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Phew! It feels like these last two months, August and September, were like a mad scramble to enjoy summer while it lasted. Junior sailing wrapped up, family vacations happened in August, then the big, season ending or championship regattas all went down in September. (And due to that family vacation, you may not have been as prepared as you would have liked!) Cruisers and day sailors were out trying to milk the last few nice weekends and evenings before the non-stop string of low pressure systems rolled through. For those in the industry who support our passions, they had all this plus back-to-back-to-back boat shows to deal with. Fortunately this year, the weather cooperated for the most part and at the time of this writing, before our friends in Annapolis have theirs, the Newport and Norwalk shows had great products, good weather and good attendance.

In this issue, we cover what went down in this flurry of activity but we do want to highlight two things. This month’s cover photo, by Rich LaBella, is dedicated to Rob Roden of East Hampton, NY, founder of The Captain’s Guide, who crossed the bar in August. Rob also founded the Antigua and Barbuda Hamiltons Challenge, which is featured on the cover. Rob was very proud that this event had the largest prize of any amateur sailing event on the East Coast, and likely anywhere at all. The winning team earns free flights, accommodations and a boat to race at Antigua Sailing Week in the spring. Sadly, Rob died at his sister’s home in Hampton Bays just a couple of weeks before the event. He was 70 and had been diagnosed with an aggressive form of cancer just six weeks prior. Rob’s wife Teresa told me right before The Challenge that many people would understand if the event did not happen, but, Teresa said, “Rob will haunt me forever if I don’t pull this off.” Well Teresa, family and friends from the Peconic Bay Sailing Association did indeed pull it off and our hats go off to them! Quite sure Rob is smiling and will probably be present as always at Antigua Sailing Week next spring to make sure that this year’s winners, Phil Walters and his team from Lloyd Harbor Yacht Club and Centerport Yacht Club, have a great time.

The other item to mention here is that last month, I broached the topic of the value of the Optimist as a trainer and I promised a full follow up. I have conducted no less than twenty hours of conversation on this and the feedback, as expected, has been enormous and varied. The Letters section this month gives a sampling. I have probably another twenty hours or more to go before being able to fairly frame the discussion for our Community. That will come in the November/December double issue, and it is my hope that folks on all sides can work towards improving the opportunities for kids in their own pieces of water. One thing that is abundantly clear is that the challenge varies depending on your local conditions. This is a very important topic and we want to do a really full exploration for all to review. So if you have not weighed in yet, please don’t hesitate!

While I wait for your feedback… it’s time to get the InterClub dinghy fired up before it’s too cold to do the work she needs. (Hey, there’s always a first time!)

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14 **Sailing with Grandchildren on the Bras d’Or Lakes**
Cruising Club of America members Wilson Fitt and his wife Thelma Costello built their 38-foot cutter *Christina Grant* in their backyard and have sailed her to the Caribbean, Bermuda and Newfoundland. Last summer, they explored Cape Breton’s inland sea with a pair of their grandchildren.

20 **What’s New at Noroton Yacht Club?**
Founded in 1928, Noroton Yacht Club in Darien, CT has a rich sailing tradition with numerous America’s Cup winners, Olympic medalists, and world and national champions among its members. And as Jim Frayer reports, the club’s enthusiastic membership is looking forward to the next ninety years through the windows of a spectacular new clubhouse.

35 **Super-Charged: Overcoming adversity in the Vineyard Race**
Based in Rye, NY, the Young American Sailing Academy is on a mission to develop the next generation of capable American offshore sailors. As attested by Alexa Shea and Elizabeth van der Voort, two teenage members of the not-for-profit organization’s Level 100 program, this team is prepared to press on regardless of whatever’s thrown their way.

40 **Racing Roundup**
The 2018 season is winding down, and we have race reports from Long Island Sound, Narragansett Bay, Buzzards Bay, Noyack Bay and Sandy Hook Bay, along with photos from some of the best shooters on the water.

62 **On Watch: Sam Crichton**
Growing up in a place where droughts often last for years gave Samantha Crichton a profound appreciation of the preciousness of water. Now residing in Newport, RI, this event management consultant is an enthusiastic member of the team that runs one of the most inspiring sailing events in the world.
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LETTERS

Whither the Opti?
Editor’s note: The following letters were submitted in response to the Publisher's Log in our September issue in which Ben Cesare began a discussion on the nearly universal use of the Optimist in junior programs by stating, “I think the Optimist stinks as an early trainer.” We’ll have a full article on this topic next month.

I agree. I was greatly dismayed when my kids reached a young sailing age, and our yacht club began switching to Optimists from 7’ 11” Dyer Dhos. The Optimist was a tiny tub with no ability for multipurpose use, neither rowing nor motoring. The club expected us to shell out large dollars for this little pram which had no use other than a kiddie trainer. A boat that was supremely uncomfortable for a normal-sized adult or father and son (or daughter) to sail together, although we did when pressed, one time winning the parent/child race.

You’re right: It is much about socialization and friendship. A tiny, single-purpose pram points to one use: racing. Which brings in the larger question. Does every kid want to race? Of course not. Does every kid who takes up skiing want to race? Of course not. In fact, a very small percentage gravitate towards ski racing. (I know of what I speak, being a ski instructor for some 40 years.) One of my kids took to sailing (not racing), while the other found drifting around on hot summer afternoons, jockeying for position on the starting line with a mass of other dinghies supremely boring, and left sailing.

The class daysailers of my time, and even the 7-11 Dyer Dhow, also served as social places. You could take a girl (or vice versa) out on an afternoon sail and she, or he, didn’t need to strap in to hike, or wear a trapeze harness or wetsuit. Much has been written lately, in your publication and others, about the attrition of young people from sailing. Some are bored, a few are traumatized. But overall, unless the lore, camaraderie, and sense of adventure and exploration of the ocean and the planet are incorporated into teaching sailing, this problem will continue.

Thank you,
Stuart Cole, Stonington, CT

Bravo!
I have quietly been thinking the same thing for years. Honestly, how many international one-design classes have a sprit? Don’t get me started on the sail ties – tedious for an adult and daunting for a 9-year-old. Of course, it all started with the good intentions of using a simple dinghy for learning how to sail and in many ways it fits the bill. However, when you throw regattas and travel into the mix, it gets time consuming and cumbersome. Most of these kids can’t lift the boats even with an adult, and the six-boat trailers are one loose strap away from bedlam. (This happened to our Opti team two seasons ago). Ultimately, getting to and from regattas is a bigger part of the events than the racing, and a huge chore. Of course, it’s the same parents helping too. A lighter, simpler boat would be a nice breath of fresh air.

As you know, the cost of Opti racing has gotten out of hand. Most parents of novice sailors will opt for the $400 used McLaughlin rather than the $7,000 Black Magic with all the bells and whistles. Problem is, this puts the cost of being competitive at a prohibitive level for most junior sailors…we get a taste of this with the Lindsay Fireball when we were kids. When you throw program fees, coaching and equipment into the mix, we lose a lot of talent. I’ve been guilty of this when I purchased a Blue Magic for [my son] Ethan, but I knew enough to shop around for a great deal on a charter boat from the Opti Worlds. I’m betting many parents would simply write the check or opt out.

In the beginning, Ethan had a lot of fun in his Opti. He liked his classmates and did well. Matt’s comments about “would you rather?” were ironically similar to Ethan’s. [Publisher’s note: Charlie’s referring to a story about my son in the September Publisher’s Log] He’d been having a good run at the Opti regattas, but his finishes started tapering off the following season. He made an unsolicited comment that he enjoyed being in the back of the fleet with his friends. Also, that the kids in the front of the fleet were not very nice...

I don’t think Ethan ever tried an O’Pen BIC. They look light and simple to rig, but they haven’t made much headway in the market it seems…possibly because coaches teach what they know. They do look like a skateboard with a sail – quite a tipping. Anyway, that’s my two cents.

Take care,
Charlie Keyes, Norwalk, CT

A New England Science & Sailing Opti Team member practices roll tacking in Stonington Harbor. © Caroline Knowles/nessf.org
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Donald Tofias Acquires Sparkman & Stephens

Sparkman & Stephens has announced that Donald Tofias, of Newport, RI, has purchased the iconic yacht design and brokerage firm. Tofias will assume the role of President of the firm, having purchased 100% of the assets. Tofias is a lifelong sailor and founder of the W-Class Yacht Company. His first boat was an Alcort Sailfish, purchased when he was 12 years old. Over the past 30 years, Tofias has owned and campaigned a Waldo Howland and Ray Hunt, Jr. Concordia yawl, a W. Starling Burgess cutter, and for the past 20 years, W-Class Racing Yachts, including the W.76 sloops, designed by Joel White, which will now be marketed by Sparkman & Stephens.

A naval architecture and brokerage firm founded in 1929 by Olin Stephens and Drake Sparkman, Sparkman & Stephens is involved with the design and engineering of commercial, military and recreational vessels. The firm also represents more than 800 crewed charter yachts around the world. “We intend to preserve the history of Sparkman & Stephens, while at the same time building and expanding on its great tradition in yacht design and brokerage,” said Tofias. The company will be headquartered in Newport, RI. For more information, log onto sparkmanstephens.com.

Peter Glass Joins US Sailing

US Sailing has added a new member to its leadership team with the hiring of sports marketing and branding professional Peter Glass. As Chief Marketing Officer, the Chappaqua, NY native will lead US Sailing’s Marketing and Communications Department.

“There is really nothing I can think of that is more rewarding than working with an energized and passionate cross-section of sailors from around the country that ranges from recreational and community sailing to the elite level athletes representing the U.S. on the Olympic stage,” said Glass. “Our team has a driven and focused approach to further engage the sailing community and bring the excitement taking place on the water to new sailors and fans. I am grateful for the opportunity and I’m looking forward to working closely with the sailing community.”

Glass will lead efforts to drive organizational growth and increase participation in the sport with a focus on content development and distribution, revenue generation, brand position/value, member retention and acquisition, communications, and enhancing programs for new and existing partners. A graduate of Hartwick College in Oneonta, NY, he resides in Barrington, RI with his wife and three children.

Susan Maffei Plowden Receives RIMTA Anchor Award

Susan Maffei Plowden of Jamestown, RI was presented with the 2018 Anchor Award at the Rhode Island Marine Trade Association’s Industry Partnership Breakfast. The event was sponsored by Gowrie Group and held during the Newport International Boat Show last month.

Maffei Plowden was recognized for her role as Newport Stopover Director for the Volvo Ocean Race 2017-18, an event that drew over 100,000 people to Newport and its surrounding waters and generated global media attention and economic impact for Rhode Island. Sail Newport Executive Director Brad Read, who has worked closely with Maffei Plowden on the two VOR Newport stopovers to date, made the award presentation. He joked that when Sail Newport agreed to host the first visit of the Volvo Ocean Race to Newport in 2015, “We didn’t know what we didn’t know.”

Maffei Plowden, known as Suma, was the first person Read called. She has a rare mix of talents – as a sailor and event manager – with deep experience running “super events” for the America’s Cup, the Olympic Games and other circuits. In accepting the award, Maffei Plowden was quick to share the kudos for the success of the Volvo Ocean Race Newport with the many individuals and organizations that were part of the effort – from individuals such as Governor Raimondo and Janet Coit of the Rhode Island Department of Environmental Management to the staff of Sail Newport and over 600 volunteers.
Elco Launches New Electric Outboards


“These outboards represent the next stage in Elco’s electric outboard development,” said Elco’s National Sales Director, Dean Heinemann. “With the trends we’re seeing in the industry, both in terms of more boaters going electric and more builders shifting toward outboard propulsion, our expanded outboard line will provide electric outboard options to more boaters and boat builders.”

The new outboard motors will be available with long- or short-shaft models, and with either tiller or remote throttle control. The new motors will feature zero emissions, smooth running with consistent power throughout the speed range, and low noise compared to gas motors.

Founded in 1893, Elco Motor Yachts manufactures electric inboard motors ranging from 6HP to 100HP, and electric outboard motors ranging from 5hp to 50hp. For more information, visit elcomotoryachts.com.
U.S. Coast Guard Marine Safety Alert on LED Lights

The U.S. Coast Guard recently issued a Marine Safety Alert indicating that LED (light emitting diode) lights may be causing poor VHF radio and Automatic Identification System (AIS) reception. The alert, issued for informational purposes, outlines reports received from mariners concerning radio frequency interference caused by LED lamps that “were found to create potential safety hazards.”

In some cases, the Coast Guard says, the interference may cause problems if mariners need to call for help. The interference can affect VHF voice communications as well as Digital Selective Calling (DSC) messages, and it may also affect AIS because they also use VHF radio. In particular, masthead LED navigation lights on sailboats may cause problems due to their close proximity to antennas. The Coast Guard advises boaters to test for the presence of LED interference by using the following procedures:

- Turn off LED light(s).
- Tune the VHF radio to a quiet channel (for example, channel 13).
- Adjust the radio’s squelch control until the radio outputs audio noise.
- Re-adjust the squelch control until the audio noise is quiet, only slightly above the noise threshold.
- Turn on the LED light(s).

