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Sailing the Northeast

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for the Sound!**

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publisher's log

Experiencing the Joy of Sailing...and Giving!

Hmmmm...so much to talk about. Let's begin with the issue you're holding in your hands. It is the last *WindCheck* of 2018. It's also the shortest in terms of pages. But it might be the best one of my tenure. We tackled a number of large projects for this "two-month" issue and I am extremely proud of the *WindCheck* team on how they came out. First up, we put a ribbon on the "Optimist vs What" conversation as promised after my Publisher's Log in September. This conversation certainly is not going to end here, but we gathered and synthesized a lot of perspectives to share. I think the biggest takeaway is for people to really focus on what the goals are for introducing young people to our sport and how we're going to measure success. There are a few "pro" Opti submissions in the Letters section this month (juxtaposing the less enthusiastic ones from October) and we gathered still more input for the article on page 34. We thank Bob Whittredge from the Junior Sailing Association of Long Island Sound (JSA), who supported our research and forwarded a "mission statement" crafted at the JSA Annual Meeting on October 24. We were in production by then so could not run the whole thing so here's an edited (for length) portion:

"The JSA's mission is to encourage Junior Sailors to experience the joy of sailing, to learn about and appreciate the complexities of the marine environment, and promote ethical behavior that builds character, fosters teamwork, and strengthens respect for self and others. The JSA of LIS promotes both competitive and recreational aspects of the sport of sailing. Looking back at the last few seasons, the JSA has seen growth in clubs offering sailing opportunities on an expanded range of platforms. This includes the conventional racing track as well as up-and-coming adventure programs. The recently added RS Feva class has seen steady and rapid growth in the short time since its inception. Clubs are also utilizing, with great success, boats such as the Ideal 18, Rhodes 19, Stand-Up Paddle Boards, Windsurfers, Hobie Waves, O'pen BICs, and SailCubes. In addition, by adopting a "community sailing" approach, some programs are providing a greater variety of boats to their junior sailors."

Bravo! I hope we get still more feedback over the winter, but mostly I hope more parents and programs give their metrics for success a harder look.

On the cover, we're celebrating Jud Smith and team's win at what had to be the toughest keelboat event of the year, the West Marine J/70 Worlds, held in Marblehead in September. Ninety boats competed in conditions ranging from downright nasty, with 25 knots, 40-degree temperatures and large, steep waves that you'd expect in November, to the light and shifty you might expect of Marblehead in July. This latest accomplishment accentuates what those who know Jud would say: He is a stud! It feels like Jud wins a World Championship every year. He won the J/70 Worlds in Italy last year, crewing for Peter Duncan from Rye, NY. The summer before, he won the Sonar World Championship in Rochester, NY. It's fun that he got to win this one in the place he grew up.

Lastly, we brought back the Holiday Gift Guide! Erica, Zep and I had a good time submitting six or seven ideas each from our personal likes or tips from advertisers, and Kerstin dealt with the less fun task of designing the section so that it looks beautiful. The results are that our picks are eclectic to say the least (and not all nautical)! If you approach the holidays with the correct mindset, they can make up for the loss of summer. This process reminded me that (unlike my typical last minute mode), it really is satisfying to truly think about what one might give as a gift. Hopefully this section will inspire folks to do the same.

It actually *is* the thought that counts!

WindCheck

Sailing the Northeast
Issue 181

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14 Holiday Gift Guide

It's been a while since we've included "staff picks" in this annual feature, and we have Ad Sales Rep Erica, Publisher Ben and Senior Editor Zep checking in with suggestions for things to give the sailors in your life.

22 Mark Your Calendar for Holiday Festivities

From lighted boat parades in Huntington, New York, Newport, Rhode Island, and Mystic and Essex, Connecticut to tree lightings, holiday strolls and carol sings throughout the Northeast, it's time for mistletoe and holly.

30 Long Island Sound Report Card Reveals Substantial Improvement

After more than a decade of much-needed renovation of sewage treatment facilities in Connecticut and New York, the water quality of Long Island Sound is considerably better, according to the latest biennial report from Save the Sound. Tracy Brown, Director of that non-profit organization, shares the good news.

34 Keeping Kids in Sailing

Countless kids learned to sail in the International Optimist, a sprit-rigged pram originally conceived as the water-borne equivalent to a soapbox derby racer that could be built by a father and son or daughter from a couple sheets of plywood. Seven decades on, the Opti is the biggest – and fastest growing – dinghy class in the world...but is it really the best junior trainer?

42 25 Years of Whitebread

The Peconic Bay Sailing Association held their first 'Round the Whirl' race a quarter century ago, and each year's circumnavigation of Shelter Island presents a unique set of challenges. Andrew Shemella reports from Mark Rickabaugh's E-33 *Entropy*, and Rich LaBella provides the gorgeous photos.



On the cover: Allen Clark shot this gorgeous photo of Jud Smith's Africa (#310) on her way to victory in the 2018 West Marine J/70 World Championship, hosted by Eastern Yacht Club in Marblehead, MA in September. Marblehead native Smith and crew Lucas Calabrese, Will Felder and Marc Gauthier won a very hard-fought battle despite not winning a single race.

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LETTERS

More Opti-cogitation

Editor's note: We're still getting lots of feedback on the Publisher's Log in our September issue, "Resume Hand Wringing!" (online at windcheckmagazine.com if you missed it), in which Ben Cesare opined, "I think we need a better tool [than the Optimist] for the job [of teaching kids to sail]."

Across two junior sailors I never had issue with the [Optimist]. I honestly think it's a great class, but again, I'm a focus group of one. At a beginner's level, say a 9-year-old, you can simplify the boat and get a real cheap one they can hack around on and learn. Then they can take over the tweaking when they get a bit older – 12 or 13, but I don't recall it ever being frustrating. What is great about the Opti is its rudder and ease of sailing. Big rudder = quick responsiveness.

Is there a better boat? There can always be improvements, but the Opti has created the opportunity for more kids to become accomplished skippers at a younger age. The backside of a 'group' boat at a young age is kids space out and don't learn anything. It comes down to the coaches and parents making the learning experience fun. I think what lurks beneath the Opti design is what the boat has come to represent, which is a far more pressurized learning environment. This needs to be managed so kids aren't spooked early from the uber-competitiveness of the sport. Parents always overdo it.

Now the real important stuff. My boys were involved with 'active' sports like [Publisher Ben Cesare's son] Matt (soccer, baseball, ski racing) and it's an objection they can use to hedge on sailing. I think sailing is a very difficult sport to learn and stay with (initially), because before you gain competence and eventually some satisfaction with 'a little' racing, there are many exit doors.

Hence, my line with my boys was to commit to sailing for three years (full summers), because of the fun, friends, water, competition, and eventually a ticket to see the country and world, if so inclined.

Why? Because sailing is so unique, so cool (like flying a plane), it takes time to learn correctly, and when you do, you get your wings and you're ready to explore the world. Now, if after three years you just don't like it, fine, but let's do three. And I believe it – if a kid doesn't get over the hump, they don't get a chance to make an informed decision and actually get cheated, if you will!

That's simply a strategy I used, but I think it's important they do the full eight weeks – it's hard to get traction on four weeks. They'll get exposed to some Green fleet events (traveling is fun) and all the while a good learning process – not results – as Green fleet events don't even keep score.

– Peter Cusick, Fairfield, CT

A decades' old question comes up again: Is the Opti killing our



Who said Optis are just for racing? © nnyliving.com

sport? My answer is no; it's the only point of entry into our sport. Is the Opti a bad boat? No, it's a boat built to, and suitable for, its purpose. What's the Opti's purpose? That depends on 'What is our sport?' We have two aspects to our sport of sailing. There's the competitive side, full of teflon polish and bound by dozens of pages of rules, and the side where we're just happy to separate ourselves from shore for a day – or 30 – in any reasonable weather and maybe get an engraved glass or a rum hat. The Opti is tricky

enough to make one a competent racer, and simple enough

sustain abuse and open the possibilities of endless reaches and parties on beaches.

As is obvious by its shape, the Opti came from the same mindset that drives dozens of people into garages today, building compound curves and shapes out of flat plywood sheets. With its blunt bow, middle bulkhead and mast support cross-member, the Opti has a classic layout and there's nothing inherently wrong with it. The aft cockpit is big enough to add foot straps and flotation bags, and the forward cockpit's big enough to fit another kid. If you want to knock one out in a weekend you probably could, for a quick and dirty way to get off the beach. Optis are squirrely, and sensitive to body placement and rig tune. With the sliding mast foot, dozens of sail lashings and the sprit, tuning possibilities are endless. It's hard to master an Opti.

Once you start using the Opti away from shore, keeping it afloat after swamping appears to be a necessity, so airbags were

added at some point. But when the boat's swamped it's rather full, and the kid will expend considerable effort on bailing. Is bailing without much effort a technical impossibility or an artificial problem? It seems simple enough to cut stern drain openings, but the Opti class rules expressly prohibit that. I was tempted to test the physics, but stopped because I want to sell my kid's Opti at close to what I paid for it. However, if the cut-outs are indeed a technical possibility, we should probably do something about it...maybe even change the rules.

According to my 7-year-old with one season of Opti sailing under his lifvest, an Opti is obviously just a bathtub with a sail, but he says he loves his bathtub because that's where he had fun...a full summer of fun. Yes, I am jealous. Before that, I foresaw frustrations in light air, the need to bail, and maybe a scare in high winds. In very light air, they either switched to paddleboards or capsized for fun with instructors helping to bail the boats, and capsizes in high winds were deemed fun, broken goosenecks notwithstanding. So, for the small price of entry he was able to join dozens of other kids in Optis to drift, capsize, sail in big winds, and capsize again. Capsize recovery was the first thing they learned, in the pool, and also the first criteria with which they evaluated various boats last summer.

The O'Pen BIC and Hobie Wave came out as clear winners in this important category. The RS Feva became a favorite because it can accommodate up to six kids and has a spinnaker. The 420s sailing from a neighboring club caught their eye as well. Getting on a Laser was impressive, like sailing a proper yacht. I noticed

that double trapeze boats and foiling boats were impressive, but interest didn't last. Their eyes were on simple, shiny things that looked like fun.

Is there a real need for a new beginner boat? Maybe, but probably not. We can browse through websites and come up with a half dozen boats that are all somewhat affordable and transportable – the RS boats, the less expensive Hobies, VX1, UFO, Laser, etc. They are all very fine boats, and gateways to many other well-established classes that would be obvious choices no matter what – J/22s, 505s, Vanguard 15s, Rhodes 19s, scows, Thistles, Lightnings, etc. Maybe there is some need for small, cruise-able boats that are also fast – covering distances fast is fun. My son sailed five or six different boats this summer. I think it was all well worth the effort, and he stays with sailing.

– Serge Leonidov, New Rochelle, NY ■

Correction: The boat pictured on page 43 of our October issue was incorrectly identified. She's actually Jennifer & Greg Ames' Hunter Legend 37 Seventh Heaven, and there's another beautiful shot of her by Rich LaBella on page 42. Although the erroneous editor has not been sacked, he's been ordered to see an eye doctor.



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checking in.

BIRW is June 23 - 28

The 28th edition of the Storm Trysail Club Block Island Race Week will be held Sunday, June 23 through Friday, 28, 2019. The plan is for four days of racing, bringing back the popular lay day (if weather permits). The highlight of this event is the Around Block Island Race in which the entire fleet circumnavigates the island.

Over 150 boats are anticipated for an expanded number of racing formats that seek to accommodate an even wider array of yachts – from world-class Grand Prix teams to families and friends racing their cruising boats. “We will have the usual windward/lee-ward racing for the majority of the classes, but we will also include pursuit and ‘Solent-style’ racing formats,” said STC Rear Commodore and Event Chair Ed Cesare.

“Pursuit racing assesses every boat’s handicap at the start of the race,” said On-The-Water Director Dick Neville. “Each boat starts individually at different times and then they race boat-for-boat to the finish. This is a more family-friendly format for the casual racer that avoids the close-quarters maneuvering that occurs during traditional starts. “We experimented with this format in 2017 and at the Ted Hood Regatta in Marblehead this year and last. In each instance, we’ve enjoyed an increased number of participants and tremendous feedback. It certainly adds another dimension to this event.”

“[Solent-st.yle] describes racing around government (per-



© Stephen R Cloutier/Block Island Race Week XXVII

manent) buoys, as opposed to movable and inflatable marks,” explained Ray Redniss, another veteran PRO. “These courses typically include more points of sail than just beating and running, and should appeal to those crews who are looking for a very competitive format but seek something new.”

Multihull and Non-Spinnaker racing, and the ORC handicap system – which is catching on around the country – are also returning. As always, there will be tent parties, shoreside activities, and all the fine dining, watering holes, beaches, and sights that Block Island has to offer. For more details, log onto blockislandraceweek.com. ■

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checking in.

Potts and Ferrarone Win Ideal 18 NAs

Extremely light winds prevailed for the 2018 Ideal 18 North American Championship, hosted by Larchmont Yacht Club in Larchmont, NY on September 29 & 30. Thirty-seven teams competed, and when the dust had cleared one of the 12 teams from the host club stood atop the podium.

Cardwell Potts was at the helm with Ted Ferrarone calling tactics as these two LYC sailors raced neck-and-neck with Skip Shumway and Aslan Sweeney (Rochester, NY) throughout the four-race regatta. Potts and Ferrarone were in second place

This regatta was challenging logistically, with Sailing Director Hobie Ponting having to corral 30 borrowed boats and member volunteers stepping up to help move the boats back and forth as well as race. Principal Race Officer Cynthia Parthemos wrenched all the sailing possible out of the weekend, Event Chair Angela Nesbitt managed the logistics ably, and the LYC staff put on a great event for the sailors. Complete results are posted at YachtScoring.com. ■



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checking in.

Italia Yachts U.S.A. Opening an Office in Milford, CT

Italia Yachts, headquartered in Venice, Italy, has expanded its international footprint with the opening of Italia Yachts U.S.A. in Milford, CT. Building on its existing European and Australian customer bases, Italia Yachts' presence in the U.S. will enable it to better serve a growing client base in this region and meet rapidly expanding demand for sailing yachts in the 34 to 54-foot range that deliver optimum levels of speed without sacrificing comfort and luxury.

"This is an important milestone in Italia Yachts international expansion strategy and reinforces our status as the leading sailboat manufacturer in Italy," said Bill Leonard, Operations Director of Italia Yachts U.S.A. "A physical presence in the U.S. will better enable us to service existing customers while penetrating new markets hungry for the unique blend of design, performance and luxury that our vessels provide."

A back-to-back winner in the 2015 and 2016 ORC World Championships and awarded "Best Boat 2016" as seen in SAIL and Cruising World, Italia Yachts was founded in 2011 to fill the increasing market gap between Mediterranean high-performance boats and more traditional Nordic cruisers. Today, Italia Yachts provides a broad product range of sport performance and blue water cruising sailboats that offer ease of operation with exhilarating performance, suitable for offshore racing.

