

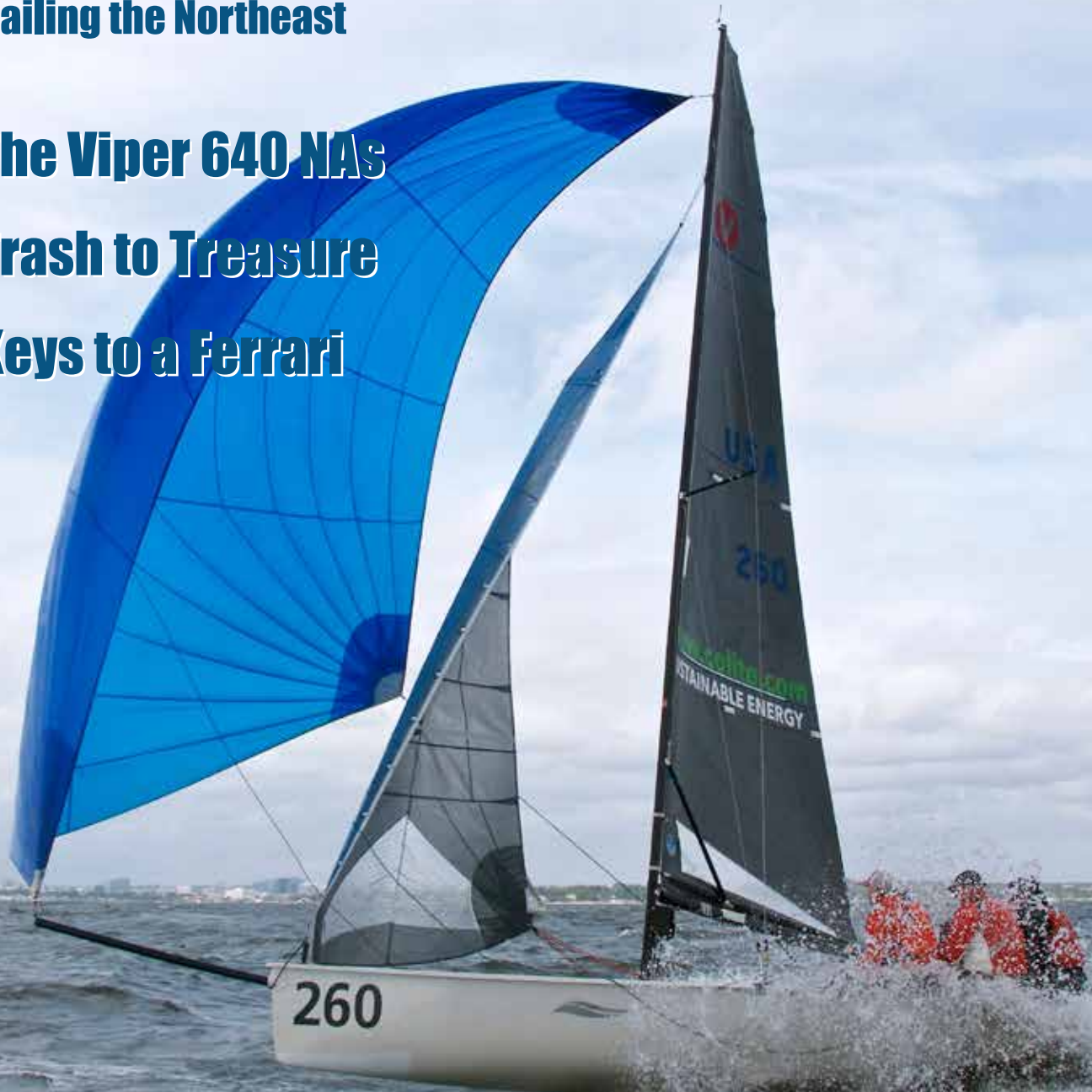
# *WindCheck*

**Sailing the Northeast**

**The Viper 640 NAs**

**Trash to Treasure**

**Keys to a Ferrari**





# Introducing the RYCK 280

**New, contemporary sport boat from HanseYachts**

- Largest stepless cockpit in its class
- Stepped hull with sleek, reverse bow guarantees excellent seakeeping
- Outboard powered - three options from 250 to 350 HP
- Choose bow seating or sun pad
- Helm station controlled by state-of-the-art touchscreen
- Wet bar for entertaining with optional gas grill
- Walk-around cockpit makes it easy to reach every corner of the boat

We will have the first RYCK 280 in the northeast in January. Call today to discuss all the exciting options available to make a RYCK 280 yours!

**McMICHAEL**  
**YACHT YARDS & BROKERS**

1 Washington Street  
Newport, RI  
401-619-5813

447 E. Boston Post Road  
Mamaroneck, NY  
914-381-5900  
[www.mcmyacht.com](http://www.mcmyacht.com)

135 West Shore Road  
Huntington, NY  
631-923-1800





# Start your 2022 sailing season today!

You went into last season thinking you'd get another year out of your sails. How did that work for you? If the answer is "not so well," now is the time to contact UK Sailmakers | Northeast about ordering new sails for 2022.

Ordering before the holidays allows you and UK | Northeast time to select the right sails for how you use your boat. Our Grand-Prix Titanium® sails are the lightest, fastest sails on the market, and our price-performing, long lasting X-Drive® sails are loved by serious club racers and performance cruisers alike. We also have a wide range of high-quality Dacron sails for all budgets.

As North America's oldest sailmaker, we've helped sailors buy the right sails for their boat at the right price for over 75 years. Call UK Sailmakers | Northeast to order the right sails and start your 2022 sailing season today.



## Sail With Confidence

10 Midland Ave.  
Port Chester, NY

3890 Post Rd.  
Warwick, RI

[www.UKSailmakers-NE.com](http://www.UKSailmakers-NE.com)  
(888) UK-Sailmakers



## Is it going to stick?

Most folks are weary of the pandemic and its impact on daily life. By the same token, you cannot help but marvel at the changes to society at large and to our own lives that seem here to stay. As I write this, Thanksgiving is a week away but there is no question that the holiday spirit is in full swing...and I mean that in a good way. Sure, it is a bit staggering to see Christmas merch lining the aisles at Costco in early November. But I honestly believe that it is in part because “the market” wants to celebrate. It has been rough, and it carries on, but we seem to have survived a very nasty bout, or at least learned to cope with it.

One change, the rapid expansion of interest in boating in the last two seasons, I think especially here in the Northeast, has been amazing. I know that longtime golfers are a mix of disgruntled and joyful about how many new people have taken up their sport. Disgruntled because it's harder to get a tee time, new golfers can be very slow, and they often blindly violate a whole host of etiquettes honed over centuries. By and large however, the additions to “the community” have made everything more vibrant and fun around the links. I hear that the same phenomena goes for the camping community. Although, I am guessing that those who try to get away to the woods are not happy about hordes of folks seeking the same thing.

So where does that leave sailors, fishermen and boaters generally? Are we going to act like the grumpy ranger at the golf course watching the novice tee off from the blue tees? Or worse, like the low handicap linksman declining to join a newbie foursome? The equivalencies on the waterfront are plentiful. Some deservedly so and some far more serious since the environment we play in is inherently dangerous and an untrained – or worse – arrogant newcomer does pose a real threat to themselves and others. But that drum does get beaten a lot.

What I am hoping for is a more welcoming approach. What if all of us could act like the uber friendly golf teaching pro, and steer new sailors to the countless learning opportunities, from Safe Boating courses to Safety-at-Sea seminars. Perhaps we could be quicker to lend a hand, with everything from securing a dock line to sharing knowledge about tying a knot, flaking a mainsail, or bleeding a fuel system. Or even just offering a kind word for that boater struggling to get in the slip will help us retain the new folks. A growing community is far more healthy, fun and vibrant than an exclusive domain for the crusty.

It would be arrogant of me not to say at this point, “a rising tide lifts all boats!”

See you – being nice – on the water!



## *Sailing the Northeast*

Issue 210

### **Publisher**

Benjamin Cesare  
ben@windcheckmagazine.com

### **Publisher Emerita**

Anne Hannan  
anne@windcheckmagazine.com

### **Editor-in-Chief**

Chris Szepessy  
zep@windcheckmagazine.com

### **Contributing Editor**

Joe Cooper  
coop@windcheckmagazine.com

### **Graphic Design**

Kerstin Fairbend  
kerstin@windcheckmagazine.com

### **Contributors**

Kyle Acebo, Greg Anthony, Rick Bannerot, Griffin Bengraff, Bob Broton, Christopher Cole, Tom Darling, Brad Dellenbaugh, David Dellenbaugh, George Frayne, John K. Fulweiler, Louise Harrison, George Lucas, Laura McMillan, Buttons Padin, Whitney Peterson, PhotoBoat.com, Vin Pica, Kerry Schutz, Peter Taylor, Captain Eva Van Camp Schang, USCG


### **Distribution**

Man in Motion, Thomas@maninmotionllc.com  
Rare Sales

*WindCheck* is published ten times per year. Reproduction of any part of this publication is strictly prohibited without prior consent of the members. *WindCheck* encourages reader feedback and welcomes editorial contributions in the form of stories, anecdotes, photographs, and technical expertise. Copies are available for free at 1,000+ locations (yacht clubs, marinas, marine retailers, restaurants, sailing events & transportation centers) in the Northeast. Businesses or organizations wishing to distribute *WindCheck* should contact us via email at [contactus@windcheckmagazine.com](mailto:contactus@windcheckmagazine.com).

While *WindCheck* is available free of charge, if you subscribe we will mail your copy of each issue for an annual fee of \$29.

Mail payment to: *WindCheck* Magazine  
870 Boston Post Road, Darien, CT 06820  
Phone: (203) 644-7798  
E-mail: [contactus@windcheckmagazine.com](mailto:contactus@windcheckmagazine.com)

*WindCheck* is printed on recycled paper. 



# BITTER END RISING



NORTH SOUND



VIRGIN GORDA

# BITTER END

YACHT CLUB

# contents

Publisher's Log	4
Table of contents	6
Letters	8
Checking In	9
ToD vs ToT	22
Guilford Sailing Team	26
Save The Sound Dispatch	29
Calendar of Events	30
Captain of the Port	31
Boating Barrister	33
Book Review: <i>Coming About</i>	34
75 Years of UK Sailmakers Part 2	35
Women on the Water: Veronica Brown	38
Coop's Corner	46
Brokerage	50
Classified	51
Advertisers Index	54
On Watch: <i>Mike Acebo</i>	56

## 12 The Viper 640 North Americans & Women's North Americans

Noroton Yacht Club in Darien, CT was the venue for this Fast & Fun sport-boat's 2021 North American Championship, as well as the first ever Viper 640 Women's NAs. With teams from as far away as Louisiana, California and Canada competing in conditions ranging from light to utterly epic, ace photographer Rick Bannerot was there to capture the action.

## 14 Trash to Treasure: The Renaissance of the Graves Constellation

The Graves Yacht Yard in Marblehead, MA built twenty-seven Constellations between 1964 and 1971, and several of these graceful 30-footers are raced by avid owners and crews on Rhode Island's Mount Hope Bay. Greg Anthony introduces the fleet members, and recounts the restoration of *Wink*.

## 18 Card Sound Sailing Club Bullseye Fleet History

We're sailing southward for this final installment in our Herreshoff Jubilee Celebration one-design fleet focus series, to check in with an enthusiastic group in Key Largo, FL. George Lucas, proud keeper of Bullseye #701 *Wabini*, has the story, with great photos by Bob Broton.

## 24 The Rise & Rise of Junior Big Boat Sailing

With a growing number of boat owners willing to "toss a teenager the keys to a Ferrari," youth crews are posting some very impressive results in events around the Northeast and beyond. Rick Bannerot, who also shot the excellent photos illustrating his article, says the future of our sport is looking bright.

## 41 Herreshoff, Hickman and Hunt: 100 Years of the American Runabout

The Boston Whaler, "the Model A of the modern American fiberglass runabout," is one of the most iconic boats on the water, but did you know that its design influences can be traced back a century? Tom Darling, creator and host of the popular Conversations with Classic Boats podcast, tells the tale.



*On the cover: Cleared for takeoff! Rick Bannerot captured Mike Lebov's Suspect (Milford, CT) in flight mode at the 2021 Viper 640 North American Championship. The regatta (and the first ever Viper 640 Women's North American Championship) was hosted by Noroton Yacht Club in Darien, CT in early October.*

© Rick Bannerot/OntheFlyPhoto.net

find us on facebook  
facebook.com/windcheckmagazine



Scan to visit our website.  
windcheckmagazine.com





# Worth the Wait

The world never stops turning – and her infinite wonders remain. Now is the time to leave all your worries on the dock, let Mother Nature dazzle you with her beauty once more, and discover a truly unforgettable vacation on the water...

VACATION WITH US AT  
[MOORINGS.COM/WINDCHECK](http://MOORINGS.COM/WINDCHECK) | 800.669.6529



# Letters

## Ouch!

*(Editor's note: In our October issue, we presented the first part of an interview with Charles "Butch" Ulmer ("75 Years of UK Sailmakers"). The article, which can be found at [windcheckmagazine.com/article/75-years-of-uk-sailmakers/](http://windcheckmagazine.com/article/75-years-of-uk-sailmakers/), contained a bit of erroneous information on the subject of accidental puncture wounds sustained by sail loft handworkers.*

Dear Ben,

First, thank you for making me a household name in the Long Island Sound sailing world. I've never gotten so much press.

Second, somewhere in our conversations about the sail making of yesteryear, we got our signals crossed because the sailmaker's palm is worn on the right hand. There is a whole story about how the palm is used but for the purposes of this article, I suggest we just correct what was said.

Here are a couple of photos that may help clear things up in your mind. First a photo of the palm itself with a big hole for the four fingers and the one hole for the thumb of the right hand. You can also see the metal thimble used to push the needle.



Second, when being used, the needle was held by the thumb and forefinger of the right hand (as shown in the second photo) with the back end of the needle seated in the thimble. Once the needle was stuck into the correct spot on the sail, the sailmaker's wrist was flexed to push the needle through the material.

After the needle was through the sail, the needle was grasped again in the fingers of the right hand and the right arm was extended to pull the waxed twine through the sail. The left hand was sometimes used to pull the twine tight. I should have done a better job of expelling this.

BR,  
Butch

*You'll find Part 2 of this interview on page 35.*

*Correction: In our October edition, the boat pictured on page 13 in the "From the Herreshoff Archives" feature was incorrectly identified. She is in fact Resolute, the last America's Cup defender to be designed and built by the Herreshoff Manufacturing Company in Bristol, RI.*

## Your Home. My Mission.

COMPASS

My passion and expertise for coastal Connecticut real estate is unrivaled. I am passionate about helping buyers find their dream home and ideal lifestyle. With record breaking low inventory and quick sales, now is the time to consider selling a home.



**Andrea Kostanecki**  
M: 203.858.3553  
[andrea.kostanecki@compass.com](mailto:andrea.kostanecki@compass.com)

Scan to  
connect!



Andrea Kostanecki is a real estate licensee affiliated with Compass Connecticut, LLC, a licensed real estate broker and abides by Equal Housing Opportunity laws.



# checking in.

## Andrew Kaplan Joins McMichael Brokerage Team

Andrew (Andy) Kaplan has joined the brokerage team at McMichael Yacht Yards & Brokers. The addition increases the McMichael roster to seven full-time yacht brokers serving customers up and down the east coast with a concentration on the Long Island Sound and Narragansett Bay. He will work primarily out of the McMichael Mamaroneck, NY, office as well as Martha's Vineyard, MA.

"Andy is bringing to McMichael a lifetime of experience in sail and power boating with a keen focus in the sailboat racing world," said McMichael President Steve Leicht. "His broad familiarity with offshore and one-design sailboats combined with his powerboating experience makes him an ideal addition to our brokerage team."

Kaplan spent the majority of his career in finance including helping create the Quattro Global Capital, LLC where he was a principal and head of operation and marketing. "I believe that my financial sales and management experience is a great asset as I transition to yacht brokerage," noted Kaplan. "While they are



different industries, to succeed in either you need similar disciplines when matching buyers with the right product. That's what creates and maintains long term customer relationships."

Kaplan grew-up in Mamaroneck and has been a member of the Larchmont Yacht Club for over 30 years where he has been active in the Club's leadership. He lives in New Rochelle, NY, and on Martha's Vineyard. He can be reached at AndyK@mcm yacht.com or (914) 522-7581.

In 2021, McMichael Yacht Brokers celebrates its 86th anniversary in the yacht brokerage and service industry. McMichael has a team of brokers operating out of offices in Mamaroneck, NY, Newport, RI, and Huntington, NY. In addition to yacht brokerage, McMichael also owns and operates two yards in Mamaroneck, NY, offering the full range of services. McMichael is a dealer for J Boats, MJM Yachts, Hanse Yachts, Dehler Yachts, Amel, Ryck Yachts, and AB Inflatables. Visit [mcm yacht.com](http://mcm yacht.com) to learn more. ■

**Discover the NEW Nautitech 44 Open**

WWW.AEROYACHT.COM  
TEL: 516-818 3113

US DEALERS FOR NEEL TRIMARANS, SUNREEF, NAUTITECH & McCONAGHY





**FACTORY DIRECT SALES**  
**WWW.EASTERNBOATS.COM**

**HONDA**  
**MARINE**

Always wear a personal flotation device while boating and read your owners manual.



# checking in.

## Starting Line Sailing, Inc. Acquires Zim Sailing and Dwyer Mast & Rigging

Zim Sailing, the Bristol, Rhode Island-based marine equipment manufacturer, has been acquired by Starting Line Sailing, Inc. The purchase transaction also includes Dwyer Mast & Rigging, the longtime aluminum spar manufacturer. As part of this acquisition, Zim Sailing and Dwyer Mast & Rigging will join West Coast Sailing as subsidiaries of Starting Line Sailing, a newly formed holding company led by CEO George Yioulos.

Zim Sailing, founded by Steve Perry in 2008, provides one-design sailboats, parts, accessories, and services to the North American market. They manufacture popular dinghies such as the Club 420, Flying Junior, and Optimist, and engage in grassroots youth development of yacht club junior sailing programs, community sailing programs, and high school and collegiate sailing programs. Dwyer Aluminum Masts was founded in 1963 to more fully integrate the manufacturing of spars, rigging and hardware with sailboat production. The two companies share production facilities in Bristol, RI.

West Coast Sailing, founded in 2005 in Portland, OR by George Yioulos, is one of North America's leading marine retailers, focusing on the dinghy racing and small keelboat market. Longtime Zim dealers, they also distribute for trusted brands such as RS, Hobie, Gill, Rooster, Dynamic Dollies, Harken, Ronstan, Ovington, Zhik, Marlow, and more.

Day to day operations at all the companies will continue independently. Steve Perry will stay as President of Zim Sailing and Dwyer Mast & Rigging. Chris Brown will continue his role as President of West Coast Sailing. All staff members carry on in their existing roles. Existing dealer, vendor, and class association relationships continue unchanged. For more information, visit [startinglinesailing.com](http://startinglinesailing.com). ■



Zim Sailing 420

# Defender®

Marine Outfitters of Choice Since 1938

# BIG THINGS ARE HAPPENING AGAIN AT

## SEADOG LINE

QUALITY MARINE GEAR



Defender.com | 800-628-8225



Follow Us  
@DefenderMarine

# The Viper 640 North Americans & Women's North Americans

*Mark Zagol is the 2021 Viper 640 North American Champion, with Grace Howie and Meredith Killion victorious in the inaugural Viper 640 Women's North American Championship*

Our friends at Noroton Yacht Club in Darien, CT hosted the first ever Viper 640 Women's North American Championship and the 2021 Viper 640 North American Championships on October 2 & 3 and 7 -10, respectively.