If the radio now outputs audio noise, then the LED lights are causing interference and it’s likely that both VHF marine radio and AIS reception are being degraded. Potential solutions include contacting an electronics repair facility to address the problem, changing the LED bulb to incandescent bulb or fixture, or increasing the separation between the LED light and antenna.

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Spitfire Wins Sonar NAs

Thirty-seven boats contested the 2018 Jaguar Range Rover Sonar North American Championship, which was hosted by Noroton Yacht Club in Darien, CT September 13 - 16. Four races were sailed on Friday, but racing was cancelled Saturday and Sunday due to lack of wind.

Karl Ziegler (Providence, RI) and crew Libby Alexander, Bill Crane and Greg Stevens sailed Spitfire to first place by a 13-point margin, posting a 2-1-5-1 scoreline. This was Ziegler's third victory in the Sonar NAs, with previous wins in 1993 and '96. Complete results are posted at YachtScoring.com.

From left to right are Greg Stevens, Libby Alexander, Karl Ziegler, Bruce Kirby (designer of the Sonar), Peter Galloway (with hat, for whom the trophy is named), Bill Crane, and Noroton YC Commodore Tom Ross. Photo courtesy of Rick Bannerot © 2018
Sailing with Grandchildren on the Bras d’Or Lakes

By Wilson Fitt

Many years ago, when our three children were small, we spent an idyllic week on Cape Breton’s Bras d’Or Lakes on our Herreshoff 28 ketch, putting the bow up on the shore at Marble Mountain and pitching the tent on the beach. The kids swam, learned to row the dinghy, and messed around in boats to their hearts’ content.

They say you can’t go back, but this summer we did just that, this time with two of our grandchildren — Olivia, aged 10, and her first cousin Parker, aged 12 — aboard our 38-foot traditional cutter Christina Grant. It was one of the best weeks we have had in years, sailing, swimming, fishing, rowing and still messing about in boats.

The cruise started, sans grandchildren, from Chester, Nova Scotia, up to Halifax for a couple of days of showing family and guests around the harbor during the Tall Ships Festival. They were thrilled with the experience, some of them never having been on a sailboat before.

Leaving the hustle of the city behind, we spent a few days along the remote Eastern Shore of Nova Scotia, with stops in familiar and new anchorages, finally arriving at the St. Peters Canal, gateway to the Bras d’Or Lakes, escape hatch from the cold gray waters of the North Atlantic and home to general manager Gerry’s dependably friendly welcome at the St. Peter’s Marina. One more day’s sailing and we were in Baddeck, start of our main event for the summer.

The kids were driven down to Baddeck by their fathers. They seemed happy to escape back-seat imprisonment and walk uptown for ice cream and snacks, then go aboard to stow their stuff in the two lockers that we had cleared out for them. The indisputable wiring difference between boys’ and girls’ brains was evident. Olivia carefully unpacked her stuff and laid it out on her berth to show to her grandmother before stowing it tidily. Parker jammed his knapsack into the locker without even bothering to open it, and spent the rest of the week digging about blindly for anything that seemed clean or dry.

Next morning was spent shopping for provisions (kids that age eat more than grownups!), snazzy sunglasses for Olivia and fishing lures for Parker. Right after lunch, we got under way in bright sunshine and a brisk southwesterly for a downwind run along Great Bras d’Or Channel to Surprise Cove.

The lovely things about cruising in the Bras d’Or Lakes are that the brackish waters are warm and protected, the scenery is beautiful, the next anchorage is rarely more than a few miles away, and there is a reasonable probability that you will have it to yourself. Surprise Cove, about seven miles from Baddeck, is an old gypsum quarry reached via a shallow, narrow passage that extends from the head of Big Harbour (not actually very big at all) to a deep, enclosed basin surrounded by gypsum cliffs. Cruising Club of America (CCA) member Waring Partridge owns much of the shoreline thereabouts and hosted one of the memorable events of the CCA 90th Anniversary Cruise in 2012. Regrettably, he wasn’t in residence when we were there this summer.

This anchorage set the tone for the rest of the week: everyone in for a swim, followed by the old folks settling down with their books and the young folks exploring the shore in the
dinghy, fishing (with sparse results), more swimming, and waiting patiently for late afternoon snacks to materialize.

We have an old copy of *Cruise Cape Breton* with sketch charts of the various anchorages that have been republished in many subsequent guides. On the Surprise Cove page, there is a note in my handwriting that says “biggest mosquitoes in Cape Breton.” We had no problem during the day, but the note came true as darkness fell and our defenses were shown in need of some upgrading. Who’d have thought that mosquitoes could find their way through a dorade box?

The morning dawned bright, still, and mosquitoey. We moved out to reanchor close to the beach, across from Waring’s property where there was a bit of breeze, and enjoyed breakfast and morning dips. The wind came up briskly from the southwest, and we had a lively beat back up the Great Bras d’Or Channel. The kids hoisted the sails with some help, ground the double headsail sheet winches at each tack, becoming more efficient each time, and rode the end of the bowsprit between tacks.

This day’s voyage was all of 12 miles, up past Baddeck to the Washabuck River (dubbed “Wash-yer-butt” in pre-adolescent fun speak). This is another spot with a long CCA history. The late Charles Vilas and the very present Henry Fuller are, with many others, responsible for the preservation of much of the Washabuck shoreline in its natural state. We picked Indian Cove from among the several excellent anchorages, and enjoyed a repeat of the previous day’s strenuous afternoon agenda.

On the third day, calm and clear, we decided to go to Iona for a shore excursion to visit the Highland Village, a living museum that explains and celebrates the Scottish history and traditions in Cape Breton. My family roots are here, so this is of particular interest to me. Iona is a small village where the Barra Strait, crossed by highway and railway bridges, connects two
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major portions of the Bras d’Or Lakes. We anchored off the popular swimming beach on the north side of the bridges and soon realized that the walk up the hill to the museum was longer than we remembered from a previous visit. But, as luck would have it, a phone company guy said that he would give us a lift if we could all crowd into the cab of his truck, which we accomplished in a jumble of arms and legs.

We had an excellent lunch at the pub next to the museum entrance with an absolutely fabulous view over the lake, followed by a delightful couple of hours in the exhibit houses. They are organized chronologically, starting with a stone hut from the Scottish Highlands, moving through the first log houses that settlers would have built on arrival, then to more elaborately finished houses, barns, and workshops. The kids announced that this was one of the highlights of the whole cruise.

We walked the couple of kilometers back, mostly along the old rail line to avoid the hills and road traffic. As in many parts of Cape Breton, old farms have left behind the remnants of apple orchards. We stopped to pick small hard apples from one of the trees along the rails, and later made surprisingly good applesauce for breakfast.

The day was wearing on, so we upped anchor, another children’s task now that we have a nice electric windlass and wash-down pump, and backtracked a couple of miles to the always lovely Maskells Harbour, birthplace of the CCA. Parker’s diligent fishing finally resulted in several small mackerel and a trout, too small to keep but still very satisfying. The rain had started in earnest by late afternoon, so we had a quiet evening playing team Scrabble, the boys finishing way ahead of the girls.

After another very still night (by now we had the mosquito defenses effectively deployed), we motored back down to Barra and under the bascule bridge, waving to the bridgemaster, much to the delight of the kids. A lovely sail took us through a series of narrow but deep and winding channels between islands, into Denys Basin and thence to the old wharf at Orangedale. Parker’s diligent fishing finally resulted in several small mackerel and a trout, too small to keep but still very satisfying. The rain had started in earnest by late afternoon, so we had a quiet evening playing team Scrabble, the boys finishing way ahead of the girls.

The fourth day, with rain threatening, we motored back down to Barra and under the bascule bridge, waving to the bridgemaster, much to the delight of the kids. A lovely sail took us through a series of narrow but deep and winding channels between islands, into Denys Basin and thence to the old wharf at Orangedale. Parker’s diligent fishing finally resulted in several small mackerel and a trout, too small to keep but still very satisfying. The rain had started in earnest by late afternoon, so we had a quiet evening playing team Scrabble, the boys finishing way ahead of the girls.

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The sixth day dawned with a good stiff westerly breeze. We tucked a reef in the main and beat up West Bay, headed for the Crammond Islands, Parker and Olivia working the winches enthusiastically at each tack and dipping their hands and legs in the water on the leeward side as we heeled over. The distance covered was eight miles in a straight line, just about far enough for a windward thrash in my opinion. It must seem repetitive by now, but the Crammond Islands provide another uninhabited, very pro-
ected, sandy beach harbor. There is a bit more traffic but nothing objectionable.

In the afternoon, I asked the kids if they wanted to go up the mast in the bosun’s chair. They got to the lower spreaders on the first try, then screwed up their nerve to go to the upper spreaders. By the time the cruise was over, Parker was at the masthead. Olivia went all the way a few weeks later, along with one of her 10-year-old friends. This is no small feat for children of this age. I am pretty white knuckled up there and most people wouldn’t go up on a bet.

That brought us to the final day of the cruise, back to St. Peter’s on yet another bright day with no wind to speak of. Of all the unlikely things, the kids had become fascinated with the CCA yearbook by this time and spent endless hours looking at the pictures, debating which boat they liked best and drawing ever more elaborate designs with features like hot tubs, trampolines, and elevators.

When we rounded the final corner to St. Peter’s Marina, they shouted with excitement over a boat flying the CCA burgee and immediately went to the book to see who it was. It turned out to be the lovely *Maverick*, a 2015 Hanse 505 owned by Nancy Jamison and Steve McInnis. The kids were thrilled to have a tour and deeply impressed by the space (“They even have bedrooms!”) and all the fancy features. Our traditional wooden boat may never look the same to them again.

One more night aboard and then Olivia’s father, our eldest son Jason, arrived to deliver both kids back to the real world, leaving us to venture back into the gray Atlantic to get the boat home again. What a wonderful week we had together!

Wilson Fitt has been cruising the coast of Nova Scotia since he was a teenager. He and his wife, Thelma Costello, built their 38-foot Bill Atkin cutter *Christina Grant* in their backyard, launched it in 1999, and with various combinations of family and friends as crew, sailed it to the Caribbean, Bermuda, and Newfoundland. In 2009 Wilson singlehanded *Christina Grant* transatlantic to Scotland, where he and Thelma spent two years exploring Scotland and Ireland. He returned from Ireland to Nova Scotia in 2012, doublehanded with one of his sons. Back home in Nova Scotia, Wilson oversaw the restoration of the Bluenose II, replica of the legendary Grand Banks schooner, racing champion and Canadian icon Bluenose.

Editor’s note: This article was originally published in the 2018 edition of Voyages, the Cruising Club of America’s (CCA) annual publication, and is reprinted with permission. Special thanks to CCA Commodore W. Bradford Willauer and Voyages Editors Jack and Zdenka Griswold.

The Cruising Club of America is comprised of more than 1,300 accomplished ocean sailors who willingly share their cruising expertise through books, articles, blogs, and onboard opportunities. Together with the Royal Bermuda Yacht Club, the CCA organizes the legendary Newport Bermuda Race. With active involvement and support from its 14 stations and posts around the United States, Canada and Bermuda, the club focuses significant national and international outreach efforts on ocean safety and seamanship training through hands-on seminars. The CCA’s Bonnell Cove Foundation makes grants to nonprofit organizations for projects in safety at sea and environmental protection.

For more information, visit cruisingclub.org.
What’s New at Noroton Yacht Club?

By Jim Frayer

Well…probably the most recognizable change in its ninety years. Founded in 1928, Noroton Yacht Club in Darien, CT is considered one of the premier yacht clubs on Long Island Sound and has a rich sailing tradition. The original clubhouse, first opened in 1929, was severely damaged by Hurricane Sandy and was demolished in 2016. This paved the way for the club’s symbolic rebirth with a spectacular new clubhouse, designed by Burgin Lambert Architects in Newport, RI.

If NYC members are walking a little taller and with a bit of swagger, it might have to do with the club’s new look! A feeling of rejuvenation pervades among the members. Prior to its demolition, the old clubhouse was a dark, gothic style building reminiscent of the “Manor on the Moor” with an interior not conducive to collegial gatherings.

The 7,500 square foot clubhouse was opened to the membership for the 90th Club Commissioning this past June. As members arrived for the event, they were presented with a beautiful building with dramatic views of Long Island Sound. As one approaches the facility, they are drawn toward the “Breezeway,” a wide passageway leading to a grand patio as all of the club’s facilities, boats, docks, and Long Island Sound come into view. Off this portal are meeting rooms, offices, and storage facilities. The most impressive improvement is located on the second floor, which houses a magnificent dining room, library, and bar. Much of the décor utilizes rich woodwork from the original building.

The entire south side of the building facing the water, and it’s all glass with sliding doors to a stunning deck providing breathtaking views of the Sound for members and guests to dine and entertain.

On a tour of the club with Commodore Tom Ross and General Manager Wim Jessup, they showed off the numerous trophies, plaques, and models that adorn the new dining area and lounge next to a massive fireplace. The number of trophies on display (only room for the most recent) are evidence as to why serious sailors are in the majority at Noroton Yacht Club.