Italia Yachts U.S.A. will provide local service, and sales support through its Milford, CT office along with a satellite operation located in South Florida, managed by Bill Leonard. For additional information, visit italiayachtsusa.com. ■



Italia Yachts 9.98 Fuoriserie © italiayachtsusa.com

checking in.

Sailing Hall of Fame Coming to Newport!

The National Sailing Hall of Fame, currently located in Annapolis, MD, is relocating to Newport, RI. Executive Director Gary Jobson said the Sailing Hall of Fame hopes to welcome visitors at its new location in the Armory building, located at 365 Thames Street, in May 2020. Jobson said the Sailing Hall of Fame would enter into a contract with the City of Newport to purchase the Armory on or before November 8, before the actual closing takes place. "It's a positive move," said City Manager Joseph J. Nicholson, Jr. "It's good news."

Founded in 2005, the National Sailing Hall of Fame had hoped to build a museum on City Dock in Annapolis but was unable to raise funds for the project. The main floor of the Armory, which was built in 1894 for local militia, will house a not-for-profit museum while the second floor will be used for an office suite. In addition to the \$1.685 million

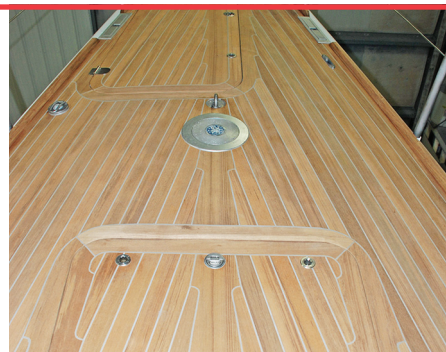
purchase price, said Jobson, the Sailing Hall of Fame will spend another \$1.5 million to add a deck and windows at the back of the Armory, repair the roof and make other building upgrades. The City of Newport will retain ownership of the Newport Maritime Center in the basement and the beach area at the harbor side of the property. ■



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Holiday Gift Guide 2018

We had a really good time doing our staff picks for this year's Gift Guide. Some are recommendations from our advertisers and some are simply things we really want! Enjoy and have fun this holiday season!

JCD Custom Race Parts 20MM Carbon Fiber Tiller Extension

Designed and built in Southport, Connecticut by Lightning racer Gianni Cuccio, JCD's carbon fiber tiller extension has a beautifully woven shaft, 24 inches of JCD's exclusive spiral-ribbed handle design and the unsurpassed JCD Universal, and it's available in fixed lengths up to 48 inches. Multi-class champion Jud Smith, who recently steered *Africa* to victory in the West Marine J/70 Worlds with a #JCD005, won't use anything else.

Established in 1995, JCD designs and manufactures innovative products for one-designs and big boats. Most are made to order for each individual customer to his or her own liking, and all are produced with great attention to detail and craftsmanship. To view JCD's full range of high performance sailing equipment, visit jcdcustomraceparts.com.



Sea Bags Eric Hopkins Watercolor Tote

To create this gorgeous tote, our friends at Sea Bags teamed up with Eric Hopkins, an artist known for capturing the exchange



of energy between earth, water and sky. Featuring an original watercolor painting inspired by the Maine coast and measuring 14" high x 14" long x 5.5" wide, the tote has hand-spliced hemp rope handles.

To help fund conservation of Maine's treasured shoreline, Sea Bags is donating 20% of proceeds from the sale of this item to Maine Coast Heritage Trust. As with all Sea Bags, the Eric Hopkins Watercolor Tote is handcrafted from recycled sails on Portland's working waterfront. To view more, visit seabags.com.

Soundview Millworks Whale Handle Steak Boards

Handcrafted by Grant Tankoos from the finest maple and mahogany, these boards have an ample 3/4" juice groove and a pair of chrome plated brass whales. They're



available in two sizes with your choice of a single stripe or multi-stripe.

With a wide selection of handle options and hundreds of engraving options, these boards are the perfect platform for creating a unique and thoughtful gift for someone special, and the ordering process is fun: pick your handle, pick your engraving, and get on board. You'll find many more serving, carving and chopping boards, trophies, furniture and gift inspiration at soundviewmillworks.com.

Grain Surfboards Made in York, Maine and Amagansett, New York, USA (or your home workshop!)

What began as the desire of a group of hardcore surfers to build and ride their own boards has evolved into something bigger: Classic wooden surfboards hitherto unknown to a new generation of surfers – environmentally conscious folks with an appreciation for sustainability. Inspired by wooden boats the founders have built and worked on, Grain Surfboards are named for the graceful patterns that jump from each freshly glassed board.

Grain's Board Collection includes a wide variety of shapes and sizes, each designed with the latest 3D modeling and hand-built using time honored techniques and local softwoods. The company also offers board-building workshops as well as



Homegrown Surfboard Kits that include everything you'll need to build a board. To learn more, "log" onto grainsurfboards.com

Spyderco Autonomy Automatic Knife

Developed in response to a request from the U.S. Coast Guard for a cutting tool to meet the demanding mission requirements of their rescue swimmers, Spyderco's Autonomy just might save your life. Ground from H-1 steel that's completely impervious to corrosion, the serrated SpyderEdge blade has voracious cutting power and a blunt tip for a measure of safety. The ergonomic handle with textured G-10 scales provides a s grip, the large firing button can be operated while wearing gloves, and a sliding safety prevents unintentional activation. As a serious tool for saving lives at sea, this automatic knife may not be legal for "street carry" in your state.

There's more at spyderco.com, and a good price at cutleryshoppe.com.



Xtratuf Kryptek Ankle Deck Boots

When frostbite season arrives, I'm always pondering what to wear in the InterClub dinghy. Frankly, normal all-season dinghy boots don't do it for me...way too cold. In an IC or a Dyer, where your feet touch the cockpit sole most of the time, you need insulated soles between that cold glass and your tootsies. A couple of my pro-sailing friends had the answer (which they rarely give up...requiring trade secrets to remain too cool for school!)

Xtratuf's Kryptek Ankle Deck Boots have thoughtful features like pull-on handles fore and aft, protective wedges on the back of the heels for longevity, and a very thick EVA insole to keep your feet further away from cold surfaces. I got the cool light grey patterned ones that have

a sort of Creature from the Black Lagoon look...totally a pro move. I got mine for \$79.95 from the



good folks at the DockShop, a nautical boutique with locations in Darien and Westport, CT. To see these boot and lots of other great gifts, visit dockshop.com.

Nautical Scout Collapsible Cookware

Nautical Scout offers the widest range and highest quality collapsible cookware, buckets and galley accessories you will find anywhere, in the widest range of colors available. This cookware is great on boats with limited galley storage space, and it's built to survive the rigors of ocean sailing. Made



from 100% non-toxic, FDA-approved food grade silicone, Nautical Scout's cookware won't release chemicals into food, and they're fully recyclable. You'll find lots of ways to make your boat bigger at nauticalscout.com.

UFO Foiling Catamaran

Conceived by Little America's Cup legend Steve Clark and his son David to bring foiling to the masses, the UFO is built in Bristol, RI for reliability, low maintenance, and high performance. Checking in at a feathery 110 pounds all-up, the UFO goes from car top to "flying" in 15 to 20 minutes. It'll take flight in about 8 knots of wind, and it's more stable than other small, high performance foilers so you can take a kid for a thrill ride.

The UFO flies on a pair of centerline T-foils that retract between the hulls for easy beach launching. A unique jumper-strut wish-boom



rig enhances safety, speed and simplicity, and a fully battened mylar sail from North Sails delivers abundant power. If your favorite sailor's ready to Join the Invasion, visit fulcrumspeedworks.com, where you'll find a really good and fun FAQ. The \$7,600 price includes a dolly, sail, all rigging, all knots already tied, ready to sail. Fulcrum Speedworks has a "Christmas Tree Special." Order a UFO by mid-November it'll be under the tree this year. Wow, this makes it a very nice gift...I know I'm worth it!

Zhik Microfleece X Skiff Suit

I was a big wetsuit guy until I got a Zhik microfleece suit about 10 years ago, which I bought for frostbiting but found myself wearing on Melges 24s, etc. when it was cold, windy and rainy. I lost that one in 2012 when a box of my sailing gear was washed away in Sandy, so



I recently visited WindCheck's longest standing partner, Landfall in Stamford, CT, to see what has evolved.

Well, Santa...I need one of these. Zhiks have always fit really well but with a ribbed fleece interior to retain your body heat, their Microfleece X Skiff Suit is toasty while very light! You don't need to be a 49er sailor to appreciate this high performance piece of kit. \$215 and with tough

ZhikTex II offering superior abrasion resistance in the butt and knees it should last a very long time (as long as you don't leave it outside during a hurricane). You'll find it and many more gifts for sailors at landfallnavigation.com.



Ronstan RF4055 ClearStart 50mm Sailing Watch

One feature on this newly re-designed Ronstan ClearStart watch makes it a total winner for me. It's the fact that it has a SYNChronization

function similar to the

mast-mounted compass/timers. If you miss the signals by a few seconds, you can fine-tune it on the next one without having to restart your sequence (and thus being a minute off!) It also has large buttons, BIG easy to read displays and advanced intuitive programming specifically designed with the racing sailor in mind. And, it's good looking enough to wear all the time...important for those of us who typically remember halfway out to the line what gear we forgot in

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Hand Painted Wine Glasses by Lina



OK, this can't just be about me! I found these beautiful wine glasses, hand painted by an artist in Shelton, CT named Carolina Abreu Fontes, in the Ship's Store at Norwalk Cove Marina in East Norwalk, CT. Honestly, for \$18 apiece, the labor of love/skill-to-price ratio is pretty amazing. You will be a big hero with friends and family if you get a set of these for the holiday table. In addition to the Ship's Store at Norwalk Cove Marina, you can view Carolina's art on her Facebook page or email her at carolina.lininha@yahoo.com.

The Fair Lead Dog Leashes & Collars

If your favorite sailor's dog is as salty as



he or she is, The Fair Lead offers beautiful handmade leashes and collars, crafted by Jess Wurzbacher from marine grade materials. The 5-foot leashes are made with 3-strand nylon line from New England Ropes in several colors. The hand-stitched leather handle makes walking your dog a pleasure, and a bronze swivel snap clip provides secure attachment. You can clip keys or poop bags to the ring on the handle, or clip the leash over



your shoulder when your dog's running free. The hardware won't rust... because we all know where salty dogs always end up! For more information, visit thefairlead.com.

Sea Bags Thankful Wine Bag

Gratitude always has a place at the table. Bring your favorite bottle of wine or whiskey to the Thanksgiving meal in a reusable bag that makes a statement. The attached log will record everyone's appreciation for years to come. Made from recycled sails, the Thankful Wine Bag has a hemp rope handle. This thoughtful gift and many others can be found at seabags.com.



Froats Boat Shoes

A Baltimore-based brand aiming to rock the free world with awesome men's casual footwear, Froats makes fresh boat shoes unlike any you've seen before, featuring vivid patterns printed on leather in a super exclusive proprietary process. They're carefully crafted with the best materials to ensure maximum comfort, durability, and all around sexiness. Froats' selection of fun styles includes

The Charleston Blues, The Bermuda Breeze, and The Sharks and Minnows (pictured). If your favorite sailor's ready to cut loose and chase the goose, visit froats.myshopify.com.

Maggie Lee Designs Compass Rose Pendant

Since 2007, Maggie Lee's Compass Rose Collection has developed into an



extensive, ever-evolving line of Compass designs incorporating pearls, gemstones and custom longitude & latitude coordinates. Each creation is fueled by this magnificent symbol of true north, adventure, exploration, personal journeys, staying on course...and SAILING! To view Maggie's other collections and information about her open studio events in historic Stonington, CT, visit maggieleedesigns.com.

Puffin Dinghy

Drawing on Maine boat building tradition and pride to deliver quality and durability, the Puffin Boat Company makes custom small boats for families looking for an af-

fordable way to connect with each other on the water, that can be easily operated by young children. Available in 7'6", 8'6" and 10'6" models, Puffin Dinghies can be sailed, rowed, or powered with a small outboard motor.

Choose from eight colors or a cool vinyl wrap. Located in Hampden, ME, the Puffin Boat Co. builds boats to order and sells



directly to boaters. If you already own a classic boat, they can restore and improve it to your specifications. To learn more visit puffinboatcompany.com.

Vakaros Atlas

Winner of the 'Best New Electronics Product' award in this year's Newport International Boat Show

'Newport For New Products' showcase, the Vakaros Atlas has state-of-the-art sensors, an advanced display, and a lightweight, fully waterproof design. The Atlas measures real-time GPS speed, magnetic heading, heel, pitch and leeway, all in a single wireless instrument. You can control the start with the most accurate distance and time to line, track



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Hunt Harrier 26

And lastly, being aspirational is part of the fun of the holidays. When my wife and I talk about the perfect powerboat for this moment in time, we each have key

criteria. She really, really wants a bench seat with a comfortable backrest. I really want a seaworthy boat and that means a Hunt design or very similar; not much wiggle room there. What we both need is something powerful enough to tow our budding water skier/tuber/wakeboarder behind with no real limits. And we both want something that can winter in our driveway.

The easiest way to narrow down our choices was to talk to longtime Wind-Check friend Tom Pilkington at Prestige Yacht Sales. Without hesitation, Tom

recommended the Hunt Harrier 26 with its timeless classic style made modern to accommodate our needs...guessing we aren't the only ones with this list! A versatile seating plan can handle a crowd of ten (not sure we even have ten friends but we can work on that) and the spacious cockpit includes an on-deck wet bar with fridge and award-winning ergonomic helm...those items fit squarely in the aspirational category. The Harrier 26's cabin has a generous bunk for naps and overnights, a marine toilet and makes a convenient changing room after a swim. You'll find more at



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huntyachts.com and prestigeyachtsales.net. If Santa needs to ask the price then it's no longer aspirational! Come on, Santa!

Patagonia Micro Puff Hoody

Another frostbite must have for Ben! The Micro Puff Hoody delivers the best warmth-to-weight ratio of any jacket Patagonia has ever created. The feather-light PlumaFill insulation retains your body heat even when it's wet, and the nylon ripstop Pertex Quantum shell, with a durable waterproof repellent finish, blocks wind and snow. Other features include zippered handwarmer pockets (the left one doubles as a stuff-sack with a

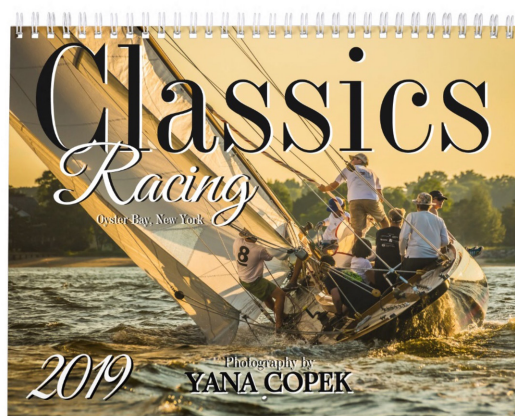


reinforced carabiner clip-in loop), two internal pockets, a lightweight hood, and elasticized cuffs and hem. It's available at landfallnavigation.com.