Boat speed was the name of the game in the first event of "Viper Week" at NYC, with Grace Howie and Meredith Killion (Larchmont, NY) scoring a convincing win in the Women's Championship. Sailing with Cardwell Potts and Ted Ferrarone, Howie and Killion posted a scoreline of 1-4-3-1-1-2 (throwing out a fourth place finish), by far the most consistent performance in the 18-boat fleet, for a total of 8 points.

Cam Farrah (Ft. Walton, FL), with her father Cliff and Jackson Benvenuti crewing, finished second with 13 points. The final podium positions were claimed by Sarah Warren (Pawcatuck, CT) and Hanna King sailing with Mark Zagol and Tim Desmond in third with 16 points; Mary Ewenson (Annapolis, MC) in fourth with 23 point with Austin Powers and Keenan Hilsinger in crew, and Jane Loutrel Moore (Hampton, VA) in fifth with 25 points sailing with her oldest son Parker and friends Marian and Vir Menon.

The background of this inaugural Viper 640 Women's North Americans started two years ago, initially to be a Worlds event but curtailed and converted to a continental champion-

Leading an all-female Race Committee comprised of volunteers from over a dozen different yacht clubs, PRO Sandy Grosvenor (Annapolis, MD) presented a textbook example of how to keep her committee and sailors informed about changing conditions and anticipated next steps. "The thing that impressed me the most was that the RC team worked together seamlessly," Grosvenor noted. "When you have volunteers from over a dozen different clubs – very few of whom had ever worked together before – the way we ran this championship was keenly satisfying." Event Co-Chair Nancy Pearson of the host club added, "I attribute that success to Sandy's organizational skills and the countless hours she put in setting-up this Championship and her volunteer team."

When asked what allowed them to outperform the other boats, Meredith Killion said, "It was largely a matter of working to keep the boat going fast. It wasn't that shift, so we weren't tacking or gybing frequently. It was largely a matter of boat speed." Grace Howie continued, "We really had good boat speed up wind, especially when we were in the lead and could concentrate on straight line speed. Being four-up made us heavier than many boats and allowed up to power-up the boat more by pressing, bow down and going fast. Once you got on the long tack, it was a drag race to the mark, and we appeared to have better boat speed than the other boats." Grace also noted how fortunate she was to step onto a boat on which crewmates Cardwell Potts and Ted Ferrarone have been sailing together for close to a decade.

The 2021 Viper 640 NAs was a tale of two halves, with

light air dominating the first two days before strong winds prevailed for the final two days. The Day 3 forecast called for winds from the east in the high teens with significant gusts and then building to the low-to-mid 20-knot range. When the competitors arrived, winds were as forecast in the high teens and the overnight easterly had generated steep and close three-to-five-foot breaking wave sets across Long Island Sound. The first planned race of the day, Race 7, got off on time at 1100 as the winds and wave height continued to increase.

Boats were sailing into the current upwind reporting COGs around six knots, but when they turned downwind, the speedos were showing

average speeds around 15+ knots with surges well above 17-18 knots...some reporting hitting 20 knots. Mark Zagol (Pawcatuck, CT) got his wish for some exciting downwind sailing as he finished the race in second behind six-time Viper 640 North American Champion Brad Boston (Windsor, ON).

It was about the time that Boston and Zagol's boats crossed



**Grace Howie and Meredith Killion are the first ever Viper 640 Women's North American Champions.** © Rick Bannerot/OnTheFlyPhoto.net

ship due to international travel restrictions. From the beginning, it was acknowledged that it would be difficult to field a sizeable fleet of all-women crewed Vipers as only a handful of the Vipers are owned and regularly helmed by women. Most boats consisted of at least half women or majority female teams, and there was one all-female team.



the finish line that a particular puff hit the north side of the course, simultaneously knocking over four boats that were mid-fleet. With all the available safety resources absorbed in assisting those boats, and with the wind speed and sea state continuing to worsen, PRO Sandy Grosvenor cancelled any further sailing for the day.

Zagol, sailing *NESS* with Tim Desmond and Drew Buttner, posted a 4-4-1-6-2-2-2 [6] scoreline to clinch the championship with 16 points. *Great Scott!*, skipper by Jay Rhame (Shelter Island, NY) with Rachel & Peter Beardsley took second, with USA 163 (Larchmont, NY), sailed by Jennifer & Cardwell Potts, Ted Ferrarone and Meredith Killion, rounding out the podium.

Being the North American Championship, several other awards were presented.

- The new Geoff Ewenson Memorial Service Award, donated to the Class by Harken Marine and recognizing long-term contributions to the Viper 640 Class, was presented by Mary Ewenson to Peter Beardsley.

- The Viper 640 North American Championship Award for Sportsmanship, donated by the Kleinschrodt Family, was presented to Mary Ewenson for sharing her late husband Geoff's "11 Rules of Sailing" prepared by the EWE Foundation.

- The Governor's Cup (top team with helm over 55) went to Bill Vickers, Jim Lodico, and Tim Williams.

- The Jedi Trophy (top performance by a sailor over 70 – helm or crew) went to Buttons Padin.

- The Youngest Sailor award was presented to 11-year-old Thomas Owen sailing with his father David.



*Representing New England Science & Sailing, North American Champions Mark Zagol, Tim Desmond and Drew Buttner relished the sporty conditions on their way to victory.*

© Rick Bannerot/OnTheFlyPhoto.net

- The MVP Award went to Noroton Yacht Club Operations Director Connor Brady.

- And a special recognition award was presented to Event Co-Chair Nancy Pearson for all her contributions in making the event the success it was.

For more details, photos and videos, visit [viper640.org](http://viper640.org) and the Viper 640 Facebook page. The 2022 Viper 640 North American Championship is scheduled to be hosted by Gulfport Yacht Club (MS) from October 13-17, 2022. ■

*Viper 640 Class Administrator Buttons Padin contributed to this report.*



*Thirty-six Viper 640s contested this year's NAs.* © Rick Bannerot/OnTheFlyPhoto.net

# Trash to Treasure: The Renaissance of the Graves Constellation

Story & photos by Greg Anthony

We had just crossed the finish line. As I rounded the boat up for the 5-mile beat home, the elation of saving our time on “Z” and flat out finishing ahead of all our other fleet members turned to dread. It would be dark in 15 minutes, it was blowing 15, and the Mt. Hope Bridge, 4.5 miles to windward, was disappearing in the approaching fog bank. Lights on the bridge were just a glow on the horizon. Soon the bridge would disappear. The fog brought cool, almost cold temps for a Wednesday night in late August, and *Wink* was heeling hard with the pull of her 135% genoa and the Velocitek reading 6.5 knots. I figured it would be three tacks to get under the main span. On the other side lay the real problems: Musselbed Shoals to port on the Portsmouth side and the (Pardee’s nun) Bristol Point Rock buoy to starboard. If we made it by those...

Under my breath I muttered, “You jackass.” In my haste to get our newly restored sloop in the water before the end of the 2021 season, I had neglected rewiring the running lights. Back in late July I had told myself, “We’re only going to daysail her this year. We’ll take care of that next winter.” It was never my intention to put close friends and crew Chis, Dave and my wife in this type of situation.

As we approached the bridge just 25 yards away, the glow revealed one of the two main stanchions, but on the far side was a complete blackout with much denser fog than had made its way into Mt. Hope Bay before. Struggling to see and sailing by our chart plotter app, I barely had time to think about the past year; about how the pandemic had created an improbable opportunity in our lives. When I had daydreamed about boat ownership and returning to Bristol, this was not the story I had been telling myself.

Back in April 2020, pandemic in full swing, we sequestered from Boston to our summer cottage in Bristol, RI. After performing all the outdoor landscaping that I could stand, I found myself becoming quite bored by the middle of May. As the weather was getting warmer, I launched our hard bottom center console inflatable *Jack Rabbit*. I started taking motorboat rides in the mornings while it was still calm. It was a short ride from our house on Poppasquash to the Barrington River, where I decided to do some in-the-water boat shopping. Just feeding my fancy.

Well, no surprise, in Barrington there was the usual collection of modern plastic fantastic racer/cruisers, some being quite heinous with loads of freeboard and windows in the topsides, more resembling aircraft carriers than sailboats. As for boats I’d like to be seen on or struck my eye, they were few and far between. On my way back down river I passed a striking 30-foot sloop with a person in the cockpit. With time on my hands, I decided to take a closer look. She was a handsome craft with pleasing sheer and not too much freeboard.



***Following an eight-month restoration (including the removal of 1,200 pounds of “extra” ballast comprising cement with hundreds of lead tire balancing weights mixed in!), Wink looks alluring on Mt. Hope Bay.***

I complimented the guy, telling him he had one of the most attractive boats in the river. As I circled *October*, we engaged in conversation and he informed me she was a Graves Constellation. After a few more words it became apparent that this fellow was a beloved family friend, Colby Smith, who I hadn’t seen in over thirty years. Long story short, a week later my wife Julie and I found ourselves sailing with Colby on *October* over in Mt. Hope Bay where she’s moored. It was classic 10 to 15 knots of breeze, flat water and *October* was lively and steered like a dream. During our sail, Colby referred to the Constellation as a poor man’s Herreshoff S boat. I fell in love.

There were twenty-seven Graves Constellations built by the Graves Yacht Yard in Marblehead between 1964 and 1971. Selman Graves is credited with her design but, as rumor has it, with help from neighbor and friend L Francis Herreshoff. They’re a fractional rig, 29.5 feet LOA, 20.25 feet LWL 8 feet beam with an old school solid 1+ in. fiberglass hull (no pesky core) and mahogany coachroof. In my opinion, an object of beauty.

In a corner of Narragansett Bay lies Mount Hope Bay. Bordered by Massachusetts with Fall River at the head, then Rhode



**BENETEAU OCEANIS 51.1 – On Order For Spring**

January 20-23, 2022

All Oceanis Models On Order For Spring Delivery! 34.1 • 38.1 • 40.1 • 46.1 • 51.1

**Happy  
New Year!**

**HARTFORD BOAT SHOW**  
**AT MOHEGAN SUN**

January 20-23  
2022



ANTARES 8 V2- On Order



SOUTHPORT 33 DC – In Stock



NIMBUS T 11 – On Order For Spring



FLYER 10 – Coming this Winter

**PRESTIGE**  
YACHT SALES

48 Calf Pasture Beach Rd. Norwalk, CT / 203-353-0373  
2 Washington St. Mystic, CT / 860-245-5551  
37 Pratt St. Essex, CT / 860-767-0528  
3 Division St. East Greenwich, RI / 401-214-2360  
or email [info@PrestigeYachtSales.net](mailto:info@PrestigeYachtSales.net)  
Visit us at [PrestigeYachtSales.net](http://PrestigeYachtSales.net)



Island's Tiverton and Portsmouth with Warren and Bristol on the opposite shore, and the Mt. Hope Bridge at the entrance. Despite growing up on Bristol Ferry, the peninsula with the Mt. Hope Bridge, I rarely ventured into Mount Hope Bay unless it was to attend one of the Narragansett Bay Yachting Association regattas hosted by the Coles River and Tiverton Yacht Clubs. In my undeserved snobby, elitist youth, I affectionately referred to it as the West Virginia of Narragansett Bay, as this area is a bit more provincial than fashionable Newport. As it turns out, there is a burgeoning fleet of six Constellations in West Virginia that actively compete in SIRA (Spar Island Racing Association) races on Wednesday nights and Saturdays in the spring and fall. In fact, there are a total of ten Constellations in the Bay as a whole!

Further investigation revealed that this fleet is quite diverse. At its core are Dave Pritchard and his wife Andy, who purchased their Constellation, *Andromeda* (hull #22) new back in the 1960s. Dave is a renowned MIT professor of Physics with a summer house just inside the Sakonnet River. Just the nicest couple you'd ever meet, although after speaking with Dave for a while you realize what a great intellect he has.

Then there is Colby Smith, former boat builder, now sculptor/craftsman. He purchased *October* as a wreck, solid hull but no deck or cabin house; just a hull, mast and sundry parts stored in the gaping hull, which he lovingly rebuilt. At the soul of the fleet are Bob Buffinton and son Pete with *Satori* (hull #27). Bob is a lobsterman, always smiling, with a wry sense of humor and a laugh that is contagious. Pete is a graduate of the IYRS School of Technology & Trades in Newport, specializing in composites, and

worked with the New York Yacht Club American Magic team. Together they have a can-do spirit and are great fun to hang with. If I were to put out to sea, these are the guys I'd want to go with.

Then there is "Z," Mike Zani with *Vela* (hull #14). Z is a four time collegiate All-American sailor from Brown University. He has brought sailing luminaries Ken Read and Moose McClintock along as crew. This ups everyone's game. Mike is always available to help and make suggestions when one is in need. He treats all Constellation owners with respect, but make no mistake. He lets you know what he wants when it comes to fleet direction and PHRF ratings. He is the driving force for having our own Constellation Class start in the PHRF-dominated SIRA. Other fleet members include Ken Yeager with *Mira*. Ken had back surgery this summer and was absent for most of this season, but we look forward to his return in 2022. Erik Ekwall rounds out the group with *Azura*. Erik is by far the most handsome, GQ quality and super-friendly. He unfortunately installed a sail drive in his yacht, so the fleet has made an allowance for him to remain competitive. In spite of the fleet's diversity, it appears you can't take the Graves out of the Graves, no matter the alterations one might have made. As shown in the first three Wednesday nights of this 2021 season there were three different winners. Who doesn't love that?

Back to our journey of discovery. Like hounds on the scent, Julie and I began our search for a Constellation of our own in June, 2020. With so few built, it soon became apparent they were hard to come by. In early August I finally found one in Hayes, VA, a backwater in the lower Chesapeake Bay near Yorktown. Unfortunately being a pushy Yankee, the owner refused to sell it



***The racing's always close in the Mt. Hope Bay Constellation fleet. Here, Andy & Dave Pritchard's Andromeda (#22) dices with Bob and Pete Buffinton's Satori.***



*Pictured at the helm of Vela, Mike “Z” Zani led the charge to include Constellation Class starts in Spar Island Racing Association events.*



to me. Can you believe it? So with the help of a close and much more diplomatic friend, Henry Filter, who lives on the eastern shore of the Chesapeake, I was able to purchase *Pegasus*, as she was called then. In a turnaround, Henry resold her to yours truly. We had her shipped to Bristol and renamed her *Wink*, with her dinghy named *Nod*.

Over in Mt. Hope Bay, it became apparent that there was a bit of an arms race in the Graves fleet, so there was much to be done in order to make *Wink* competitive. We looked to friends PJ Schaffer, Lars Guck and Will Welles to help us. PJ, Engineer and Project Manager at Safe Harbor New England Boatworks, redesigned the rig and deck layout. Lars, of Guck Inc, agreed to fair the bottom and strip the original bronze hardware and winches off the deck and install modern hardware per PJ's design. While removing the old fittings, Lars discovered the deck installed by the previous owner was built of particleboard covered with ugly rubber non-skid Kiwi Grip.

We all know what happens to particleboard when exposed to water and thus the project expanded. Next, Lars and I decided to inspect the bilge, which had been sealed off under a teak and holly cabin sole. According to the original plans for the boat, the lead was in the front third of the keel sump with the rest of the sump, a 5-foot deep hollow. The previous owner must have felt she was a little too tender and to our amazement we discovered that he had filled the balance of the sump with cement. To that cement he had added hundreds of small lead weights used in automotive tire balancing. This combination of cement and lead added over 1,200 pounds to her weight. None of this was apparent to the surveyor when we had the boat inspected before purchase. Yikes!

After days of unsuccessfully working with an electric impact hammer, we ended up hiring a landscaper with a jackhammer to go below to start breaking up the cement. However, the throw

on the jackhammer chisel is only about eighteen inches and we needed to go five feet, so we ended up drilling holes in the side of the keel to get the jackhammer in to break up the cement we couldn't reach from the top. At this point, the project could safely be called "epic". Only after the giant holes in the side of the keel were patched was Lars able to fair the bottom.

Will, who works for North Sails, provided our new rags and they're beautifully efficient. Bristol is a wonderful place to have your boat worked on; pretty much one-stop shopping. Finally by mid-July – after eight full months of work – the mighty *Wink* was ready to splash. Julie and I now race her with a combination of crew including PJ Schaffer, Chris Hufstader, former Senior Editor of *Sailing World*, Dave Franzel, founder of the Boston Sailing Center and St. Thomas Sailing Center, and 26-year-old son Ben.

In the meantime, Mike Zani in his zeal to add more Constellations to our fleet had located and purchased a second Constellation, which is now for sale. The one caveat is that she must race in the seven-boat Graves fleet in Mount Hope Bay. A small price to pay.

Thanks to our chart plotter app we were able to get a visual on nun "2," the Bristol Point Rock buoy, which appeared when only ten feet to starboard. We finally felt a bit more secure. We proceeded to short tack the east side of the Bristol Ferry shore, narrowly missing the Howe dock and its swimming float, and made our mooring which lay thirty yards to the north. Another successful but stressful Wednesday night racing in SIRA.

Living back on the Narragansett Bay side of Bristol Ferry, where I grew up, is all I ever wanted. But it is in West Virginia (*aka* Mount Hope Bay) where we found our home. Julie and I are now living the dream with our object of beauty, sailing and racing the *Wink*, a Graves Constellation. ■



## Card Sound Sailing Club Bullseye Fleet History

*Editor's note: For this final installment in our Herreshoff Jubilee Celebration series, we're visiting a very enthusiastic Herreshoff one-design fleet in the Florida Keys.*

Our friends at the Herreshoff Marine Museum & America's Cup Hall of Fame in Bristol, Rhode Island are celebrating their Golden Jubilee year – the 50th anniversary of the museum's founding, and WindCheck is honored to be the official Jubilee Media Partner.

The Herreshoff Marine Museum is located on the grounds of the former Herreshoff Manufacturing Company where more than 2,000 yachts were built over more than six decades, including eight consecutive America's Cup defenses between 1893 and 1934. The Herreshoff Jubilee encompasses a yearlong calendar of fresh content and compelling events (both virtual and in-person, regulations permitting). To learn more, log onto [herreshoff.org](http://herreshoff.org).

The Card Sound Sailing Club was organized in 1967 by Phil Connors, Nelson Jeffress and a group of interested sailors.

The club burgee was designed by Ann Jeffress. Membership was limited to Ocean Reef Club (of Key Largo, FL) homeowners and by the end of the first year there were thirty-five members. Over the years, eligibility requirements were liberalized and the membership now approximates 100.

The early racing fleet consisted of eight Javelins. After the 1972-73 season, it was felt that a stiffer and roomier boat would attract more participants. Attention focused on the Bull's-Eye (Bullseye), which had been designed in 1914 [1] by Captain Nathanael Herreshoff, the "Wizard of Bristol." Nine of these 16-footers were added to the fleet in the fall of 1973, and by 1984 the fleet numbered twenty fiberglass Bullseyes. By then, the Javelin class had disappeared.

Since 1985, "Nooners" have been held at Baker Harbor after each race. Refreshments are available, race results are announced, and hot dogs are provided once a month. Other social activities have included Opening Lunch, Awards Dinner, Mystery Cruises, Lobster Parties, Sail in to Anglers Club, Evening Parties and Fund Raisers. In 1972, the club set out moorings along the south side of Baker Harbor. The only "clubhouse" has been an open tiki shelter, a bulletin board, a hot-dog grill, and a fine flagpole at the site.