Sailing Pedigree

Beginning in 1929 with a membership of 75 and a fleet of ten Star class sailboats, the club began to build its reputation and become known for its rich sailing heritage with America’s Cup winners, Olympic medalists, and many world and national champions. Among the legendary names in the sailing world are Emil Mosbacher, Bob Bavier, Bill Cox, Peter Wilson, Peter Isler, Paul and Hilary Smart, Tor Arneberg, Owen Torrey, Glen Foster, JJ Isler, Rob Crane, John Kolius, Scott MacLeod, Sue Sinclair, Wendy Thompson, and Karl Ziegler.

Noroton Yacht Club has been prolific when it comes to one-design racing. The Star was the predominant one-design...
The Star class on Long Island Sound through the end of World War II, and Noroton’s Paul Smart and his son Hilary took almost every major regatta from New York to Los Angeles with a stopover in Havana, Cuba. In 1948, Hilary (with his father as crew) was the Olympic gold medalist in the Star class.

In 1949, junior sailing was formally introduced at NYC with the club securing its first Lightning, which was thought to be ideal for young sailors. The 19-foot boat proved so versatile that adults began racing them as well. By the late 1950s, Noroton had 32 Lightnings in their fleet. For the next thirty years, the club’s record in the Lightning class was outstanding. While there were many standouts during this period, Jim Crane distinguished himself as runner-up in the World Championships (1969), North American Champion (3 times), Mid-Winter Champion (3 times), and Canadian Champion (2 times).

The Ensign, Tempest and Soling classes joined the NYC fleet in the 1970s and ’80s. The latter two produced some memorable sailors who represented the club. Among them were the Linville Brothers (Jim and Jack), Bruce Falconer, Andrew Kostanecki, and Bruce Kirby, who dominated the Tempest North American Championships for thirteen consecutive years and the World Championships for five years!

In 1977, the Club recognized a decline in the level of enthusiasm in racing activity and decided to do something about it. They approached member and naval architect Bruce Kirby (designer of the Laser) to design a boat that would recapture the passion for racing reminiscent of the Lightning and Star. It had to be economical to own and maintain, as well as fun to sail in light or heavy weather. What they got was the Sonar!

Today, there are more than 800 Sonars in fleets primarily in the USA, with growing fleets in Canada and the UK, and the 23-foot sloop is the 3-person Paralympic class. Needless to say, Noroton Yacht Club is always touted as one of the favorites at each year’s Sonar North American Championships. Noroton sailors who have won North American Championships include Peter Galloway (7), Karl Ziegler (3), Scott MacLeod (2), and of course Bruce Kirby. Steve Shepstone has won the Sonar World Championship three times. In team racing, Noroton YC has captured the New York Yacht Club’s Hinman Masters Trophy in two of the past three years and the Grandmasters five times in the last seven years.

No one would doubt Noroton Yacht Club maintains a deeply rooted sailing and winning tradition. However, Commodore Ross and his team are not content to rest on past laurels. With their new facilities, they have taken the opportunity to revitalize all member programs.

“You don’t have to be an accomplished racer to join our club,” Commodore Ross explained, “but you have the option to become one through our many programs.”
Programs
Noroton Yacht Club’s Fleet Captain, Britt Hall, described the many programs promoting the sport of sailing. In the junior sailing program, young sailors from 8 to 18 learn to master the skills needed for successful racing and cruising. Beginners generally start in Optimists, advance through Fevas, move on to singlehanded Lasers or double-handed Club 420s, and eventually to the big boat program. Over the years the program has produced many great sailors who went on to success at the college, national and world levels including Tucker Edmondson, Karl Ziegler, Bill Cox, Elizabeth Morrow, and Peter Wilson.

The big boat program puts juniors on boats up to 45 feet to race competitively among similarly crewed boats. As one 17-year-old young woman, Devon, said, “While the program was organized for fun, everyone learned so much!” The program has created a pool of eager young sailors to fill crew positions on many of the PHRF racing/cruising boats.

The club’s junior programs are based on “Adventure and Freedom.” Much of the adventure comes from learning race strategy and tactics, while freedom is achieved as they gain confidence sailing on their own. Juniors are challenged to improve
their racing skills. Junior sailor Zuzu, in her second year of the Opti program, admitted it was a bit “scary” that first year, but the positive attitude of her instructors helped her overcome any fears and take second place in the annual Commodore’s Race.

The refurbished facilities have energized the entire junior program, with participation exceeding prior years. Each day, these young sailors look forward to practicing their racing skills and are proud to represent Noroton Yacht Club in regattas around Long Island Sound and beyond.

Celebrating its twentieth year with renewed energy, NYC’s Women’s Sailing program welcomes women who have little or no sailing experience as well as those who might want to sharpen their racing skills.

While a love of sailing attracts many newcomers to Noroton Yacht Club, specifically for the club’s competitive team racing programs, quite a few members are recreational boaters who simply enjoy sailing or powerboating around Long Island Sound. A 17-year-old junior sailor, Kiefer, related how his parents (who did not own a boat) joined the club to help him to hone his sailing skills. When his parents observed his enthusiasm, they were hooked and are now active in adult novice sailing programs. “You don’t have to be an accomplished racer to join our club,” Commodore Ross explained, “but you have the option to become one through our many programs.”

For adult sailors, the club has an impressive fleet for racing, including Sonars (one of the largest fleets in the country), Ideal 18s, JY 15s, Vipers, and PHRF boats. These fleets participate in club races as well as other local, regional and national events. The club-owned Ideal 18s are available to members for racing or recreational use. The club embraces the diversity of its membership by encouraging participation of non-boat owners or non-sailors in its crew-training seminars and the opportunity to take advantage of the Ideal 18s.

Because not every member of a family is a boating person, the club maintains a beautifully refurbished tennis facility staffed by two professionals offering many competitive programs for juniors as well as adults.

The culture at Noroton Yacht Club is one of participation and adaptation, with members not only organizing and running club activities but also bringing fresh ideas and innovation to existing programs or activities. Members, old and young, embrace change, whether it’s the next one-design class to be raced, training the next Olympian, or upgrading their facilities to be the envy of Long Island Sound boaters. For more information, log onto norotonyc.org.

What’s new at Noroton Yacht Club? A very bright future for the next ninety years!

Although he’s not a member of Noroton Yacht Club, Jim Frayer is a founder of the Rowayton Club at Hickory Bluff. He enjoys boating, teaching the CT Safe Boating Course at the Landfall Marine Training Center in Stamford, CT and writing about boating.
Celestial Navigation 101: Sailors Always Knew...

By Vincent Pica
Commodore, First District, Southern Region (D1SR)
United States Coast Guard Auxiliary

Going back centuries, journals of seafarers are peppered with language indicating that they knew the Earth was round. “In the offing” meant, and means today, the waters you can see from where you are to the horizon. “Ahoy, captain, vessel off the starboard bow! Hull down, sir,” might yell the lookout from the crow’s nest aloft. This meant that all he could see from his vantage point were the sails – the ship’s hull was still below the horizon. So, “round has been around” (pun intended) for thousands of years. How many thousands? About 22 centuries before the epic confrontation between Galileo and the medieval Church, Phoenician sailors circumnavigated Africa, sailing down the east coast and back up the western shores, through the “Pillars of Hercules” at Gibraltar and back to Egypt, to report to the Pharaoh that, indeed, the world must be round.

Why? Because, once they crossed southbound what we now know as the equator, the sun had “flipped around” to reside on the opposite side of their sailing vessel on a given tack. At night, the moon would have become “left-handed” rather than “right-handed” as we see it at night. Thus, they knew the world must round, for, if it were flat, such observations couldn’t occur. So, mirabile dictu, as the Romans would come to say, the world was round – but no one knew how big it was.

It took a Greek, named Eratosthenes, in 240 BC to figure out how big the Earth was. He noticed that in Aswan, a place then called Syene, around the time of the summer solstice, the sun shined directly to the bottom of a well and nearby posts threw no shadows on the ground. To do that, the sun had to be directly overhead. At the same time, where he lived in Alexandria to the north, a post would throw a shadow on the ground. For both those conditions to be true, the Earth had to be round and the rest, i.e., how big around was it, was simply some algebra and geometry which, as every high school student knows, the Greeks were very good at. So, Q.E.D, this column is about that math and thus starts a series on celestial navigation.

Upon One Principle, Celestial Navigation Rests
But what did ol’ Eratosthenes do? Well, the shadow from the post in Alexandria created an angle. Having that in hand, plus the “arc distance” from Syene to Alexandria, we have the beginnings of a
formula. This angle created by the shadow of the post in Alexandria, called “theta” to this day and displayed as 0, is exactly the same angle that would be found at the center of the Earth, if the sunlight shining down that well in Syene could reach the center of the Earth and then “bounce” back up and out through Alexandria. In plain speak, the angle from Syene down to the center of the Earth and back out through Alexandria is exactly the same angle as that created by the sun’s shadow thrown from the post in Alexandria. See diagram.

Thus, Eratosthenes deduced that the arc distance (d) is proportional to the angle 0. If you halve the angle, you halve the distance. This means that you can create a formula from these facts: 
\[ d = \text{constant} \times 0 \]. Eratosthenes realized further that “d” would be equal to the circumference of the Earth when the angle, 0, was 360°.

\[ D = \left( \frac{\text{circumference}}{360°} \right) \times 0 \] had to be the circumference when 0 was 360°!

Since this was true, all he needed to do was figure out what the constant was, which, knowing the distance from Syene to Alexandria being about 500 miles, he did some algebra and solved for the circumference of the Earth.

Eratosthenes solved the equation above and determined the Earth’s circumference to be 25,500 miles. With our advanced technology, we know its circumference to be 24,874 miles…pretty darn good for ol’ Eratosthenes with 240 BC technology!

So, upon exactly what principle does celestial navigation rest? Eratosthenes’ formula enables someone to determine how far they are from someplace else. If we take Eratosthenes’ formula one step further, i.e., to solve for the constant that, when multiplied by the observed angle as measured at noon, tells you how far away you are from the “well”, i.e., Greenwich, England, we get this:

\[ D = \left( \frac{\text{circumference}}{360°} \right) \times 0 \]

We substitute ‘circumference’ for its equivalent – \( 2\pi R \) (where R is the Radius of the Earth, which we know today to be 3,440 nautical miles)

\[ D = \left( \frac{2\pi \times 3440}{360°} \right) \times 0 \]

\[ D = 60.04 \times 0 \] or, rounding off,

\[ D = 0 \]

That is the constant and why 60 nautical miles is equal to 1 degree of latitude. This is the kernel upon which celestial navigation rests! ■
A Foray in “Slimology”
Hull biofouling: a boater’s dreaded bane that requires periodic elbow grease

By Lucie Maranda, PhD, Associate Marine Research Scientist, Graduate School of Oceanography, University of Rhode Island

Especially in marine water, the unwanted accumulation of microorganisms, algae and animals on wetted surfaces can be costly if not attended to regularly. For recreational or commercial boaters, the danger of transferring non-native species is added to the increase in fuel consumption and maintenance cost. The navies of the world are not immune to this plague either. One study roughly calculated the cost of coating, cleaning and fouling on the United States Navy’s destroyers (class DDG-51) to reach $1 billion over 15 years! Whether one considers boat hulls, sensors, aquaculture facilities, pipes, offshore platforms, pilings – any unprotected solid surface will develop some form of marine growth when immersed in seawater.

How exactly does biofouling happen? It all starts with a biofilm, a complex living microbial community embedded in a thin, glue-like matrix. Within seconds to minutes of immersion in seawater, dissolved organic molecules stick to the surface and form a sort of “welcoming rug” for bacteria and other microorganisms in the water to settle on: this is the beginning of slime formation. This early sticky slime promotes further recruitment of organisms from the water and facilitates a strong adhesion. Although biofilms differ between environments (marine, freshwater, treated industrial wastewater, and even dental plaque), they all produce sticky compounds that eventually form a dynamic and complex 3-D matrix with microorganisms.

With continued recruitment and growth, the biofilm thickens. If the surface is exposed to light, various algae (primarily diatoms and seaweed) intermingle, organic detritus and silt get caught, and the thick slime becomes easily seen with a naked eye. If it isn’t removed, this tasty mat attracts barnacles, tube worms, mussels, or whichever sessile organisms are floating in the water at the time.

When looking for anti-fouling strategies, one must consider a wide array of organisms with different life histories and seasonal growth, strength of adhesion, and settlement preferences. In addition, fouling control solutions must be effective for a sufficient period of time, must comply with air and water pollutant regulations, must be labor and cost effective, and must leave the surface undamaged. There currently are two different approaches to defeating settlement and adhesion, sometimes used in conjunction: 1) paints containing an active anti-foulant, e.g. copper ion, or a biocide, and 2) fouling-release coatings or slippery surfaces, e.g. silicones or fluoropolymers.

Several alternative technologies are currently under investigation: hydrogels, surfaces with nano- or micro-topographies, superhydrophobic surfaces, biocides inspired from natural compounds, clever mechanical cleaning devices, surface properties modulated by physical triggers (e.g. heat, electricity, radiation). Thus, the development of such novel approaches requires close collaboration among engineers, biologists, chemists, and material scientists.