Classics Racing Calendar by Yana Copek

Pleasing to behold and wonderful to sail, wooden racing yachts have a loveliness can't equal their modern

counterparts, and no one captures their beauty quite like



photographer Yana Copek. Featuring the graceful lines and gleaming brightwork of the Classics Fleet at Oakcliff Sailing in Oyster Bay, New York, Yana's 2019 Classics Racing Calendar is a gift any sailor would love. To order one (or perhaps one for everyone on your crew!), visit yanafotos.com

The WindCheck crew wishes you and yours a joyous holiday season and a happy, healthy and abundant 2019! ■



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By the holy oak whereon it grows
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Sing the song the bells call loudly chiming
— Jethro Tull, “Ring Out, Solstice Bells”

Christmas at the Newport Mansions

Monday, November 19 to Tuesday, January 1, 2019

Bellevue Avenue, Newport, RI

The Preservation Society of Newport County cordially invites you to tour The Breakers, The Elms and Marble House, each decked out in Yuletide finery. Highlights of this celebration include music, tours, and spectacular decorations. For the full schedule of events, visit newportmansions.org.



© newportmansions.org

Huntington Harbor Parade of Lights

Friday, November 23

Huntington, NY

The Huntington Lighthouse Preservation Society presents this annual FUNdraiser for the historic light's restoration and maintenance, and all vessels, homes and businesses are welcome to participate. The parade starts at 6pm, and prizes will be awarded. For more information, contact co-chairs Pam Setchell at pam@huntingtonlighthouse.org or Leigh Sterflinger at leigh@huntingtonlighthouse.org, or log onto huntingtonlighthouse.org.

Holiday Harbor Lights Illuminated Boat Parade

Friday, November 23

Various venues in Newport, RI

A visual treat for participants and spectators alike, this tour of the harbor starts at 6:15 pm. There's prime viewing from Bowen's Wharf and Bannister's Wharf, and Newport Yacht Club (on Long Wharf) is open to the public that evening. 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 will be awarded. For more details, contact Newport Harbormaster Tim Mills at 401-845-5815 or tmills@cityofnewport.com.

Lantern Light Tours: Finding Our Place

November 23 & 24 and 30, December 1, 7 & 8, 14 & 15, and 21 - 23

Mystic Seaport Museum, Mystic, CT

Written by esteemed playwright and dramaturg Kato McNickle, Finding Our Place is set on Christmas Eve in the year 1876.

The show includes five scenes of seasonal delight, featuring a winter fantasia, a spirited circle dance, and perhaps a visit with old St. Nick! Each performance is an approximately 90-minute tour that covers roughly half a mile of uneven terrain including cobblestone, wood planking, grass, gravel, and stairs. Audience members walk or stand for the majority of the show. Because



© mysticseaport.org

performances occur in all weather conditions, wear seasonal outerwear and appropriate shoes. This event is not recommended for kids under age 4. Tickets are available online at mysticseaport.org/lantern-lighttours. For information about cancellations due to inclement weather, call 860-572-0711.

Santa Arrives by Tugboat & 18th Annual Mystic Holiday Lighted Boat Parade

Saturday, November 24

Various venues in Mystic, CT

Santa will arrive at Mystic River Park at 2 pm on the tugboat John Paul, and there's a tree lighting in the park at 6 pm. Then decorated vessels will parade down the Mystic River. Boats of all types and sizes are welcome, and prizes will be awarded for Most Charismatic Crew, Innovative Vessel, Best Dressed Vessel, and Miss Mystic Vessel of Grandeur. Boats of all types and sizes are welcome, and entrance requires only a toy or coat donation to the Pawcatuck Neighborhood Center. To learn more, log onto mysticchamber.org.

Trees in the Rigging Community Carol Sing & Boat Parade

Sunday, November 25

Connecticut River Museum and other locations in Essex, CT Presented by the Connecticut River Museum, the Essex Board of Trade and the Essex Historical Society, this popular event include a lantern-lit stroll down Main Street with the Sailing Masters of 1812 Fife and Drum Corps, an antique car parade, a parade of holiday-themed boats, and a visit from Santa. Festivities begin at 4:30 pm and admission is free. To register your boat for the parade, contact Allie Kyff at akyff@ctrivermuseum.org. Visit ctrivermuseum.org for more information.



© Jody Dole

Downtown Milford Lamplight Stroll

Friday, November 30

Various venues in Downtown Milford, CT

Presented by the Downtown Milford Business Association, this classic New England event includes a visit from Santa, horse & carriage rides around Milford Green, yuletide carolers, and performances by the Cornerstone Christian Adult & Youth Choirs. The town's finest shops, spas and salons will enthusiastically greet visitors with refreshments, holiday cheer and a unique holiday shopping experience. 5 - 9 pm; Milford, CT; downtownmilfordct.com



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Bowen's Wharf 48th Annual Christmas Tree Lighting

Saturday, December 1

Bowen's Wharf, Newport, RI

Bring the whole family for an evening of Christmas cheer! Festivities begin at 4:30 pm with Frosty the Snowman. The Christmas Carol Sing-a-Long with Bianca Sings starts at 5 and the Mayor lights the tree at 6, immediately followed by Santa & Mrs. Claus arriving by boat. Bowen's Wharf restaurants and shops are open before and after the event, the latter offering in-store promotions, gift wrapping and more. This event takes place whether the weather's clear, raining or snowing. Visit bowen-swharf.com/events for more information.

45th Annual Nantucket Christmas Stroll Weekend

Friday, November 30 to Sunday, December 2

Various venues in Nantucket, MA

This is an enchanting, magical tribute to the wonderment of bygone Christmases. At noon on Saturday, the Jolly Man in Red arrives at the dock via Coast Guard vessel and is escorted up Straight Wharf by the Town Crier to board a vintage whale-boat. At the top of Main Street, the Magical Talking Tree enter-



© nantucketchamber.org

tains children of all ages, while Victorian carolers, festively decorated shop windows, and a lively scavenger hunt add to the scenic backdrop of an event that's nautical and nice! For more details, visit nantucketchamber.org/nantucket-stroll.

The AHA! Partners Present Holiday Shop & Stroll in Downtown New Bedford

Friday, December 1 & Saturday, December 2

Various venues in New Bedford, MA

This event kicks off on Friday, 12/1 with the Jingle & Mingle Shopping Stroll from 4 to 7 pm. Shop your way through downtown galleries & boutique stores, and enjoy food tastings, gift buying, live music & plenty of holiday cheer. The Jingle & Mingle Family Stroll is Saturday, 12/2 from 10 am to 4 pm, with Santa & Mrs. Claus arriving at Custom House Square in an antique fire truck, free photos with Santa, fire truck rides with the New Bedford Fire Museum, caroling with the Harpoon Harmonizers, music by the South Coast Brass Band, hot chocolate and games at the YMCA, and much more. ahanewbedford.org/holiday-stroll.html

37th Annual Christmas in Edgartown

Thursday, December 6 to Sunday, December 9

Various venues in Edgartown, MA

One of New England's loveliest towns hosts a weekend full of holiday fun for the whole family. Come be a part of the holiday magic! For more information, log onto edgartownboardoftrade.com.

10th Annual Vineyard Artisans Holiday Fair

Saturday, December 15

Grange Hall, West Tisbury, MA

You won't want to miss this very special event. Many unique holiday gifts are available, just right for that special someone who appreciates a true Island gift, and as always, hand-made one by one. The fair runs from 10 am to 4 pm. Visit vineyardartisans.com for details.

71st Annual Community Carol Sing

Sunday, December 16

Mystic Seaport Museum, Mystic, CT

Visitors from near and far return year after year to participate in this event, which starts with a holiday concert by the Mystic Seaport carolers in the Greenmanville Church at 2 pm. The carol sing, led by former Ledyard High School choral director Jamie Spillane and backed by the Museum carolers and a brass quartet, commences at McGraw Quadrangle at 3 pm. The Treworgy Planetarium presents a free program, "The Star of Bethlehem," exploring the winter skies by merging science, mythology, religious observance, winter traditions and music. A holiday craft workshop will also be hosted in the Howell Classroom (lower level of the planetarium), and the museum's 19th century seafaring village will be decorated for the holidays. Free admission will



© mysticseaport.org

be given from 10 am to 4 pm with the donation of a canned food item. Visit mysticseaport.org for more information.

"Noon" Year's Eve

Monday, December 31

The Maritime Aquarium at Norwalk, CT



© maritimeaquarium.org

End the year – including a countdown to 12 o'clock...12 o'clock noon – with special family fun. The Aquarium is planning fun midday activities for families with young children who want to celebrate the end of 2018 together, but not at the stroke of midnight. From 11 am to 2 pm, a disc jockey will provide the beat, as well as a countdown to 12 o'clock. Also on hand will be "bubble-ologist" Kim Winslow, strolling magician Greg Dubin, and strolling comedy/juggling by Peter Straus. Get all the details at maritimeaquarium.org. ■

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What's in a Name?

By Felix Kloman

"What shall I call thee?" asked William Blake many years ago. It has been a lifelong question of mine, as the owner of many boats.

It all began shortly after our move in 1967 from Philadelphia to Rowayton, Connecticut, a small town with water on three sides. Naturally, boats followed. But, as my wife Ann was more entranced by her newly acquired garden (she's a natural horticulturalist!) while I was mesmerized by sailing, we had to come to an agreement on boats. My solution: name all our boats after flowers and plants. I, in turn would try to learn about the plant world, and she would attempt to learn the parts of a sailing vessel (for example, the foot, leach and luff, plus the head, tack and clew). Fair enough?

My first purchase was a Dyer Dhow for frostbite racing from November through April at the Norwalk Yacht Club. Its name? *Turtlehead*: not only a pink perennial but also an apt description of what the hull looked like upside-down on the club deck. Perfect! I raced her for more than 15 years.

Ann expressed an interest in trying fishing, so we bought a yellow, 16-foot fiberglass Amesbury dory. We named her, naturally enough, *Banana*, that tasty yellow fruit...and Ann's nickname. Next came an 18-foot double rowing dory built by Dynamite Payson in Maine, for use on both Long Island Sound and the waters of Tenants Harbor. We christened her *Lobelia*, for that flowering plant, and she's still with us.

In 1977 I moved to a larger racing boat, buying a brand new J/24 sloop from Rod Johnstone and Bob Johnstone, good friends from college. Yet another dual name: she was called *Anemone*, a flowering plant and a sea creature! We became so enamored of this apt moniker that it followed us when we moved to a Freedom 36 sloop in 1987. And *Turtlehead* became her dinghy, with a proper mount on her port foredeck.

Next in line was (and is, as I still own her) a 19-foot ocean-rowing scull designed by Britton Chance, Jr. Her name: *Dianthus*, and she has carried me on Long Island Sound, the Connecticut River, Tenants Harbor, Rockland Harbor, and Penobscot Bay. A perfect flower of a boat!

By 1998, I had aged to the point when large sailing vessels were no longer physically enticing, so my son and I found a Dyer 29 powerboat in Camden, Maine. But we were then stymied by the naval tradition of maintaining the original name of the craft. It was *Heron*, not remotely a flower. Our solution: we bought a 8-foot Dyer Midget, complete with mast, boom and sail, adding a stern platform and davits to carry her. A search of

one of Ann's gardening books found the perfect name: *Heronbill*, a perennial similar to a geranium. Saved!

And finally I bought two JY-9 catboats, again from Rod Johnstone, in 1999. But, at the time I was thoroughly engrossed in the 21 novels by Patrick O'Brian describing the exploits of Jack Aubrey and Stephen Maturin during the Napoleonic Wars. I simply had to name them after two of Jack's vessels: *Sophie* (his first command) and *Nutmeg* (for a smaller ship he sailed in the Western Pacific). But, yet again, a search of Ann's horticultural

library saved the day. *Nutmeg*, of course, is a tree with an edible seed and also the state tree of Connecticut, where we live. *Sophie* (mirabile dictu) is a type of pink rose. Today, *Dianthus*, *Heronbill*, *Lobelia*, *Nutmeg*, and *Sophie*

continue as proud possessions in our Maine seagoing garden.

But has all this practice improved my horticultural knowledge? I still cannot properly identify a lantana or a hydrangea. But neither can Ann tell the difference between a line, halyard, and sheet! So, what's in a name? ■

Felix Kloman lives in Lyme, CT.

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Lonely Travel & Messrs. Bourdain

By John K. Fulweiler, Esq.

I was in San Diego last week. A quick jaunt. Out and back in forty-eight hours. As I'm in a committed relationship with the Atlantic, I scowled at the Pacific and counted the time to boarding. Lonely travel has you chewing on thoughts until there's just the gristle: an elastin mouthful of issues reduced to the basics. I like the occasional solo jaunt for that reason. I return with new clarity.

I've spent twenty or so years as a maritime lawyer and while my practice is largely about helping those with maritime injury and death claims, I've encountered hundreds of maritime legal issues. We always have a healthy number of non-injury maritime files in the office. Collision, salvage, vessel ownership disputes, marine insurance coverage, manufacturing defects and hull damage are a sample mix of the files crowding my feet. In this way, let me share some general information about some common maritime questions (and some uncommon ones, too!) and, of course, always talk to your own admiralty attorney to understand your rights.

I'm sometimes asked what's necessary for a vessel to be considered to have been 'built' in the United States. For documentation purposes, my understanding is that the Coast Guard treats a vessel as built here if all of the major components of its hull and superstructure were fabricated and assembled in the United States. You might pull more on this thread by referring to 46 C.F.R. Part 67 and by speaking to your local marine documentation specialist. (These marine documentation specialists may not be maritime lawyers, but they know a lot (far more than most maritime attorneys in my experience) about documentation, registration, foreign chartering permit issues, etc.)

Is a seaplane a vessel? My understanding is that a seaplane is excluded from the statutory definition of a vessel. However, a seaplane when operating on the water must observe the Rules of the Road and display lighting in accord with a vessel of its size.

My wife's name is May, and I was thinking about naming our sailboat *MAY'S - DAY*. Would that be okay? If your vessel is documented, you might have a problem. My memory is that a documented vessel's name must be composed of letters of the Latin alphabet and can't exceed thirty-three characters. Plus, and this is where you hit shoal water, the name can't be identical, actually or phonetically, to any word or words used to solicit assistance at sea. Go ahead and check with your maritime lawyer. Are marine insurance policies different from auto policies? Yes. Marine policies contain, among other things, unique language, unique exclusions, and warranties imposing obligations on the vessel owner. Plus, sometimes what's maybe marketed as something that sounds like your auto policy is really an indemnity

agreement, meaning the policy will, pursuant to its contractual terms, reimburse you for what monies you pay out. These policies are sometimes called pay-to-be-paid policies and first understanding that fact following a loss can have you calling your insurance pals "Lily-livered bandicoots" ...in a nod to Captain Haddock.