*The Card Sound Sailing Club's RC boat, a Wilbur 34 named Nimbus, starts a race with Sayia (#810), (Mast) #700, and Bill and Sally Reynolds (#699) getting good starts as usual. © Bob Broton*



The club hosted the Bullseye Nationals in March 1989, with twenty-one boats competing. Representing the CSSC, Eugene Corley, with Owen Coon as crew, won the five-race regatta. In August 1991, Spencer Gowrie, also representing our club, won the Bullseye Nationals held at Fishers Island, New York. His son, Carter, and Linda Dowd were his crew. In March of 1994, the club once more hosted the Nationals and Eugene Corley and Owen Coon came from behind by winning the last race to edge out Spencer Gowrie and Frank Shumway, who finished second and third respectively in the five-race series.

On August 24, 1992, Ocean Reef was hit by Hurricane Andrew with winds of 165 miles per hour. It was the strongest hurricane in recorded history. Luckily, the Bullseye Fleet was in summer storage and survived!

In 1996, George and Jane Berry established the Pumpkin Key Trophy for one special race around their own Pumpkin Key Island. Twice around, the choice of clockwise or counter-clockwise left to the skipper each time around. The fleet splits each year which makes it one of the most interesting courses anywhere. George and Jane are gone, but the race, with pumpkin prizes, is still a highlight of the season.

The club once again hosted the Bullseye Nationals in March of 2000, with a record number of boats (thirty). Don Wright of Card Sound Sailing Club won the five-race series by a wide margin of eleven points. His crew was Keith Newton. In second place was Peter Rugg of Fishers Island, New York and

in third place was Gene Corley of Card Sound Sailing Club.

In 2001, a very special regatta and lunch was held to honor and celebrate the 90th birthday of Past Commodore Lucille Dingley. She owned and raced # 701 named Wahini, (an appropriate name meaning “fast lady” in Tahiti). In addition to her numerous sports accomplishments in shooting, airplane racing and auto racing, Lucille was a World War II pilot, delivering bombers from Boeing in Seattle closer to combat in Europe. Her sailing accomplishments include: Mills Series winner; longest regular continuous racing record; first female commodore; first commodore to host Bullseye Nationals at Ocean Reef; and the unchallenged eldest, active, one-design small boat racing skipper in the U.S. The regatta in her honor received national attention. Lucille took her last voyage at age 90.

In 2005, CSSC was host to the fleet of 25 boats competing in the five-race Bullseye Nationals. Although a third of the competitors were from northern yacht clubs, Card Sound Sailing Club members came in 1-2-3. Al & Lynne Mast outpaced the fleet, followed by Don Wright & Sandy Chapin, and Sally Martin with husband Bill Martin as crew.

In 2008, a tradition was started with CSSC hosting a celebrated outside sailing speaker for an opening night presentation to all of the Ocean Reef Club. The first speaker was Gary



*Every Saturday morning throughout the winter season finds many as ten to fifteen Bullseyes on the starting line.* © Bob Broton



Jobson, followed by Harry Horgan, CEO of Shake-a-Leg Miami, in 2009, and Halsey Herreshoff in 2010.

In 2010, we were again host for the Nationals, and again CSSC members Sally & Bill Martin prevailed in the 26-boat fleet, topping two-time champions Chris & Cathryn Collings from Marion, MA. The third, fourth and fifth places went to CCSC members Al Mast with Henry Stout, George Fenner with Mike Betz, and Dick Elliott with his son Gibb crewing.

In 2014, a trophy was donated by Shirley Shumway in remembrance of her husband, Frank. Frank was a Past Commodore, accomplished sailor, and great contributor to CSSC. The Shumway Trophy is given to the overall season winner.

In 2015 the iconic George Fenner took his last voyage. He was Commodore of CSSC in 1999-2000. He raced Bullseyes for twenty-five years, winning 28 firsts in our series racing and attended at least eleven Bullseye Nationals. A longtime liaison to the Bullseye Sailing Association, he helped coordinate boats and rooms for visitors at the Nationals. He supported CSSC on and off the water and was a great friend to so many of our members. A plaque was placed at the base of the flagpole, and Kiwi #705, will live on at CSSC, in remembrance of George.

In 2016, CSSC hosted the Bullseye Nationals for the sixth time with twenty-four boats on the line, sixteen from CSSC and eight from visiting clubs. First, third and fifth place went respectively to Niko Kotsatos and Carolyn Marsh, Chris & Cathryn Collings, and Joan & Ed Tiffany, all from Beverly Yacht Club. From CSSC, Chris and Steve Streit took second place just one point behind Niko, and George and Russ Lucas came in fourth. The CSSC Filial Trophy was awarded to Chris and Steve Streit for the best finish by a boat with at least two family generations.

The Bullseye has served the Card Sound Sailing Club well since 1973. The Herreshoff Trophy, in recognition of its designer, Nathanael Herreshoff, was given to the club in 1997 by Halsey Herreshoff, grandson of Captain Nat. This award is presented to the season's most improved sailor. We look forward to another Herreshoff celebration this November, marking the 50th year of the great Herreshoff Marine Museum in Bristol RI.

*This article is edited from past CSSC history reports by George Lucas, proud keeper of #701, Wahini. ■*

*[1] The original wooden Buzzards Bay Boys Boat (or 12 1/2) that the modern Bullseyes are based on was designed by Captain Nathanael Herreshoff in 1914.*



*Although Bullseye racing at CSSC is always competitive, members enjoy the fellowship of simply being on the water.* © Bob Broton





Thanks to our sponsors for helping make the Herreshoff Marine Museum's year-long 50<sup>th</sup> birthday celebration one to remember.

This is a group of amazing companies with whom we work often and whose ongoing support we value highly.

We hope you'll consider working with them too.



Herreshoff Marine Museum, Bristol RI | [herreshoff.org](http://herreshoff.org)

# ToD vs ToT

By Christopher Cole

I've noticed that a lot of races recently seem to be using Time on Time (ToT) instead of Time on Distance (ToD) to correct time. I have a problem with that. ToT greatly favors the boats with higher PHRF ratings in every condition.

In a fairly average race in average conditions that went a very typical eleven miles in a quite common two and a half hours, we recently beat the second place boat by over ten minutes on actual elapsed time (00:10:28). Using the standard ToD formula, we would have won by 00:02:24 on corrected time. Under the ToT rule, however, in average conditions, we gave up another two minutes (00:10:04 total) and won by a mere 24 seconds!

I would think that in average conditions, a boat's standard PHRF would be as close to fair as possible. But that is not the case. In fact, every commonly used "B factor" gives a significant advantage to boats with a higher PHRF!!

In light air under the ToT rule, with a B factor of 600, we would have gained only about half a minute and would have beaten the second place boat by about only one minute! And that's in conditions that greatly favor the smaller boats!

Again, under ToD, we would have won by about two and a half minutes, light air or not!

The ToT formula is supposedly based on the assumption that smaller boats will do less well the more time that a race takes. But



*The Time on Time formula favors bigger boats in heavy air, says the author, because their longer waterlines afford more potential speed and their greater displacement helps them power through chop.*

© Rick Bannerot/OntheFlyPhoto.net

racers often last a long time simply because the wind is light, and that favors the small boats, which accelerate more easily in puffs. Meanwhile, as the smaller boats slowly pull ahead, the larger boats can only sit and watch and roll about, their advantage of potential hull speed rendered meaningless.

In heavy air with a B factor of 480, the smaller boat would have beaten us by about a minute despite our having finished 00:10:28 ahead. We essentially would have given them well over a minute per mile rather than 43 seconds that derives from the straight PHRF numbers.

In addition, many large, heavy boats have high PHRF num-

*Marlow Grand Prix, Blue Ocean Dock Line, New England Ropes and FSE Robline all in stock!*



*Introducing*

**Long Island Sound's Largest Rigging Loft**

**Black Rock Boat Works LLC**

731 Seaview Ave • Bridgeport Ct 06607  
Shop 203-873-0015 • Cell 203-829-6754



bers because of their performance in light and average conditions, but they excel in heavy air. PHRF numbers already give many of these boats large time allowances, and the ToT formula only adds to that advantage in heavy air, when their long waterlines give them more potential speed and their displacement helps them power through chop.

ToT seems just a clever way for race organizers with slower boats to cheat the PHRF system! In the example below, taken from the aforementioned recent race, I call my boat *Boat Alpha* and the second place boat *Boat Beta*.

**Time on Distance (TOD)**

*Boat Alpha* PHRF rating: 105

*Boat Beta* PHRF rating: 148

The difference is 43, meaning 43 seconds per mile, so for an 11 mile race, *Boat Alpha* would owe *Boat Beta*  $43 \times 11 = 484$  seconds, or 00:08:04 Using the standard ToD formula, then, *Boat Alpha* would have beaten *Boat Beta* by 00:02:24 on corrected time.

**Time on Time (TOT)**

Corrected time = Elapsed time X  $650 / (B + PHRF)$

Commonly used “B Factors”

The formula is easier to solve if we set it up to give a Time Correction Factor (TCF) thus:

$TCF = 650 / (B + PHRF)$

Given average conditions, the formula would look like this:

$TCF = 650 / (550 + PHRF)$

The denominator, B + PHRF, is the number of seconds it takes to sail a nautical mile in the expected conditions. That is, 3600 divided by the denominator is the average boat speed in knots in those conditions (about 5.5 knots for *Boat Alpha* in average winds). To get the corrected time, simply multiply the elapsed time by the TCF. *Boat Alpha* elapsed time: 0:02:32:55 corrects to 0:02:31:45  $TCF = 650 / (550 + 105) = 0.9923664122137405$  (rounded up to 0.9924)

*Boat Beta* elapsed time 0:02:43:23 corrects to 0:02:32:09  $TCF = 650 / (550 + 148) = 0.9312320916905444$  (rounded down to 0.9312) *Boat Alpha* elapsed time: 0:02:32:55 corrects to 0:02:31:45. *Boat Beta* elapsed time 0:02:43:23 corrects to 0:02:32:09.

Based on the ToT formula, *Boat Alpha* owed *Boat Beta* 00:10:04 – a whole 2 minutes more that under the ToD rule. So under ToT, *Boat Alpha* gave up almost a minute per mile and won by a mere 24 seconds – in average conditions!

Oh, I should have mentioned that boat *Beta* beats us more often than not, even under the ToD rule! Something is amiss.

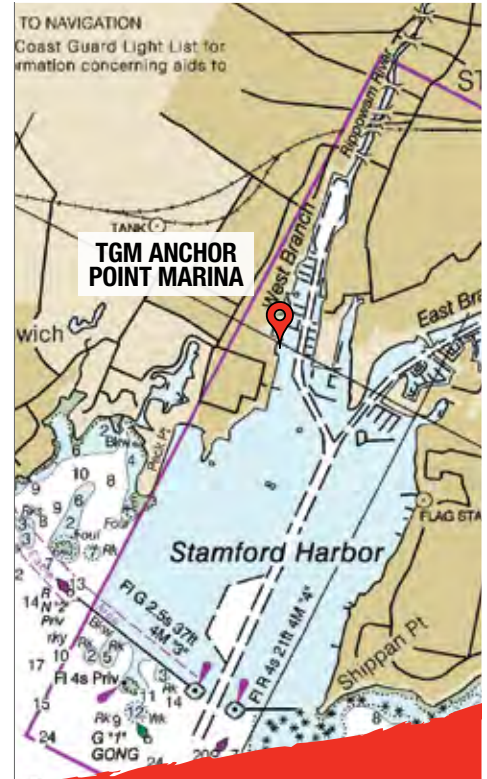
Cheers! ■

*Christopher Cole is a teacher in the Connecticut Technical High School System, the guitarist and vocalist for The Lone Wolf Trio, and the U.S. rep For Loong Sails. He sails his Tripp 37 Ticker out of New London, CT and is a member of the Mudheads and Thames Yacht Club.*



**SEASONAL AND TRANSIENT SLIP RENTALS  
2022 SLIPS AVAILABLE**

- **72 slips** with 30/50 amp power and water
- Unparalleled **resort style amenities** including bathroom/shower facilities, outdoor swimming pool, 24-hour fitness center, indoor basketball/racquetball court, and a shuttle to the Stamford train station
- **Short walk** to waterfront restaurants on the west branch of Stamford Harbor and water taxi services to Harbor Point restaurants
- **Minutes drive from I-95**, Stamford train station and downtown Stamford
- **Winter in water** storage specials, \$15/ft.
- Inquire about 2022 **seasonal & transient slip availability**



**TGMAnchorPointMarina.com | 203.363.0733 | VHF 68  
150 Southfield Avenue, Stamford, CT 06902**

# The Rise & Rise of Junior Big Boat Sailing

Story & photos by Rick Bannerot

I've had the pleasure of photographing sailing on western Long Island Sound for 20+ years, ranging from Opti dinghies to Maxi yachts and just about everything in between. I am routinely gobsmacked by the growth of junior sailing, particularly juniors sailing on, and in fact actually sailing "big boats" ranging from keelboats like Sonars on the small side to 60-foot bluewater distance racers.

Adult racers and cruisers always seem to be moaning about the need to "attract more junior sailors." Some of the old refrains go: "There aren't enough young sailors in the pipeline," and "How are we going to bridge the gap between Laser/420 sailing, kids going off to college, and then we don't see 'them' until they are 35+ years old, married/with kids, and then they get the 'itch' to return to sailing?" and the classic line about letting kids sail big boats, "That is like tossing the keys to your Ferrari to a teenager!"

To those points, interest and participation in junior big boat sailing on the Sound certainly waxes and wanes with "enlightened" adults, pulses of enthusiastic club sailing directors, and the support of sailing clubs' flag officers. Unfortunately, many supporters of junior big boat sailing move through their positions of influence and ability to commit club and personal resources in terms of staffing and finance in five- to eight-year timeframes. What is interesting is the cadre of future thinkers

that are moving beyond the cyclical nature of junior big boat boosterism and putting long-term programs together.

What remain constant positive forces are the ever-present junior sailing association directors (like Bob Whittredge of the Junior Sailing Association of Long Island Sound) and their management of junior sailing activities. Safety-at-Sea seminars, such as those presented by US Sailing and the Storm Trysail Foundation are a critical component for imparting the vital knowledge and safety requirements that all sailors – not just juniors – need for any of the overnight, distance and bluewater races.

In an effort to bridge the gap between Laser/420 activities and the apparent "disappearance" of younger sailors on big boats, support for big boat offshore racing is also growing at the collegiate level.

In addition to the efforts of the Storm Trysail Foundation and their Intercollegiate Offshore Regatta (hosted annually by Larchmont Yacht Club), a growing number of college alumni are donating their boats to various organizations like the Young American Sailing Academy in Rye, NY, Oakcliff Sailing in Oyster Bay, NY, MudRatz in Stonington, CT, and service academies including the U.S. Merchant Marine Academy in Kings Point, NY, the U.S. Coast Guard Academy in New London, CT, the U.S. Military Academy at West Point, NY, and the U.S. Naval Academy in Annapolis, MD. Witness the number of "Corinthian" boats sailing in various "big boat regattas" up and down the East Coast.



*Young American Sailing Academy racers have enjoyed considerable success in events on Long Island Sound and beyond.*

© Rick Bannerot/OntheFlyPhoto.net





**Representing Pequot Yacht Club, the crew of the J/109 Mistral prepares for a tack during the 54th Annual Regatta for the Dorade Trophy.** © Rick Bannerot/OntheFlyPhoto.net

Sure, kids have joined their parents on boats since the ancient Greeks and Vikings set sail. What I am specifically referring to are the programs that have come into existence since Peter Becker of American Yacht Club in Rye started putting AYC juniors on a donated J/105 known as “the green boat” in 2013. Peter helped update and overhaul the boat, and changed her livery to *Young American*. Then, based on interest from AYC juniors (and their parents), started what is now the 501(c)3 Young American Sailing Academy.

With the success of *Young American* and the junior sailors that rotated through the program, other clubs around the Sound took notice and participation in junior big boat racing started to increase at local events like the JSA of LIS’s Dorade Trophy and Beach Point Overnight race and in regional distance races like the Block Island Race, Stratford Shoals, and the bookends to the sailing season, Indian Harbor Yacht Club’s Geartester and Gearbuster.

The first real “A-ha!” moment was when the then called “Young American Junior Big Boat Program” won Stamford Yacht Club’s prestigious Vineyard Race in 2013, and followed it up with the totally improbable and a “Who’d a thunk it?” experience of winning “line honors in the traditional boats” category of the 2016 Newport Bermuda Race aboard *High Noon*. The “kids” literally beat all the older sailors with their accrued hundreds of thousands of hours of bluewater

***Racers in the Indian Harbor Junior Big Boat Program sailed the J/92 Easy Red to victory in this year’s Dorade.***

© Rick Bannerot/OntheFlyPhoto.net



racing experience. Of note, but not by accident or coincidence, the Young Americans had chartered *High Noon*, a USMMA-owned Tripp 41 which was donated by Heidi & Steve Benjamin.

In a similar vein, the MudRatz Offshore Team continues to make impressive showings with both their Swan 48 *Dreamcatcher*, as well as the new-to-the-fleet J/105 *Mad Blue* (as profiled in *WindCheck*; [windcheckmagazine.com/article/mudratz\\_do\\_bermuda/](http://windcheckmagazine.com/article/mudratz_do_bermuda/)). *Dreamcatcher* followed *Young American*’s success in the 51st Newport Bermuda Race in 2018, winning the Alfred E. Loomis Trophy in the super-competitive 14-boat Class 5 of the St. David’s Lighthouse Division.

For those paying attention, Peter Becker’s daughter Carina (one of the young sailors on the Vineyard Race podium in 2013) was back on the po-

dium in the 2021 Vineyard Race as a crewmember of the Mills 68 *Prospector*, the overall winning boat. The congruence of smart minds and pooling of financial resources has clearly put some serious lift in the sails of “junior” big boat racing and the future looks bright if others are also willing to “toss a teenager the keys to a Ferrari.” ■

*A longtime contributor of both stories and photographs to WindCheck, Rick Bannerot can usually be found photographing sailing events year-round on Long Island Sound, when not spending three times as long at the computer writing stories and editing pictures on his Apple MacBook Pro, which has replaced the dank photo darkrooms of his past. He can be reached through his photo website, OntheFlyPhoto.net.*

# New Guilford Sailing Team Has Many Successes to Celebrate!

The newly formed Guilford Sailing Team, which launched in September 2021 as a club sport for sailors at Guilford High School in Guilford, CT, is off to an amazing start! The team's first fall season is well underway with a roster of eight enthusiastic and talented sailors. Guilford Yacht Club has generously provided a home base for the team, with practices held three days a week after school. This location is fantastic, providing the sailors easy access to an optimal training and sailing area just off the Town Marina. Sachem's Head Yacht Club has loaned the team a coach boat and a floating dock to store the team's leased 420s.

Since early 2020, an active group of volunteers from the Guilford Sailing Foundation, sailors on the team, interested parents, and Coach Haley Brown have been working hard to get the team established and the first season off the ground. "We are thrilled to be able to finally offer a sailing team for high school sailors in our community," said Guilford Sailing Foundation board member Whitney Peterson. "Sailing is a fantastic sport for teenagers to get involved with, and with our town's shoreline location we knew we needed to form this team to give kids the opportunity to get out on the water and enable them to compete against high school sailing teams across Connecticut, New England, and beyond."

Kerry Schutz, Vice President of the Guilford Sailing Foundation and the Team Parent Leader, commented, "The day we rigged and launched the boats, it all became real and the smiles on the kids' faces said it all – we did it! We have all the components of a great team – the enthusiasm of the sailors, the support of the parents, and the leadership of our amazing Coach Haley to make this all possible. We are building this team for today and for the future. I am so proud to be part of this effort to get the Guilford Sailing Team established, getting so many sailors out on the water, and to already have our sailors racing in regattas and qualifying for a championship!"