No one solution will likely be universal, given the different sizes and speeds of vessels and platforms, sensors with specific performance needs (e.g. flexibility, optical clarity, porosity), cost and feasibility per unit surface area, and the variety of targeted fouling organisms. Environmentally acceptable and robust solutions should nevertheless have as broad a spectrum of activity as possible while remaining commercially viable.

Take Action
• It is very important to follow all manufacturer recommendations when applying or removing a given coating to help prevent water pollution.
• Should you come across organotin paint leftover from another era, know that a complete worldwide prohibition of this biocide has been enacted by the International Maritime Organization since 2008. Such product should be returned to the original vendor or a licensed waste management facility.
• In an effort to prevent the spread of unwanted invasive species, boaters undergoing long distance travel along the coast should pay particular attention to the hull cleanliness of their boats, especially in nooks and crevices near the engine. For more tips, check out Sailors for the Sea’s Green Boating Guide. Log onto sailorsforthesea.org/programs/green-boating-guide for a free download.

This Sailors for the Sea Ocean Watch essay is reprinted with permission. For more information and to join the race to restore ocean health, visit SailorsfortheSea.org.
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The new carbon epoxy M36x.

It's all about sailing.

THE HINCKLEY COMPANY
book review.

Uncharted Waters
Romance, Adventure, and Advocacy on the Great Lakes

By Mary McKSchmidt

Published by 14 Karat Books
248 pages paperback or Kindle edition $15

The five Great Lakes – Superior, Huron, Michigan, Ontario and Erie – comprise the largest body of fresh water on Earth. They cover more than 95,000 square miles, an area bigger than the state of Texas. Twenty-four million people in the U.S. and 9.8 million people in Canada rely on the lakes for drinking water, jobs, and a way of life, and their basin is home to over 3,500 species of plants and animals including more than 170 kinds of fish.

With an abiding, lifelong love of Lake Michigan inspired by the gift of A Child’s Garden of Verses by Robert Louis Stevenson when she was a child, Mary McKSchmidt met the man she would marry, a self-described “boataholic” named Rubin, shortly after graduating from Michigan State University and was soon crewing on his Hobie Cat. Larger boats and adventures throughout the lakes would follow over the next three decades.

Upon learning that her beloved lakes are endangered by approximately 22 million pounds of plastic flowing into them each year, McKSchmidt resolved to inspire others to take on the monumental task of saving them. Leaving a lucrative job as president of a Fortune 500 company, she reinvented herself as a writer, photographer, public speaker and most importantly, an advocate for cleaning up and protecting the lakes. “Just as I must balance the forces of nature while behind the wheel of a sailboat,” she writes, “I discover I must heed the voice of my heart as well as my mind to reach those I hope to engage in creating the political will necessary to prioritize the lakes so integral to our lives, so easy to take for granted.”

Mary McKSchmidt’s articles have appeared in SAIL, and she is the poet and photographer of Tiny Treasures: Discoveries Made Along the Lake Michigan Coast, a book about wildflowers found as she hiked, biked and camped alone along the lake’s eastern shore. She and Rubin have sailed three of the five Great Lakes, the North Channel into Georgian Bay, lakes throughout the Midwest, the San Juan Islands, and the Caribbean. Her monthly blog and “Skosh of Poetry” can be found at marymckschmidt.com.
Calendar 2018

OCTOBER

Ongoing through October River Cruises Aboard Ouroboros Enjoy a river excursion (1.5 hours) or a sunset cruise (2 hours) aboard a replica of Adriaen Block’s historic vessel, Fee includes museum admission. Connecticut River Museum, Essex, CT; Reservations: 860-767-8269; ctrivermuseum.org

4 - 14
27th Annual Weems & Plath Tent Sale Celebrating its 90th year as the leading manufacturer of fine nautical instruments, Weems & Plath hosts this event at its headquarters during the Annapolis Boat Shows with savings on discounted, overstock & sample items including navigation tools, clocks, barometers, lamps, binoculars, compasses & more. On Saturday, 10/6, 10% of all sales will be donated to Chesapeake Region Accessible Boating (CRAB), a non-profit organization that provides opportunities for people with physical & developmental challenges to experience sailing on the Chesapeake Bay; Weems & Plath is offering free shuttle rides to & from the Annapolis Boat Shows via e-cruisers. 214 Eastern Avenue, Annapolis, MD; For more information including sale hours, contact Cathie Trogdon at trogdon.cj@gmail.com or 800-638-0428; weems-plath.com

4 & 18
Shoreline Sailing Club meeting If you’re an active single over 35, this club’s activities include sailing, fishing, kayaking, dances, dockside parties, golfing, skiing and more. Meetings are held the first & third Thursdays of each month. 7pm; Westbrook Elks Lodge, Westbrook, CT; shorelinesailingclub.com

5 - 8
35th Annual Mitchell Columbus Day Regatta Started by Newport Yacht Club Past Commodore Cliff Mitchell in honor of his father, this PHRF non-spinnaker pursuit race from Newport to Block Island is a relaxed event with an emphasis on fun. newportyachtclub.org

6
38th Annual William K. Vanderbilt II Cup This event traditionally includes PHRF Spinnaker & Non-Spinnaker Classes, One-Design and Club Class divisions. Centerport Yacht Club, Centerport, NY; centerport-yc.org

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

6
The Thomas S. Willets Race Honoring the memory of Essex Yacht Club Past Commodore Tom Willets, Jr. and his dedication to sailing, racing and the Connecticut River; this first event in the TriClub River Series event is co-sponsored by Essex Yacht Club, Pettipaug Yacht Club & Essex Corinthian Yacht Club. Essex, CT; essexyc.com

6 Beach Cleanup at Second Beach This event is one of many volunteer opportunities with Clean Ocean Access, a non-profit organization taking “action today so future generations can enjoy ocean activities.” 12 - 2pm; Second Beach (Surfers’ End), Newport, RI; *to confirm details before all COA events, call 401-236-2561, email info@cleanoceanaccess.org, or visit cleanoceanaccess.org

6 & 7
Storm Trysail Foundation Intercollegiate Offshore Regatta More than 40 college teams will duke it out on big boats in North America’s largest collegiate regatta. Larchmont Yacht Club, Larchmont, NY; stormtrysailfoundation.org/intercollegiate-regatta

6 & 7
Punzi Memorial Flying Scot Invitational Hosted by Flying Scot Fleet 24, this regatta is preceded by a Flying Scot Race Clinic on Friday, 10/5. Candlewood Yacht Club, New Fairfield, CT; cycsail.org

6 & 7
NBC Last Chance Regatta Nyack Boat Club’s Cruising Fleet hosts this event. Nyack, NY; nyackboatclub.org

6 - 8
Chowder Days Taste delectable chowder and seafood specialties, seasonal desserts and beer, wine and apple cider, and enjoy live music, horse & carriage rides, games, a scarecrow activity, face painting and crafts in the Children’s Museum. Mystic Seaport Museum, Mystic, CT; mysticseaport.org

6 & 7
15th Annual American Yacht Club High Performance Regatta This popular fall event is open to Moths, WASZPs, RS Aeros, K6s, SO5s, I420s, J/70s and any centerboard dinghies with a Portsmouth number of 86.3 or less. American Yacht Club, Rye, NY; ayrc@americanyc.org; register at YachtScoring.com

4 U.S. Coast Guard photo by PA1 Adam Eggers

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tion of either Port Jefferson or Mt. Sinai. An adventurous Norwalk, CT-based sailing club, SUS meets the first Thursday of every month. For meeting locations and more details, check singlesundersail.org.

7 The Gearbuster Indian Harbor YC’s 63rd Annual Stratford Shoal Race has PHRF, IRC & Double-handed divisions and two courses: Greenwich, CT around Stratford Shoal and back and a shorter course to Eaton’s Neck and back for Non-Spinnaker boats. Indian Harbor Yacht Club, Greenwich, CT; indiaharboryc.com

7 Columbus Day Regatta Co-hosted by Windjammers Sailing Club, Milford Yacht Club and Housatonic Boat Club, this is an ECSA points event. Milford, CT; milfordyachtclub.com; windjammers.org

9 - 14 29th Annual Great Chesapeake Bay Schooner Race This 127-mile sprint from Baltimore, MD to Portsmouth, VA supports the Chesapeake Bay Foundation. gcbsr.org

10 An Evening with Wendy Mackie In this Seamen’s Church Institute Speaker Series presentation, the CEO of the Rhode Island Marine Trades Association will discuss how the organization is growing maritime career opportunities in The Ocean State. 7pm; Seamen’s Church Institute Mariner’s Lounge, Newport, RI; The series is open to the public without charge, though a suggested donation of $10 will help defray the costs and fund the Institute’s outreach programs. Seating is limited and attendees are asked to register in advance. Contact Megan Bayley at 401-847-4260 or megan.seamen@gmail.com; seamensnewport.org

10 Partner in Command This seminar is presented by the Great South Bay Power Squadron. 7pm; $27; East Islip Library, East Islip, NY; Marie A. Wallach: 631-269-7169; marieawallach@gmail.com; boatsgb.org

11 - 14 46th Annual United States Powerboat Show City Dock, Annapolis, MD; annapolisboatshows.com

12 US Sailing Stakeholders Summit Topics of this inaugural event for the leadership of local sailing organizations include retaining young sailors into their twenties, the road to the 2028 Los Angeles Olympic Games, a presentation of the US Sailing strategic plan, and an open roundtable session. St. Francis Yacht Club, San Francisco, CA; ussailing.org

13 69th Annual Dyer Dhow Derby This regatta honors the yacht clubs, organizations and individuals who have donated to or supported Mystic Seaport Museum’s fleet of more than 50 Dyer Dhows. 11am; Mystic Seaport Museum, Mystic, CT; 860-572-5322; mysticseaport.org

13 Thundermug Regatta This ECSA points event is hosted by Duck Island Yacht Club. Westbrook, CT; diyc.com

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windcheckmagazine.com
13 Charles Birch Memorial Race  This is the second event in the TriClub River Series. Pettipaug Yacht Club, Essex, CT; pettipaug.com

13 SYC Cows Trophy Race Stamford Yacht Club, Stamford, CT; stamfordyc.com

© Rick Bannerot

13 Beach Cleanup at Coreys Lane  This event is one of many volunteer opportunities with Clean Ocean Access, a non-profit organization taking “action today so future generations can enjoy ocean activities.” 12pm - 2pm; Portsmouth, RI  *to confirm details before all COA events, call 401-236-2561, email info@cleanoceanaccess.org, or visit cleanoceanaccess.org.

13 About Boating Safety course  Successful completion of this 8-hour class, presented by USCG Auxiliary Flotilla 24-3, satisfies the Connecticut licensing requirements for both boats and Personal Watercraft (PWC). Family participation is encouraged. *Please Note: All students must obtain a State of CT Conservation ID number before taking the class: visit ct.wildlifelicense.com/internet-sales. 8am; $60; Flotilla 24-3 Training Center, Milford, CT; 860-663-5505; USCGAUX243@gmail.com http://a0142403.uscgaux.info

13 Crossing Borders  This seminar is presented by the Peconic Bay Power Squadron. 1pm; $35; West Marine, Riverhead, NY; Vince Mauceri: 631-725-3679; vamauceri@gmail.com; pbps.us

13 & 14 Oakcliff Triple Crown Series Stage 2  Proudly presented by Oakcliff Sailing with support from US Sailing, this series is open to boats in the 49er, 49erFX, Nacra 17, 470 Women’s & 470 Men’s classes by invitation. Oyster Bay, NY; oakcliffsailing.org

© oakcliffsailing.org

13 & 14 BoatUS Foundation On-the-Water Training Program  Whether you love boating and want to gain confidence and learn new skills, you’re considering buying or renting a boat, or just curious about boating, the BoatUS Foundation has partnered with In-Command Seamanship Training to offer this 3 hour; on-the-water; class geared towards hands on, practical experience. Each licensed captain will have no more than 4 students per boat to ensure quality time to practice the skills being taught. Morning sessions are offered at 9am -12pm or 9:30am - 12:30pm. Afternoon sessions are 12:30 - 3:30pm or 1 - 4pm. $149; In-Command Seamanship Training, Wickford, RI (incommandri.com); Space is limited! Register at connect.boatus.org

13 & 14 35th Annual Oyster Festival  A project of the Oyster Bay Rotary Club, this is the largest waterfront festival on the East Coast. Oysters down in Oyster Bay do it! Theodore Roosevelt Park, Oyster Bay, NY; theoysterfestival.org

13 & 14 28th Annual Bowen’s Wharf Seafood Festival  Honoring the “Harvest of the Sea,” this family event features fresh local seafood, live Folk, Surf, Caribbean and Blues music, face painting, interactive water and art activities, touch tanks and more. Bowen’s Wharf, Newport, RI; bowenswharf.com

13 & 14 Viper 640 New England Championship  Norton Yacht Club, Dartmouth, CT; nortonyc.org; viper640.org

© Alan Staniforth

13 & 14 and 20 40th Annual Manhasset Bay Fall Series  The inspiration for this regatta came from John B. Thomson, Jr., with a goal of enjoying Long Island Sound racing under the best weather conditions possible. Manhasset Bay Yacht Club, Port Washington, NY; manhassetbayyc.org