When your marine insurer declines your claim, you may wish to pursue litigation against your insurer seeking to compel them to provide coverage. However, in most instances, any such lawsuit must be brought within a specific (and usually fairly short) period of time. Review your insurance policy with your admiralty attorney to determine what the policy states in connection with suing the insurer. Something else, too: Consider first sitting down with your admiralty attorney before writing chapter and verse in response to your insurer declining your claim. You likely possess many talents, but if you're not a lawyer with experience in this area, these Columbo-type letters where you've explained and photographed and opined may only reinforce the insurer's position.

I don't watch much television, but sometimes I'll hunt up an Anthony Bourdain episode. Scotch in hand and my child's school lunch chips in the other, I enjoy his reflections and observations. He'd be corny and overly something at times, but he wasn't always pandering to the camera. There's not a lot of that these days. I was saddened to see his demons win. Maybe a whole lot of lonely travel is like being offshore in rough weather, where the staccato beat of sea, wind and spray sometimes merges into a lulling melody stealing focus and will. You can't let that happen. Blink it away, feel the sting of saltwater. Live.

This article is provided for your general information, is not legal opinion and should not be relied upon, but feel free to use any of the maritime expressions I've shared in this column! Always seek legal counsel to understand your rights and remedies.

Underway and making way. ■



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



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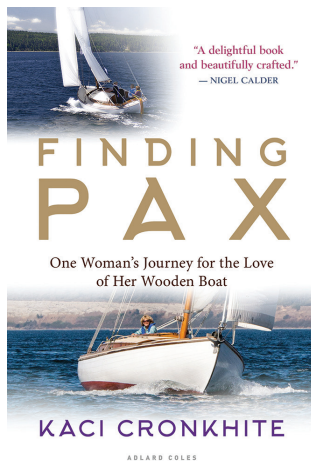
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book review.

Finding Pax

One Woman's Journey for the Love of Her Wooden Boat



By Kaci Cronkhite
Published by Adlard Coles,
an imprint of Bloomsbury
Publishing Plc
211 pages paperback \$17.95

Growing up on her family's ranch in Oklahoma, Kaci Cronkhite never saw the ocean until she was 20. By the time she was 40, she'd sailed around the world. A voyage in 2001 brought her to Port Townsend, WA, and she remained in town

for the Wooden Boat Festival. Finding herself temporarily grounded after the events of September 11, she decided to stay in the "City of Dreams" and was eventually offered a job as director of the aforementioned festival.

Although she knew better than to buy a 70-year-old wooden

boat, especially one in poor condition with an interior that had been gutted by fire, she found herself unable to resist the alluring curves of *Pax*, a 28-foot "spidsgatter" (double-ender) built in Denmark in 1936. What began as a search for information to properly restore the boat became a 7-year quest that would eventually allow several families on both sides of the Atlantic to reconnect with their own history. The granddaughter of *Pax*'s builder, Karl Thomsen, told the author, "By finding *Pax*'s story, you've given us ours."

Finding Pax made the "shortlist" for the UK Maritime Foundation's annual Mountbatten Media Awards in the "Best Book" category (with the award to be presented just after this magazine went to press), and the author gave a lecture at the Herreshoff Marine Museum in Bristol, RI last month. A beautifully crafted story of love, discovery and adventure, *Finding Pax* is highly recommended.

A writer with a passion for adventures combining wind, travel, history and legacy, Kaci Cronkhite spent nearly a decade sailing around the world, followed by a decade in leadership roles at the Wooden Boat Foundation and the Northwest Maritime Center in Port Townsend, WA. Her articles have appeared in the sea anthology *Steady as She Goes* and in publications in the U.S., Canada, Australia, South Africa, and the Caribbean. *Finding Pax* is her first book, and she's working on a prequel, *When a Cowgirl Goes to Sea*. To learn more, visit kacicronkhite.com. ■

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Time and Tide Wait for No (Wo)Man

By Vincent Pica

Commodore, First District, Southern Region (DISR)
United States Coast Guard Auxiliary

Before reading the weekly tide tables as gospel, let's take a moment to review a few essentials. First, don't mistake precision with accuracy. What??? Just because we can predict the tides to the second as far into the future as you could imagine (after all, we certainly know the rotations of the Earth, Sun and Moon to exquisite precision), it doesn't mean that the times are accurate! Why aren't they? "We can put a man on the moon..."

First, the weather matters. Picture the inlets that punctuate the south shore of Long Island as a straw between one big balloon (Moriches Bay, for example) and one REALLY big balloon (the North Atlantic). If there are strong winds from any northerly heading, someone is blowing back out the straw while the tide itself is trying to come through the straw and into the Bay. What happens? The tide wins but it arrives later than the computer model, based on celestial relationships between the Earth, Sun and Moon, predicted. Go through all the combinations about wind with the tide (outgoing/ebbing), wind against the tide (incoming/flooding) and you can see. Times are approximate...

Secondly, the tidal range (height, top to bottom) varies too. Wait! What about all those computer models? We know when the Sun is lined up with the Moon, creating "spring" tides (higher highs, lower lows, during new and full moons). We know when they are exactly not lined up (i.e., at right angles to the Earth), creating "neap" tides (lower highs, higher lows during quarter moons). You've heard the weatherman say, "There is a high pressure area coming..." Well, air has weight (14 pounds per square inch at sea level). If pressure increases, it matters! It lies on top of the water like a blanket. Similarly, and with much more to worry about, if the weatherman says, "There is a low-pressure area building...", be ready for strong winds (filling the vacuum/imbalance between "normal" pressure and the low pressure) and higher tides. Someone took off the heavy blanket and replaced it with a sheet! By the way, if the wind is starting to rise, face it and point straight out to your right. If you are pointing towards water, start to double your dock lines. That means the center of the storm is over water, from whence it derives its power... Think about it. Face northeast and point straight out to the right. What are you pointing at? The

North Atlantic. Ever wonder why nor'easters are so powerful?

With all that as background, one last thing. Tides change at different times in the same bay. What? Well, think about it. When the tide starts to form outside Moriches Inlet, it eventually has to work its way around the shoal island just inside the Inlet. Then it has to work its way east and west towards Shinnecock and the Great South Bay, respectively. The wide expanse of those two reaches takes some of the power out of the "straw" that is still being fed by the tidal surge...

So, what to do?

1. Don't mistake precision with accuracy. These are estimates – good estimates, but estimates nonetheless. Use your "seaman's eye" to anticipate how the times might be effected by the weather.
2. Be aware of the Moon's phase in the range of the tide. She is beautiful indeed and will have her way...
3. Remember to adjust the tide table times for your locale. If the table of offsets isn't close enough to your homeport to give you comfort, take some time and watch the tide in your creek or at your dock. I live between the Inlet and Potunk Point. The tide reaches me 75 minutes before it reaches Potunk Point...!

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

*Face northeast and point
straight out to the right.
What are you pointing at?
The North Atlantic.
Ever wonder why nor'easters
are so powerful?*

Captain Kevin Reed is the Captain of the Port and Sector Commander for U.S. Coast Guard Sector Long Island Sound. CAPT Reed is responsible for all active-duty, reservist and auxiliary Coast Guard personnel within the Sector. As a Commodore of the U.S. Coast Guard Auxiliary First District, Southern Region,

Vin Pica works closely with CAPT Reed and his staff to promote boating safety in the waters between Connecticut, Long Island and 200 nautical miles offshore. Sector Long Island Sound Command Center can be reached 24 hours a day at 203-468-4401.

Editor's note: Weekly updates for the waters from Eastport, ME to Shrewsbury, NJ including discrepancies in Aids to Navigation, chart corrections and waterway projects are listed in the USCG Local Notice to Mariners. Log onto navcen.uscg.gov, scroll to "Current Operational/Safety Information," click on "Local Notice to Mariners" then "LNMs by CG District," and click on "First District."

Long Island Sound Report Card Reveals Substantial Improvement

By Tracy Brown, Director of Save the Sound

The non-profit organization Save the Sound released results of the 2018 “Long Island Sound Report Card.” The biennial report contained remarkable evidence of improvement in Long Island Sound water quality. The report marked a welcome stamp of approval for more than a decade’s worth of federal and state investment in improvements to sewage treatment facilities in Connecticut and New York.

Save the Sound staff cautioned that individual beaches and bays face continued challenges (testing monitored “open water” conditions only), that the westernmost portion of the Sound remains stressed, and that climate change and population growth pose challenges requiring additional investment. Nonetheless, staffers and scientists alike were gratified to see proof that investment in water quality is paying dividends.

The most positive results were found in the measurement of dissolved oxygen in the Sound, a crucial barometer for the health of the waterway. Low levels of dissolved oxygen (hypoxia) can lead to fish die-offs, reduced reproduction of marine life, and other adverse conditions. Improvements to sewage treatment plants in the region have reduced the discharge of nitrogen to the Sound from those plants by 58.5% which, in turn, reduces the depletion of oxygen in the waterway and supports marine life.

For the first time, the Report Card includes 10 years of data and an assessment of how water quality is trending in each region of the Sound. Year-to-year (or even multi-year) fluctuations in water quality can be influenced by weather conditions and other factors, so scientists are wary of identifying a trend until numerous years of data from water quality measurements are available. The 2018 Report Card includes evidence that dissolved oxygen levels, the focus of coordinated conservation efforts, have improved over the past 10 years.

The region where the improvement is the most dramatic is the Eastern Narrows, which spans the entire open coastline of Westchester County, NY to Darien, CT on the north, and the open coastline of Nassau County to Asharoken, NY on the south side of the Sound. This region went from a “D+” in 2008 to a “B-” in 2017, benefitting from both the upgrades made to its local wastewater treatment plants and those made to plants on the East River, which flows into the western end of the Sound.

Water quality in the Sound is now a far cry from conditions in the 1980s, when a steady increase in population and poorly treated sewage led to harbors full of dying fish and shellfish,

dirty beaches, and waters almost devoid of oxygen. By 2000, the U.S. Environmental Protection Agency (EPA), the New York State Department of Environmental Conservation (NYSDEC), and the Connecticut Department of Energy and Environmental Protection (CTDEEP) agreed to make a significant investment in a clean and healthy Sound. More than two billion dollars were invested over the following 16 years to treat nitrogen at dozens of sewage treatment plants that discharge to the Sound, ultimately achieving a 58.5% reduction in the amount of nitrogen entering the Sound from those plants.

In many respects what we’re seeing is a victory for the tenets of the Clean Water Act, as well as the commitment shown by New York and Connecticut officials, the EPA, and citizens alike. We now have hard evidence that investment in improved technology at treatment plants pays great dividends. The most important step now is to recognize that there is more work to be done – both to keep from sliding backwards in the face of climate change and population pressure, but also to move forward so that the most heavily populated areas of the Sound share in the recovery.

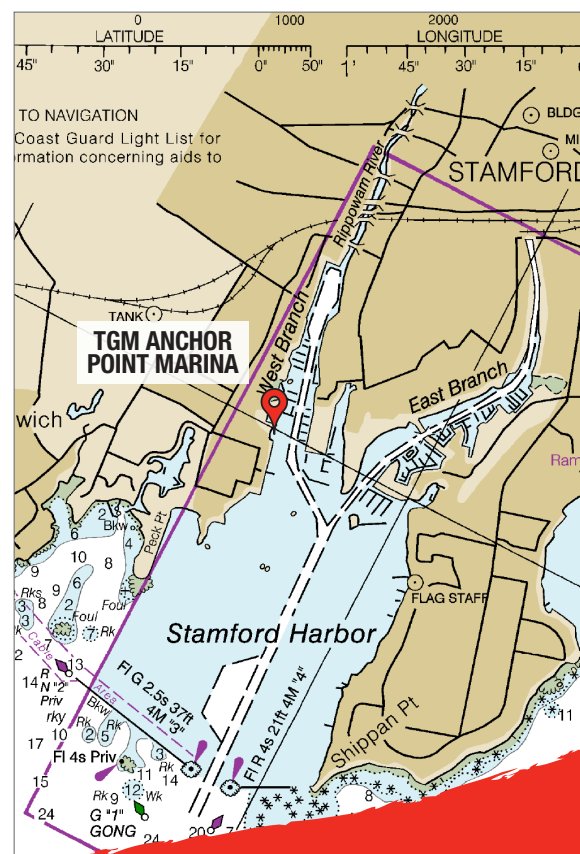
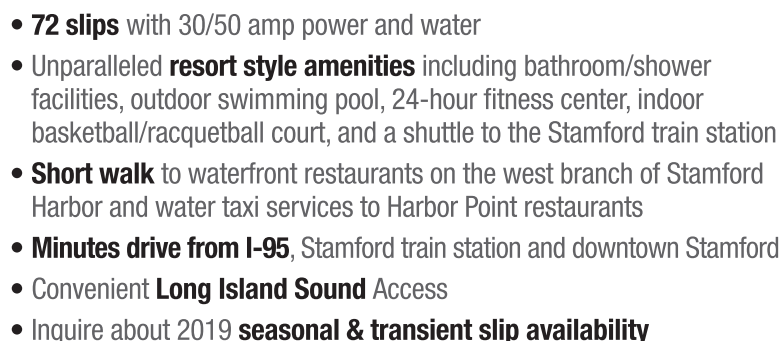
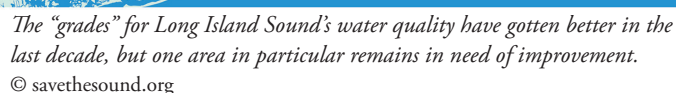
In fact, the Western Narrows, home to New York City, have remained stalled at an “F” grade (45%) since 2008. The area is densely developed, heavily populated, and has very little exchange with the Atlantic Ocean, so is still suffering from nitrogen pollution stemming from human waste and stormwater runoff. However, even this most challenging part of the Sound showed significant improvements in dissolved organic carbon in the 10-year data, leading to a sense of optimism for scientists involved in the study.

“This latest Report Card shows strong evidence that reducing nitrogen loads from sewage treatment plants has been effective in improving water quality throughout the main stem of Long Island Sound,” said Dr. Jason Krumholz, senior environmental scientist at McLaughlin Research Corporation, a science advisor for the Report Card. “However, many of the bays and harbors surrounding the Sound have not shown the same pattern of water quality improvement, and require additional study. The ongoing Unified Water Study hopes to shed light on the drivers of water quality improvement in these areas.”

In addition to dissolved oxygen, the report measured water clarity, chlorophyll a levels, and dissolved organic carbon. Overall, the Report Card revealed:

- The Eastern Basin received an A+ (100%). This region’s water quality has been consistently excellent over the past decade.
- The Central Basin received an A (96%). Conditions have been consistently supportive of marine life over the past decade.
- The Western Basin received an A- (92%). This region has

Save the Sound encourages area residents to take their own actions to reduce the amount of nitrogen entering the Sound from fertilizers and the roughly 500,000 septic systems in coastal communities. More information on the report and steps individuals can take to help improve Long Island Sound water quality is available at savethesound.org. ■



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Calendar 2018

NOVEMBER

I 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

I - 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; grain-surfboards.com Also offered 11/9-12, 11/15-18, 11/29-12/2, and 12/6-9



© grainsurfboards.com

3 10th Annual NESS Gala With a theme of "Charting Our Course," this event enables



© Caroline Knowles/nessf.org

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 I 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 John Kretschmer, Sailing to the Edge of Time: The Promise, the Challenges, and the Freedom of Ocean Voyaging In this Blue Water Sailing Club presentation, the author, a professional sailor and writer who has logged more than 300,000 offshore miles including 20 transatlantic and two transpacific passages, will discuss his latest book. 9 - 11:30am (socializing starts at 9, talk starts at 9:30); \$10 (free for Newport YC members); Newport Yacht Club, Newport, RI; bluewatersc.org

10 America's Boating Course This class is presented by the Patchogue Bay Power Squadron. 9am; \$60; Volkman Center, Patchogue, NY; Bob Bernstein: 631-429-3439; hbbern01@optonline.net; usps.org

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

15 Singles Under Sail Program Meeting 7:30pm; Knights of Columbus, Stamford, CT; An adventurous Norwalk, CT-based sailing club, SUS meets the first Thursday of every month. For meeting locations and more details, check singlesundersail.org.