The Guilford Sailing Team has two seasons, both fall and spring, with sailors given the opportunity to practice and race in one or both seasons. Sands Pascucilla, a senior at Guilford High School is the Team Captain, and Ike Schutz, a Guilford High freshman, is currently the team's leading skipper. Along with Sands and Ike, core team members for the Fall 2021 season



*Guilford Sailing Team members Ike Schutz (helm) and Jack Creamer (boat #6) took second place in the Great Oaks Qualifier at Sail Black Rock. © Kerry Schutz Photography*

include senior Jack Creamer, junior Chris Haar, sophomore Danny Uzzo, sophomore Jackson Skoczylas, sophomore Jackson Ragnow, and freshman Gus Fichtenholz.

These dedicated sailors have already achieved great success at local and regional competitions! In less than a month since the team was formed, they've had eighteen practices, competed in three regattas, attended three scrimmages against Xavier School, and held one Open Clinic for new sailors.

During practices, which are held from 3pm to sunset, sailors work on boat handling, boat controls, safety skills, and racing tactics strategies. Coach Haley combines collegiate-level drills with fun scrimmage-style races. "What impresses me the most about our team is the level of enthusiasm each sailor brings to every practice," said Coach Halley. "Whether it's raining, super windy, or sweltering hot, the sailors show up excited to learn new drills and improve their skills. They are a dedicated, excited bunch, and I am proud to be their coach. I feel like the stars have all been aligned to make this first season possible and so much fun!"

On Saturday, October 16, Ike Schutz (freshman) and Jack Creamer (senior) represented Guilford in the 2021 Great Oaks New England Qualifier Regatta, hosted by Sail Black Rock in Bridgeport, CT. Competing against teams representing high schools from all six New England states in this single division regatta, Ike and Jack placed second overall in Guilford Sailing's first ever event!

The regatta was the NESSA New England qualifier for the Great Oaks Regatta and the top three finishers, including Guilford, earned a slot to continue on to the Great Oaks National Regatta at Southern Yacht Club in New Orleans, LA on November 20 & 21. The Guilford Sailing Team is super excited



# BOATING FUN UNDER THE SUN



## HARTFORD **BOAT** **SHOW**<sup>®</sup> AT MOHEGAN SUN

**January 20 - 23, 2022**

Enjoy four days of boating fun and once-a-year deals. Shop and compare hundreds of boats—from luxury motor yachts to sport fishers, pontoon boats, inflatables, paddle boards and PWC. Browse exciting new destinations to plan your summer boating excursion, the latest in marine technology, engines, accessories and gear.



Check for details :  
**[HartfordBoatShow.com](http://HartfordBoatShow.com)**





*Pictured after rigging the 420s for the team's first practice are (l - r) Danny Uzzo, Jackson Skoczylas, Chris Harr, Sands Pascucilla, and Ike Schutz.* © Kerry Schutz Photography

to be heading to New Orleans to compete against 28 other high school teams from across the nation.

The Guilford Sailing Foundation held their first Open Sailing Clinic on Sunday, October 17. The goal was to offer a fun learning opportunity for younger and newer sailors to learn about high school sailing and the Guilford Sailing Team. Coach Haley shared, "As a coach on a new team, it is important to spark interest in young and developing sailors in order to keep enthusiasm high and foster participation in future seasons. I was beyond thrilled with the interest and success of this first clinic, and can't wait to hold more in the future."

Haley was joined by guest co-coach Emma Janson. Both Haley and Emma sailed for the University of Vermont and are accomplished sailors and seasoned youth coaches. Emma and Haley worked with an enthusiastic group of ten new sailors, of which many were middle school girls. Each participant got to learn about the boats, practice boat handling, and experience the excitement of heavy wind sailing. The session ended with an awesome relay-race style fun regatta. All the sailors left with huge smiles and many plan to join the Guilford Sailing Team in future seasons. Current team sailor Ike Schutz volunteered his time to help run the clinic. Clinic participants included Avery



*Enthusiastic participants at the Guilford Sailing Foundation's first Open Sailing Clinic include (l - r, front row) Coach Emma Janson, Neave Coyne, Lyra Monaco, Grace Dellaventura, Avery Peterson, Elizabeth Reale, Jillian Evans, Sophie Creamer, Coach Haley Brown, and (back row) Jackson Ragnow, Ike Schutz, Danny Uzzo, and Conor Farrell.* © Kerry Schutz Photography

Peterson, Elizabeth Reale, Grace Dellaventura, Neave Coyne, Danny Uzzo, Jackson Ragnow, Conor Farrell, Lyra Monaco, Sophie Creamer and Jillian Evans.

That same Sunday, Chris Haar and Jackson Skoczylas represented Guilford Sailing at their first ever high school regatta, the Catholic Cup at Sail Black Rock. Excited about learning the new Z420s and sailing against a talented fleet from schools across New England. Chris and Jackson finished solidly mid-fleet.

Everyone involved with the Guilford Sailing Team and the Guilford Sailing Foundation is proud of our sailors and what has been accomplished in our first season. The future is bright for the Guilford Sailing Team and we look forward to many more high school students getting involved with the team in the spring of 2022

and next fall. For more information, visit [guilfordsailing.org](http://guilfordsailing.org) or follow the team on Instagram at [@ghs.sailing](https://www.instagram.com/ghs.sailing).

The Guilford Sailing Foundation (GSF) was formed in 2020 as a non-profit organization oriented to advance community sailing and water experience in mid-coastal Connecticut, especially in Branford, Guilford and Madison. Contributions to the Guilford Sailing Foundation, Inc. are 100% tax-deductible to the fullest extent of the law. Tax ID #: 84-3682072. To donate, mail a check to: Guilford Sailing Foundation, Inc., P.O. Box 149, Guilford, CT 06437. ■



# Save The Sound Dispatch: Plum Island Continues to Surprise Scientists

By Louise Harrison

If names like moss animal and dog whelk sound counterintuitive, or if blood ark, skeleton shrimp, and spider crab seem mildly disturbing, would you be surprised they belong to creatures found around Plum Island, New York, home of a federal animal disease laboratory? Would you be relieved to know they're perfectly normal marine animals in a healthy ecosystem in Eastern Long Island Sound?

We know these and many other species live in Plum Island's underwater regions because scientific divers have been conducting biodiversity surveys there, in 2019 and again this year, for the New York Natural Heritage Program (NYNHP), part of the State University of New York's Research Foundation. Save the Sound sponsored the Plum Island inquiries through private donors, and InnerSpace Scientific Divers provided scientists who specialize in these kinds of biological inventories.

This past August, four scientific divers expanded on the preliminary 2019 studies. They conducted five days of underwater surveys around Plum Island, documenting marine life at 78 sampling sites ("quadrats," or frames, each a square meter), laid out in a pattern along seven lines ("transects") perpendicular to the shoreline around the island. Divers noted every species within the quadrats at depths of 30 feet, 20 feet, and 10 feet, determined how much space each species occupied, and collected samples of species that couldn't be immediately identified. They did this otherwise standard biological inventory work underwater, in swift currents, where it's never been done before.

What did the scientists find? "Incredibly diverse habitat." "Pristine." "No evidence of human disturbance."—these were among their first remarks upon surfacing. Since then, the team has been going through their data sheets (on waterproof paper, filled out underwater at each sample site), identifying species, and poring over extensive photographic and video imagery. They'll report their findings—lists of species and detailed descriptions of underwater communities—in March of 2022, but what we know now is they are excited about high biodiversity, colorful organisms covering every hard surface, much life burrowing under swiftly shifting sands, and a variety of habitats. Ghostly white, northern star coral polyps filter the water column for sustenance alongside sea anemones, sponges, marine worms, and those "moss animals."

Otherwise known as bryozoans, moss animals abound on the giant boulders left behind by glaciation. They're stalked, permanently attached, and are quite beautiful. Long strands of sugar kelp extend horizontally in swiftly moving, highly oxygenated water, where unanchored sea life moves by a diver's mask so quickly it barely can be accounted for without a video camera.

Fish swim around the completely inhabited boulders, as if cruising reefs. Crabs cruise the bottomlands solitarily or in army fashion. Scientists observe harbor and gray seals and receive inquisitive stares in return. Divers' respiratory bubbles are followed



**Northern star coral (showing white polyps) and bryozoans attached to base of submerged boulder at Plum Island, New York.**

© InnerSpace Scientific Diving

by bubbling exclamations of ecologist-delight upon examining trays of live specimens aboard the dive vessel or in the makeshift motel laboratory at night. Team members recall high spirits, hard work, difficult working conditions, day-to-day flexibility mandated by weather changes, and amazing discoveries. The survey will be a major step toward protecting the island and its resources, according to Matthew Schlesinger, Chief Zoologist with NYNHP, and will help frame future studies there.

The 2021 Plum Island dives were a study in cooperation and generosity, too. The marine program at Cornell Cooperative Extension of Suffolk County studied eelgrass beds while InnerSpace conducted the transect work; both teams shared data. Save the Sound's own Soundkeeper Bill Lucey captained one dive boat; volunteer Paul Ahern captained his own boat to provide the other. Paul hired Northeast Diving Services to capture footage of the scientists' work, which video producer Ilene Merenstein plans to use in a documentary. Supporters contributed funds, time, goods, services, discounts, space, and good will for this one-of-a-kind study. All understand that the result will further prove why Plum Island should be preserved in perpetuity for nature, for people, and in celebration of our richly intertwined cultural and natural heritage.

For more information, visit [preserveplumisland.org](http://preserveplumisland.org) or contact Louise Harrison at [lharrison@savethesound.org](mailto:lharrison@savethesound.org). The initial 2019 dive report may be downloaded from [nynhp.org/documents/12/PlumIslandMarine\\_20Apr2020.pdf](http://nynhp.org/documents/12/PlumIslandMarine_20Apr2020.pdf). ■

*Louise Harrison is Save the Sound's New York Natural Areas Coordinator. She helped organize the 2021 Plum Island marine biodiversity survey and was aboard vessels attending the dives.*

# Calendar 2021

## NOVEMBER

26

### **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

26

### **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



© iceboat.org

26 - 1/1/22

**Nantucket Noel** Featuring craft shows, exhibitions, performances and a European-style Christmas marketplace, this event begins with a tree lighting ceremony and community caroling and continues with the 47th Annual Christmas Stroll Weekend, and ringing in the new year. Nantucket, MA; nantucketchamber.org

27

### **Wild Turkey Regatta**

This event is open to all boats from all ports with a valid PHRF certificate issued by the YRALIS. Black Rock Yacht Club, Bridgeport, CT; black-rockyc.org

27

### **Santa Arrives by Tugboat & 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

## DECEMBER

4

### **Bowen's Wharf 51st Annual Christmas Tree Lighting**

This evening of Christmas cheer includes a visit from Frosty the Snowman, a Christmas Carol Sing-a-long, 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. 5:30pm (rain or snow!); Bowen's Wharf, Newport, RI; bowen-swharf.com/events

9 - 12

### **40th Annual Christmas in Edgartown**

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

19

### **Mystic Seaport Museum 74th Annual Community Carol Sing**

The museum's 19th century seafaring village will be decorated for the holidays, and visitors will be admitted free of charge on this day from 10:00 am to 4:00 pm. As in the past, donation of non-perishable food will be collected as well as monetary donations in lieu of admission. The donated food and contributions will be given to the Pawcatuck Neighborhood Center. The Carol Sing will commence at McGraw Quadrangle at 3:00 p.m. Mystic Seaport Museum, Mystic, CT; mysticseaport.org

Send your info to  
zep@  
windcheckmagazine.com





## Winterizing – Now or Later, It Has To Be Done

By Vincent Pica

Commodore, First District, Southern Region (DISR)

United States Coast Guard Auxiliary

Usually, as soon as I write a column on de-commissioning the boat for the winter season, Indian Summer arrives to bathe us in the last warmth of the year. And that could still happen and it would be but a reminder that many months of kindly weather are behind us and many months of dark, cold and dreary weather are ahead of us. So, here we go – Indian Summer or not! Even if you hand off your boat to your dockmaster and say, “See you in the spring,” there are some tips in here that you will want to be aware of. This column is about that.

### “On the Hard” or In The Water?

Clearly, there are some basic steps to de-commissioning and one of them is to get the boat safely “onto the hard,” as the old-timers call dry-dock. Storing your winterized boat in the water can only be done in a very controlled environment with, generally, professional and near-constant attention. Even with signs of global-heating all around us (I think “global warming” sounds too benign), the creeks and coves “Out East” freeze up for much of the winter. Even Moriches Bay itself has frozen across over the years and I am talking about recent years. The only upside to storing your winterized boat in the water is that you don’t have to pay to haul the boat and return it to the water in the spring. I still believe that that can be penny-wise and pound-foolish if this watery winter berth isn’t a very controlled environment... Recall that 80% of boats that do sink do so at the dock. So, let’s focus most of this column on spending the winter “on the hard”...

### Making a List and Checking It Twice

If you’re handing the boat over to the dockmaster, do so with a written checklist, especially if you intend to do some of the work yourself. As you’ll see, the advice below is not 100% extensive. I’d need most of this magazine to give you a checklist that could be used by every boat. (If you want a copy of the Boat-US/Seaworthy article on winterization, email me below and I’ll send a copy to you.) So, work with your dockmaster in signing off on what will be done by the yard and, if you desire to be involved, by you. Some ideas/categories:

1. Change the oil and oil filters
2. Change the lubricant in engine transmission or the outboard lower unit
3. Apply fogging if called for by manufacturer
4. Fill the boat’s fuel tanks completely full
5. Add biocide and/or stabilizing agents to fuel
6. Change the fuel filters
7. Add antifreeze to the engine’s cooling system

8. Add distilled water to batteries, charge completely and disconnect
9. Charge batteries to capacity

Before thinking about covering the boat with shrink-wrap or canvas, inspect the hull. Any blisters in the gelcoat? If so, that has to be addressed sooner rather than later as that will lead to water infiltrating the hull, making the boat less seaworthy. Stress cracks, which often develop at the bow, need professional attention. Just putting a patch over it and sanding, a la the gelcoat blister, won’t fix that one. It’s structural. As to washing and waxing the hull, I opt for cleaning now and waxing in the spring.

Does the boat have a cabin of any kind? Get the “moisture-

*When things get cold, like mooring lines, they lose a little of their elasticity. I always add an extra mooring line from my mooring ball to my bow – just in case there is a good, wintery blow and, instead of stretching just a bit, the mooring line snaps...*

soaker-uppers”, i.e. desiccants, in there. They’re inexpensive and they inhibit the build-up of moisture that leads to mold. And don’t forget the hatches, closets and lazarettes.

Other than covering the boat, the “mechanical system” is the most obvious place to start. Your mechanical system may only be your gasoline-powered 90-HP Johnson outboard. If so, you are going to flush the engine with fresh water (attached a garden hose to the intake and let it flush – engine OFF!), “fog” the engine with lubricating oil (be sure the fuel system is disconnected from the engine when you start the process), clean/replace the spark plugs and fuel filter, lube the carburetor and anything else that moves – choke, cam, starter linkage etc. Don’t forget the lower unit (what the prop comes out of). Replace the lube oil. By the way, if you open the drain plug and water comes out first (oil floats), you need to replace the seal. Inspect the prop(s). Any dings? Get a professional to look at that. A bad “wheel” can shake your engine apart...

So that’s your outboard. Did I ask if you had a diesel engine or an I/O? Does the boat have a transmission? Inboard water system (sink/shower)? Air conditioner? Electronics going to stay aboard or come home with you? So, as you can see, the list is far

more extensive than the short list above. But have fun! She's your boat!

### Keeping Her In?

OK, you want to at least keep her in as long as possible. This, I understand – and do. But here are the risks and what to do about it.

First, unless there is ice in the seaway leading from your marina (in which case it is definitely time to get her on the hard), you have clear passage to all the creeks, bays, the Sound and the ocean. But ice in your boat's systems is a different matter. For example, we all trim up our outboard engines at the dock or on the mooring to keep sea creatures from building up on – and in – the lower end. But a small amount of water sits in there, even when trimmed up. And it will freeze long before the seaway does...which could crack your engine.

So, what to do? Don't trim your engine up. Let her sit in the water just as she does when you are underway, and you won't have to worry about a cold snap cracking your outboard engine's lower end.

Second, this implies that any water sitting in your boat can freeze – tanks for potable water, for example. Drain out any and all.

Third, and a bit more insidious, is that when things get cold, like mooring lines, they lose a little of their elasticity. I always add an extra mooring line from my mooring ball to my bow – just in case there is a good, wintery blow and, instead of stretching just a bit, the mooring line snaps...

So, remember – have fun – but have “situational awareness,” as we say in USCG Forces! She's your boat – and it is getting colder!

If you are interested in being part of USCG Forces, email me at [JoinUSCGAux@aol.com](mailto:JoinUSCGAux@aol.com) or go direct to the DISR Human Resources department, who are in charge of new members matters, at DSO-HR and we will help you “get in this thing...”

*The Captain of the Port and Sector Commander for U.S. Coast Guard Sector Long Island Sound is Captain Eva Van Camp Schang. CAPT Van Camp Schang is responsible for all active-duty, reservist and auxiliary Coast Guard personnel within the Sector. As a Commodore in the U.S. Coast Guard Auxiliary First District, Southern Region, Vin Pica works closely with CAPT Van Camp Schang and her 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](http://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.” ■

Do You Need?  
Spring Maintenance,  
Upgrades/Modifications &  
Seasonal or Transient Summer Storage

Contact Our Experts Today!

**SAFE HARBOR**  
— NEW ENGLAND BOATWORKS —

A Full Service Boatyard  
Located on the East Passage of Narragansett Bay  
Only 5 Miles North of the Newport Bridge

Haulout to 200 Tons - 15' Draft • System Maintenance • Refit • Repair • Repower • Fuel Dock • Restaurant • Laundry • Showers  
One Lagoon Road, Portsmouth, RI 02871 • 401.683.4000 • [NEInfo@SHMarinas.com](mailto:NEInfo@SHMarinas.com)





## Suits for Sailors: *Lawsuits I wish I could file*

By John K. Fulweiler, Esq.

I like depositions and trials. I like the clarity that comes from the pressure. But to pepper questions in the boardroom or press a witness in the courtroom, you need a lawsuit. We file lawsuits for yachties, merchant mariners, passengers and anyone else injured working on or around the sea...but that doesn't mean a maritime lawyer can't dream. Here are some lawsuits I'd like to file if the opportunity arose; I call these "suits for sailors."

The blue water ocean carriers always give me pause. They'll dump containers overboard littering the oceans with hazards (a lot of these containers float) and yet keep chugging to port seemingly without penalty. Why is this accepted? I'd like to file a lawsuit on behalf of a sailor that strikes a floating container. We'd maybe sue the ocean carrier, the shipper and the consignee because it's time this behavior gets checked. Maybe too, I'd sue the ship's Protection & Indemnity Club (the cozy insuring cooperative ship owners form to swaddle themselves in shared liability) under a legal theory I'll keep to myself for now. And we're very good at finding jurisdictional bases for bringing suit in the USA so I'm confident we'd get a claim rolling and maybe mitigate this mayhem. I'd relish the deposition of the super-cargo (the rep aboard ship with knowledge of what's being carried and how) because the depositions we take aren't linear or nice – rather, we take depositions in pursuit of full and complete justice because partial justice is no justice at all.