19 & 20 YRA Team Racing Championship for the Giencarr Trophy  This Yacht Racing Association of Long Island Sound event will be sailed in Ideal 18s. Larchmont Yacht Club, Larchmont, NY; larchmontyc.org; yralis.org

20 Thomas Clark Memorial Race  This is the final event in the TriClub River Series. Essex Corinthian Yacht Club, Essex, CT; essexycyc.org

20 & 21 Oakcliff Triple Crown Series Stage 3  Proudly presented by Oakcliff Sailing with support from US Sailing, this series is open to boats in the 49er, 49erFX, Nacra 17, 470 Women’s & 470 Men’s classes by invitation. Oyster Bay, NY; oakcliffsailing.org

27 (*for the best weather window near that date) 19th Annual NARC start  The North American Rally to the Caribbean departs from Newport, RI, bound for Bermuda and then St. Maarten. Hank Schmitt: 1-800-472-7724; offshorepassage@sprintmail.com; sailopo.com

27 Halloween Race  This PHRF event is co-hosted by Black Rock Yacht Club and Fayerweather Yacht Club. Bridgeport, CT; Mike Sullivan: nascarbmb88@yahoo.com; fyccct.org

27 & 28 Halloween Howl  Typically dominated by New England fall weather, this event for Opti, C420, 29er & Laser Radial sailors promises exciting racing and challenging conditions. Sail Newport Sailing Center, Newport, RI; sailnewport.org

27 & 28 Oakcliff Halloween Invitational  This Grade 3 Match Race Regatta is sailed in Match 40s (practice day 10/26). Oakcliff Sailing, Oyster Bay, NY; Bill Simon: 516-802-0368; bsimon@oakcliffsailing.org; oakcliffsailing.org

31 (*for the best weather window near that date) Salty Dawg Fall Rally™ to the Caribbean  In addition to the traditional departure point in Hampton, VA, this Salty Dawg Sailing Association cruising rally has a new departure from Essex, CT. Destination options include Falmouth Harbour, Antigua; Gorda Sound, BVI; and...
NOVEMBER

1 Shoreline Sailing Club Halloween Dance Get in on the spooky fun and meet a great group of active singles who like to sail, socialize, dance, fish, kayak, attend theater and more. 7:30 pm; Westbrook Elks Lodge, Westbrook, CT; meetings are held the first & third Thursdays of each month at 7:30pm. shorelinesailingclub.com

1 - 4 Wooden Surfboard Building Workshop In this 4-day workshop, you’ll create your very own board using traditional hand tools with guidance from Grain’s expert builders. You can choose from over a dozen different models to build and select your own plank design. Grain Surfboards, Amagansett, NY; 631-267-9283; grainsurfboards.com

3 10th Annual NESS Gala With a theme of “Charting Our Course,” this event enables New England Science & Sailing to bring their inclusive ocean adventure programs to communities so that everyone can experience and enjoy the ocean. This isn’t your average gala: wear cocktail attire (and dancing shoes!) 6pm; Haley Mansion, Mystic, CT; nessf.org/gala

9 - 11 Adaptive Sailing Instructor Workshop This heavily interactive US Sailing course is open to sailors with either a current US Sailing Smallboat Level 1 or Basic Keelboat Instructor Certification. Topics include facility requirements, disability types/populations, breaking down barriers to participation, safety requirements, volunteer/staff training and a detailed overview of how to correctly adapt your equipment (or what equipment is available to purchase). Community Sailing New Orleans, Inc., New Orleans, LA; ussailing.org/education/adult/adaptive-sailing/instructor-workshop/

10 Boating on Rivers, Locks and Lakes This seminar is presented by the Peconic Bay Power Squadron. 1pm; $35; West Marine, Riverhead, NY; Vince Mauceri: 631-725-3679; vamauceri@gmail.com; pbps.us

14 Marine Radar This seminar is presented by the Great South Bay Power Squadron. 7pm; $27; East Islip Library, East Islip, NY; Marie A. Wallach: 631-269-7169; marieawallach@gmail.com; boatgsb.org

17 - 1/1/19 Christmas at the Newport Mansions Presented by the Preservation Society
of Newport County, this annual celebration showcases The Breakers, The Elms and Marble House decked out in yuletide finery. Bellevue Avenue, Newport, RI; for a schedule of live music, tours and other events, visit newportmansions.org.

23
Wild Turkey Regatta This PHRF event is co-hosted by Fayerweather Yacht Club and Black Rock Yacht Club. Bridgeport, CT; Mike Sullivan: nascarbmp88@yahoo.com; fycct.org

23
Holiday Harbor Lights Illuminated Boat Parade Launch the holiday season! Newport Yacht Club is open to the public that evening, and spectators can watch the parade from Bowen’s Wharf, Bannister’s Wharf and all points around Newport Harbor. Prizes for Best Decorated Sailboat (recreational & commercial), Best Decorated Powerboat (recreational & commercial), Best Decorated Fishing Boat, Best Decorated Porch or Dock, and Most Team Spirit. 6:15 pm; Newport, RI; Tim Mills: 401-845-5815

23
Huntington Lighthouse Parade of Lights Vessels, homes and businesses are cordially invited to participate in this FUNdraiser, presented by the Huntington Lighthouse Preservation Society. Prizes will be awarded. 6pm; Huntington, NY; info@huntingtonlighthouse.org; huntingtonlighthouse.org

23 - 30 & 25 and 12/1 - 12
Mystic Seaport Museum Lantern Light Tours Now in its 38th season, this 70-minute progressive play takes visitors back to Christmas Eve, 1876. Tours begin at 5 pm and leave every 15 minutes. Mystic Seaport Museum, Mystic, CT; tickets can be purchased online at mysticseaport.org/lanternlighttours; for questions about weather cancellations, call 860-572-0711.

23 - 1/2/19
Nantucket Noel This event, featuring craft shows, exhibitions, performances and a European-style Christmas marketplace, begins with a tree lighting and continues with the 44th Annual Christmas Stroll Weekend and ringing in the new year. Nantucket, MA; nantucketchamber.org

24
Turkey Day Reach This PHRF regatta is co-hosted by Huguenot Yacht Club and the New York Athletic Club Yacht Club. New Rochelle, NY; huguennonyc.com

24
Santa Arrives by Tugboat & 18th Annual Mystic Holiday Lighted Boat Parade Festivities begin at 2pm at Mystic River Park when Santa arrives on the tugboat John Paul, followed by the lighting of the Christmas tree in the park at 6pm. Decorated vessels will parade down the Mystic River starting at 6:20. Boats of all types and sizes are welcome, and entrance requires only a toy or coat donation to the Pawcatuck Neighborhood Center. Prizes will be awarded for Most Charismatic Crew, Innovative Vessel, Best Dressed Vessel, and Miss Mystic Vessel of Grandeur. Mystic, CT; mysticchamber.org

27 & 28
National Coaching Symposium 2018 This US Sailing event comprises two days of workshops and hands-on sessions with some of the leading sailing coaches in the country. The event will feature members of the US Sailing Team coaching staff and include topics such as team management, performance technology, and athlete development. Coral Reef Yacht Club & Shake a Leg Miami, Miami, FL; ussailing.org

29
Advanced Piloting This seminar is presented by the Great South Bay Power Squadron. 7pm; $95; East Islip Library, East Islip, NY; Marie A. Wallach: 631-269-7169; marieawallach@gmail.com; boatgsb.org

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Super-Charged
Overcoming adversity in the Vineyard Race

By Alexa Shea & Elizabeth van der Voort,
Young American Sailing Academy

Editor’s note: Many sailors would consider the failure of a boat’s electrical system during an overnight race sufficient cause for throwing in the towel and setting a course for the nearest tavern. For the eight teenage sailors aboard the J/105 Young American in this year’s running of Stamford Yacht Club’s Vineyard Race, quitting was never an option.

While racing on a thirty-five foot boat with enough provisioning and water, one wouldn’t expect much to go wrong in one night going to Buzzards Tower and back. But if one suddenly had no navigational lights or data on the depth, wind direction, wind speed, boat speed, bearing and more, one would probably retire.

However, that’s not what happened in our Vineyard Race. When we lost all of our power on Young American, everyone sprung to action to try and help. Because our engine sucks in air on starboard, we just assumed that we had to flood the engine. But before that happened, our coach Joe Cooper gave us spare navigation lights that he brought just in case. After flooding the engine and trying to start it in order to charge our batteries, we decided to give it a break and try again when the boat was upright.

Luckily, we had two charged phones with two different navigational apps that we used, but two phones on 20 percent wouldn’t last two days so we had to make sure we barely used them. Also, we had two compasses built into the boat and we shined a flashlight on them. After 50 hours of racing, we were near Stratford Point when the wind died and we were discussing dropping out. That idea came to an end real fast when we all realized we had come this far with no electronics and we could go another five hours because we deserved to finish.

This race definitely taught all of the juniors on Young American in multiple ways. One is the gear you pack – always have a portable charger for electronics. Also, as we learned, one person on the boat should always have emergency running lights. Another thing is always having a checklist. Make sure someone checks that the battery switch is on “both” instead of “one” so that both batteries are charged at once. There should be a checklist of ways to fix the engine if you suck air in – we tried flooding it but that didn’t work. Also on that checklist should be an extra handheld VHF radio. Even though we had a handheld, it was on very low battery coming into the finish so it’s always nice to have a spare if one dies.

The 2018 Vineyard Race truly gave me lessons on what to pack and to make sure I understand exactly how the boat I am on works. As I learned a lot from the race, so did everyone on the crew. Not only did this Vineyard Race make me understand the importance of communication amongst the crew, the importance of having backup equipment, but also making sure that everyone stays calm. If someone had freaked out during the race, we probably wouldn’t have been able to finish. I learned many life lessons from this Vineyard Race which will be in the back of my mind, and I wouldn’t have wanted to experience this with any other crew.

– Alexa Shea

Ocean racing presents a lot of challenges that many adults have a hard time believing kids can handle. In this year’s Vineyard Race, Murphy’s Law had a hand in testing our abilities. As we pulled out of Milton Harbor the morning of the race, it was blowing and the beat to the start off Stamford was long, wet, and cold. Approaching the starting line we knew it was going to be a tough race as we saw our competitors lining up with reefed sails and crews in foul weather gear, but we weren’t going to let that discourage us. Our crew was made up of a rather experienced group of youth sailors with sea miles ranging from a few hundred to a few thousand, but many of us had never faced this many chal-
Although they missed the awards ceremony, the exhausted but elated Young American sailors arrived at Stamford Yacht Club in time for the best regatta party on Long Island Sound. From left to right (with comments from coach and YASA board member Joe Cooper in parentheses) are Parker Russell (utility, grinder and backup nav – “He had iNav on his phone.”); Elliot Taft (main trim, backup nav, electronics and machines – “T’was he who spent hours head-down, arse-up trying to get the engine to go.”); Coop; Elizabeth van der Voort (helm, sail trim); Constantyn “Clem” van der Voort (navigator, mast, pit, sewer); Alexa Shea (helm, sail trim, pit); Malcolm Blackwell (pit, sewer, mast); Caitlin Owles (primary helm, backup nav – “She had NAVEX on her phone.”); and Margaret Leary (bow – “Killed it up there.”) © Andrea Watson/Sailingpress.com
Challenges in one race.

Going through high school, teens hear about the type of student colleges and employers are looking for, often referring to a kid with an entrepreneurial outlook; someone that is a problem solver. Although some may see offshore racing as a little vacation, it is so much more. You are constantly faced with new problems, and learning how to work with setbacks is truly a skill you can’t learn anywhere else.

Only a few hours into the race, we lost electrical power. Our first mistake was assuming that both batteries on board were fully charged, when in fact one was completely empty. Before we realized we needed to charge either battery, the second one was already dead. Although we were bugged, our astounding coach Joe Cooper was quick to use this opportunity to teach us about making assumptions. This assumption left us without instruments, radar and electronic navigation and changed the game completely, but we were not discouraged. The nice thing about a boat full of juniors is that we are all predominantly dinghy sailors so the lack of power was a little less nerve-wracking, and we were able to fashion our way using the built-in compass with known coordinates and backup charts, really challenging us to use our skills from advanced navigation class.

Another skill often billeted through sailing is leadership and teamwork. When the boat is faced with a problem, there are always people willing to put forward ideas on how to go about solving it. For instance, when we first lost power, one of our skippers, Caitlin Owles, was quick to remind everyone to save the little backup we had left on our phones for when the sun went down. When we make tactical decisions, it’s always a group discussion and never one person calling the shots.

We had our navigator, Constantyn van der Voort (my brother), pass along information regarding coordinates, course, and weather so we could make decisions as a group. We are able to make the best call because everyone’s opinion is involved, which prevents arguments later on if things don’t go quite our way. This also allows all of us to really trust one another, creating what I hope to be lifelong friends.

Despite the fact that we sat almost an entire day not moving, we finished the race, surprising everyone. My favorite part of the race was by far when we reached Stamford Yacht Club and saw the complete shock on everyone’s face – that’s really what made it worth it for me. Although many people constantly doubt our abilities, we prove time and time again we are here to race, no matter what obstacles get thrown our way. For all these reasons, I love sailing. I think we can all agree that above everything, it’s just exhilarating and it makes you ecstatic!