15 Shoreline Sailing Club Meeting This club for active singles who like to sail, socialize, dance, fish, kayak, attend theater and more meets the first & third Thursdays of each month at 7:30 pm. Westbrook Elks Lodge, Westbrook, CT; shorelinesailingclub.com

15 Tides and Currents Seminar This class is presented by the Seawanhaka Power Squadron. 7:30pm; \$20; Guy Lombardo Marina, Freeport, NY; Fred Deppert: 516-379-8320; fdeppert@optonline.net; usps.org

17 - 1/1/19 Christmas at the Newport Mansions Presented by the Preservation



newportmansions.org

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 & 24 and 30 and 12/1, 7 & 8, 14 & 15, and 21 - 23 Mystic Seaport Museum Lantern Light Tours Now in its 38th season, this 70-min-



© mysticseaport.org

ute 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/lantern-lighttours; 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; huguenotyc.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

25

Trees in the Rigging Community Carol Sing & Boat Parade

Presented by the Connecticut River Museum, the Essex Board of Trade and the Essex Historical Society, this popular event include a lantern-lit stroll down Main Street with the Sailing Masters of 1812 Fife and Drum Corps, an antique car parade, a

parade of holiday-themed boats, and a visit from Santa. Festivities begin at 4:30 pm and admission is free. Connecticut River Museum, Essex, CT; To register your boat for the parade, contact Allie Kyff at akyff@ctrivermuseum.org; ctrivermuseum.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



© Meg Spenlinhauer

29

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

30

Downtown Milford Lamp-light Stroll Presented by the Downtown Milford Business Association, this classic New England event includes a visit from Santa, horse & carriage rides around Milford Green, yule-



© milfordlive.com

tide carolers, and performances by the Cornerstone Christian Adult & Youth Choirs. The town's finest shops, spas and salons will enthusiastically greet visitors with refreshments, holiday cheer and a unique holiday shopping experience. 5 - 9 pm; Milford, CT; downtownmilfordct.com

30 - 12/2

45th Annual Nantucket

Christmas Stroll Weekend

Highlights of this event include the arrival of Santa & Mrs. Claus on a U.S. Coast Guard vessel, craft shows, exhibitions, performances and a European-style Christmas marketplace. Nantucket, MA; nantucketchamber.org/nantucket-stroll



© nantucketchamber.org

DECEMBER

I

Bowen's Wharf 48th Annual Christmas Tree Lighting

This evening of Christmas cheer includes a visit from Frosty the Snowman, a Christmas Carol Sing-a-Long with Bianca Sings, a tree lighting, and Santa & Mrs. Claus arriving by boat (weather permitting). Bowen's Wharf restaurants and shops are open before & after the event, the latter offering in-store promotions, gift wrapping & more. 4:30pm (rain or snow!); free; Bowen's Wharf, Newport, RI; bowenswharf.com/events

I & 2

The AHA! Partners Present Holiday Shop & Stroll in Downtown New Bedford

This event kicks off on Friday, 12/1 with the Jingle & Mingle Shopping Stroll from 4 to 7 pm. Shop your way through downtown galleries & boutique stores, and enjoy food tastings,

gift buying, live music & plenty of holiday cheer. The Jingle & Mingle Family Stroll is Saturday, 12/2 from 10 am to 4 pm, with Santa & Mrs. Claus arriving at Custom House Square in an antique fire truck, free photos with Santa, fire truck rides with the New Bedford Fire Museum, caroling with the Harpoon Harmonizers, music by the South Coast Brass Band, hot chocolate and games at the YMCA, and much more. New Bedford, MA; ahanewbedford.org/holiday-stroll.html

6 - 9

37th Annual Christmas in Edgartown

One of the loveliest towns in New England hosts a weekend full of holiday fun for the whole family. Edgartown, MA; edgartownboardoftrade.com

16

71st Annual Community Carol Sing

This event starts with a holiday concert by the Mystic Seaport Museum carolers in Greenmanville Church at 2pm. The carol sing, led by former Ledyard High School choral director, Jamie Spillane and backed by the Museum carolers and a brass quartet, commences at McGraw Quadrangle at 3pm. The Tre-worgy Planetarium presents a free program, "The Star of Bethlehem," exploring the winter skies by merging science, mythology, religious observance, winter traditions and music, at 11am, 1pm & 2pm. A holiday craft workshop will be hosted in the Howell Classroom (lower level of the planetarium), and the museum's 19th century seafaring village will be decorated for the holidays. Free admission from 10am - 4pm with the donation of a canned food item. Mystic Seaport Museum, Mystic, CT; mysticseaport.org ■



© mysticseaport.org

Keeping Kids in Sailing

It's not necessarily the boat...or is it?

By Ben Cesare

In our September issue, my Publisher's Log made a case against the Optimist as a training boat. In October, we published some letters that agreed with the premise. This month there are some letters in defense. Beyond those, we have gathered many points of view... frankly it's been exhausting as the topic generates a huge number of stories and opinions. Following is an effort to synthesize and provide a prescription. Luckily for me, I have a dog in this hunt. But then again, ultimately, we all do.

Before we dive in, let's be clear about what we are after. The discussion is around how many kids are we losing from sailing (any kind of sailing) before the age of 12 and what can we do about it. To justify focusing on the 10 to 12 age group (beyond my own child), I reached out to John Pearce, Youth Director at US Sailing. John is working on a concept he has called Squaring the Pyramid which refers to the concepts we are discussing; essentially, keeping more kids involved in our very broad sport. He is also gathering research from various successful "mainstream" sports around how to use fun as a tool for better teaching sports skills. John referred me to The Aspen Institute, whose Project Play initiative is trying to gather data around American youth sports. One of the most stark pieces of data they have compiled is that kids start specializing in sports between the ages of 10 and 12, depending on the sport. The Aspen Institute provides all kinds of tools to help parents evaluate which sports their kids should play and what other ones are complementary to avoid potentially damaging specialization resulting in burn out or injury. It's a great resource.



The 9-foot O'Pen BIC delivers mini-skiff performance in a durable thermoformed polyethylene package, and young sailors love the "Un-Regatta" event format. © Aine McLean Fretwell

OK, the competition for our kids' attentions is fierce...we already knew that. One truth we should acknowledge is that we really don't teach "sailing". The vast majority of junior sailing programs teach sailboat racing. Racing competence and ultimately success is the goal, and race and regatta results are the measurements by which we are judging success. Towards that end, the Optimist has performed admirably.

An old friend of mine, Peter Cusick, whose son Jack was a key player on the College of Charleston's National Champion Team in 2017, commented, "Across two junior sailors I never had issue with the Optimist. I honestly think it's a great class. What is great about the Opti is its rudder and ease of sailing. Big rudder = quick responsiveness. Is there a better boat? There can always be improvements, but the Opti has created the opportunity for more kids to become accomplished skippers at a younger age. The downside of a 'group' boat at a young age is kids space out and

The Optimist is the boat in which the young people of the world learn to sail and race.

© optiworld.com



don't learn anything. It comes down to the coaches and parents making the learning experience fun. I think what lurks beneath the Opti design is what the boat has come to represent, which is a far more pressurized learning environment. This needs to be managed so kids aren't spooked early from the uber-competitiveness of the sport. Parents always overdo it."

And of course, we extrapolate from there with a great observer, Craig Leweck, editor of Scuttlebutt. "Sailing is like any other youth sport. The most involved parents tend to be those with the most talented kids. As a sport, we are really good at catering to the most vested. Top to bottom, we serve the trophy winners."

So, is this framework working to capture as many hearts and minds of eleven-year-olds as we can? Keep in mind, that age is critical and those kids are the skippers and crews for your Lasers, double-handed one-designs, skiffs, foilers and big boats of the future. How many kids, big, small, smart, athletic, or maybe less developed at 11 but who knows where they end up, technical-minded and focused, or just fun-loving, are we costing the future of our sport? And for those of us who don't care about racing but are more concerned with the myriad other benefits of a lifetime spent on and around the water, the question is even more important.

On that front, I cannot say it better than one of our readers, Stuart Cole from Mystic, CT, did in a recent letter:

"Does every kid want to race? Of course not. Does every kid who takes up skiing want to ski 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



Kids relish the social aspect of sailing, and for that the venerable Sunfish is tough to beat. © campwillowrun.org

took to sailing (not racing), the other found drifting around on a hot summer afternoon jockeying for position on the starting line with a mass of other dinghies supremely boring, and left sailing."

From countless anecdotes, most from "sailing families," meaning those who race or are closely associated with the water, I have heard basically a 2:1 ratio of kids who were turned off and gave up sailing to one that has stuck with it. And that's sailing families! I can't accurately measure but can only wince at how many kids whose parents don't race, sail or even powerboat, but found their way to a local yacht club sailing program as a summer activity (fine, call it a camp. What's wrong with that, by the way?), only to have their kid choose something else the following summer.

As a racing sailor myself, to me the most obvious examples

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of what we might be losing are those kids who “were never any good”, stuck with it out of family tradition, and then had a light switch go on in their teens or even twenties or thirties and became avid sailors and successful racers. But what about all the kids who never got past 11 who might have?

So on to the counterpoints. First up is Nevin Sayre, Junior Sailing Programs Director at BIC Sport North America and the prime mover behind the O’Pen BIC: “If it is up to the traditional racing-focused parents at yacht clubs and the coaches who make a good living out of teaching the nuances of sail ties and effective bailing to disguise rocking, I don’t think change is happening any time soon. If it is up to the kids, the new age is coming. I am not suggesting all Opti programs should be scrapped – not at all. It is working for some kids, but not all. Sailing programs need to offer dedicated alternatives for those kids who aren’t into racing prams. Those programs that are putting programming and real attention behind modern alternatives – such as the O’Pen BIC – are finding their drop-out rates are declining dramatically.”

Nevin’s point brings up the question around performance sailing. I understand fully when industry pros or “pro parents” talk about how good the Opti is for learning basic skills, although I don’t necessarily agree past age 11. But as we have observed in the last twenty years especially, the top of our racing sport, from dinghies to off-shore boats, has seen a very rapid advancement towards much faster boats. What if kids were exposed to speed earlier and learned roll tacking later? (Does anybody else find it odd that many ten-year-olds are taught how to roll tack before they are



Sailing should be about having fun, something the LaserPerformance Bug provides in abundance! (Pirate gear sold separately!)

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taught to properly land at a dock or a mooring? But that’s just a cheap shot by me...)

The research has shown that it starts with the goals and the equipment follows. How do we bridge the 6- to 8-year-old introduction to sailing (when they really don’t have a choice) to the more self-determining ages of 9 to 12 so they stick around to be introduced to the rest of the sport from 13 on?

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The punchline

What if programs' top metric for success was retention? What if the marching orders for the instructors were "#1: Fun, #2: Seamanship, and #3: Racing (but only for those who want to)." Would you hire all the same instructors? It's not the candidates' fault that they grew up in Optis, moved on through their teens racing dinghies in high school and then college and thus assume those are the goals of your program.

So it is up to "Management" to ask the following of their instructors:

- Do you like kids? No, seriously, do you really like kids? (You then need to watch their reaction very carefully for the genuineness of their answer or lack thereof.)
- Can you run a super-fun distance cruise to XYZ Island, cook hot dogs on the beach and identify some of our local wildlife? (This should generate a multi-part answer because it requires a lot of teaching and executing of seamanship, knowing a male horse-shoe crab from a female, plus some basic cooking experience.)
- How are your sponge tag skills? Do you mind getting wet while teaching?
- Are you a good enough sailor and teacher that you can teach a kid to sail well enough to pluck a Frisbee out of the water and throw it upwind to a teammate from an Opti, a Sail Cube, a Bug, an O'Pen BIC, a Sunfish, a Feva, a 420, an Ideal 18 or a Cape Cod Mercury?
- Are you OK with sticking four kids in a boat designed for one or two and (gently) making sure each one steers for a bit that

day?

Back to Nevin: "The programs that have added 'Adventure Sailing' are seeing their dropout rates decline. Those with a parent or program director who take this seriously have seen their retention rates climb dramatically. At my home club, Vineyard Haven Yacht Club, we have the biggest 420 class(es) ever and 40% of the kids came out of our 'Reachers' (Adventure Sailing) program. Largely as a result of the Reachers and our windsurf program and a cultural shift to make sailing more fun and not all about trophies (we still do that very well too), in six years VHYC is 'selling' 260% more sailing classes. Something is working."

I think it's time to take a hard look at the metrics. What I observe is that some programs are just giving lip service to the "Adventure Sailing" and making it a bolt-on to their traditional programs. The lack of real attention causes a lack of progress. If you use retention as the number one metric, then the "Adventure" portion should receive equal attention and resources, if not more, than the racing. It is easy to blame the instructors but they are doing what they have been asked to do based on regatta results.

Back to Stuart Cole from Mystic: "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."

Thanks, Stuart! We agree. ■



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College of Charleston Wins the Intercollegiate Offshore Regatta

By Ron Weiss

The Storm Trysail Foundation's 2018 Intercollegiate Offshore Regatta (IOR) enjoyed reasonably good sailing conditions on October 6 & 7. Conditions were gray and misty but with winds that, albeit shifty, were generally 6 to 10 knots for the five-race series, which was hosted by Larchmont Yacht Club in Larchmont, NY. Sailing a variety of keelboats generously loaned to the event, 47 teams duked it out on Long Island Sound.

"The wind was solid enough that the racing was close in almost every race, but it wasn't blowing so hard that the less experienced teams had too much difficulty," observed Deputy Race Officer Ray Redniss. "Most of the starts were very competitive, especially considering that we have many teams that are primarily dinghy squads which have to learn the physics of big offshore boats, which are very different to say the least."

College of Charleston (South Carolina) took home the Paul Hoffmann Trophy as the overall winner, and was presented the trophy by Paul "Binky" Hoffmann, Jr., son of the longtime Storm Trysail Club (STC) member for whom the trophy is named. Charleston's team was mostly new to the event and sailing *Young American*, owned by the Young American Sailing Academy (YASA) in the J/105 class, the biggest class in the fleet.