Next, outboard motors. I once heard a rumor (and that's exactly what it was) that outboard motors are marketed at a horsepower rating that's not consistent with the engine's actual horsepower. It's complete speculation on my part and I'm spitballing (*a la* QB Aaron Rodgers and his 500 pages of vaccine 'research'), but if this was proven true, I see the potential for liability. It might not be a strict maritime action, but it's got a salty flavor and it interests me.

The placement of running lights is not something the U.S. Coast Guard expects a boat builder to leave to the designer. There are specific requirements for running lights, with talk of angles and visibility distances. This is technical, not freehand stuff. With this background, consider my next dream suit: a claim against a recreational boat manufacturer for selling boats with running lights that don't comply with the law. I don't know if any such situations exist, but I'm betting they do. Is it a class action? Maybe. Class actions aren't easy to get into the air (I've brought one) and they require certain critical factors that include numerosity (sufficient claimants) and commonality of the injury (meaning the injury is the same across the board). That is, class actions for an errant surcharge are classic because everyone suf-

fers the same injury, but class actions because everyone suffered a manifold failure on the same engine are tougher because the cause of the crack could vary. Whatever the case, I've been noodling this lawsuit for a long time and think it's probably class-actionable.

Bilge pump ratings give the aisle-shopping sailor a measure of confidence. However, in the voice of Captain Haddock: "Blistering barnacles! It says 2,000 gallons an hour, but my feet are wet!!!" Bilge pump ratings are one thing, but their actual performance is subject to many variables like the height the pump has to push the water upwards ("lift"), fitting size, and even the friction from the corrugated "typical" bilge pump hosing. So as I understand things, the 2,000 GPH might actually discharge a much smaller volume of water. For an industry intent in welcoming the novice boater to the shorefront, this seems confusing and dangerous. And for a maritime lawyer who likes the courtroom, this seems like a potential lawsuit.

Finally, I'd like to file suit (or get a ruling in a suit) upending a protest committee's findings. There's case law holding such committee findings are sometimes binding in civil actions. That can prove potentially devastating in a subsequent suit to recover for injuries or property damage. Let's face it, most protest hearings occur shortly after the race. Skippers are still leaking seawater as they try and explain who was where, when and how it happened. Rarely, in my opinion, do protest hearings give the participants a fair opportunity to present their claims and defenses. A better approach seems to be for the court to take committee findings into consideration. It should be persuasive evidence, maybe. Heck, if we need to find common ground, how about we settle for a rebuttable presumption allowing a party to introduce evidence showing the findings aren't reliable?

Suit happy, you say? Not at all. I'm just a big believer that tort lawyers help keep businesses honest. Each of these speculative lawsuits reflects attention to issues which aren't helping society. I mean, you think your local legislator is going to get anything done?

Underway and making way. Happy Holidays!



*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-MAY-DAY (6293) or john@saltwaterlaw.com, or visit his website at saltwaterlaw.com.*

# book review.

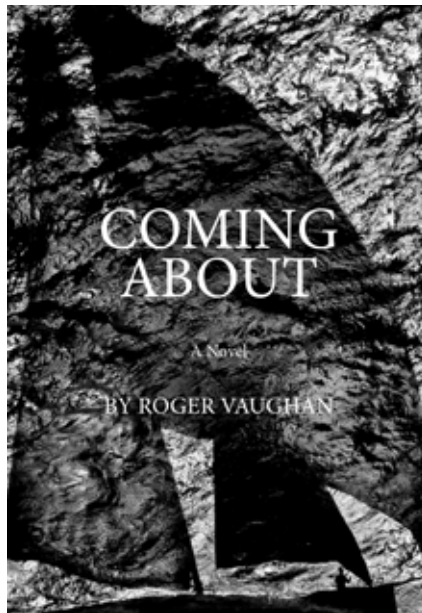
## Coming About

A novel by Roger Vaughan

Published by Choptank Word Bank 249 pages \$17.95

If you read the excerpt from *Fastnet; One Man's Voyage* in our October edition ([windcheckmagazine.com/article/an-excerpt-from-fastnet-one-mans-voyage/](http://windcheckmagazine.com/article/an-excerpt-from-fastnet-one-mans-voyage/)), a compelling firsthand account of the ill-fated 1979 Fastnet Race aboard Jim Kilroy's 79-foot maxi *Kialoa*, you know that author, yachting historian and longtime *WindCheck* contributor Roger Vaughan is a superb storyteller. His first novel *Coming About* is a first-rate thriller. The striking cover photo by Carlo Borlenghi sets the hook, and the fast-paced story reels the reader in from page 1.

Wealthy, spoiled and usually inebriated, wastrel Andy Moss is content to cruise through life on his industrialist father's vast wealth. But when he commits a social gaffe at a New York Yacht Club dinner, Andy's mindlessness makes it impossible for his father not to enter a boat in the upcoming Round the World race. The enraged father demands that Andy become a crewmember on his 60-footer for the grueling 30,000-mile event. Resentful of his very presence aboard *All American*, Andy's eleven shipmates are making his life



miserable. Can he muster the fortitude to survive the Roaring Forties...not to mention the bad guys – perhaps even on board – that are out to ruin him? With a surprising love interest and a gripping narrative akin to a 40-knot “firehose” reach, *Coming About* is essential reading.

Roger Vaughan ([roger-vaughan.net](http://roger-vaughan.net)) has written twenty books, six of them about sailing including *The Medal Maker* (a biography of Victor Kovalenko), the *Strenuous Life of Harry Anderson*, *Closing the Gap: World Sailing's*

*Emerging Nations Program*, and *Learning to Fly: America's Cup XXXIII 2010*. He lives, works and sails on Maryland's Eastern Shore. To order *Coming About* (and extra copies for your favorite young sailors!), visit [amazon.com](http://amazon.com). ■



**Line & Splicing • Regatta Services • Towing & Storage**

**Locations in North Kingstown, RI and Miami, FL**

Contact us at (401) 268-7354 or [yachtrigging@gmail.com](mailto:yachtrigging@gmail.com)  
or for more information about what we can do for you  
visit [atlanticyachtrigging.com](http://atlanticyachtrigging.com)



# 75 Years of UK Sailmakers, Part 2

## An interview with Butch Ulmer

*This is the second installment of our conversation with Charles “Butch” Ulmer about the history of the company founded by his father in City Island, New York in 1946. Part 1 can be found at [windcheckmagazine.com/article/75-years-of-uk-sailmakers/](http://windcheckmagazine.com/article/75-years-of-uk-sailmakers/).*

**WindCheck:** So, you started working full time at Charles Ulmer, Inc. in 1965...

**Butch Ulmer:** Yes. I had worked during the summers in high school and when I returned home after leaving the Navy, I went back to work on the floor right where I had left off.

**WC:** Who was the design team?

**BU:** My father, and my brother-in-law Chuck Wiley. At that point, the transition from cotton to synthetics had begun. Cotton to Orlon and then Orlon to Dacron. Sail shaping in the early days of Dacron was mostly luff curve and in the case of mainsails, foot curve. There was very little broadseaming done and most of that was leech or foot tightening to keep those edges from flapping in a breeze. Sail design was largely a function of familiarity with the behavior of the material being used under load and how to keep it from stretching too far from its intended shape.

In 1958, Columbia defended the America’s Cup. Columbia was built by Nevins in City Island and she used Ratsey sails (the Ratsey loft was adjacent to Nevins). However Vim, a pre-war twelve meter almost beat Columbia in the trials. She was sailed by Bus Mosbacher and she had Hood’s sails. This was the start of Ted’s domination of the sailmaking industry which he accom-

plished by engineering his fabrics and perfecting the way his fabrics were woven. He still edge shaped the sails, but he’d spent a lot more time analyzing how the sails were loaded and therefore how the cloth should be woven. Early Dacron was great just because it was Dacron! The yarn was much stronger than natural fiber and much more resistant to stretch. But the weave was just a square weave (equal numbers of yarns in the warp & fill) with very little tension on the yarns.

The story was that Ted’s father was very knowledgeable about the textile industry and so Ted’s fabrics had different thread counts for mainsails and genoas and the yarns were tensioned while they were woven making the weave much “tighter”. The “Professor” as Ted’s father was known, also used 18” looms making Hood sails visibly different from the standard 36” fabric.

The whole thing with sails in those days boiled down to controlling stretch to keep the sails flat. For instance, most genoas were cut with mitres. A mitre was a seam that bisected the clew angle. The panels were aligned perpendicular to the foot and perpendicular to the leach, so you had a thread line on each edge. This was the strong part of the weave. OK, now you have this big diagonal seam where the leech and foot panels join and it’s on the bias or diagonal to the thread lines. The bias is going to stretch more than the thread line, so how do you control that?

Well the miter was not a straight line sewn to a straight line. Its seams were foreshortened to allow for the increased bias stretch and the miter itself had a concave curve or what sailmakers called “hollow”. In order to flatten the sail, you actually had to cut away some fabric to compensate for stretch. If you did this properly, when you sheeted the jib home in the wind it was intended for, it



Sail inspection on the Ulmer Sailmakers mast. New spinnaker for Safari. top: Gene Sutton holds the clew of a new spinnaker.



Owen Torrey, the man who perfected the radial cut spinnaker.

would be perfectly smooth. Hood mastered this technique. His big boat sails were beautiful, because the cloth was better and he knew how to shape it.

Then along came Lowell North, who was a Star sailor that I met in 1949. I was just a little kid at the Star Worlds in Chicago. He won four out of the five races and fouled out of the fifth. In those days, you only had one race a day and no throw-outs. Otherwise, he would've been World Champion, which he subsequently became many times over. Lowell started making sails and was the guy that masterminded the broadseam. He built the shape into the panels and sails rather than waiting for the wind to stretch the fabric into shape.

Lowell's sail designs were based on the fabric he used holding its shape and coincident with his rise came the use of resins in sail fabrics. These resins literally glued the yarns together. Think of the glass that's made with chicken wire in it. The wire is the yarn and the glass is the resin. Fabric with lots of resin was awful to handle, particularly in big sails and the sails were short lived because resins broke down quickly but they were FAST so sailors bought them anyway.

As commercially produced woven Dacrons improved, North's share of the market grew and ultimately Hood lost momentum and the #1 spot to North.

### **WC: Talk about spinnakers. UK has a history there.**

First a short digression that subsequently has a big influence on Ulmer Sails and the spinnakers. When I was a Midshipman, I tried out for the Pan Am Games sailing a Finn. The trials were held in Tomales Bay, north of San Francisco. It's a long, skinny bay made by the San Andreas Fault. I met a man named Warwick Tompkins. Look him up – a wonderful guy. "Commodore Tompkins" as he was known, took me under his wing and showed me around San Francisco. Knowing my father was a sailmaker. Commodore introduced me to a local sailmaker named Peter Sutter. Peter was making radial spinnakers that were radial from the head all the way down to the foot, so you had the fill of the fabric across the foot and everything else was warp. I thought, "Gee, that's a good looking sail."

So fast forward a few years and I am now running my Dad's loft in City Island and I meet Owen Torrey. I had met Owen Star sailing but I got to know him when we spent a week together teaching at the Colgate's Offshore Sailing School. Steve Colgate used to have race weeks with guest experts, and Owen and I were the experts one week at Grand Bahama Island, West End. We got along well and became fast friends. It was a very windy week and we spent most of it giving "chalk talks" outside while dodging falling coconuts. He talked about the theory and I talked about the practice and things went pretty nicely.

I ran into him later that year at Larchmont Race Week, and he was sailing, as he always did, with Bill Ziegler. I asked how he was doing and he said not that well. I subsequently found out that his business was failing. Owen was a graduate of Harvard and Columbia Law School and was an Admiralty Attorney. He was renowned for making very good spinnakers, which I was not renowned for.

I said, "Come over to City Island, set up your spinnaker making thing in my loft, and then you can go back to practicing law." That was the deal. We got along like peas in a pod. At the point where he was going to go back to the law he came into my office and said, "You know what? I don't want to be a lawyer. I want to be a sailmaker." We worked together as a team together for the rest of his life.

One of our chief competitors was Hard Sails from Long Island. Hard was making radial head spinnakers and I said to Owen, "We ought to try that."

We used to have a little flagpole on the roof of the loft. You had to go up on the roof to put the flag up. Owen made a radial head for a spinnaker, just the head, and we put it up on the flagpole. I said, "Jesus, that's terrific. Where the hell did you get that from?" He said, "Well, you know Bowditch, the Bible of navigating? In Bowditch there's a table of the width between meridians at various latitudes." Owen explained that the top of the spinnaker is the North Pole. Then you would come down to the Equator, and how much longitude you want to use determines how full or flat the spinnaker is. Or you could cut it off at 60 degrees and call that the Equator and get a much flatter sail. That's what Owen came up with, so we started making them. And they were gorgeous sails.

I did a Block Island Race on a boat with one of our first radial head chutes. On Monday morning I got a call from Wally Ross, the owner of Hard sails. He said, "You know, I have a patent on radial head spinnakers." I said, "You have to be kidding me." No, indeed he had a patent.

Fortunately I had a good friend who was a patent lawyer. I told him, "I know darn well Wally didn't invent that." My friend said, "Can we get some visual proof?" Well, Peter Sutter was still in business, and he put me in touch with a marine photographer named Diane Beeston. She said she had a photo of one of Peter's radial head spinnakers which was dated and certified. My lawyer friend said, "Send that to me" so I got the photo from Diane. He sent it to Wally and that was the end of that. We never worried about it again.

At any rate, we were now in the spinnaker business. That year we made Radial Head chutes for Courageous, Running Tide, Yankee Girl and many other top racing boats. I think we made some unbelievable number – something like 400 spinnakers – just within our walls. We did so much spinnaker business that I started ordering spinnaker cloth in 750 rolls instead of the usual 100 rolls. It was not unusual for us to have 15-20 thousand yards of spinnaker cloth in inventory

### **WC: So all of a sudden you have a model. You're not guessing anymore.**

**BU:** Oh, absolutely. That's right. Those were the days before calculators, but Owen had a 3-foot slide rule that he did everything with. So yeah, the chutes put us on the map. ■

*As Butch's many friends will attest, the man is seldom at a loss for words. Look for Part 3 of this interview in our January/February 2021 edition.*



# BEACON

GARVIES POINT • RESIDENCES



B

## The Best of Everything. Indoors and Out.

RESORT-STYLE LIVING IN THE HEART OF THE NORTH SHORE AT GARVIES POINT  
1-3 BEDROOM CONDOMINIUM RESIDENCES  
PRICED FROM \$695,000 TO \$2,750,000

JUST ONE HOUR TO MANHATTAN  
FUTURE FERRY SERVICE OPERATED BY THE CITY OF GLEN COVE

**IMMEDIATE OCCUPANCY**  
ON-SITE SALES GALLERY AND MODEL RESIDENCES



100 GARVIES POINT ROAD, GLEN COVE, NY 11542  
SCHEDULE A PRIVATE TOUR 516.399.2301 INFO@THEBEACONGP.COM  
THEBEACONGP.COM

RXR  Douglas Elliman  
Development Marketing

Equal Housing Opportunity. The complete terms are in an Offering Plan available from Sponsor, RXR Garvies P1 Building B Owner LLC, 625 RXR Plaza, Uniondale, New York 11556. File No. CD17-0068. All floor plans and renderings are artist's conceptions and are not intended to be an actual depiction of walls, windows, walks, driveways, landscaping, patios or decks. All dimensions, plans and elevations are approximate and subject to normal construction variances and tolerances. All square footage calculations are based on exterior wall-to-wall dimensions. RXR Realty LLC floor plans and elevations are protected by Federal copyrighting laws. We reserve right to make changes due to unforeseen conditions, in accordance with the Offering Plan.

# Women on the Water: Veronica Brown

Interview by Joe Cooper

*Veronica Brown is the Director of Experiences and Events at Safe Harbor Newport Shipyard in Newport, RI. We chatted over coffee at Belle's in early November.*

**Coop:** Veronica, thanks for the coffee. Where did you grow up, and was sailing a 'thing' in your family?

**Veronica Brown:** I grew in Bath Maine. My dad was in the Merchant Marine and mum was a politician, so despite that background, I did not grow up sailing.

**Coop:** Hummm, OK, can you outline for me the course you have taken that got you from Bath to working in the most prominent shipyard in the sailing capital of the world?

**VB:** I went to school at Wagner College in Staten Island, New York, and after I graduated I went to work at a PR firm in Manhattan, Howard Rubenstein. One of their clients was Bill Koch and that was my introduction to sailing.

**Coop:** Oh, I see. You worked for Koch on the PR side?

**VB:** Not there. Another woman worked with him. But when I moved to San Diego in 1995 I worked on the PR for Koch's all-women's team, basically straight out of college.

**Coop:** Ah, so Suzy Leech, Joan Porter, Linda Lindquist-Bishop, Dawn Riley: The Mighty Mary Marine Mafia...?

**VB:** Yup, know 'em all. (Smiles)

**Coop:** So, were you the PR office for Mighty Mary?

**VB:** Well, the woman I worked with at Howard Rubenstein, and who managed Bill's account, ran the PR under the Rubenstein sign, but then she left, went to work for Bill directly and moved to San Diego, then hired me, so I went out there too. I was not the top dog, but was in the thick of it.

**Coop:** Did you have any sailing background at all prior to involvement with the America's Cup?

**VB:** (Smiles.) Nope, "just" the America's Cup, twenty-five years ago.

**Coop:** Ah, go big or go home. What is your title here, at the Shipyard?

**VB:** My title is "Director of Experiences" for Safe Harbor Marinas.

**Coop:** And that means?



**VB:** Events, marketing. The big events I handle are the Newport Charter Yacht Show, in June. This coming August we will have our second Safe Harbor Marinas Race Weekend on the bay, and a million other things.

**Coop:** All the other "little events."

**VB:** Yup. Newport Bermuda Crew Party – that's a big one.

**Coop:** Candy Store Cup?

**VB:** Yes, we ran that too from 2016-2019.

**Coop:** How did you get from San Diego to Newport and the Shipyard?

**VB:** When I was in San Diego, I met a guy named Peter Craig and after the 1995 America's Cup, Peter took over running Key West Race Week. In 1996 he asked a couple of us from A3 to come and help run the event. I went to Key West four years in a row, and that was where I met my Husband, Chuck Brown. He was sailing on *Infinity*.

**Coop:** Ah, the late John Thompson...

**VB:** Yes, and then *Solution*, John's Farr 40

**Coop:** Ah. Is Chuck Newport Rigging Group?

**VB:** Yes.

**Coop:** Small world department...

**VB:** Yes. I met Chuck at Key West in 1998, but I was living in Newport Beach, working on a charter boat. In 1999, I moved to Newport to be with Chuck. And about four months after I moved to Newport, Chuck got a job with Dennis Conner, and we moved to New Zealand. Chuck was on the team, and I did the PR. We came back to Newport, were here for about a year, and were married in 2000. Then Chuck and I got the call from Dennis to come back and work for him. So, we moved to San Diego, lived there for a year, then in Long Beach where the team was training, for six months, then New Zealand for six months. I was working for North Sails - sixteen years in total. Chuck was working for Southern Spars, Rig Pro. During this Cup, I met Eli Dana who was also on the *Stars & Stripes* team and was coming home afterward to work for his family business, Newport Shipyard.

In 2005, Eli called and asked if I would come work at the Shipyard. I started part-time, then full-time in 2016. I owe a lot to Eli and his parents, especially his mom, Posy, who I worked very closely with for many, many years.