– Elizabeth van der Voort

Alexa and Elizabeth and their teammates exemplify the capable, enthusiastic sailors of the Young American Sailing Academy (YASA). Leveraging off the highly acclaimed and successful Young American Junior Big Boat Team sailing out of Rye, NY, YASA is a non-profit program focused on developing the next generation of USA-based offshore sailors. To learn more, log onto YASailing.org.
The JYRALIS Reunion
You Can Go Home Again

Over 120 former members of the Junior Yacht Racing Association of Long Island Sound gathered on Saturday, September 8 under the Pandemonium at Larchmont Yacht Club, scene of many great dances during their junior sailing days.

The day began, naturally, with racing in Ideal 18s provided by LYC. Each team had a special connection – lifelong sailing pals Rich duMoulin and Elliot Oldak (both Knickerbocker YC); Instructor Bill Sandberg (American) and pupil Lili Jenkins (Noroton); the husband and wife team of Joan & Butch Hitchcock (American) and the brother/sister team of Monica Stautner Nichols and John Stautner (Indian Harbor). The Race Committee consisted of Jol Everett (American), Bizzy Monte-Sano (Larchmont), Ellen Isbrandtsen (Indian Harbor) and Nick Langone (Larchmont).

The real festivities began at 6 pm as dozens of former junior sailors streamed into the Pandemonium. And the lying began. “You haven’t changed a bit in 50 years.” Well, maybe the midsections were a bit wider, the foreheads a little larger and the hair a tad grayer. Free beer provided by Carlsberg and free wine provided by LYC eased the transition.

Reunion Chairman Bill Sandberg opened the evening with a moment of silence for those junior sailors no longer with us. He also recognized two achievements. Dave Sinclair of Noroton, 90 years young, was introduced as the oldest attendee, and Tex Poor (Manhasset Bay) was recognized as the person traveling the farthest, coming from Littleton, CO.

Each guest received the coveted JYRA hat and a memory booklet, put together by committee member Joan Potter Arnold with write-ups from The New York Times about 1950s and ’60s Midget Championships (yes, the Times used to cover sailing), pictures of favorite boats (there really was a Lightning named Pussy Galore), and stories of days as juniors, highlighted by the hysterical “The Summer of ‘Crash’,” contributed by Tim Clark of Pequot.

Of course, no JYRA reunion could happen without a game of Wales Tails, between the Mainlanders and Islanders, with each team claiming victory. A special surprise came from John Browning of Manhasset, who brought the original official Wales Tails Rulebook he has kept since 1965. As the night wound down, there were promises to keep in touch and calls to do it again sometime.

The evening came off without a hitch due to the excellent planning of the Reunion Committee spanning a year and a half. Thanks to Shelly Gilmore Bell (Belle Haven); Susan & Jol Everett (Noroton & American); Cynthia Parthemos, Penny & Nick Langone and former Islander Rich duMoulin (all Larchmont); Joan Potter Arnold, George Huntington and Pam Prokop (all Manhasset Bay); and Leggie Mertz Torey, Bill Sandberg and Libby Alexander (all American).

So much for Thomas Wolfe and his famous novel. Old friends are the best ones – especially if they were/are sailors.

© Bill Sandberg

Enjoying the festivities are Jimbo Cobbs (Belle Haven) and Nonnie Cooney (Noroton).

From left to right are Reg Pierce, Jeff Neuberth and Paige Neubereth (Indian Harbor).

© Bill Sandberg
Record Run
The Vineyard Race Aboard Argo

By Chad Corning

Where the 2017 edition of Stamford Yacht Club’s Vineyard Race featured dream conditions with a fresh northerly prevailing for most of the race, 2018 was much harder work with a brisk easterly featuring for the trip out to the tower. After taking their medicine, the fleet was largely disappointed as the easterly faded away to nothing making this year’s 84th running a long and testing contest.

We had quite a few challenges on Jason Carroll’s new MOD70 trimaran Argo. First and foremost, the boat was purchased just three weeks prior to the race and was in Lorient, France. A perfect delivery window opened up and the boat had a mostly downwind run on the southern route, sailing 4,000 miles to Newport, RI in a bit over ten days. A fairly frantic maintenance period ensued, and with fitting some new sails along with some minor miracles, the boat departed Newport the day before the August 31 start.

While our test sailing in Newport had been fairly benign, the conditions on race day were anything but. Waves were crashing over the breakwater at the boat’s home club of Larchmont YC as we set out for the start with winds in the low 20s with the typical easterly lump. Once start time rolled around conditions had eased slightly, but the wind direction matched the course out of Long Island Sound meaning a long afternoon for the fleet. Aboard Argo, we quickly realized what a different beast we had our hands on. The boat sailed beautifully through the waves with just the leeward hull in the water, going 19-21 knots at around a 45-degree true wind angle. The sailing was fast but a bit rough; the best way to get around was usually crawling, especially when forward on the tramps. This got us out of the Sound quickly and with fair tide, and by 2200 Friday we were already around the Buzzards Bay Tower.

The leg home was thrilling. With the big gennaker up, the boat speed remained steady in the high 20s with some nice surges into the mid-30s. There were a few tense moments when we reconnected with the eastbound fleet and we definitely erred on the side of caution many times with the high closing speeds. Once back in the Sound, the 800-pound gorilla of the race record (set by Greg Slyngstad’s Bieker 53 catamaran Fujin last year) was on everyone’s mind but we were all far too superstitious to talk about it. Only when we were on the final leg did we realize that we would just squeak through and lower the outright record by approximately seven minutes. ■

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.

The crew of Jason Carroll’s MultiOneDesign70 Argo – Westy Barlow, Jim Condon, Chad Corning, Thierry Fouchier, Sidney Gavignet, Scott Norris, Anderson Reggio and Alister Richardson – set a new course record for the 238-nautical mile Vineyard Race with an elapsed time of 14 hours, 58 minutes and 19 seconds. That’s an average speed of 15.9 knots! © Kevin Dailey/KevinDaileyImages.com
91st Annual Conanicut Yacht Club Around the Island Race

Under sunny skies and a building sea breeze, one hundred yachts from 22 to 80 feet sailed 18 miles around the small island of Conanicut nestled in the middle of Narragansett Bay on Sunday, September 2. One of the oldest continually run regattas in North America, Conanicut Yacht Club’s Around the Island Race marks the end of the summer sailing season in the coastal region.

“Some sailors come out for the trophy or just bragging rights, while others are simply on a family picnic sail,” said Race Chair Alan Baines. “The best part about this race that there is something for everyone and it’s truly a celebration of another summer coming to an end.”

William Hubbard’s RP 56 Siren – rated as the fastest boat in the fleet – was able to make up one-hour handicap placed upon her by taking the line honors with a 2:20 lap time. However, it was Alex Wadson and his crew onboard Manic, a 21-foot Shaw 6.5, who took home the overall trophy with a corrected time of 3:16:06, beating Akimitsu Hira, a visiting team from Japan in their brand new J/121 Crescent IV, by just 18 seconds. Brad Hastings’ Mischief from Bristol rounded out the overall podium.

The triple-digit fleet represented 25% of all race boats registered on Narragansett Bay, making it one of the largest CYC Around the Island Races in recent history. Plagued by Hurricane forecasts the last two years, organizers – who have been planning since January – were very happy both the weather and the turnout. “We want to keep it fun above all else,” said Principal Race Officer Mark Grosby of Jamestown. “Fair racing, a scenic course, and a great party afterward are what keeps everyone coming back year after year.”

Separated into 11 divisions and staggering starts by 6 minutes, the slower boats started at 11:00 am in 8 knots from the south. It was around Beavertail Lighthouse on the southern tip on Conanicut that the fleets began to converge as they set their spinnakers for a nine-mile downwind run along the western side of the island. “Looking back at 90+ boats coming down on us was breathtaking,” said Kate Wilson, sailing onboard Lincoln.

© Cate Brown/catebrownphoto.com
Mossop’s Swan 42 *The Cat Came Back*. “It was one of the moments where you realize we are lucky to live and do what we do.”

This was Mossop’s 35th year competing in the race, and *The Cat Came Back* took home second place in her division and 8th overall. Asked how the racing compared to past years during the after party at Conanicut Yacht Club, Mossop with a thumbs up and big smile said, “Absolutely awesome!”

There were plenty of winners amongst the more than 800 sailors, and the residents of Jamestown also received a special treat watching the spectacular race from the shore. Jane Miner said, “Loved that I could use KATTACK [tracking website] to see when they would be coming by my house, and then the scratch sheet to know who was who when I saw them with my binoculars from my terrace!”

So glad the breeze came in, too!” Complete results are posted at conanicutyachtclub.com/ATI. The 92nd Annual CYC Around the Island Race will be held September 1, 2019.

Kate Wilson at risingT Media contributed to this report.

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The Antigua & Barbuda Hamptons Challenge

By Peter Carroll

Win a local sailboat race and you usually win a plaque that says something like, “The Rogers Memorial Race 2018, First Place Overall, Stardust.” But Saturday, August 18 saw the fourth running of the Antigua & Barbuda Hamptons Challenge, a sailboat race hosted by the Peconic Bay Sailing Association in Noyack Bay off Sag Harbor, NY with a truly grand prize.

The race featured 24 boats sailing in three divisions, most of them recognizable to local sailors as some of the most able skippers and crew for miles around.

This high-quality fleet was organized for a start shortly after 11 am, in a relatively gentle breeze out of the west-southwest. The Principal Race Officer, Tony Dill, set a 1.5-nautical mile upwind leg and sent the first division off at about 11:15. Two other divisions were sent after approximately ten-minute intervals.

The racing was tight, with the first leg starting to spread the fleet. The wind backed slightly over the course of the first half hour, making some legs more difficult to navigate and others a little easier. The weather was overcast but not raining, and the wind varied at around 5 to 7 knots, later strengthening slightly to 8 knots or a little more, perhaps a help to the later-starting boats.

After nearly two hours of sailing, the leaders of the three divisions started to cross the finish line and onboard the Race Committee vessel High Hook, each yacht’s time was adjusted to correct for its handicap rating. At this stage, several teams felt optimistic about their overall performance, and no doubt a few skippers started to mentally book their seats from JFK to Antigua…but once the full results were in, the top six boats were:

1. Phil Walters’ J/35C August Sky (Lloyd Harbor YC/Centerport YC)
2. Jennifer & Greg Ames’ Hunter Legend 37 Seventh Heaven (Breakwater YC)
3. George Martin’s C&C 35 Osprey (Sag Harbor YC/Breakwater YC)
4. Bill Coster’s Tartan 33 Silent Passage (Peconic Bay SA)
5. Sedge Ward’s J/111 Bravo (Shelter Island YC/New York YC)
6. Peter Carroll’s Etchells Firefly (Peconic Bay SA)

I stopped at six because I was skipper of Firefly, but there were many well-sailed and fast boats in this fleet and only three minutes separated the top 10 boats after several miles of racing.

Once the racing was done, most of the participants cleaned up and repaired to the party tent at Havens Beach in Sag Harbor. Here everyone enjoyed great Antiguan food and music, local wines and beers and generally had a grand old time waiting for the Minister of Tourism & Development, The Honorable H. Charles Fernandez, to award the trophies and prizes.

Just before this highlight of the evening, Colin James, the CEO of Antigua Tourism, led the crowd in a minute’s silence to honor Rob Roden, the architect of this annual event, who had succumbed only a week earlier to a sudden illness. Theresa Roden, Rob’s wife, committed herself to the successful conclusion of this event, and did so with amazing grace.

Winning the aforementioned truly grand prize was the crew of Phil Walters’ August Sky. Courtesy of the Government of Antigua & Barbuda, Phil’s team received six round-trip air tickets and accommodations at the beautiful St. James Club, free registration, and a free local yacht charter to race in Antigua Sailing Week (April 27 - May 3, 2019). The crew of Jennifer & Greg Ames’ Seventh Heaven won lunch for four at the American Hotel in Sag Harbor, while the crew of George Martin’s Osprey swooped Twenty-four boats raced for the largest amateur sailing prize on the East Coast, an all-expenses paid trip to compete in Antigua Sailing Week 2019. © Rich LaBella/RJLaBellaPhotos.com
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The third place prize for the crew of George Martin’s C&C 35 Osprey was a “mini-barrel” of one of Antigua’s finest exports, English Harbour Rum. © Rich LaBella/RJLaBellaPhotos.com

The Antigua & Barbuda Hamptons Challenge benefits a local organization called i-tri, which empowers young women and girls by encouraging them to participate in triathlon events. Everyone involved is now looking forward to next year’s Challenge, but the crew of August Sky first has the 2019 Antigua Sailing Week to look forward to. For more information, log onto antigubarbudahamptonschallenge.com. the learn more about the Peconic Bay Sailing Association, visit pbsa.us.
Steady Sailing Lifts New York Yacht Club to Grandmasters Crown

By Stuart Streuli, NYYC Director of Communications

A year ago, the host New York Yacht Club won the Grandmasters Team Race for the first time by the thinnest of margins. This year, the home team emphatically defended the title, compiling the most points in the round robins and then losing just one of six races in the knock-out portion of the event, which was sailed out of the club’s Harbour Court clubhouse in Newport, RI August 24 - 26.