"Coming here to Long Island Sound, you have to look for the pressure," explained Charleston co-captain William Hundall. "Our team takes detailed notes every year, and we pass that down to the next year's group. Sometimes though, during hurricane

season, just getting here from Charleston can be an adventure by itself! It's a real team sport, and very much a mental game, staying focused when things are going awry."

All but one of the Charleston team have sailed together with YASA on *Gambler* in the Newport Bermuda Race, the Ida Lewis Distance Race, and the Vineyard Race, but only one, Key Becker (son of YASA co-founder Peter Becker) had ever sailed on a J/105 before. Peter accepted the Ed du Moulin Trophy, which goes to



The College of Charleston team dominated the 12-boat J/105 class with a perfect 1-1-1-1-1 scoreline. © Howie McMichael

the owner of the boat that wins the Hoffmann Trophy. The trophy was presented by Ed's son, STC member Rich du Moulin.



The U.S. Naval Academy is the first winner of the James D. Bishop Trophy. Jim would be proud. © Howie McMichael

The J/44 class is traditionally sailed by service academy teams in the IOR. This year's class winner, the United States Naval Academy, was awarded the James D. Bishop Trophy, named after the longtime STC member and supporter of the J/44 class who passed away earlier this year. Navy raced *Maxine*, owned by STC member Bill Ketcham.

Team captain George Davis – a Junior majoring in Naval Architecture and Marine Engineering who plans on being in the reactor room on an aircraft carrier after graduation – talked about how the experience of offshore sailing applies to being in the Navy. "Our squad came in with a lot of high-powered experience from racing our TP 52 *Hooligan* and our Ker 50 *Wahoo* (ex-*Snow Lion*, donated to the Academy by STC member Lawrence Huntington). The Academy teaches "Small

Unit Leadership" and races like these and the offshore races like



The Fordham Rams sailed *Tenebrae* to victory in PHRF 2.

© Howie McMichael

Newport Bermuda give us real world training that is like life in the Navy; the leadership lessons are not just sailing-specific.”

The team from Michigan Tech gave the owner of the Swan 42 *Quintessence* – STC member Roger Widmann – a 79th birthday present with a win in PHRF Class 1. Co-captain Nick Irwin has done the IOR three times before. “This is the first time we’ve won but we got third twice before this,” said Irwin. “The crew was outstanding; great teamwork. Several of our crew were dinghy sailors and the big surprise for them is how powerful these boats are and how fast they can go. The dinghy sailors usually try to pull lines by hand, but realize pretty quickly you just can’t do that.”

Michigan Tech tactician Gabrielle Gentz concurred. “There are so many working parts, a million lines and things to handle. For dinghy sailors, it’s a baptism by fire. I’ve been racing my own Ensign in a one-design fleet in Harbor Springs for four years. It’s a small boat, but it’s like a small big-boat and that helped me a lot.”

Fordham University earned their first-ever IOR victory, taking first in PHRF Class 2 on the J/124 *Tenebrae*. “I sail on *Tenebrae* fairly often, which is advantageous,” said captain Frank Loughran. “I’m the bowman, but the rest of the team were all new to the boat with absolutely no real offshore experience. I know the boat and three other sailors have decent big boat experience, but the rest were all dinghy sailors.”

“This was my first time actually seriously racing on a big boat,” said Fordham pitman Scott McKenzie. “It was a little hectic at first and the expectations were high, but after some practice everyone got the hang of their role. Teamwork is very definitely different from dinghies because you all have separate roles. Knowing your job and where you fit in with the others is critical.”

The Tufts Jumbos won a tough J/109 class on *Freedom*. Captain Bo Eaves is the son of the boat’s owner, Corey Eaves. This was his first time competing, but in an unusual set of circumstances, Bo had done the IOR once before as the Owner’s Representative. This year, he was both a competitor and the Owner’s Rep. “That

was kind of an interesting thing,” said Eaves. “We had to focus on connecting the dots upwind, sailing from pressure to pressure. Not tacking on every little shift but staying in the breeze was really important. We also had to do a lot of teaching [to less experienced crew members] while we were racing, which is hard.”

Villanova, racing STC member Iris Vogel’s J/88 *Deviation*, took the top spot in PHRF 2. “We are a fairly inexperienced team,” explained team captain Harrison Paige. “We held a lot of chalk talks, practiced hard and really developed ourselves as a club team – we have one club team for both dinghies and big-boat sailing. Big boat sailing is kind of daunting at first, but once you get past the initial scariness you realize it’s just a big dinghy

and all the things you learn about dinghies – weight placement, sail trim, etc. – still apply. And once you put the focus and energy into it, the performance comes out.”

Butch Ulmer, the IOR Chair and Principal Race Officer, was enthusiastic about this year’s regatta. “This event is a lot of work, especially because we have to find owners who are willing to loan their boats to college teams,” he said. “That’s always a big challenge, and I’d like to thank each of the owners for their generosity and their time. I hope that next year we can expand the event even more; the limiting factor is not the number of colleges



Michigan Tech prevailed in PHRF 1. © Howie McMichael

that are interested, it’s not having additional boats. So if you own a boat, or know someone who might be interested, please let us know if you’d like the support the event next year. I also have to thank the innumerable volunteers, both on and off the race course who help make this the world-class event that it is.”

You’ll find more information at stormtrysailfoundation.org/intercollegiate-regatta, including a link to complete results at YachtScoring.com. ■

Ron Weiss is the Chair of the Storm Trysail Club’s Sponsorship and Communications Committee.

West Marine J/70 World Championship

Ninety-one teams from 18 different countries competed in the 2018 West Marine J/70 World Championship, hosted by Eastern Yacht Club in Marblehead, MA September 22 - 29. The depth of talent in the fleet was unprecedented, with Olympic gold medalists, America's Cup winners and world champions duking it out in 11 fiercely competitive races.

There was a fairy tale ending for Jud Smith, who was born and raised in Marblehead. The intensity of the battle was such that Smith and teammates Lucas Calabrese, Will Felder and Marc Gauthier prevailed without winning a single race, and only making the top three on one occasion. Representing Eastern Yacht Club Smith and crew won the world title by a single point.

"This fleet was incredibly deep," said Smith. "We all have the utmost respect for all 90 of you, anybody could have won this regatta, and we respected that. It really was a privilege to race here, and a lot of fun. I would like to thank my team. We have worked really hard, training for this event all year long, and we have been together through thick and thin. We've had more breeze than we usually get in Marblehead, and the conditions

have been very challenging. We came back from a tough position in the last race, and at the time, we didn't realize how important those points were. Winning in Marblehead is special, but a little extra pressure for sure. I really can not praise my team enough."

Boats from the USA claimed the top five positions, with Bruno Pasquinelli's *Stampede* (Dallas, TX) the runner up, a single point away from victory. "A lot of the owners have been



Jud Smith (helm), Lucas Calabrese, Will Felder and Marc Gauthier celebrate a well earned victory. © Allen Clark/PhotoBoat.com

racing against each other for decades," said Pasquinelli. "This has been a lot of fun, even though we just missed out."

Jack Franco's *3 Ball JT* (Kemah, TX) was third overall,

just three points away from glory. Delivering the best line at the awards ceremony, Franco quipped, "Jud, if you hadn't won you would be a dud. But now that you have, well you're a real stud!" Rounding out the top five were Peter Duncan's *Relative Obscurity* (Rye, NY) and Brian Keane's *Savasana* (Weston, MA).

Teams from Brazil, Great Britain, Italy, Monaco, Spain and the USA all scored race wins. Twenty-two teams made the race podium, epitomizing the strength in depth of the fleet, which was the largest fleet of J/70s ever assembled in North America. Complete results are posted at YachtScoring.com.

The 2018 West Marine



With 91 boats, the 2018 West Marine J/70 World Championship boasted the largest fleet of J/70s in North America to date. © Allen Clark/PhotoBoat.com

J/70 World Championship Prize Giving was held at Eastern Yacht Club. Officiating were Regatta Chairman Doug Morgan, Eastern Yacht Club Commodore Ulf Heide, J/70 International Class President Henry Brauer, and Ward Blodgett. Morgan was full of praise for Co-Chair Cheryl Byrne, Principal Race Officer Hank Stuart and his race team, and the Eastern Yacht Club staff, led by General Manager Jeff Wargo and Assistant General Manager Brandon Farrell. Brauer presented Heide with a half model of his J/70 *Rascal*.

Commodore Heide awarded the prizes to the top ten teams, and special prizes were also awarded: The youngest helm at the championship was Gannon Troutman, whose team sailed *Pied Piper* (Gloucester, VA) to 16th overall and scored a race win. Claudia Rossi, who steered *Petite Terrible* (Ancona, ITA) to 12th place, was recognized as the top woman helm, and the crew of Kim Gibson's *Seaya* (Fredericton, NB) received a prize for their good humor throughout the regatta. Hundreds of competitors partied through the night after an amazing championship.



The 2019 J/70 World Championship will be hosted by **Peter Duncan (helm), Victor Diaz de Leon, Willem Van Waay and Max Hutcheson sailed Relative Obscurity to third overall.**

© Allen Clark/PhotoBoat.com

the Royal Torbay Yacht Club in Torquay, United Kingdom from August 29 to September 6, 2019. For more information, visit J70ica.org. ■

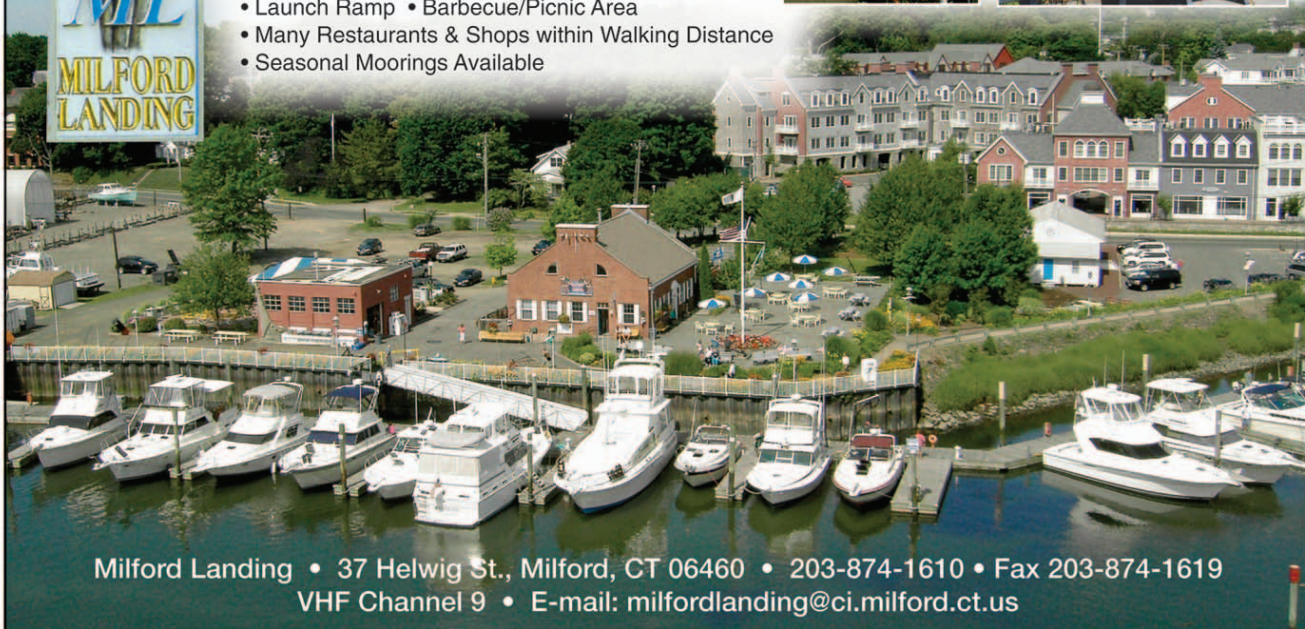
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25 Years of Whitebread

By Andrew Shemella

Photos by Rich LaBella, RJLaBellaPhotos.com

The 25th edition of the Peconic Bay Sailing Association's Twin Forks classic on Saturday, September 29 proved to be another memorable experience for the 70+ boats that crossed the starting line. Hundreds of East End sailors were looking forward to a beautiful day of sailing in 10- to 12-knot winds. That's what the forecast said. It was to be what I call a PHRF day. In other words, sailboats sailing in conditions for which they were optimized so you could really see how they perform in comparison to their ratings. Not! What the forecast didn't include was that the wind would be light and variable. The racecourse was filled with "Black Holes." If you sailed into one, you might not ever come out.

This year the RC decided to do rolling starts, which hadn't been done before in the Whitebread and would get competitors on the course faster and closer to sailing the same race. The



'Scuse me while I kiss the sky. Lee Oldak's Henderson 30 Purple Haze topped the 27-boat PHRF Spinnaker division.

process went smoothly, and we were off on a clockwise circumnavigation of Shelter Island, NY aboard Mark Rickabaugh's E-33 *Entropy*. Another wrinkle this year was the boats would have to sail against the current for the first part of the race. I assumed we'd have a bit of a challenge at first – which is why we sail. So I strategized that the further up the course we sailed before the current started against us in earnest, the better off we'd be. The reality was that the current in Greenport was the race. If you got through before the wind shifted and went light, you were in good shape. If not, well then, not.

The whole leg in Southold Bay was on the wind. Going west in Southold Bay didn't pay, but you definitely wanted to approach "G11" on starboard. Port tack boats had to duck a lot of transoms (remember the rolling start) just as the first waggles in the breeze velocity began. The first hole revealed itself if you tacked immediately after Conkling Point into Pipe's Cove. That made a Hobson's



Jennifer & Greg Ames' Hunter Legend 37 Seventh Heaven (left) and Rich Spitzenberger's C&C 35 RJMS negotiate the shoal-filled waters near the Long Beach Bar "Bug" Lighthouse between Orient Harbor and Gardiner's Bay.

choice: tack into lighter air or stay in more breeze and sail into the teeth of the current. Podium places were made or broken right there. Patience to sail in lighter wind with less current paid off.

But the Great Black Hole was up ahead. It waited patiently for victims to approach, then deftly sprung its snare. If you were unfortunate enough to be in the vicinity of Hay Beach at that time, escape was nearly impossible. If you managed to escape, the rest of the egress from Greenport Harbor was a painfully slow deep reach against the current.

Once free of the demons in Greenport Harbor the travails weren't over. We now had to sail almost the same deep reach to buoy "Mo(A)", the turning mark in Gardiner's Bay. We were in the company of some well sailed boats like Bob Voelkel's J/24 *Shamrock* and Kevin Horne's Ranger 26 *Calli*. They were in a spinnaker death match by Long Beach Point and were so close to the beach I thought they might be collecting shells. They escaped by cutting as close to Bug Light as I've ever seen a sailing yacht go.

Later, I asked *Calli* skipper Kevin Horne about it. He re-



James Eklund's C&C 35 Mk I Jul Bocken (# 10796) dices with Artie Bortz's Catalina 27 Second Wind (#5310).