**Coop:** All your "sailing" has been on the marketing side?





# Rediscover the World

At SunSail, we know you crave the exhilarating feeling of following your own compass and letting your inner seafarer roam free. Despite the challenges we have all faced, our charters are still setting sail and the sea beckons travelers to return. We are here for the freedom-chasers, and the world is waiting for you to pay it a visit once more. Get out there and grab life by the helm...

**See the world, differently.**  
Visit [sunsail.com/wc](https://www.sunsail.com/wc) or call 800.437.7880

Bareboat | Skippered | Flotillas | Sailing Schools



**VB:** Yes, Events, PR, marketing, social media.

**Coop:** What, if any, challenges have you faced in this very highest arena, almost completely occupied by powerful men?

**VB:** Well yes, go into any meeting and it is usually 99.9% men. As a woman I think you need to follow a course that goes with what you know. Go with the experiences you have. In the end, your skill and experience will prove your spot at the table. Now, ironically, much of the marketing team at Safe Harbor Marinas is women.

**Coop:** Do you get any time on the water yourself?

**VB:** Chuck and I own a powerboat and we spend some time on that, and Chuck and our son, Parker, sail a VX One. Chuck owns that boat with Phip [Hallowell-who works with Chuck at Newport Rigging group] and the three of them sail that. Parker has also started sailing with another father and son VX One team, Mike and Luca Danks. Parker “mentors” Luca who is only 8 years old. I think that’s kind of cool, since Parker is only 18 but he considers it his chance to give back to a young sailor. And, of course, they have fun.

**Coop:** You’re also involved with the Ida Lewis Yacht Club Junior Program for summer sailing, yes?

**VB:** Yes, I’ve been the adult chair of the Ida Junior Sailing summer program for the past four years.

**Coop:** My favorite topic, kids and sailing. Walk me through your role and responsibilities I see this as you, the Chair, being the connection between the club and the program. I understand there is a program director, whom I imagine reports to you. And the coaches report to her?

**VB:** The Adult Chair, me, works with Bronwin Gallahue, the Bookkeeper at Ida and we basically handle everything from January or February when registration opens, up until the middle of June. So, emails, paperwork, registrations, back-office accounting, and so on. The Program Director comes into the lineup by middle of June, and we hand it all off to her.

**Coop:** You will be aware that there is a level of hum about getting more women in sailing, across the spectrum from high school sailing to weekend sailing to the Olympics and everything in between. The Suddenly Alone seminars, for instance, are filling a much-needed gap in the sailing community. What do you see in that part of the sailing milieu?

**VB:** I feel like there are more clinics, seminars, educational opportunities for women, girls, more high school and college sailing, regattas, for younger women sailors. That is great and certainly a step in the right direction. And you’re right, the Suddenly Alone situation, Safe Harbor conducted seminars during the Newport International Boat Show on that very subject, and how you should prepare in case something happens. As you say, so often it is the

husband who has the experience, and the woman is commonly quite inexperienced. Raising awareness of this situation is important.

And for instance, in the IC37 Class rules you’re allowed to have a youth sailor on board, under 16, and in Class events, there is a requirement for a crew of the opposite gender, which is obviously female. And in events, not major ones but local low-key regattas, the boats are allowed to have one junior on board, and they do not count towards the weight limit or the crew head count. Encouraging junior sailors to take advantage of that is key – that is how you are going to get your foot in the door.

**Coop:** Yes, foot in the door. At the America’s Cup level, none of the boats had women sailors on board. And I think you need to drill down a couple of layers to find women, although there are women engineers and designers on the teams.

**VB:** It is so interesting you say that because *my* introduction to sailing was with a women’s team.

**Coop:** So, full circle, eh?

**VB:** When I joined the Mighty Mary Team, it was obvious that men were very much the majority of high-level sailors. And Bill Koch deserves a lot of credit for that program. The women on that team: Linda, Suzy, and Dawn, are leaders in the sailing community. Thank God for Bill and what he did there.

**Coop:** Well, yes, I cannot imagine there are too many women around the world with Dawn’s experience and are now doing what she is doing.

**VB:** Yes, it’d great to see those women still leaders in sailing twenty-five years on.

**Coop:** OK, three \$64 questions. What are your three recommendations for high school girls who want to get more into sailing?

**VB:** Be confident in what you know. Sail as many regattas as you can, and stay engaged in the sport. And never be afraid to introduce yourself to someone you would like to know. And since I have been here, I have had three interns; two boys from Salve and now Allie Bradshaw. She started with me in 2019, and of course 2020 was a bust but this year she’s been working here, side by side with me, since May 1. I feel like I am her mentor, and I think that is important to getting more women involved in the world of sailing. She will call sponsors and check in, call the event vendors, and make sure they are on track. She is terrific. And now she is full time with me.

**Coop:** Veronica, thank you, this has been great. Lovely to catch up.

**VB:** Thank you. ■



# Herreshoff, Hickman and Hunt: 100 Years of the American Runabout

By Tom Darling

Imagine this. You are looking at a boating industry magazine and see an article from the National Marine Manufacturers Association. It reads: “Powerboat sales are still booming in 2021. Retail unit sales of new powerboats in February 2021 were up 34% compared to the same period last year.”

Everyone saw it. No one saw it coming: The Great Powerboat Drought of ’21. In the year of COVID, sales of small boats and engines were off the charts

The last year could have been 1921 all over again. Post pandemic, post war, boating booms. And yes, with The War to End All Wars and the Spanish Flu behind them, boating enthusiasts of the day bought brands like Riva, Hickman, Hacker, and Chris Craft. Compact powerboats flew out of factories to new boating families. It was an era of new materials and new designs. Plywood made its entrance, foreshadowing the arrival of fiberglass. New materials sparked a revolution in design and construction; the Great American Runabout made its debut.

It had only been 50 years earlier that a short, intense MIT engineer joined his family company. With steam engine experience, he jumped in to help his blind brother meet the demands of the early Gilded Age customers for launches and tenders for their larger and larger yachts. He was to become the most important designer at the turn of the 20th century. He was Nat Herreshoff.

## Herreshoff, the Steam Launch and their Gilded Age Masters

In July 2021, during the Herreshoff Marine Museum’s (HMM) Jubilee Celebration, I returned to tour the redesigned museum. The new footprint started with the story of Herreshoff and power. How many know the Wizard of Bristol had almost as many powerboat designs as sail? Remember that he came from a propulsion, not a boat design, background. Out of MIT in 1874, Nat went to work for the Corliss Engine Company. It was firms like Corliss that built the steam engines, large and compact, coal-fired, that ran the mills and factories of New England. When you visit the Rossi Building at Mystic Seaport Museum, you almost trip on the rows of old smallish steam engines. To my eye, they look like the droids in a Star Wars movie, long silenced from their former roles making American factories whirl.

Although petroleum was on its way in at the end of the 19th century, coal was king and coal made steam and steam drove boats. In their early years, yacht clubs were canoe clubs or coal yards masquerading as boat clubs. I think of elegant clubs like Nantucket yacht Club: Immaculate white clubhouses, coal yard next door. Glamorous? No. The reality of steam? Absolutely.

It was in the powerboat sector that Herreshoff refined his concepts of patented design, full integration, and customer service. HMM Curator Evelyn Ansel first educated me on his process expertise back in 2019 in a lecture at Nantucket’s Whaling Museum. Her work demonstrated that his manufacturing systems were the secrets that enabled Herreshoff’s prodigious output and attracted

the attention of budding industrialists such as Henry Ford.

Sandy Lee, the mechanical guru of the HMM who gave me my tour of the massive *Reliance* model five years ago, sums up Capt. Nat’s approach in the introductory video in the HMM’s lobby”

“NGH was not just a designer. He was a manufacturing engineer, with control at the Burnside Street facility of a massive amount of manufacturing resources, for sail and power alike. Power, propulsion was a means to an end: to drive an elegant and efficient Herreshoff hull.”

It is said that Nat had an example of a steam engine installed in the Herreshoff household’s playroom, the better to acquaint the children with the family profession. Much of Herreshoff’s design work on power was for the U.S. Government, from picket to torpedo boats. But ultimately, one customer got his best work.

J.P. Morgan was the Captain of Finance who would bail out the U.S. financial system during the Panic of 1907. He was “Mr. Morgan” to Herreshoff, and his annual visit to Bristol, Rhode Island was an annual event. Repeat customers are important in any business, but none more important than Mr. Morgan.

He bought every year, from tenders to the annual steam launches. For sure, there were quirks behind his purchasing habits. Steam only, please. Why did he demand steam power when Herreshoff’s other customers like Henry Ford were betting the ranch on petrol? The inside joke was that Morgan didn’t want any Rockefeller dipping into Morgan’s pocket for the fuel bills for his boats.

The Herreshoff – Morgan relationship went on for fifty years under the name *Corsair*. One of the HMM’s unique exhibits is its display of transoms. One from a 30-foot Morgan launch, a tender to the bigger yacht, is a big mahogany oval with bold gold letters.



© Peter Taylor/Mystic Seaport Museum

Other pictures on the main floor and the Model Wall on the second floor show the breadth of the powerboat designs. Some craft seem tiny, tenders to the larger 60-foot plus steam launches. Beginning in the 1880s, the captains of industry used a waterborne vehicle to commute to Wall Street. Herreshoff had the latest models to get them there.

But time would not stand still. The 20th century brought petroleum power and innovative new hull shapes. When Nathanael Herreshoff retired in the 1920s, the writing was on the wall. Steam and lofted half model designing had become things of the past,

just as square-rigged ships and wood planking were dated to Nat in the 1870s.

## John S. Barry and the Hickman Sea Sled

The story of the Sea Sled is the story of the mystery that lurks behind the design of any watercraft. Boating design is derivative. We call it the use of the “Traditional.” In the 20th century, the terminology for design and innovation that is unique and revolutionary



© Peter Taylor/Mystic Seaport Museum

was “IP” or Intellectual property. What’s the IP of a boat? Is it in the mechanics or the shape? Can you patent a shape?

Herreshoff wrestled with this in his patent filings, for radical craft like the catamaran *Amaryllis*, but he had all the minute details of his

designs in his brown books, including the all-important offsets and building details. And he had the half models.

Olin Stephens parted with his drawings only under extreme duress. His refiguring of the famous Six Metre *Goose* showed that. In 1938, when George Nichols wanted to use a yard owned by a competing designer, Luders, Stephens refused to supply the plans.

In 1914, an eccentric Canadian boat designer name William Albert Hickman came up with a design so iconic that it was being imitated by one of America’s great designers almost two generations later. From the day of its introduction, the Hickman Sea Sled was a classic design. It was a 1914 issue of *Scientific American* that described the details of the Sea Sled:

In the W. Blunt White Library at Mystic, the John S. Barry Papers, 1940-1976, in the collection of the Chief Designer of the Hickman Sea Sled Company, 201 Devonshire Street, Boston, John S. Barry documented this iconic twin hull design from 13-foot runabout to 200-foot naval warship. The original Sea Sled had a twin hull configuration and an inboard gasoline engine driving the original version of what we would call today a “stern drive,” with propellers right at the waterline. Made of plywood, a new innovation being promoted by the Canadian timber industry, the Sea Sled was the choice before World War I of the U.S. government for a fast motorboat design.

In September 1914, a 54-foot Sea Sled design, with an internal steel frame, four of his “surface piercing” propellers, a single 18-inch torpedo and a 3-pound Hotchkiss gun was proposed to the U.S. Navy as the first high speed motor torpedo boat, forerunner of the World War II PT Boat.

They were built until 1919 but not before this model topped 37 mph and sustained speeds of 34.5 knots in a wintry nor’easter with 12- to 14-foot seas.

In the 1920s, Hickman rolled out a line of runabouts from 13 to 40 feet. In the marketing literature in the Hickman archives, publications like “A Revolution in Fast Motorboats,” written by

Hickman himself, sang the praises of the Sea Sled:

*“Quite recently two engineering developments have made it commercially possible for this most radical small vessel to dominate the field of fast motorboats. One of these is the quantity of good high-powered lightweight automotive-type marine motors with geared down propeller shaft speeds: the other is the perfecting of dependable waterproof bonded plywood.”*

*“Because the Sea Sled, compared with the older round-bottomed or V-bottom craft, has an enormously greater weight-carrying capacity for a given power and speed, it is now possible to have easy-riding motorboats that run, in many cases, almost twice as fast as the old models with the same fuel consumption per mile, and can run at speed in a sea condition impossible for the older types.”*

Seeing himself as Henry Ford on Water, Hickman’s ads trumpeted the Sea Sled as “The Automobile of the Sea.”

He went on to say, “No application of the V-bottom would be successful...to carry substantial useful loads and to maintain speed in rough water.” Hickman would live to regret that statement, and Ray Hunt would prove him wrong in 1957.

Hickman had gotten one thing right. The twin hull was



Mystic Seaport Museum Archives

the basis for the future. That design would come to life in 1957 in the hands of a backyard entrepreneur and one of America’s great designers.

## The Sea Sled and

### the Whaler

*Conversations with Classic Boats* podcast listeners have heard me describe Mystic Seaport Museum’s Rossi Warehouse as the Old Curiosity Shop of vintage small boats. On entering, one goes past the miniature steam engines, then left. There, sitting inclined at 45 degrees is a dark mahogany-decked plywood runabout. Directly to the right, one spies the quintessential aqua interior of a cathedral-hulled, undecked fiberglass runabout. The first is the Sea Sled. The second cannot be mistaken. It is the 13-foot Boston Whaler.

And next to those two is a poster of one of the greatest examples of American consumer marketing, a display ad with a man in a suit sitting in the aft section of the Boston Whaler while a menacing timber saw cuts the Whaler in half. It is the equivalent of the magician sawing the lady in the box in two. In the late 1950s, this ad read to the boating consumer as “Cool.” And it said to all the parents who bought their kid a Whaler, “Unsinkable.”

### A 1950s ad for the Unsinkable Boston Whaler

This icon of American outboard powered craft was the – directly or indirectly, you decide – the work of one of the design iconoclasts of the 20th century, the Herreshoff of the powerboat hull, Ray Hunt.



# Easy Cruising

## CPYB Brokers Make Boat Buying A Breeze

A Certified Professional Yacht Broker (CPYB) is recognized as having achieved the highest level of industry accreditation through testing & continuing education. A CPYB will exceed industry standards to ensure your sale or purchase is a smooth & easy transaction. Don't settle for inexperience!

Contact your nearest CPYB throughout the US and Canada at [cpyb.net/search](http://cpyb.net/search) and enjoy great memories.



We partner with the best in the industry:



**Boating**  
*Ontario*



**IYBA**  
INTERNATIONAL YACHT  
BROKERS ASSOCIATION



**YBAA**  
ASSOCIATION OF YACHT SALES PROFESSIONALS



Born in 1908, same as Olin Stephens, Ray Hunt was one of the more unusual characters that grew up in the boating industry in the post-WWII era. His life story starts with youth on the South Shore of Boston, winning the Sears Cup for Duxbury at 15 years old. He had two years of secondary education at Phillips Andover Academy. Like Rod Johnstone of

J Boats, he was a self taught designer.

Early in his design career, Hunt penned an idiosyncratic series of sleek, double-ended racing yachts numbering from 110 to 1010. The 210 was the alter ego to fleets like the IOD in Long Island Sound up to New England.

In an August 2020 *Soundings* article on Hunt, Gary Reich pointed out that the 30-year-old Hunt's opus "was the *Concordia Yawl*, splashed in 1938 – a gorgeous, fast and seaworthy passage making sailboat" that came a full fifteen years before Olin Stephens'

*Finisterre*. There were 103 Concordias built, many at Abeking & Rasmussen near Hamburg. All but a handful are still on the water.

His designs, in sail and power, from the Concordia to the 110 and then in his quest to establish his idea of the Deep Vee hull, the very form that Albert Hickman had dismissed two generations before, speak to his out-of-the-box thinking. Ray Hunt's design philosophy was "Watch. Think. Draw." A stint in the Coast Guard during the war formed strong opinions about how to make a powerboat perform in rough conditions. Hunt's design ideas, from the Ray Hunt Design Group website, include:

*"The high deadrise, or Deep V, hull is proven and accepted as the ultimate hull form for speed with comfort and safety in rough water. The sharp entry forward keeps pounding to a minimum. There is no deep forefoot to cause bow steering and broaching...these factors urge the hull to travel straight through and over the seas with only moderate steering effort..."*

Several pages later it concluded:

*"For all these reasons the Hunt Deep V platform is the best design for speed and good seagoing in rough water."* Over a generation, Ray Hunt changed the design paradigm for open water powerboats.

And what about the Whaler and the Deep V? Where is their intersection? Hunt worked with Dick Fisher and Rob Pierce to conceive the Boston Whaler 13. Fisher wanted to build a very stable boat using foam coring and the new fiberglass. The creation myth of the Whaler has multiple paths. How did it come about?

The first version goes like this: In 1956, Ray Hunt's friend

**Guaranteed to Fit**  
Boat Bedding – Made to Order  
Boat Furnishings & Accessories



**BoatiqueUSA**  
9A Novelty Lane, Essex, CT 06426  
860-767-8785 FAX: 860-767-7160



**Made in the U.S.**  
All boat bedding is proudly made right here in the U.S.

**I ♥ Created for Boaters by Boaters**  
Everything we sell has been specifically created and selected for boaters.

**BARRON'S MARINE**



**- Quality Yacht Restoration -**  
Awlgrip - Carpentry - Fiberglass - Racing Bottom  
Winter Storage and Mooring  
350 Fordham Place, City Island, NY  
718 885-9802 \* Barronsmarine.com





*Marine functionality and modern design*

Dick Fisher came to him with a request. Dick had a prototype in mind for his new design. It was called the Sea Sled. Would Ray talk to Hickman and ask if he could use their design for this new concept? The elder Hickman did not respond to the inquiry. Finally, he said “No.”

No record of Hunt’s precise response appears to exist, but the upshot was Hunt took the Sea Sled’s inverted V hull and added a mini hull in the middle creating the cathedral hull associated with so many Whaler models from the 1950s on.

When I look at a Whaler out of the water and up in the air, the elegance and the complexity of the bow curves seem like a

design of modern art, by Miro or Picasso or Braque. Given Hunt’s location on the South Coast, east of Newport, west of Woods Hole, it seems unlikely Euro art radicals influenced his work view.

But Hunt’s working style was quite similar. Observation and improvisation followed by dogged defense of the work. The natural curves of the Whaler, and its radical hull design and construction, were the work of a modern artist.

What an irony that Hunt’s greatest contribution to boating, the Deep V, would be overshadowed by the Whaler itself. Ironic that the Whaler itself was, at the very least, a fiberglass and foam adaptation of the WW I vintage Sea Sled.

The Boston Whaler was as iconic a post-war product as there was: a 1955 Ford Thunderbird, a 1954 Hobie surfboard, a 1963 Schwinn Stingray bike. The Whaler is the Model A of the modern American fiberglass runabout. You can have any color hull as long as it’s white, that aqua non-skid finish was as iconic as the Dyer Dhow’s blue interior. It is fitting that, the boat chosen by Mystic Seaport Museum to showcase for its July 2021 Rendezvous was the Boston Whaler. ■

*Tom Darling hosts the Conversations with Classic Boats podcast, which is available on Apple Podcast, Google Podcast and Spotify as well as online at [conversationswithclassicboats.com](http://conversationswithclassicboats.com). You can also hear episodes via SpinSheet, Scuttlebutt Sailing News, and WindCheck. Community sailing groups such as Sail Newport and New England Science & Sailing also distribute episodes of Conversations with Classic Boats. Tune in to hear Episodes 14 and 15, “Herreshoff, Hickman*

# SUMMER DOESN'T LAST ALL YEAR!

INVEST IN SOME WINTER RECREATION  
AND TELL YOUR SAILING  
BUDDIES TO  
BRING THE  
BEVERAGES.

