shoulder was Robert Lacovara, the head Composites instructor at IYRS who, after a few minutes inspection pronounced the work as A+. As the gathering dispersed, I was chatting with Jon about a few things and remarked on the boat’s name. I could not figure out the connection. “How appropriate,” I thought, when he said he’d named the boat *Kate* in honor of Kate Wilson. ■

Australian born, Joe ‘Coop’ Cooper stayed in the U.S. after the 1980 America’s Cup where he was the boat captain and sailed as Grinder/ Sewer-man on Australia. His whole career has focused on sailing, especially the short-handed aspects of it. He lives in Middletown, RI where he coaches, consults and writes on his blog, joecoopersailing.com, when not paying attention to his wife, college senior son, dog and several, mainly small, boats. The cats have, sadly, crossed The Bar.



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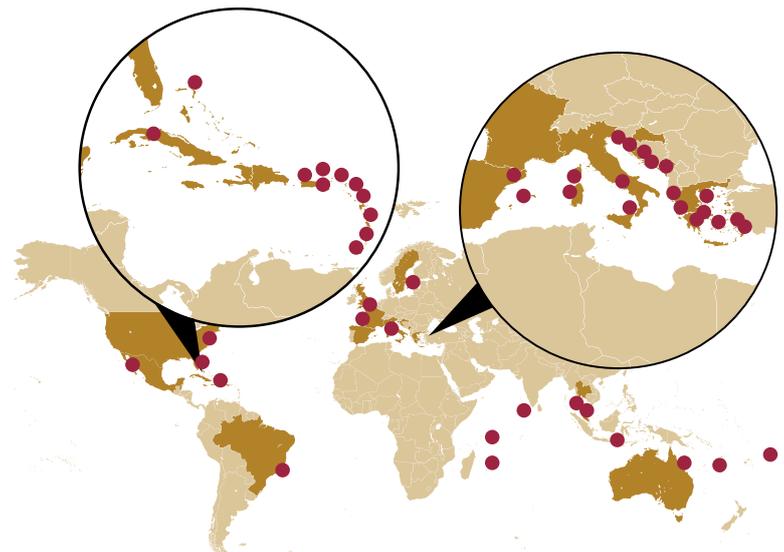
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37'	Moody 376 '87	\$59K
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30 ft O'Day sailboat. 1980 Very good condition. Universal diesel, new injectors and fuel tank, Hood main and 150 Genoa, lazy jacks, bottom soda blasted 2015, s/t winches, new batteries, dodger, bimini, cockpit cushions, propane grill, stereo. Sleeps 6. Great coastal cruiser. In water. Ready to sail. Branford. \$12,000. Larry 203 430 7746.



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BOATS FOR SALE

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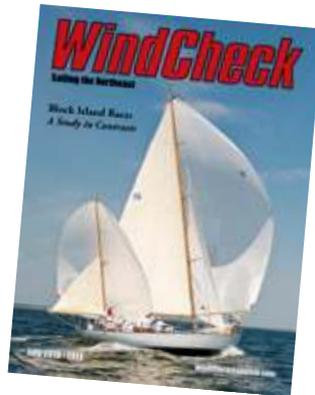
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Russ Kramer

One of the world's finest marine artists, Russ Kramer creates paintings of great moments in yachting history that provide a remarkable sense of "being there." From *America* vanquishing the Brits in 1851 to *Finisterre* in a stormy Gulf Stream over a century later, you can almost feel the spray on your face.

"I grew up on Long Island until my early teens, then Tampa Bay," says Russ. "I remember sailing in summer camp on the Sound, but most of my experience came afterward. I had a 9-foot Catyak, which I would lash trampoline-down to the top of my Fiat X1/9 and head to the beach for a sail. One day, I got too tired (lazy) and left it overnight. Of course, it was gone the next day. I hope whoever stole it had as much fun as I did...that little boat could fly."

"Long before I was painting myself, I collected prints by my two favorite artists – Carl G. Evers and Thomas Hoyne. Evers' technical skill has never been matched, and Hoyne's figurative work inspired me to paint the human experience of being at sea, not just the vessels. Since my teens I have been a working artist, but in commercial illustration, newspapers and the ad agency business. I did my very first gallery painting at 42, sixteen years ago."

"I've done all the America's Cup races up to the 12 Metres, and a couple of those too. Being on some rough deliveries in the Gulf Stream inspired me to do several early Bermuda racers as well. I like to draw the viewer in with a strong human element; my large studio works usually combine historic, narrative and figurative ingredients. Often I will have an idea for a dynamic composition, and do a simple thumbnail sketch. Then I'll find a race or a classic yacht that will lend itself to my vision for the finished work. Though the works are exhaustively researched and planned in advance, I then try to paint quickly and with expressive brushwork; overly technical paintings can lack a certain spirit. There's a big difference between a picture and a work of art."

"Nowadays there is much accessible research on the internet for my subject matter, including turn-of-the-century newspaper articles and old issues of *Rudder* and *Yachting*. Mystic Seaport Museum, MIT, the Herreshoff Marine Museum and the New York Yacht Club libraries are tremendous wells of inspiration for me. I often build simple paper and board models from plans of the vessels, and dress and pose friends to stand in for crew. The process of development is as much fun as finishing and selling the painting."

"I showed my first painting at the Mystic International Marine Art Exhibition in 2002, and the Maritime Art Gallery



at Mystic Seaport Museum and their patrons have been great supporters of my career ever since. I live right across the river from the Seaport, and my family and I have become happily woven into the community. Russell Jinishian has sold many of my works over the years through his gallery in Fairfield, CT. He's the nation's number one dealer in marine art, in my opinion, and a great guy too. Roger King in Newport, RI has also placed a few of my recent works and I'm grateful of my association with his gallery."

"I am honored to have had a one-man show at the Mystic Museum of Art recently. I borrowed back over a dozen original works, and included several sketches and models. It was a thrill to see them again all together. Of course, my studio and gallery at 48 West Main Street in Mystic is always open, and I welcome folks to come in and see what I'm working on. I'm currently finishing up a small commission of a small boat, and will be moving next to a large commission of a large boat. Of course, the families are always depicted, and the collaborative process of commissions is most enjoyable for both me and the client."

"My wife Laura and son Jack (14) and I enjoy being on the water, and in Mystic there are myriad opportunities without us needing our own boat. Back in the day I lived aboard my 48-foot Hatteras for a few years. That was a great lifestyle then, but life is full of different chapters. Currently my vessel ownership is limited to the paddle-powered variety, as saving for Jack's college doesn't square with my big boat dreams at this stage in life. But I would wish for nothing else right now. Jack loves the summer programs at New England Science & Sailing, and sailed Optis well. This year, he's into surfing and windsurfing. Laura and I like to take the tandem kayak leisurely up and down the river, or head out into Fishers Island Sound on friends' boats. Abbott's is a good spot to tie up and throw down some lobbies!"

"Doing what I do, I am fortunate to have met and shared adventures with wonderful folks with all kinds of boats, large and small. I've done deliveries to and from Bermuda, Charleston to Newport, the Maine Coast and Caribbean. I love being out in the Gulf Stream studying the weather and waves, and taking lots of pictures. Remember, the bigger the boat, the smaller the waves!"

For aspiring young artists, Russ advises, "You must learn to draw well; it is the foundation of any good painting. But more importantly, you must learn to SEE. That's difficult to teach someone; it comes from within. Observe carefully the great paintings by great artists, and learn from them. Begin to see the world as perpetual inspiration. Even the mundane scene can become compelling if you see it the right way. That can be magic." ■



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