The crew of Peter Dinkel's Gulfstream 42 yawl Varuna rebounded from a brief grounding to finish 11th in PHRF Non-Spinnaker.

sponded, "I didn't know if we could sail there either." Also in the area was the C&C *Jul Bocken*, who couldn't find enough wind to fill her spinnaker. *Yawateg*, a Tartan 27, was stuck in the mud, along with the yawl *Varuna*. Seeing *Calli* and *Shamrock* escape the torrent, we tested our nerve a little and sailed east over the shoals off Bug Light. On a beam reach we could make 2.5 knots boat speed, which was a whole lot better than the "goose eggs" of earlier. We needed to east to make Mo(A) anyway, but we knew we'd have to sail deeper to get there and were hoping conditions would change. They didn't get any better and eventually the long, slow slog ended when we rounded that confounded buoy.

I've written about my antipathy for Mo(A) before. My opinion has not changed. I will never get back the hours I've spent drifting around that buoy. As we finally passed, I turned and bowed to it. It had beaten me...again. I hope the tribute will be well received. I would've thrown a shot of rum to it but I didn't have any.

You would think that turning the buoy and going with the current would end the pain. And it did until almost "N" 6 off Mashomack Point when the wind again went light and we were looking at the next mark in Sag Harbor "N" 8 as another light air downwind drift. At least we were going with the current. It was about then that the RC announced shortening of the course, which probably saved a dozen or so competitors from dropping out. Finally we rounded "N" 8 and turned back upwind to the shortened course finish at Tyndal Point in streaky light wind. There was wind, here and there. You had to be here. If you were there, you couldn't get here.

WB 25 was another day of great weather to enjoy. Sailing expertise was rewarded. Sailors who had the misfortune to be in the wrong place at the wrong time were punished severely – sometimes "unfairly." Almost everyone was challenged by the light and changing conditions. We all learned lessons that will be etched in our sailing memories...at least what's left of them. Remember s/v *Calli*? Kevin Horne's team tested the depth off Bug Light to escape from the Black Hole. They finished first in class. Results are posted at pbsa.us – click on "Whitebread 25." ■



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12 Metre North American Championship

By Paul L. Roberti

On the weekend of September 21-23, nine historic 12 Metre yachts including four past winners of the America's Cup and 150 of the world's top sailors competed on Rhode Island Sound and Narragansett Bay in quest of the 2018 12 Metre North American Championship.

The event, hosted by Ida Lewis Yacht Club in Newport, RI, had divisions for 'Twelves' from the Modern and Traditional eras (1974 to 1983 and 1958 to 1970, respectively). Racing was especially competitive this year due to teams ramping up for the 2019 12 Metre World Championship, which also will be hosted by Ida Lewis YC on these same waters next July.

"The boats that prevailed had to perform in all wind ranges and sailing conditions," said Event Chairman Peter Gerard, explaining that the three races on Friday that were held in ideal 12- to 15-knot winds "outside" on the open water where the America's Cup 12 Metre races were held from 1958 to 1983. Saturday's three races saw 15-18 knots at the racecourse "inside" the Bay (north of Pell Bridge), and Sunday's last two races were held in challengingly light and variable breezes, also inside. "It was a true test for the championship and a great example of the 12 Metres committed to and prepping for the Worlds here next year," said Gerard.

Topping the 5-boat Traditional Division was *American*



Boats in the Traditional Division jockey for position at the start.

© Paul L. Roberti

Eagle (US 21), which has been chartered by the American Eagle 2019 Syndicate for this year and next. The team is comprised of regional sailors mostly from Rhode Island and Massachusetts, including Bob Morton (Newport), who skippers and leads the syndicate jointly with team member Cindy DeLotto (Newport/Edgartown, MA). "This really showed that both our team and boat are tuned up," said Morton. "I don't know if we'll do any-

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thing else to the boat; we'll just continue to improve on what we are doing in preparation for the Worlds." Giving *American Eagle* a run for the money was *Weatherly* (US 17), chartered by Jay Schachne (Barrington, RI), who plans to compete in the Worlds.

Going into Sunday, *Victory '83* (KA 22), skippered by owner Dennis Williams (Hobe Sound, FL/Newport, RI), was leading the 4-boat Modern Division by one point, but it was *Chal-lenge XII* (KA 10) with owner Jack LeFort (Jamestown, RI) at the helm that ultimately won – by one point. "We were really concerned about *Victory '83*, because it's a very good boat and team, and we knew whoever won today was going to be the champion," said LeFort, who sailed with America's Cup and Volvo Ocean Race veteran Ken Read aboard as tactician. "It was fluky, it was hard, and we ended up 1-2 and they posted a 2-3. All regatta, it was anybody's game at any time. The 12 Metre racing is great competition. We love it!"

According to Gerard, who is also heading up the Worlds, as many as 10 Modern 12 Metres are expected at that event, while five Traditional, six Grand Prix (built for the 1987 America's Cup) and three Vintage 12 Metres (built before the America's Cup 12 Metre era) are also expected, making it the largest ever gathering of Twelves in North America. For more information, visit 12mrclass.com or contact Gerard at pgerard53@gmail.com. ■

Paul L. Roberti is a paraplegic extreme sailing photographer and writer. An avid sailor since high school, he was competing in a triathlon in 2003 when he was hit by an automobile on the bicycle course. His passion for sailing continued after that incident, and he's sailed and raced at Shake-A-Leg in Newport, RI and Miami, FL. He enjoys sharing his perspective of photos shot from a wheelchair.

Special thanks to Barby MacGowan at Media Pro International and the International 12 Metre Class for assistance with



Skippered by Jay Schachne, Weatherly (US 17) won three races on her way to second place in the Traditional Division. © Paul L. Roberti

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Champions Crowned at the Clagett/Oakcliff Match Race Clinic and Regatta

By Sam Crichton

Twenty-four sailors with adaptive needs gathered in Oyster Bay, NY for the third annual Clagett/Oakcliff Match Race Clinic and Regatta, which was hosted by Sagamore Yacht September 28 - 30. The WaterFront Center donated their Sonars for use in the event, and Warrior Sailing Program rigged them with the adaptive equipment.

Five-time U.S. Match Racing Champion Dave Perry and America's Cup legend Dave Dellenbaugh gave the competitors a crash course on match racing, from the basics all the way through to advanced penalty skills. The practice day was a case of practicing what they were taught and the first day of the regatta executing these skills.

Kevin Holmberg (Tampa, FL) and his crew of Noah Barrengos (San Francisco, CA) and Jeff Long (Newport, R.) came out on top, not losing a single match. Holmberg first competed in the Clagett Regatta seven years ago but this was his first time match racing and competing in the Clagett/Oakcliff Match Race. Holmberg usually races in the singlehanded 2.4mR class and recently raced in the World Sailing Championships in Sheboygan, WI. "I really enjoyed sailing with a crew and have learned a lot this weekend," said Holmberg.

Improving on their 2017 result and finishing in second place was the team of skipper Charlie Rosenfield (Woodstock, CT), Tim



From left to right are Clagett Regatta President Judy McLennan, the winning team of Kevin Holmberg, Noah Barrengos and Jeff Long, and Oakcliff Sailing Race Director Bill Simon. © Francis George

Ripley (Randolph, NJ) and Stuart Caplan (Larchmont, NY), who only lost one match out of seven. This trio commented after sailing that they continue to learn so much from the coaches and racing in the match racing format that they hope they can do a lot more. Caplan actually coached Ripley over 25 years ago and said, "I've learned so much here at this regatta. It is concentrated learning and



Holmberg, Barrengos and Long won every match in this year's event. © Francis George

unbelievable tutelage."

Rounding out the podium was the team of skipper Rick Doerr (Clifton, NJ) Matt Amatruda (Guilford, CT) and Charles McClure (Brookline, MA). Doerr, who raced with McClure at this regatta last year, said, "This year we had better breeze and the level of competition has stepped up a level. It's great to see teams bringing great sailors to the mix and I enjoy wrapping up the summer sailing season with this regatta."

Coach of the last three Clagett/Oakcliff Match Race Clinic and Regattas, Dave Perry remarked, "The improvement in the racing between the first day and the final day today has been very notable. Overall the racing level has become better." For more information, visit clagettregatta.org.

Sam Crichton is an event management consultant who grew up in the Australian Outback. Now living in Newport, RI, she's been a member of The Clagett Team for many years. ■

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Sail Fast up the First Beat in Persistent Shifts

By David Dellenbaugh

When the breeze is shifting steadily in one direction, you need a different strategic approach than when it's oscillating. Instead of playing the middle, head toward one side. Of course, your game-plan will depend a lot on how much confidence you have in your wind predictions. If you're only 50% sure that the wind will veer right, for example, you probably wouldn't want to sail too far into the corner. Here are some strategy ideas:

- **Study the wind.** You don't want to play the wind as persistent when it's really oscillating, so do your homework before the start. Listen to forecasts, check out the wind in different parts of the course, and watch for trends in wind direction. Allow plenty of time for observing the wind – otherwise what seems like a persistent shift might really be a long oscillation. Keep looking around after the start. With boats spread across the first beat, it's a great time for visualizing persistent shifts.

- **Look for land and current.** When you have land near one side of the course you will often experience a “geographic” shift as you sail toward shore. Because this shift is more pronounced as you get closer to the land, treat this as a persistent shift. The same is true when you have a difference in current across the course. As you sail into more or less current, this will make the wind direction shift more and more one way, just like a persistent shift.



When the wind is shifting persistently you'll notice it first at one edge of the fleet, so keep your eyes on the boats that are farthest to each side. What you'll see is a fanning effect as the shift spreads across the fleet. That is, the boats closest to the direction of the new shift will be sailing the highest angles, while the boats farthest from it are still sailing lower angles. © Mary Alice Fisher/maryalicefisher.com



Check out these effects before the start.

- **Consider the small picture.** Persistent shifts are often caused by weather systems or by thermal influences that make the wind shift gradually in one direction. Keep in mind, however, that your average windward leg is relatively short. Even if the wind is supposed to shift steadily right all day, for 30 minutes of your first beat the wind might be steady or oscillating, or it may even shift slightly to the left.

- **Evaluate the tradeoffs.** When you think the wind will shift persistently, you should generally sail directly toward that shift. But how much would you be willing to give up to get there? Would you start at the unfavored end of the line? Sail in bad air for five minutes? It depends on how sure you are that the wind will shift and how far you think it will go. For example, if you believe the wind will shift only 5° right during your first beat, you might not want to start at the RC boat end of the line if the pin is favored by more than 5°.

- **Sail fast into the shift.** When you're pretty sure the wind will shift persistently, go that way quickly. Having a lane of clear air in this direction can be invaluable, so look ahead and defend your lane aggressively. If possible, sail slightly faster than usual so you get to the shift sooner and maximize leverage.

- **Look for leverage.** When the wind shifts, the boat that's closer to the shift will gain, and the amount of her gain is proportional to her lateral separation, or leverage, from other boats. In an oscillating breeze, you don't want too much separation because the wind will always shift back the other way. With a persistent shift, however, more leverage can lead to bigger gains.

- **Prepare to 'bite the bullet.'** Personally, I never like crossing behind other boats because this is an admission that I'm behind. However, if you want to fare well in persistent shifts, you must be willing to do this. Forget about other boats and do whatever is the right thing from the position you're in.

- **Don't overstand the mark.** Boats sailing farthest into a persistent shift usually come out ahead. However, it's possible to go too far. The wind will probably keep shifting after you tack for the mark. Overstand, and you'll lose boats that tacked sooner.

- **Think about the next leg.** If the wind has shifted persistently during the first beat, it will affect your next leg (a reach or run). Think ahead about whether you'll go high, low, or do a jibe set. ■

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.

COOP'S CORNER



Norman Rockwell Goes Sailing

By Joe Cooper

The Prout School had its fall Open Day last month. As the Sailing Team has done for the past few years, we brought a 420 into the gym and rigged her up, mast, sails and all. There were multiple tables set up around the perimeter of the basketball court for all manner of activities, classes and groups. We were between two other sports tables that had generic sign-up sheets for the dozen or so sports the school participates in. Only one other table had a video display and that was on a small desktop computer screen. We, Sailing, on the other hand had The Coopers Watch TV large screen on a table and plugged into my laptop, from which we played a video on the Prout Sailing Team. At the end of last season one of the fathers had assembled a slide show, 17-some minutes long, that encompassed the team's adventures over the season and we played this on a loop for the duration.

There were images from the regular sailing practice, the various away regattas and Friday Nite Lites regattas, smiling faces from qualifying for, and then finishing second in the Mary Rose Herreshoff Women's Regatta. I am told this is the only all-girls regatta in high school sailing, a statement that completely stuns me in this day and age. The Friday Nite Lites regattas are hosted by the four schools that sail out of Sail Newport: us, Rogers (Newport High School) Middletown and Portsmouth. We invite other member schools in the RI league to come and play. The total is governed by the 24 boats we have access to at Sail Newport. Some days we have A & B fleets start together, other days not. It is a hoot. Commonly the rotations are on the floats at the Admirals Pier, where the cranes are. This doubles as a great venue from which parents can watch and from which locale it is a quick walk to the shelter and convenience of the new Mid-Park Science Building at Sail Newport.

There are even a few slides from the end-of-year Ben & Jerry's run. We sail over to Newport, park the boats at the Newport Yachting Center (thanks, Chuck) and walk up to B&J's in drysuits and LJs, and being Newport, no one bats an eye. The underly-

ing theme in this video is FUN. There are only one or two slides where the sailors are not laughing, smiling, hugging, joshing each other, flashing the thumbs up to each other or to the camera and having FUN. I can watch this video indefinitely, not only for the memories of a great season, but because of what it represents: Young sailors totally hooked on sailing. I regularly muse on the best, or any, way to duplicate this around the country.

As many sailors will know there is a decent sized Disturbance in The Force surrounding the retaining of young kids in sailing, the "problem" being attrition at a young age. Much of the discussion is around the idea of promoting a "modern boat," something like the 29er, 49er, Nacra cats and so on. But as in any work connected to addictions, you cannot fix the problem until you recognize the problem exists. The third rail in this discussion is the venerable Opti (see page — Ed).

These ubiquitous shoeboxes have sired a few generations of sailors. But let's face it, if you are a sailing family, you're probably not washing around in a full-keeled, gaff-rigged timber boat... no offence to the two of you who are. A stroll down the dock at a boat show offers a pretty nice collection of contemporary, fast, mainly cruising, boats, none of which are gaff- or sprit-rigged. The idea of the Opti – a postwar, quick and dirty, garage-built sailing boat for your kids – is of a past cultural epoch, well behind us. I dare you to ask 10 of your sailing mates the last time they built anything in their garage, let alone a junior sailing boat.

At the other end of the planet, in the '60s I was sailing home-built Australian and Kiwi-designed skiffs. There were 12-, 14-, 16- and the now world famous 18-foot skiffs, Vacluse Juniors (aka VJs), Cherubs, Javelins, Flying Ants – great little 10.5-foot-long skiffs with one trapeze. All of these boats were built of wood, in garages (not mine), just like the Opti. Nowadays of course they are composite, sold through dealers and in the specific case of the "Ant" now have retractable sprits and asymmetrical kites. Optis were nowhere to be seen, at least where I sailed on Sydney Harbor and further north on Broken Bay/Pittwater. The closest thing to an Opti was a Sabot, which, because of its design volume, doubled as a great tender to the mothership. It also has a proper mast with stays and a luff track for the mainsail, typical of almost every boat one is likely to sail unless the AC/C-Class Cat wing/mast sails get a re-run somewhere.