**CAPITAL BILLIARDS  
HAS BEEN THE PREMIER  
POOL TABLE OUTFITTER  
SINCE 1969.**

CONTACT US FOR  
YOUR OLHAUSEN TABLE.



Montrachet Manufactured  
By Olhausen  
Built on premise  
By Capitol Billiards  
North Providence, RI

**[WWW.FACEBOOK.COM/CAPITALBILLIARDS](http://WWW.FACEBOOK.COM/CAPITALBILLIARDS)  
OR CALL (401) 232-1330**

# COOP'S CORNER



## Homemade Sailing

By Joe Cooper

One of the inspirations that led to Bob Salmon inventing the Mini Transat in about 1976 was the burgeoning costs of the O.S.T.A.R. From that race's invention and first edition in 1960, it had exploded to the point where the boats, and equipment, were light years past the budgets of the average bear. The first O.S.T.A.R. had five boats with everyone sailing "what they bring," boats they already owned. The second, in 1964, had fifteen entries and thirteen finishers. This second race signified the beginning of the end of the O.S.T.A.R. as the five pioneers saw it.

Won by a young French Navy officer, Eric Tabarly, in a custom-built 44-footer, defeating all the original five, who came back to show the first race was not a fluke. Tabarly blitzed the track, finishing in 27 days versus Chichester's 40, four years previous.

By 1976, the fleet had grown in numbers and size of boats: 125 entries and two boats over 100 feet, one of which was a mere 236 feet, both skippered, of course, by Frenchmen, Tabarly winning again in 23 days in a 70-footer. Salmon sailed in the 1972 race, and one imagines he was flabbergasted at the vertical trajectory of the race, sizes of custom boats and budgets. Lo the Mini Transat was born.

Well, what goes around comes around. "It" has happened again. As originally conceived, the Mini Transat was a race populated by modified production boats. Today, the Mini Transat has gone full O.S.T.A.R. with new custom boats in the 250,000, 300,000-euro range, foils, autoclave carbon mini monsters, all fully sponsored and largely French. Though in this current race there is one American and interestingly a Russian entrant, Irena Gracheva. Glasnost redux. Irena would be the first Russian entry, except she was in the 2019 race, until her rig fell down.

Enter another visionary type, similar in many ways to Salmon. A former competitor in the BOC, expedition leader, adventure sailing organizer, including a re-construction voyage of Bligh's passage 3,000 miles across the South Pacific, and so on. Meet Don McIntyre. Sound familiar? McIntyre is the Aussie behind the Golden Globe (redux) a repeat of the original Golden Globe, that which rocketed (later Sir) Robin Knox-Johnston to maritime fame, etc. A solo non-stop circumnavigation, most re-

**norwalk**  
**COVE**  
BOATING ON THE SOUND



**Hathaway Rigging at Norwalk Cove is Your One Stop Shop for Your Rigging Requirements**

Come to Norwalk Cove for machine / hydraulic swaging of wire and rod rigging, splicing, lifelines, rigging modifications, welding, halyards & much more.

---

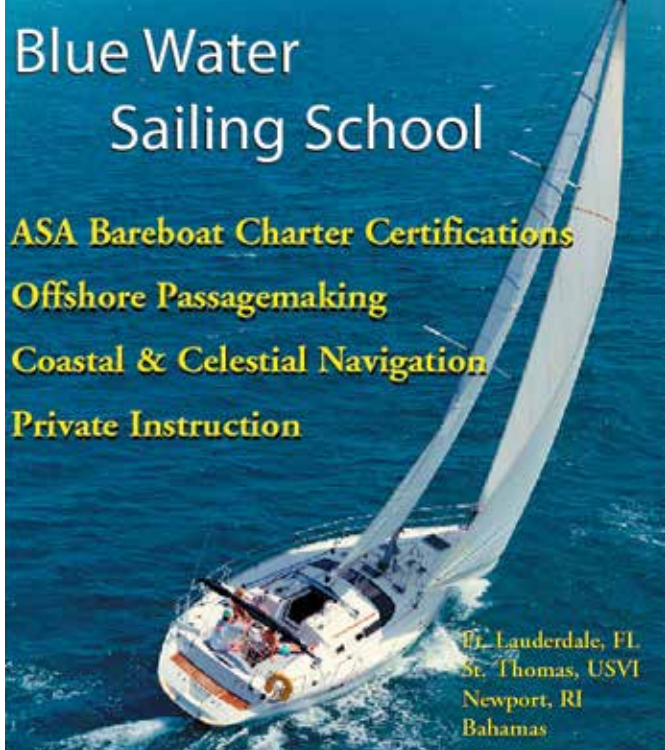
**Now accepting transient reservations!**

Norwalk Cove is your gateway to SONO's restaurants and pubs, the Maritime Aquarium, the adjacent town beach and dog park. We also offer a complimentary shuttle bus to SONO & nearby stores.

[www.norwalkcove.com](http://www.norwalkcove.com) 203-838-2326  
Dockmaster 203-838-5899

**Blue Water Sailing School**

**ASA Bareboat Charter Certifications**  
**Offshore Passagemaking**  
**Coastal & Celestial Navigation**  
**Private Instruction**



Ft. Lauderdale, FL  
 St. Thomas, USVI  
 Newport, RI  
 Bahamas

**ASA School of the Year**  
[www.bwss.com](http://www.bwss.com) • 888.784.8551  
954.763.8464 • 954.768.0695 fax



cently, 2018, won by (another) French legend, Jean Luc Van Den Heede, this race is for the everyman, more or less, who can muster a vintage boat from about 30 to 40 feet and has the stones to sail it around the world, non-stop, alone, navigating with a sextant, etc... Humm, thinks the effervescent Don, what else can we do? Answer? A Mini Transat boat for the 2000s. The Globe 5.80 (5.8 meters or 19 feet), the same size as *Sopranino*. File under what goes around...

The basics: a one-design boat, designed by a Polish guy named Janusz Maderski, to be built, from a kit McIntyre owns the right to, in plywood, by the average bears (of which there appear to be many) intended to be a small, inexpensive, solo ocean racer. The plans are 300 Euros. The pictures on the class website show a boat that might be called the Anti-Mini. Closer to *Sopranino* than a scow bow, foiling, €300,000 custom mini. A not unattractive profile for a 19-foot, hard chine sailing boat to go in the ocean, AND able to be lived on for some time. The freeboard is high, though nicely incorporated into the nineteen feet LOA. A short, fixed sprit, fractional rig with a modest squarehead main, low-profile cabin, and a cockpit to sit in. Transom hung rudder, and of course, a windvane. But wait, that's not all. McIntyre founded the Golden Globe Mk2, has a second edition in the works, as are plans for a same idea race but like the early Whitbread races, crewed, in 50- to 60-footers. Huh ho, I hear you thinking, no, he cannot be serious, really?

Yes folks, the Globe 5.80 class already has a lot of the infrastructure in place to conduct a "circumnavigation" race. Heck why not, an Italian guy has circumnavigated in a 5.60 Mini, and

the hard way, by the Five Capes. McIntyre has, or is in the throes of, producing the Mini Globe Race 2024. Yup, a singlehanded circumnavigation, in a self-built wooden 19-foot boat. Now, before you reach for the paper towels to mop up your coffee, it is not around the Horn. They cut through the Panama Canal, but still, remember dear reader the number of small boats that have made single- or double-handed long distance ocean passages. William Albert Robinson, Alain Gerbault, Ann Davison, David Lewis, Jean Lacombe, Blondie Hasler, Val Howells, John Guzzwell, the Hiscocks, Bob Nance, Ellam and Mudie, Humphrey Barton. McIntyre's own boat is called *Trekka*, presumably as a nod to Guzzwell and his boat of the same name aboard which he cruised around the world in the 1950s.

So, what do we make of all this? Well in the U.S., not much. Nothing on any of the various media platforms McIntyre has up and running suggest anyone in the U.S. even knows about these. Except the Quantum guys in Annapolis who are making the one-design class sails. With the possible exception of outfits like Chesapeake Light Craft, I don't think the idea of building a boat in your garage is remotely on the white board for American sailors. Although a few years ago a couple built a Mini in a shed overlooking the harbor...in Newport. And more then a few have been refitted here. So that takes care of one problem marketing this event/boat in the U.S. But the bigger conundrum is who? In the country that sent the first guy around the world on his lonesome then a hundred or so years later put men on the moon, adventure sailing is awfully thin on the ground here.

One, or at least I, cannot help but wonder why this is. I sup-



Sailor • Realtor® • Waterfront Specialist

## John gets results...

Both on and off the water.



**John Bainton**  
M: 203.249.5932  
john.bainton@compass.com



**COMPASS**

John Bainton is a Licensed Real Estate Salesperson affiliated with Compass. Compass is a licensed real estate broker and abides by Equal Housing Opportunity laws.

pose if I was going to attempt a PhD in oh, I dunno, Sociology, Psychology, Anthropology, or any of the other -ologies, I might be able to eventually formulate a reason why such adventures do not much appeal to the vast majority of American psyches. I don't know why this is, but let's look at what is needed to sail such small boats in the ocean.

Oddly enough, not a vast amount of sailing skill. Huh? Really, the authors of a number of books confess to not being particularly good sailors as they set off on *their* great adventures. This is not as odd as it might seem. The first time we do anything, from our 2x2 tables to Calculus, skiing, cutting a piece of wood or cooking breakfast, we do not know anywhere as much about it as we do after the 10,000th time. (cf: Malcolm Gladwell, "Outliers" and 10,000 hours).

If one looks at sailing as the acquisition of a baseline of a technical skill introduced basically in perhaps 24 hours, this is not as whacky as it might seem. I worked at Offshore Sailing School during the time I was building my Mini in 1994 and '95, and the pitch at the time was "We can teach you to sail in 24 hours, viz three eight-hour days. By and large that was achieved. The big trick with sailing is not the sailing but the seamanship. Yes, they are close to inseparable, but even after reading all 500 books discussing voyaging and interpreting from the stories, events of good, bad and indifferent seamanship, then you need to be in a place to put your lessons into action. And the only place to do that is at sea.

Now, I am literally making this up as I write, but it seems to me a big driver for interest in these kinds of sailing kapers is

curiosity. Ignoring for a moment where our curiosity comes from, wonder about what is "out there" has to be a big driver. From the first primate game enough to drop out of his, or maybe her, tree to the forest floor, to Kennedy, the Mercury guys and of course Armstrong, let alone Madame Curie, Newton, all the "explorers," to Jobs and Ellison, the answer to this question is likely a driver of life, for them. What *is* out there? Can I do *this*? How can I do *this*? Why do I want to do *this*? What attracts me to *this*? What does it mean if I do this, and fail? What does it mean if I do this and succeed? Curiosity is key.


I know why I was interested in doing the Mini Transat, the America's Cup, why I am a follower, nay an aficionado, of the solo/DH milieu. There are different reasons for each event, but behind all the reasons is curiosity.

Several years ago Guzzwell, who continued to practice as a shipwright on his return, built a 30-foot open class style 30-footer for use in solo racing. Beautifully built of course, she was named *Endangered Species*. I wonder if he was thinking of the timber used in her construction, or the number of people with the kind of curiosity he, and those who followed him have, or had. Certainly not in France. Curiosity there is alive and well apparently, as evidenced by the 85 or so Minis, half a dozen Globe 580s, and 74 boats in the Transat Jacques Vabre, the TJV, currently underway on the north and eastern North Atlantic. Close to two hundred and fifty souls, all trying to satisfy their curiosity, with only two Americans in the lot. Curious. ■


# Milford Lisman Landing

at the head of the harbor

Make "The Landing" your mid Long Island Sound destination. Affordable, Convenient and Fun!



- 40 Slips – Accommodate up to 65 Ft.
- 30 & 50 AMP Service • Pump Out Service
- Handicapped Accessible • Ice & Water
- Tennis Court • Laundromat • Shower Facilities
- Launch Ramp • Barbecue/Picnic Area
- Many Restaurants & Shops within Walking Distance
- Seasonal Moorings Available



Milford Landing • 37 Helwig St., Milford, CT 06460 • 203-874-1610 • Fax 203-874-1619  
VHF Channel 9 • E-mail: milfordlanding@ci.milford.ct.us





# Crocker's Boatyard

Established 1881- 140 Years  
New London, CT

860.443.6304

Outdoor winter storage rates from \$50 per foot.  
Pricing includes hauling, washing,  
blocking and launching.



Indoor storage available - ask for more information!

We are a full service marina with 5 generations of  
experience to handle the off season care of your boat.

*Contact Crocker's Boatyard today for your  
winterization and storage needs!*



[www.crockersboatyardinc.com](http://www.crockersboatyardinc.com)



## Miller Marine Canvas

*custom winter covers, service and repairs*



Winter Boom Tent



Full Winter Frame and Cover

**Call for a free quote! 203-878-9291**

or visit us at [millermarinecanvas.com](http://millermarinecanvas.com)

282 Woodmont Rd unit 5, Milford, CT 06460



**McMICHAEL**  
YACHT YARDS & BROKERS

**No plans for your boat next year?  
McMichael has buyers!**

Seven full-time brokers, three offices,  
robust database, print & digital ads.

**SAIL**

52' Tayana 52 Aft Cabin '83	\$120K
47' Concordia Custom 47 '92	\$199K
44' J Boat J/44 '89	\$159K
44' Bowman Corsair '79	\$81K
43' J Boats J/133 '04	\$270K
42' Jeanneau 42 DS '07	\$185K
42' Beneteau 42s7 '95	\$89K
41' Cheoy Lee 41 '89	\$129K
41' X-Yachts X412 '03	\$159K
40' Beneteau Oceanis 400 '97	\$75K
40' Beneteau First 40 '11	\$185K
39' Freedom Ketch 39 '85	\$59K
39' Beneteau 393 '04	\$104K
38' Hanse 388 '22	Call
37' C&C 37R '89	\$77K
37' Tartan 372 '90	\$85K
36' C&C 110 '03	\$115K
36' Beneteau 36s7 '98	\$55K
35' X- Yachts X35 '06	\$109K
35' J Boats J/109 '03	\$139K
33' J Boats J/100 '06	\$90K
33' J Boats J/99 '19	\$235K
32' C&C 99 '03	\$69K
31' J Boats J/95 '10	\$130K
30' C&C One Design '15	\$99K
29' J Boats J/88 '14	\$135K
28' J Boats J/9 '22	Call

**POWER**

38' MJM 3z '22	Call
33' Egg Harbor 33 '86	\$50K
29' Bruckmann Bluestar 29 '98	\$115K
28' RYCK 280 '22	Call
27' Boston Whaler 270 '14	\$119K
25' Atlas Acadia 25 '00	\$50K
24' Edgewater 245cc '11	\$89K

Mamaroneck, NY    Huntington, NY    Newport, RI  
914-381-5900    631-923-1800    401-619-5813

[mcm yacht.com](http://mcm yacht.com)

Official  
Sponsor



**PRESTIGE**  
YACHT SALES

CELEBRATING OUR 31<sup>ST</sup> YEAR

**B R O K E R A G E   L I S T I N G S**



**'21 Beneteau Oceanis 30.1  
In Stock**



'83 O'Day 39  
Asks 52.9K - Call Essex



'88 Pearson 37-2  
Asks 40K - Call Mystic



'05 Catalina 36 MK II  
Asks 95.5K - Call E. Greenwich



'84 C&C 35 MK III  
Asks 39K - Call Norwalk



'85 Sabre 34  
Asks - 24.9K - Call E. Greenwich



'83 Nonsuch 30  
Asks 34.5K - Call E. Greenwich

Norwalk: 203.353.0373 • Essex: 860.767.0528  
Mystic: 860.245.5551 • East Greenwich, RI: 401.214.2360  
Visit Our Website: [www.PrestigeYachtSales.net](http://www.PrestigeYachtSales.net)  
[info@prestigeyachtsales.net](mailto:info@prestigeyachtsales.net)





# classifieds.

## BOATS FOR SALE



### 19' Release 196RX

Amazing Opportunity! Upgraded Evinrude 150HP, with only 25 hours! Just purchased new. Engine just started 5 year factory warranty! A great riding hull, with a comfortable V shape to get you out on the bay fishing comfortably. This boat is loaded with factory options such as Simrad touch screen GPS/Plotter, Top of the line JL Audio Bluetooth radio w/ four speakers, Standard Horizon VHF, Trim tabs, Saltwater washdown, Powder-coated rails, Bow cushions, 2021 Caribbean trailer. All under warranty! Price: \$43,500.00 Contact: prestigeyachtsales info@prestigeyachtsales.net



### 22' Sisu 22 Open

Best riding down east hull around! Now being built by Eastern Boats in NH. This famous hull design has been in production for over 30 years. In water and ready to go. Powered by a 150HP Evinrude, Garmin 840xs GPS Plotter with HD Radar, Icom M504 VHF, Rockford PMX bluetooth radio with 4 speakers, nine rod holders, bow and stern overhead deck work lighting, huge storage below the CC for equipment and porto potty, loadrite dual axle trailer. Price: \$49,900.00 Contact: prestigeyachtsales info@prestigeyachtsales.net



### 24' Beneteau First 24

A smart pocket cruiser, a joyful day-sailor or a solid club racer – whichever way you choose to use your First 24, she is ready, with sleeping accommodations for up to four wrapped in an ultramodern performance hull. A completely retractable keel gives you unfettered access to the shallowest cruising grounds and the pos-

## BOATS FOR SALE

sibility of quickly launching and retrieving the boat from any ordinary ramp. Light, stable hull, alum rig, classic backstay and dacron sails make her ideal. Call for price. Contact: prestigeyachtsales info@prestigeyachtsales.net



### 27' Beneteau Antares 8

If you are thinking of a brokerage Antares 8, stop! This 2022 Antares 8 just arrived for the NE shows and it is a beauty. She is as well equipped as an Antares 8 can be including a 250hp white Mercury. Some of the options: Upgraded Electronics pack, Electric windlass, Elegance Upholstery, Full cockpit enclosure Bow Thruster Air, conditioning, Water Heater, Trim Tabs. Bottom paint and full commissioning are on us! Price: \$155,000.00 Contact: prestigeyachtsales info@prestigeyachtsales.net



### 31' Archambault 31 Shorthanded Beauty

Archambault 31 Set up for single/double handed racing, and just out of a full refit for shorthanded, with loads of new gear and sails. The A31 is a very competitive boat in IRC, ORC, and PHRF. Stored inside my shop in RI. To see the full detailed ad, with videos, pictures, modifications, and gear list follow this link. <https://paulcroninstudios.com/for-sale-archambault-31-2011/> Price: \$120,000.00 Contact: paulcroninstudios (401) 481-3811 paulcroninstudios@gmail.com

## BOATS FOR SALE



### 33' 2019 J Boats J/99

NEW LISTING! Hull #22 of the versatile J/99, well-equipped and VERY lightly used as a casual daysailer. Never raced, always cared for at McMichael Yacht Yard. Price: \$235,000.00 Contact: Michael Beers 718-764-7215 michaelb@mcmyacht.com



### 33' Southport 33

Dual Console, Double Comfort. The Southport 33 DC is designed on the proven platform of the Southport 33 with the added amenities for family cruising and entertainment. The DC remains true to the fishing DNA of Southport and she delivers the exceptionally dry, safe, economical performance of much larger cruisers. Enjoy a day of relaxing, swimming, viewing the sunset, or make a longer trip to a favorite island with no worries about the ride home, even when the ocean turns angry. Call for price. Contact: prestigeyachtsales info@prestigeyachtsales.net