“We had the same team as last year,” said Ted Moore, skipper and team captain for the NYYC squad. “We’ve all done this a whole bunch of times, so we didn’t have to talk to each other. Everybody knew what the other person was supposed to do, and they just did it. Last year we were lucky to win because we were tied with Newport Harbor, which could’ve gone either way. It was not overwhelming or dominant. This year felt different because we were ahead most of the time and most of the time were winning [individual races] comfortably.”

The New York Yacht Club Grandmasters Team Race was first run in 2010. Skippers must be at least 60 years of age while crew must be 50. The regatta is sponsored by AIG Private Client Group. The event was originally sailed three-on-three in Sonars with just the jib and main. This year, in a nod to the increasing competitiveness of the event and skill of the sailors, spinnakers were used in light and moderate winds.

“I think it just made it a better regatta for everybody,” said Moore. “When the wind was light, everybody got to use the spinnakers and when the wind came up we all put them away. We’d’ve been used to [sailing them in heavier winds], but most people would not have been. It would’ve added an advantage for people who have used spinnakers a lot before, so it’s a good thing we didn’t [use them in heavier air].”

With eight teams competing, including squads representing clubs from Louisiana, California and Sweden, there was little down time. En route to victory, the NYYC team sailed 31 races, winning 25. After three full round robins and then a mini round robin with the top five teams, NYYC was two points ahead of Newport Harbor, with Southern YC in third and St. Francis YC in fourth.

While New York dispatched St. Francis in two races in the semifinals, Southern came back from a loss in the first race to beat Newport Harbor 2-1 to advance to the finals. There New York proved too strong, however, taking the championship by a 3-1 score.

Noroton Yacht Club won the Grandmasters Regatta the first six times it was sailed. New York finally broke that streak a year ago. This year, in addition to the convincing win in the Grandmasters Team Race, NYYC also won the Peter Wilson Trophy, which is awarded to the club that performs the best in all the grandmasters team races around the country. Is a new dynasty on the rise? Moore wouldn’t quite go that far. “We have a deal at the New York Yacht Club that if we win a team race, we bring the same team back next year,” he said. “So we’ll be back with the same team in 2019. We’ll see how we do.” Complete results are posted at nyyc.org/nyyc-grandmasters.
The 2018 Ms. Race
Winds of Change

By Diane Kropfl & Eileen Campbell

On Saturday, August 18, the Atlantic Highlands Yacht Club in Atlantic Highlands, NJ hosted the 14th annual Ms. Race in support of the charity 180 Turning Lives Around. The theme for this year’s race, “Winds of Change,” symbolizes the growing trend of women racing on their own with confidence and the rise in numbers of women with the courage to change their lives with the support of 180. A symbolic change was represented by the ten entries in the race which brought the number of boats to the peak level reached the summer before Superstorm Sandy. Another shift in the winds brought together three generations of women sailors to race on Vici, a Sabre 402.

Saturday morning found the captains and crews ready and eager to sail after lots of practice leading up to the day of the race. Race day started with the captain’s meeting and a delicious breakfast array with donations by local sponsors. Expert sailing instructions were provided by skilled racer and three-time Ms. Race winner, Elaine Haher. After the captain’s meeting, the crews made their way to their boats. They were greeted by spectators, friends and families who are a major part of this special occasion and have as much fun as the women participating in the race.

Out on the water, the teams circled the Start/Finish buoy getting ready to begin the race with the new Pursuit Race format. The race started in light erratic winds that had all the crews struggling to round the first two marks. Boats cheered their competitors as one by one the sailboats rounded the NM buoy.

Ann Myer and her team sailed Magic to victory.
© Ivy Dash/Dash Photography

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after the dead air zone; it was heartening to hear the ovations. Luckily, the anticipated thunderstorms never materialized, and the winds picked up to 8 knots for the last two legs of the race.

After the race, crews, family and friends convened at the club for the Ms. Race Event and Awards Ceremony. The Director of Development for 180 Turning Lives Around, Lynn Lucarelli, gave her continued heartfelt thanks to Ms. Race participants, sponsors and donors and then officiated for the awarding of the Ms. Race trophies.

Congratulations to this year’s winners! Ann Myer, an expert
sailor and racer from the Raritan Yacht Club, handily raced her J/105 Magic to first place with support from her experienced crew. Karen Harris on her J/120 Cygni finished second this year, inching up once place from last year. Fresh from crewing in the Newport Bermuda Race Donna Syers was at the helm of the third place boat, her Beneteau First 40.7 Overlap, with her crew of fifteen including two 4-year-old girls.

The evening featured chance, silent and online auctions with donations from local sponsors plus a 50/50 with proceeds going to 180 Turning Lives Around. It was a fabulous day at the Atlantic Highlands Yacht Club, and best of all generous sponsors and donors helped raise over $10,000 for this year’s Ms. Race. Since its inception, the Ms. Race has raised over $130,000. For additional information on 180 and the Ms. Race, visit 180nj.org and ahyc.net.

Ms. Race participants strike a pose at the Awards Ceremony at Atlantic Highlands Yacht Club. © Ivy Dash/Dash Photography

Diane Kropfl and Eileen Campbell are the Co-Chairs of the Ms. Race.
Stone Horse Builder’s Cup

By Tom Kenney

Five boats competed in the 2018 Stone Horse Builder’s Cup on Saturday, August 11 in the waters off Padanaram Harbor in South Dartmouth, MA.

The Stone Horse Builder’s Cup is a one-design race limited to the 23-foot Stone Horse designed by S.S. Crocker and built by Edey & Duff, formerly of Aucoot Cove, Mattapoisett, MA. Edey & Duff built 151 Stone Horses between 1969 and 1996.

Participating boats included David Neumeyer’s *Metaphor* (Wareham, MA), Tom Kenney’s *Windfall* (South Dartmouth, MA), Dave Kane’s *Able* (Newport, RI), Vern Tisdale’s *Butterfly* (Mattapoisett, MA), and Phil McGlave’s *Blue Jay* (Sakonnet, RI). A forecast of thunderstorms and a torrential downpour at the pre-race meeting could not dampen the enthusiasm of skippers and crews, who unanimously opted to not only to race, but to get on the course for an earlier start to complete multiple races despite the weather. The decision to go forward was rewarded by a near perfect day on the water; a respectable 10-12 knot breeze varying from east to southeast for all three races, a calm sea and an occasional “refreshing” shower.

The day started with a relatively long windward/leeward course from the Padanaram Breakwater to “G7 Fl G 2.5 Gong” at the entrance to the main channel into New Bedford Harbor, followed by two short and spirited sprints around the New Bedford Yacht Club racing marks off Nonquitt. The breeze increased for the second and third races, keeping the boats in close proximity to each other and shortening elapsed times to 20 and 25 minutes. Several skippers commented that short courses should be a feature of next year’s Cup.

*Metaphor* held off continual challenges by *Able* for wins in two of the three races and the overall victory. *Able’s* win in the final race ensured that skipper Dave Kane’s bragging rights remain intact ‘til 2019. *Butterfly* finished third, edging *Blue Jay* by a single point. *Windfall* rounded out the fleet with a gentleman’s finish.

Dave Kane’s crew, Mairtín, Fiona and Kathy Rowland, all hail from Ballycroy, County Mayo, Ireland. Mairtín discovered his love of sailing six years ago when he met Dave Kane while working in Newport, RI for the summer.
The following year, he crewed for Dave in the 2013 Stone Horse Builder’s Cup.

Wanting to share his experiences with his sisters, all three traveled to the U.S. in order to participate in the 2018 Builder’s Cup. Mairtin worked Able’s foredeck while Fiona, with previous experience at the Bellacragher Boat Club in Claggan, Ireland, served as tactician. Kathy, a first-time sailor, took up position on the weather rail, where she instantly proved herself a natural and a valuable member of the crew.

Very special guests at this year’s event were Jane Duff Gleason and her husband Bob, who also served on the Race Committee with Bill Ferguson and Denise Duffee. Jane’s dad, Peter Duff, was a founder and the managing partner of Edey & Duff. Jane was genuinely moved by the sight of the Stone Horses her father built still sailing on Buzzards Bay, and by seeing how much joy he continues to bring to so many. For many sailors, this regatta was a chance to renew old friendships. For others a chance to start a new one, capturing the essence of the Stone Horse community.

Post-race festivities were again hosted by Ann & Tom Kenney at the New Bedford Yacht Club. A special thanks to Gregg Child, skipper of the support boat, Tobias, out of Newport RI, and Walt Suchon, of Dartmouth, who worked as the event photographer.
Basic Principles for Rounding Marks

By David Dellenbaugh

If you want your mark roundings to be quick and safe, there are certain strategies that work almost every time. For example, you should round each mark close enough that you could reach out and touch it. You should locate the next mark visually before you round this one. And you should definitely develop a strategic plan for the next leg before you round any mark.

One reason why it’s important to follow rules of thumb like these is that they help you limit risk during mark roundings. It’s easy to make big gains or losses near marks. If you stick to certain guidelines, it’s easier to navigate through the chaos at marks. By thinking ahead and having a plan, you will add a sense of purpose to the randomness of many mark roundings. And this will help you be more successful consistently.

Before you get to any mark, think ahead about how much risk you’re willing to take. When you are content with your fleet position or if it’s early in the race or series, you’ll probably want to minimize risk at the mark. If you come into a windward mark close enough to touch it, like MudRatz 420 sailors Zach Champney (helm) and Peter Cronin, pictured at the Buzzards Bay Regatta. It's amazing how wide many boats go around marks. In most cases, they lose double the amount of distance they leave between them and the mark. They sail a certain distance past the mark and then they have to sail that far again just to get back to the mark. To minimize distance sailed, it’s important to round close to every mark. Of course, there are a few times when it’s OK to be farther from the mark - like at a windward mark in breeze when you need enough space to ease your main, or at a leeward mark when you are trying to do an ‘end-run’ around a pack of boats. But a good rule of thumb is that you should round each mark close enough that you can reach over and touch it. To get into this position you may have to slow down so you are right behind the boat ahead, but this ensures that you will sail the shortest course, and it gives you more tactical options and clearer air after the mark. © J. Cronin - OutrageousPhotography.net
mark on port tack, for example, you should probably duck that starboard tacker and overstand slightly on the starboard layline.

But if you’re not happy with how you’re doing and you need to play catch up, then you’d be willing to take more risk. In the same windward mark situation, you might try to leebow that starboard tacker on the layline and hope you can squeeze up around the mark. Here are some more strategies to help minimize risk at marks:

- **Watch the boats ahead.** Keep a close eye on boats that round the mark before you. They will warn you about trouble (e.g. current) and may give you some ideas about how to get around the mark quickly.

- **Perform maneuvers early.** One of the most common, and costliest, mark-rounding mistakes is waiting too long to perform boathandling and sailhandling maneuvers. Be conservative by doing these earlier than you think.

- **Communicate your rights.** Another easy way to lose a lot at marks is to break a rule. Many rule problems can be avoided with better communication.

  For example, if you think you have an inside overlap at the zone, yell to the other boat (even before you get to the zone). Either they will agree with you (and you’ll get mark-room) or they will disagree (and then you’ll have to decide if you want to risk forcing your way inside them).

- **Put on the brakes.** Often the best way to be conservative at a mark is by slowing down. Going slower may not seem like a smart strategy for winning a race, but it’s usually better than rushing into a crowd and coming to a dead end. Maintain your tactical options by slowing to avoid getting an overlap on the boat(s) ahead.

  - **Find a happy balance.** Good mark roundings often come down to the ability to find a compromise between a bunch of factors. Focus on the crew maneuvers inside your boat, but make sure you also keep your head outside the boat and watch the big picture. Try to be conservative and avoid the risks that come with being greedy, but at the same time stay alert to possible opportunities for making big gains. You must walk the tight rope.

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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Life Lessons from Sailing

By Joe Cooper

The DeLorean is in Doc’s garage again for (more) work on the flux capacitor, so we will have to do this newer movie-style. Grab a hand towel, go upstairs into the special secret room, known only to you and where you remember things, and stick yer head in the Pensive.

We are back in the middle 1950s, somewhere on Long Island Sound. We – you – are sailing with your father in an overnight race for the first time. You are young, and it is a great adventure. The boat is a lovely Sparkman & Stephens-designed (of course), Nevins-built 45-footer that is Dad’s pride and joy. You’ve sailed on her a lot, family cruises and such, but this is the first time you’ve been aboard for a race. Comes time for you to go off watch, and you reluctantly give up your spot, in the cockpit, immediately aft of your father’s steering position. This is your favourite spot because you can smell Dad, particularly his wool sweater. As you settle into the pilot berth, you take stock of the inside of the cabin.

Over in the nav station is Henry, Dad’s longtime mate and navigator. Illuminated by the red night light over the chart table, his Norse red beard glows even more brightly Viking-like. The smell of his pipe is familiar and not unpleasant. The boat is humming along in a moderate southerly with a big reaching headsail set. You can tell the speed by the sound of the water rushing by the planks right next to your ears. You contemplate the adventures and experiences you’ve had aboard and doze off, thinking how much fun this offshore racing thing is.