A stroll around the land displays of the same boat show presents a vast array of small, neat designs ranging from fairly docile to flat out humming. There are even a few of a size that can be used for training 7- and 8-year-olds. Mostly these boats are inexpensive, some are roto-molded, and all have a normal rig, generally unastyle like the Laser and Finn. Most of them can accommodate two kids easily and when water gets in it goes out the back, without 15 minutes of bailing. Most of all, they have the sailing characteristics of modern boats and rigs to match. I'm not sure how many Opti sailors grow up to ever again sail on a sprit (NOT bow) boat where you lace the sails to the spar. Maybe this is why there are so many parents rigging their kids' Optis for them. I could tie a reef knot at six or seven years of age, but then I am a special case... just ask any of my mates.

Continued on page 50

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It's anyone's guess whether this RS Tera sailor is a future Finn World Champion, though he's likely having more fun than his Opti-sailing mates. © rssailing.com

Continued from page 48

The RS company out of England looks to have focused on designing, building and supporting a range of boats from novice first-timers to pretty sporty 20-footers. Take for instance the RS Tera. This is a great looking little boat about ten feet long, mainsail only, Laser-like – it looks like a normal boat. It appears to be an easy boat to hike on with contoured side decks. A comment from a young sailor at this year's Tera Nationals in California speaks volumes: "I like them because they are faster than an Opti and comfortable to sail." You can even roll tack them without scooping up half the bay. I imagine the sides of an Opti are great training for Thistle crew, but I wonder how many kids stay with the game long enough to graduate to that boat. Pictures show an RS Tera sailing upwind with a Padawan hiking as one would a Laser.

For families already invested in the Opti, and for some families, that is on a par with an Olympic Laser campaign, someone has just surfaced with a bolt-on proper bow for the boat. I saw it a few days ago on some email feed I get but cannot seem to find it now. It's a step in the right direction, but I cannot remember what they do to/with the mast. Oh well.

The foregoing are some of the background to things that made sailing fun for me. If sailing is fun for those 6-, 7- and 8-year-olds whose parents sign them up for sailing camp, just as readily as chess, baseball or ice hockey camp, they might get a 21st century exposure to the wonderful, wild ways of the water.

The premier goal of all involved in sailing today ought to be thinking about ways to engage kids from the first time they walk down the dock. Kids, and parents, we know, are inundated with information and things to do and being pulled in 20 directions at once. It behooves us all – those of us in the industry, owners looking for crew now or in 10 or 15 years' time, yacht clubs looking for members now and in the future – to be on board with getting and keeping young people sailing.

The single biggest reason we spend our after-tax dollars on something is because it's fun, we enjoy it, and we get some, usually intangible, "thing" out of it. This is the dictionary entry for "sailing." Sailing is just a hoot, and the community is great. The trick is to make it thus from the get-go.

We, the Coopers, did not have a garage (we lived in a flat), but I did lots of things with my dad, although mostly sailing. On weekends and school holidays we would anchor somewhere and within the blink of an eye I was in my Sabot, exploring all over the nooks and crannies, creeks and bays on Pittwater. When not so engaged Dad and I would, for instance, take ferry rides just for the heck of it all around Sydney Harbor. Another one my favorite things to do with him was developing and printing the pictures he/we had taken on one of our regular outings around Sydney Town back in the day. Well, that was great fun, the flat dwellers' version of Junior and Dad building an Opti in the garage, but today I take just as many pictures with my phone.

I can well imagine a kid hunkered down in the garage, with Dad, poring over the Opti plans while mum watches Ozzie and Harriet after doing the dishes. Fiberglass was, in that age, 'just' polyester and I'll bet there were a few heated discussions about getting "that awful, stinky stuff out of the house." The Norman Rockwell painting of dad and son building an Opti in the garage is a well-faded image these days. Might it not be time to embrace a boat that is more readily reflective of the time? ■

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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36' Morgan - Well-known racer/cruiser "Spirit", Morgan 36T. Call Norm Peck for details 860 460-7011



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BOATS FOR SALE

37' Tartan 372 The Tartan 372 is just as popular and well-liked today as it was when introduced and for good reasons: Stylish lines, large comfortable salon, two sleeping cabins, efficient galley and excellent sailing performance. Shallow draft Scheel keel, a preferred configuration for east coast sailing. (2 Available '89, '90) Prestige Yacht Sales 860-245-5551



37' Pacific Seacraft '96 Capable of circling the globe. Well equipped, owner has been meticulous with maintenance. Vessel is setup for offshore sailing with "Jean du Sud" wind vane steering system (2016), Main replaced 2014 with Dutchman system. 130% genoa 2014, Staysail 2016, Robertson autopilot 2017, AIS system, and much more. Asks 149K Prestige Yacht Sales 203-353-0373



37' BENETEAU 373 '06 \$88K NEW PRICE REDUCTION! This is a one owner vessel that has been used as a day sailor since new. The interior looks factory new. Well equipped with very light use - this is a great opportunity to get this sought after model at a great price. Traditional Main. Bottom JUST media blasted, barrier coated and painted! Professionally maintained by Oyster Bay Marine Center. This one is a must see! Contact listing broker Cameron Campbell at 631-974-3099 or cameronc@mcm yacht.com.



BOATS FOR SALE

40' Bristol Hull #116, 1980 Hood sails: Main, 110, 130, 150, cruising spinnaker. Full keel, Westerbeke 40, dodger, bimini, Garmin GPS/Plotter, Raytheon radar, VHF Radio, refrigeration, Lewmar windlass & self-tailing winches. All safety equipment & more... \$52,500. Located Marion, Mass. 508-748-1569 tomlovett@yahoo.com



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HELP WANTED

Launch Operator - Old Saybrook, CT
The North Cove Yacht Club in Old Saybrook, CT is looking for launch operators for 2018 season. Requirements: USCG Launch License, pass drug testing and background check, possess boating knowledge, personable, and perform light housekeeping. \$15/hour. Contact Fred at 860-510-3329

Sailing Instructors: Norwalk Yacht Club seeks energetic, hard-working and enthusiastic instructors for the 2019 JSALIS sailing season who can inspire our junior sailors and continue to develop their skills. NYC is currently seeking additional sailing instructors including an Optimist Racing Coach, a Feva/420 Racing Coach, and instructors to work with beginners. The program offers opportunities for racing and sailors who want to develop well-rounded seamanship skills. Instructors should be interested in working with junior sailors with all experience levels. Strong candidates will have excellent communication skills, as they will be reaching out to parents to discuss upcoming regattas and providing content for our weekly newsletter. The position is full-time with responsibilities Monday to Friday from June 17th to August 16th 2019. Applicants must have a minimum of US Sailing Small Boat Level 1 Instructor, Safe Powerboat Handling, CPR and First Aid Training. Second year instructors are expected to have the minimum requirements, but are encouraged to take further Level 2 training. Applicants who have sailed in high school or college are preferred for the coaching positions. NYC offers a competitive salary, a merit-based bonus, and possible housing for a strong candidate. Please send resumes to: sailingdirector@norwalkyachtclub.com

HELP WANTED

Sailing Director: The Stamford Yacht Club (SYC) was founded in 1890 and supports a long and exciting tradition of sailing and racing on Long Island Sound that includes the annual Vineyard Race and other competitions. We are located on the water in Stamford, CT and are seeking an experienced, sailing professional who is passionate about sailing to serve as our Sailing Director. The Sailing Director will oversee all adult and junior sailing activities and report to the club General Manager. He or she will manage a team of summer sailing instructors and interface with our club members and their families, the marine staff, Fleet Captain and various sailing related committees.

The Sailing Director will provide leadership in developing, promoting and delivering educational offerings (for a range of skill levels and age groups) as well as organizing racing events and programs to boost sailing participation on Long Island Sound. To these tasks the ideal Sailing Director will bring energy, sailing experience and management, communication, teaching and financial planning skills. Detailed responsibilities include curriculum development, instruction, sailing staff management, race coordination, working with the marine staff on fleet maintenance and instilling a culture of safety, respect for the water, training, open communications and fun. To support these efforts, our sailing fleet includes Ideal 18s, 420's, RS Fevas, Lasers, Optis, Hobie Waves and various support craft.

Compensation is competitive and is based on experience, certifications, and prior work history and includes benefits and the potential for bonuses. Questions should be directed to Matt Sandoval at fleetcaptain@stamfordyc.com. Please email your resume and cover letter to fleetcaptain@stamfordyc.com and jrsailing@stamfordyc.com.

Job Requirements/Details: Start Date 4/1/2019 End Date 10/31/2019 Bachelor's degree, Five years of sailing instruction US Sailing Level 2 or international equivalent certification, US Safe Powerboat Handling certification, CT Safe Boating License certification, First Aid and CPR certifications

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Financial Support Checks may be made out to Sea Scout Ship 6. Please see the contact us page for mailing information. (check if your company matches donations, to increase the impact of your support).

Employee Giving Programs Many companies offer year-end and other donation programs to employees through 3rd party administrators, or are self-managed. Examples are the United Way at Work program, Benevity, Pfizer, etc. Contact your company's benefits or philanthropy administrator for more information.

Gift in Kind Donations We accept many new and "good condition" boating products also known as gift-in-kind donations. We may choose to use the item or sell it to help fund the program.

Boat Donations Depending on the size and condition of the boat we may be able to accept a boat on donation. If we are not able to use the boat as part of our activities we may use it to help fund our program. There are several ways we can make this work. For larger/valuable vessels a professional marine survey valuation will be needed. We can help you find a certified surveyor. If you are interested in donating your boat please contact us.

Contact: 203.249.8138 (Skipper Kai) or support@norwalkship6.org

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Bill Simon

As the Race Program Director at Oakcliff Sailing in Oyster Bay, New York, Bill Simon has an essential role in the non-profit organization's mission of putting American sailors atop podiums around the world and building American leaders through sailing.

"I grew up in Port Washington and learned to sail from my father and friends," says Bill, who lives in Port Washington near the house he grew up in. "We sailed off a local beach from when I was 7. My first boat was a Jigger, a 13-foot, round-bottom dinghy designed by Ralph Heinzerling, a local racing legend. For many years we rowed it out to our moored keelboat to race, and it remained in the family until my wife and I sold it last year in preparation for moving to Annapolis. I raced with my dad, Daniel, for about 40 years. Initially we had a Lightning, then an Ensign, and we moved to the Sonar Class. I learned to have fun while racing from Dad."

"For about 20 years we raced Sonars in Manhasset Bay, where we race Saturdays and Sundays from May until October. At the height of the fleet we had 26 Sonars, most of which were drysailed out of Manhasset Bay Yacht Club. Along with my sailing partner Einar Haukeland and Dad, we worked our way up the fleet to be a competitive member of the class. I became the Captain of Fleet 11 and an International Sonar Class Vice President."

Bill joined Oakcliff in 2010. "When I heard there was a high end coaching and training center two harbors over, I had to see how I could become involved. I made an appointment to meet with Executive Director Dawn Riley, and got some assignments that day. Dawn leads an extremely open management of Oakcliff. This style worked for Dawn on an America's Cup team, and Oakcliff has grown incredibly following this model."

"I schedule and run 25 high level regattas each year. These include about one third of the graded match racing events in the country, from local Grade 5s to the Oakcliff International which is a Grade 2 and the highest level event we host. As part of the management team, I also work on some financial responsibilities and feeding the sailors."

"In September, we hosted the 3rd Annual Clagett/Oakcliff Match Race Clinic and Regatta, the only match race I'm aware of for sailors with adaptive needs. We had several past Paralympians, and coaches Dave Perry and David Dellenbaugh. It was very rewarding. We host the Triple Crown Series, comprising three regattas each year for the 49er, 49erFX, 470 Men and 470 Women Olympic classes and the foiling Nacra 17. There's \$100,000 of prize grants per class, so most U.S. Olympic hope-



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fuls are here and international competitors are now coming as well. We've developed our own fleet race umpiring for these events."

Oakcliff is renowned for its Acorn and Sapling training programs, created to prepare students for sailing industry careers. "The Acorns are two-week, high intensity specialist programs," Bill explains. "Many times these are younger sailors, but frequently Acorns are 60-plus and want to improve their skills. Saplings spend several months here. They generally participate in all of the Acorn programming but also learn all functions, from working on boats to navigation, racing rules, tactics and sail trim, in much more detail. They sail everything from the foiling fleet to our Match 40s, Farr 40s, and our JV 66 Numbers. They race offshore and in all kinds of local races."

"New York Yacht Club American Magic came to Oakcliff recently to offer tryouts to our staff and graduates for their America's Cup team. We have foiling and high performance camps, and US Sailing recently ran a 49er and 49erFX camp here. We had five boats and 65 people in the Newport Bermuda Race this year, many teams in the Triple Crown Series, and we did all the medium distance races in the area. You cannot believe what Dawn can make happen in a week!"

A passionate match racer, Bill is the incoming Chairman of US Sailing's Match Race Championship Committee and dedicated to growing the discipline in the U.S. and abroad. "I had only match raced a time or two in Manhasset Bay and really didn't understand it until coming to Oakcliff. I learned from all the wonderful coaches we've had here. Match racing will make you a much better racer in all disciplines. It's not unusual to do eight or ten races in a day. It's quite aggressive, and you need to know the rules intimately. Your boat handling will get much better, and your boat-on-boat tactics will improve exponentially. Most importantly, you either win or lose each race. Combine this with group learning and camaraderie, and what's not to love?"

Bill is the Regional Administrative Judge for Area B. "Oakcliff is a coaching and training center for race officials as well as sailors, and we run a full schedule of seminars in the off-season. At our judge, umpire and race officer seminars, we take people on the water to improve their skills. This year, with the help of Bruce Cook, Mary Savage and others we developed Protest Day, a one-day US Sailing seminar in which participants run seven or more protest hearings, with coaching from top judges to improve their techniques. US Sailing certifications are about helping volunteers improve their skills, and certified race officials are covered by US Sailing's insurance while volunteering. It's a great way to give back to the sport."

Bill relishes "the feel of a tiller in your hand when you have a perfectly balanced boat and a great team of friends to sail with in 12 knots of breeze," adding, "It is wonderful to see young sailors come to Oakcliff and mature as sailors and people." ■



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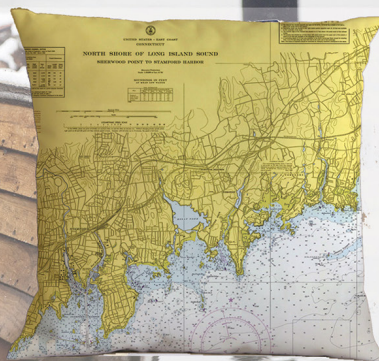
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