Fast forward to Labor Day weekend, 2018. Your two kids are aboard the J/105 Young American for the Vineyard Race. They are jilling around in the starting area off the Cows bell south of Stamford breakwater. They’ve been captured by the joys of sailing that you’ve shared, both as stories and taking them sailing with you and the missus ever since they were born. They seem so much more advanced and mature for their ages – 15 and 16 – than many of their contemporaries who do not sail. In fact, the entire crew of Young American exhibit a similar level of maturity, understanding and mateship far beyond their calendar years. Watching your kids, and the rest of the YA roster, come to grips with the nuances of life, big and small, through sailing brings a smile to your face and a warm glow of pride and satisfaction to your inner self. You remember the same sense of accomplishment from sailing when you were their age, and younger; things learned by osmosis, almost, from sailing with Dad. Then they’re off, close hauled on starboard tack into the teeth of a 17- to 20-knot east-nor’easter.

As far as Vineyard Races go, and you’ve done your fair share of them over the years, this one was painfully long and slow. The breeze petered out around midnight, as you discover when talking with your kids after they finish. This particular Vineyard Race was both a huge pain in the sternpost and great fun and a fantastic learning experience all at the same time. Sounds familiar, you think. Driving home after the race, you listen with a knowing air as the gory details emerge. Seems like the idea of sailing as a microcosm of life still pertains, 50 and more years on.

When the boat does a distance race, there’s a list of equipment that was removed for day racing that needs to be bought back aboard. One of these items is a second battery. Well, that battery was aboard but, as was discovered about 0300 Saturday, halfway between Plum Gut and “1BI,” there were two errors in the boat’s management for this race. These unforced errors were completely on the crew because they are specifically empowered to plan the race for themselves. “Got questions? Ask. Otherwise, you are all up to the task” is the fundamental brief from the leaders of the Young American Sailing Academy.

No one had checked that battery’s charge, and the crew all subsequently agreed that they’d assumed it was charged. Second, as they were motoring to the start, no one checked to make sure the battery switch was on “Both.” Turns out it was on only “One.” This all became manifest about 2330 a few miles west of Plum Gut as the low voltage alarms went off. The “One” battery had been run down, and the second battery was not charged so there was not enough oomph to start the engine. A confounding issue is that the fuel tank, if not fully topped up, will suck air on (the then active) starboard tack. And there was a debate about how much fuel was in the tank versus how much was burned motoring into a head sea to the start. The upshot was that when the starter was being cranked, there was minimal fuel getting into the lines.

On the eastern side of the Gut, there was less wind and the seas were flatter, so a couple of more tries to start were attempted, to no avail. At this point, there were no electronics, no instruments, no GPS (although the plotter was running on the computer’s own battery, but not for long), no running lights, and no shipboard VHF – backup handheld only. Undeterred, the emergency running lights were rigged and two sailors deployed navigation software on their phones. The coach, the only adult in the 9-person crew, had a handheld GPS of questionable vintage. The two most experienced young sailors very quietly assumed leadership roles and suggested that all phones be turned off so as to be available in the future as needed. One outcome of this was that the tracking system, using phone-based software, went dark. For parents back home following the team’s progress, Young Ameri-
can was off the air in the fullest sense.

Meanwhile, they were still racing. Food was prepared, water was drunk, watches were kept, monitoring of boats nearby was kept up, and positions on the boat were rotated to keep everyone on deck fresh. After daylight, between “1BI” and the Tower, they had some pretty good sailing against other similar-sized boats, providing good speed calibration. Somewhere around 1245 they rounded the Tower, gybed and set off towards Block Island.

The breeze was light to moderate, 8 to 12 knots or so and trending southeast, so gybes and spinnaker changes kept the troops entertained. The next big question was negotiating the passage from the south side of Block to Gardiner’s Bay or the Race.

After sneaking in under Montauk Point to minimize the furious ebb current where the boat was headed, along with with running out of sea room, another gybe was called for. This was fortuitous because the boat was equidistant between the Gut and the Race and, after a gybe, was laying the Race with good pressure and speed. Racing continued, into the Sound via the Race, with sail changes, food prep and consumption and watch standing all carrying on as though nothing had happened. Later that morning, the breeze shut off in the vicinity of the New Haven Harbor entrance, leaving the boat bobbing and rolling in the wash of the holiday weekend powerboat wakes.

The wind was fitful for the rest of Sunday, wafting across the otherwise glass-flat Sound. This was the most frustrating part of the race. There was a discussion about pulling out, but since there was no engine to go anywhere and they had already sailed about 50 hours, the crew all resolved they were not going to quit. Out came the binos, and the wind search started again. There were a couple of boats in the vicinity that offered a forward command view of conditions in the immediate area and also a benchmark for their own speed.

Finally, around 1915, they crossed the finish line after some 55 some hours of racing, taking a fourth in class after about 70% of the race done “blind” by today’s standards of yacht racing information…and finishing when 25% of the boats on the 238-nautical mile Vineyard Course did not.

While this tale was unfolding, the smile across your face was slowly expanding. When questioned as to why you were smiling, the answer was not as simple as it would seem.

It’s a combination of recalling similar lessons you learned all those years ago, and admiration for the way these eight teenagers simply kept doing what they had to do to finish. Yup, you think, Dad was right when he told you that sailing is just like life – regardless of what comes at you, keep plugging along and you will get to where you are going. The other half of the smile was, of course, fatherly pride in your teenagers’ accomplishments.

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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Black Rock Sailing School 888-607-7245 blackrocksailingschool.com .......... 33
Blue Water Sailing School 800-255-1840 bwss.com ........................................... 37
BoatTalent.com ................................................................................................. 36
Cedar Point Yacht Club 203 226-7411 www.cedarpointyc.org .......................... 54
Connecticut DEEP ct.gov/deep/boating .......................................................... 24
Consolidated Yachts NY 718-885-1900 ......................................................... 36
Cooley Marine Management 203-873-6494 cooleymarine.com ......................... 34
Crock’s Boatyard (860) 443-6304 www.crockersboatyard.com ......................... 13
Custom Marine Canvas, 860-572-9547, custommarinecanvas.com .............. 46
Crock’s Boatyard, 860-443-6304, crockersinc.com ........................................ 27
Defender 800-628-8225 defender.com .............................................................. 28
Dock Shop 203-956-5893 dockshop.com ....................................................... 19
Fairclough Sailmakers 203 787-2322 www.fairclough.com .............................. 21
HeadSync 401-619-3800 headsync.com ......................................................... 37
Hinckley Yachts, Morris Yachts, hinckleyyachts.com .................................... 27
Interlux, interlux.com ....................................................................................... 29
Joe Cooper Sailing 401-965-6006 joecoopersailing.com .................................. 51
Landfall 800-941-2219 landfallnav.com ........................................................... 64
McMichael Yacht Brokers Mamaroneck, NY 914-381-5900, Newport, RI 401-619-5813 mcmyacht.com ....................................................... 3, 59
Mack Boring Yanmar 908-964-0700 Mackboring.com .................................. 31
Milford Lisman Landing Marina 203-874-1610 .............................................. 43, 53
Miller Marine Canvas 203-878-9291 millermarinecanvas.com ....................... 29
Moorings, 800-669-6529, moorings.com/windcheck ..................................... 17
Mystic Shipyard 800-536-6588 mysticshipyard.com ....................................... 11
Nautical School 800-992-9951 nauticalschool.com ....................................... 54
NARC Rally 800-472-7724 sailopo.com ......................................................... 12
New England Air 401-596-2460 flibi@biri.com .............................................. 43
New England Boatworks, neboatworks.com ................................................. 45
Noank Village Boatyard 860-536-1770 noankvillageboatyard.com ............... 25
North Sails Milford, CT 203-877-7621, Huntington, NY 631-421-7245 northsails.com ............................................................... 2
Norwalk Cove, 203-838-2326 norwalkcove.com ........................................... 21
Ocean Link, 401-683-4434 www.oceanlinkinc.com ......................................... 47
Offshore Passage Opportunities www.sailopo.com ........................................ 25
Prestige Yacht Sales, Norwalk, CT, 203-353-0373 Essex, CT 860-767-0528 Mystic, CT 860-245-5551 prestigeyachtsgs.net ........................................ 7, 58
Sea Bags Maine 888-210-4244 .............................................................. 29
Sailaway Sailing School 203-209-3407 TeamSailaway.com ............................. 54
Sailcube (McLaughlin) 800-784-6478 optistuff.com .................................... 39
TGM Anchor Point Marina 203-363-0733 tgmanchorpointmarina.com ........ 41
Thames Yacht Club thamesyc.org ............................................................... 54
UK Sailmakers MetroNY, 914-600-8800, uk sailmakers.com ......................... 63
Willis Marine Center 631-421-3400 willismarine.com .................................. 5, 55, 60
**Sam Crichton**

An event management consultant who lives in Newport, Rhode Island, Samantha Crichton grew up on her family’s 55,000-acre station (ranch) in the Australian Outback, a long, long way from the City by the Sea and the world of sailing.

“Growing up in the Outback was a bit different to a childhood in a city or suburban area,” Sam explains. “My younger sisters Luci and Vikki and I were homeschooled due to being isolated from a bus route or a ‘regular’ school. We had three teachers: a School of the Air teacher we’d speak with on a VHF radio for a half hour Monday through Friday, a teacher at home, which in our case was our mother, and a correspondence teacher in Brisbane who we sent our completed ‘correspondence papers’ to each week. We rarely met our Brisbane teacher face to face, and we’d only see our School of the Air teacher if we went to town, town being Charleville.”

“On a typical day, once we had done our different subjects we would feed ‘paddy’ (orphan) animals. We had to feed them twice a day before and after school and help out with mustering, cattle work or shearing, and then we could ride our motorbikes and horses. We had chores like feeding the chickens, dogs and cats, and I thought most kids had this type of life…little did I know!”

“An average summer day would hit 40°C (104°F), but it was a dry heat that required working very early in the morning and later in the day. One thing I will always take away from that lifestyle is the value of water!! A lot of the time we were in drought conditions, and seeing animals dying because they don’t have water is an enormous life lesson. Now, I have a hard time leaving a location where I can see water or be very close to it.”

“At 11, I went to boarding school in Toowoomba in Queensland, and had a chance to ‘muck around’ in a Sabot on a lake. When we went on summer holidays to the coast we’d sail on catamarans, which was a bit of an adventure for a kid more accustomed to motorbikes and horses. I was the typical Australian traveler, and was heading to London from New York when I ended up in Newport by accident! On my return to Sydney, I was part of the management team for the Sailing venue at the Sydney Olympics and Paralympics. I was approached by the State sailing authority to run another event for the Olympic classes, the Sydney International Regatta. I started doing some twilight racing out of the Cruising Yacht Club of Australia, and things went from there.”

Sam has served as the Director of Sailing at the Australian Youth Olympic Festival, run the Farr 40 Class races at the Australian Championships, and worked with the Rolex Sydney Hobart Yacht Race. “Most of my years working on sailing events have been in either an organization and/or management role or in the media side of things,” she says. “Anything from crew weigh-ins and measuring sails and coordinating the trophies and parties to making sure media representatives have all they need to write and promote the regatta or class. Once I had visited Newport, I was always keen to return. Newport can draw you in very easily, and I have made lifelong friends here over the years. I put it down to fate!”

Those many friends include the organizers and sailors of the C. Thomas Clagett, Jr. Memorial Clinic & Regatta, a US Sailing-sanctioned race training event for sailors with disabilities hosted by Sail Newport and sailed in the Paralympic classes. “I became involved with The Clagett through [co-founder] Stephanie McLennan,” says Sam. “She and I spoke about assisting with organizing the dock, and after a couple years Stephanie’s mother Judy McLennan approached me about working on the media and PR and then the annual fundraiser. Working with Judy, Stephanie and The Clagett team makes you appreciate every day for what it is and what you have. It is truly inspirational!”

“I work with a number of clients on both sailing and non-sailing events, including a local company that organizes craft beer festivals. That makes some friends laugh, as I don’t drink beer. We also organize road races – 5k, 10k, 10-mile, half-marathons and full marathons in a number of New England locations. It has been a great way to see a whole lot more of the Northeast and meet some fantastic people.”

“I think the biggest thing about sailing in Rhode Island is the variety of sailing you can do. My personal sailing was always racing in some form, but it’s been a while since I have sailed competitively. It mostly is for pleasure for me now, but you never know! If I was to go cruising, there are too many places to name that I’d like to explore. The Med, the Caribbean, the Northeast and Northwest coasts of the U.S., and Scandinavia are just a few.”

“Outside of sailing, I love to ski (I recently took it up again after a number of years) and ride horses. I enjoy traveling, historic architecture and interior decorating. I love working with animals and have been known to ‘borrow’ friends’ dogs and step in for the occasional cat sitting session. I’d also love to explore a number of parts of the world by motorcycle one day.”

“I’ve had the privilege of knowing many accomplished sailors from Olympians and Paralympians to America’s Cup, World Champion and Volvo Ocean Race sailors, and the one thing we all have in common is the love of the sport and all that it offers,” says Sam, who says the appeal of sailing can be summed up in two words: “Water and freedom!”
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