### 34' Glacier Bay 3470 Ocean Runner

This boat needs TLC just about everywhere you look. But if you have close to the asking price and the time and resources to take it on, then look no further. Speed, stability, ease of handling, efficiency are the primary benefits that come with a Glacier Bay power cat. But they also provide a huge amount of area for fishing, entertaining or taking the whole gang out for a sunset cruise. It is hard to find a 34 foot boat with the convenience of outboards and this level of performance and comfort. Price: \$97,000.00 Contact: prestigeyachtsales info@prestigeyachtsales.net

## BOATS FOR SALE



### 36' Beneteau First 36.7

The Beneteau 36.7 has been a great success for Beneteau. A great club racer with the legs to do some distance racing, yet still with an interior that is comfortable for cruising. This particular vessel needs a little light varnish but she will reward you with a vessel that will last for years. The owner is moving on so this vessel is ready now to make the next owner happy. Price: \$64,900.00 Contact: [prestige-yachtsales@prestige-yachtsales.net](mailto:prestige-yachtsales@prestige-yachtsales.net)



### 38' Hunter 380

New to market, this Hunter is priced to sell. This beautiful Hunter 380, built in 2000, is clean and ready to go, with very low hours on the Yanmar engine and new electronics. She has been yard maintained and is totally up to date. Get a head start on the spring and come see her now! Too many extras to list here. Price: \$64,900.00 Contact: [prestige-yachtsales@prestige-yachtsales.net](mailto:prestige-yachtsales@prestige-yachtsales.net)



### 39' Diva 39 High Energy

High Energy has been owned by two world champion yachtsman. From her beautifully faired bottom to the solid sail inventory, this is a rare opportunity to take advantage of their knowledge and care. The boat is light and relatively narrow, with a near shoal draft and a large rudder. Despite its shallow keel, she is surprisingly close-winded and a joy to both cruise and race. The normal racing crew is 5, but the long overhangs and narrow beam easily accept more or less crew weight. Price: \$29,900.00 Contact: Ben Cesare (203) 644-7798 [ben@windcheckmagazine.com](mailto:ben@windcheckmagazine.com)

## BOATS FOR SALE



### 40' Pacific Seacraft 40

Echappee is a beautiful example of a 2000 Pacific Seacraft 40. She has been set up perfectly to go anywhere. One look at how she is set up makes one realize that this is not your ordinary daysailer! Windvane, watermaker, redundant GPS, radar, autopilot systems at the nav station, electric cabin top winch, heart inverter/charger, ssb and Espar diesel heat are some of the features that have been thoughtfully added to this cruiser. Make no mistake, Echappee is ready. A great find. Price: \$279,000.00 Contact: [prestige-yachtsales@prestige-yachtsales.net](mailto:prestige-yachtsales@prestige-yachtsales.net)



### 41' 1989 CHEOY LEE PEDRICK 41

Lovingly cared for classic bluewater cruiser. She turns heads wherever she goes. Topsides & underbody recently faired and painted. Fresh sails -- in mast furling main. Price: \$225,000.00 Contact: John Glynn 203-247-0470 [john@mcm yacht.com](mailto:john@mcm yacht.com)



### 42' 2007 JEANNEAU 42 DS

Very clean Jeanneau Sun Odyssey 42DS loaded with equipment and numerous recent updates. Standout equipment includes: Generator, multi zone air conditioning, davits system with inflatable and outboard, in-mast mainsail furling with brand new Doyle sails, Harken reverse winches, New custom dodger with enclosure and bow thruster. This boat shows in excellent condition and is loaded with equipment well beyond most of her sister ships. Price: \$175,000.00 Contact: Todd Williams 203-610-1215 [Toddw@mcm yacht.com](mailto:Toddw@mcm yacht.com)

## BOATS FOR SALE



### 43' 2004 J BOATS J/133

The J/133 is the epitome of the performance cruiser. In traditional J Boat fashion, the heart of the J/133 is her ability to be sailed easily with a limited number of crew. The hull is easily driven with a narrow beam and long waterline, which offer a comfortable ride in any sea. Her large mainsail-driven sail plan offers fingertip control with minimal sail handling through the use of a smaller head sail than standard boats of her size. Price: \$269,500.00 Contact: Rick Fleig 401-743-6318 [Rickf@mcm yacht.com](mailto:Rickf@mcm yacht.com)



### 47' 1992 CONCORDIA CUSTOM 47

Wild Mouse is a custom Racing/Cruising Sloop designed by Judel Vrolijk and built by Concordia Custom Yachts in 1992. She was originally known as "Raven" and had a prestigious racing career throughout New England from 1992-1994. The current owners purchased her in 1994 and heavily invested in upgrades and retrofits to make her more comfortable to cruise. Price: \$199,000.00 Contact: Brett Lyall 401-216-8084 [BrettL@mcm yacht.com](mailto:BrettL@mcm yacht.com)



### 52' 1983 TAYANA 52 AFT COCKPIT

Robert Perry designed Blue Water capable yacht that has been updated over the past 7 years by the current owner ( please review the "Full Specifications" Tab for details ). Priced aggressively as there is more work to be done to get the boat in top shape. Call for further details and to arrange for a viewing in Oyster Bay, New York. Price: \$120,000.00 Contact: Cameron Campbell 631-974-3099 [cameron@mcm yacht.com](mailto:cameron@mcm yacht.com)



## BOATS FOR SALE



### 56' Dufour 56 Exclusive, Privately Owned, Premium Edition

A wide companionway complemented by 2 long handrails permits safe and simple entrance to the salon. Below, you are greeted with well-crafted, oak Moabi bulkheads and furniture, extensive cabinetry storage, and complimentary fabrics. Seven feet of headroom plus expansive hatches and portlights brighten the space offering a very contemporary feel. Beyond appearances, this Dufour Galley Forward signature design is spacious, innovative and the most practical of all production 50 plus footers. Price: \$749,000.00 Contact: [prestige-yachtsales.info@prestige-yachtsales.net](mailto:prestige-yachtsales.info@prestige-yachtsales.net)

## CREW

### Offshore Passage Opportunities

Your Offshore Sailing Network. Sail for free on OPB's. Learn by doing. Gain Quality Sea time towards your lifetime goals.

Sail on different boats with different skippers to learn what works and what does not.

Want to be a paid skipper? Build sea time and network with pro skippers.

We are the crew network for the ARC, Caribbean 1500, NARC, World ARC Rally, Newport/Bermuda Race and delivery skippers worldwide.

Helping Sailors Sail Offshore Since 1993.

Learn more and join online at [www.sailopo.com](http://www.sailopo.com) or call

1-800-4-PASSAGE  
(1-800-472-7724)

Keep the Dream Alive for the cost of a good winch handle.

## CHARITIES

Ship 6 is a volunteer, youth led co-ed program for teens 14 and up of all backgrounds. It builds character, resourcefulness and confidence. Many of our crew keep a strong interest in sailing and the maritime industry long after their Ship 6 experience. We are a 501(c)3 non-profit organization through our chartering organization and donations are usually tax-deductible. The program goal is to develop sailors capable of handling boat and crew as if it were their own. Individual development and teamwork sail side by side in Ship 6. Funding is a constant challenge. 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). Many companies offer year-end and other donation programs to employees through 3rd party administrators, or are self-managed. Contact your company's benefits or philanthropy administrator for more information. We accept many new and good condition boating products also known as gift-in-kind donations. We may be able to accept a boat on donation. 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: (Skipper Kai) 203.249.8138 [support@norwalkship6.org](mailto:support@norwalkship6.org)

## HELP WANTED

### CLUB STEWARD/GENERAL MANAGER

Edgewood Yacht Club, founded in 1889, located in Cranston, RI seeks a Full Time Steward/Manager. Requires a familiarity with, or the ability to learn all aspects of the yacht club, including marina, moorings, launch and clubhouse operations, staffing and POS systems. Operations include overseeing bar, kitchen, member events and non member event rentals. Leadership, computer, people and organizational skills are essential. Salary commensurate with experience. E-mail cover letter and resume to: [1kengilbert@gmail.com](mailto:1kengilbert@gmail.com)  
Contact: [simplygrand4242@gmail.com](mailto:simplygrand4242@gmail.com) (401) 575-7009

### Junior Sailing Director and Instructors Wanted for 2022 Summer Season at Shore & Country Club, Norwalk, CT

The Shore & Country Club in Norwalk, CT seeks a Junior Sailing Director and instructors for the 2022 season. We are looking for skilled individuals who are proactive, organized, and motivated to help cultivate young sailors. The Jr. Sailing Program includes ages 8-16 and focuses on all skill levels from beginners to advanced, covering everything from the basics of sailing to some competitive inter-club racing. Our fleet includes Optimists, Fevas, and 420s. About 55 juniors participate. The Sailing Director responsibilities include running the program, coordinating the staff lesson schedule, managing

## HELP WANTED

instructors, instructing when needed, overseeing safety, interfacing with parents, managing the regatta schedule, and overseeing maintenance of the club-owned boats. Instructors responsibilities include teaching skills including basic boat handling, seamanship, sportsmanship, and tactical skills. Classes run mid June through mid August. Contact: [scboard@shoreandcountryclub.com](mailto:scboard@shoreandcountryclub.com)

### Sailing Director for Noroton Yacht Club

Seeking a highly qualified sailing director for the Noroton Yacht Club to run our Junior Sailing Program and Adult Sailing Programs. Contact general manager Phone: (203) 3095763 Location: DARIEN, CT

## MARINE SERVICES

### Quest Marine Services

Professional Marine Surveyor

Captain Eric Takakjian,  
Navtech, ABYC

35 Years of experience  
with Sail and Power vessels.

[www.questmarineservices.com](http://www.questmarineservices.com)

508-789- 5901  
[drvquest@gmail.com](mailto:drvquest@gmail.com)

### Long Island Sounds Largest Rigging Loft

Mast Survey/ Inspection/ Consulting Rod and Wire Rigging Cordage Splicing New Spars and Repairs Indoor Climate Controlled Repairs 85' Air Draft 200 Ton Travel lift. Shop open by appointment, Large selection Stainless Fasteners, Cordage and Hardware Harken, New England Ropes, Ronstan, Robline, Marlow, Raymarine, Wichard Group, Hayn, BSI and more... Black Rock Boat Works LLC 731 Seaview Ave Bridgeport Ct 06607 Shop 203-873-0015 cell 203-829-6754 [shop.blackrockboatworks@gmail.com](mailto:shop.blackrockboatworks@gmail.com)

## STORAGE



THE MARINAS AT HARBOR POINT

Stamford, CT  
Summer and Winter Dockage  
Call 203-355-6045

# advertisers index.

Aeroyacht (516) 818-3113, aeroyacht.com .....	9
Andrea Kostanecki, Compass Realty (203) 858-3553.....	8
Atlantic Yacht Rigging (401) 268-7354 atlanticyachtrigging.com.....	34
Barron's Boatyard (718) 885-9802 barronsmarine.com.....	44
Beacon Garvies Point Residences (516) 399-2301 TheBeaconGP.com.....	36
Black Rock Boat Works, LLC (203) 873-0015.....	22
Blue Water Sailing School (800) 255-1840, bwss.com .....	46
Boatique Boat Bedding (860) 767-8765.....	44
Capital Billiards (401) 232-1330 capitalbilliards.com.....	45
Certified Professional Yacht Brokers cpyb.net/search .....	43
Charleston Race Week charlestonraceweek.com .....	59
Crocker's Boatyard, (860) 443-6304, crockersboatyardinc.com.....	49
CT Dept of Energy and Environment.....	57
Defender (800) 628-8225, defender.com .....	11
Eastern Boats, easternboats.com .....	10
Fairclough Sailmakers Inc. (203) 787-2322 fairclough.com.....	58
Hartford Boat Show hartfordboatshow.com .....	27
Herreshoff Marine Museum (401) 235-5000 herreshoff.org.....	21
Joe Cooper Sailing (401) 965-6006, joecoopersailing.com .....	22
John Bainton, Compass Realty, (203) 249-5932, john.bainton@compass.com.....	47
Massachusetts Maritime Academy Yacht & Boat Donation .....	57
McMichael Yacht Brokers Mamaroneck, NY (914) 381-5900 Newport, RI (401) 619-5813 mcmichaelyachtbrokers.com .....	2, 50
Milford Lisman Landing (203) 874-1610 .....	48
Miller Marine Canvas (203) 878-9291 millermarinecanvas.com .....	49
Norwalk Cove (203) 838-2326 norwalkcove.com .....	46
Prestige Yacht Sales (203) 353-0373 prestigeyachtsales.net .....	15, 50
Pinnacle by Compass, Kelly Connell & Meggan Douglas.....	55
Safe Harbor New England Boatworks (401) 683-4000 neboatworks.com .....	32
Save The Sound, savethesound.org .....	64
SunSail (800) 437-7880 sunsail.com/wc.....	39
The Bitter End Yacht Club beyc.com.....	5
The Moorings (800) 669-6529 moorings.com/windcheck.....	7
TGM Anchor Point Marina (203) 363-0733 .....	23
UK Sailmakers NE 914-600-8800 uksailmakers-ne.com .....	3
Winch Bit (877) 528-3451 winchbit.com .....	58



# Fairfield County's Waterfront Real Estate Experts



Connect with us for a complimentary consultation.



**Pinnacle by Compass**  
Licensed Real Estate Salespeople

**COMPASS**



**Kelly Connell, Partner**  
M: 203.561.7115



**Meggan Douglas, Partner**  
M: 203.803.9634



Compass Connecticut, LLC is a licensed real estate broker and abides by Equal Housing Opportunity laws. All material presented herein is intended for informational purposes only. Information is compiled from sources deemed reliable but is subject to errors, omissions, changes in price, condition, sale, or withdrawal without notice. Photos may be virtually staged or digitally enhanced and may not reflect actual property conditions.

## Mike Acebo

The former General Manager of Brewer Greenport Marinas in Greenport, New York, Mike Acebo has worked as a backcountry ski guide, a mountaineering instructor, a white water and sea kayaking instructor, an Outward Bound director, and an emergency medical technician. An ardent sailor, iceboater and boatbuilder, he's showing no sign of no slowing down.

"I was born in Denver and called Colorado home for thirty years," says Mike, who lives in East Marion, New York on Long Island's North Fork with his wife Pamela. "My father was a World War II veteran, 10th Mountain Division member, and ski instructor. He joined the 10th because of his love of skiing and mountaineering. He was a Boston native who skied Mount Washington and throughout the East before the war. After combat missions in the Pacific and Europe and war's end, he moved to Colorado with my mother. He was my ski and mountaineering instructor as a young man. I started working for Colorado Outward Bound School the day after graduating from high school in 1967. I began as a Sherpa and through the years rose to the position of Course Director for both Colorado and Southwest Outward Bound."

Subsequent years saw Mike embarking on a two-month rafting adventure in the Grand Canyon, kayaking the entire east coast of Baja California, and completing a transatlantic voyage. "While in Mexico I received a letter from a college friend and adventure mate asking if I wanted to sail across the Atlantic on his 40-foot Mariner wooden ketch," he recalls. "Sounded fine, so I said I would go. He told me to grab his motorcycle in Los Angeles and ride it to Naples, Florida where the boat was taking shape for the trip. We prepped the boat, sailed to Ft. Lauderdale for bottom work, launched and took off in late June hoping to get to Bermuda to see the Tall Ships leaving for the Bicentennial celebration in New York. We were a day or so late, but did sail into Bermuda just behind *Running Tide* as she won the '76 Bermuda Race. After couple of weeks in Bermuda we were off to the Azores, Lisbon, and then on to the Med."

"I received a letter from another close friend, Chris George, who had purchased a mining claim high in the Colorado Rockies and was building a backcountry ski lodge out of the 1880s mineshaft building. Chris asked if I would help, so I left Europe and arrived in Silverton that fall. The lodge was operational that winter with dorm-style sleeping, hearty family-style meals, and some of the best backcountry skiing to be found. I met my wife Pam at the lodge and she lived and worked with us our second winter, when we were married. The ski season ended and it was a time for a change. We packed our belongings and drove to Maine, where I became an apprentice at The Apprenticeship in Bath. All aspects of boatbuilding were taught, and I was able to build several boats ranging from a free-form Norwegian pram to a custom wooden Stone Horse cutter. Any skills I may have



© Kyle Acebo

had and those I learned were honed by Master Boatbuilder Dave Foster."

"When I felt ready to move, on I noticed a note sent to the shop from Rives Potts at Brewer Pilots Point Marina in Westbrook, Connecticut. He was asking for interested graduate apprentices to contact him about working in with his team. I answered the letter and Pam and I visited the yard and had lunch with Rives. I was hired and we were off on another adventure."

"I knew nothing of boatyard work but had to learn quickly, as I was assigned a 20-ton lift with a list of boats to haul and block for winter storage. I survived that fall with no major incidents while watching and learning. I was allowed to do some carpentry work and caught the eye of Hans Zimmer, the second Master Boatbuilder to enter my life. Hans could do everything, and I mean everything. I was soon given more projects under Hans' domain and was able to meet his demands for quality work. I became a keel builder, hull and keel fairing expert, and learned paintwork."

"*Running Tide* appeared in my life again when she came into Pilots Point for a major refit. I worked with Hans and the team opening up the cockpit for a larger wheel, a new deck layout, and a complete interior modification with electrical, refrigeration and all other systems redone. I was in charge of a new 20,000-pound keel fabrication and installation, along with other aspects the job. Numerous yacht modifications followed, along with some construction. I was involved from start to finish on the construction of a Frers 40-footer for Dennis Conner,



a SORC contender. I also worked with the entire Pilots Point Marina crew in the construction of the 1982 Johan Valentijn-designed 12 Metre *Magic*, #38. I believe she was the lightest 12 built to rule.”

“When Jack Brewer bought the Greenport yard mid-winter, he was in need of finding a manager who would transfer to Long Island. I accepted the job and went to Greenport to watch one of the worst winter freezes pull all of the pilings out with the ice... my new job began. One of Jack’s largest construction projects to date was in the works and working with Dan Natchez, marina designer, we came up with a plan to increase the slip acreage and create a workable hauling, storage and work environment. I spent the next thirty-five years developing the yard and the customer base. Jack added Stirling Harbor Marina to his portfolio, which fell into my GM wheelhouse. I managed the two yards for two years after the ownership changed to Safe Harbor Marinas, finally retiring at 70.”

“Although I’ve spent lots of my life in the cold weather, I never really knew about iceboating until the Commodore of the Orient Ice Yacht Club approached me for help in building a new fleet of iceboats for and with the club members. I studied the plans and offered my help and shop space. We put together seven or eight members and ordered the non-buildable parts at bulk discount rate, purchased the wood and miscellaneous materials, and started building. We met every Friday to build hulls, while others made seatbacks, planks and springboards in home shops. We finished one boat at a time, which required a couple

years of Friday evenings. I watched them sail on local Hallocks Bay and Lake Ronkonkoma and decided I needed to build mine. I was hooked.”

“My earliest ice sailing was on Hallocks Bay with the OIYC. We had the largest fleet of Jack Jacobs-designed J14 iceboats in the U.S. We club raced with the Lake Ronkonkoma Ice Boat and Yacht Club, and it seems every other year or two we would have a couple of weeks with good ice and we could leave our boats on the ice so set up only took minutes to go for a sail. There were and are numerous vintage stern steerers in the Orient area, and if there is ice the turnout is like something from the 1800s: boats, families, skaters, dogs, hot dogs, and folks seeking iceboat rides every day. It’s very festive and community-oriented.”

Mike has built two J14s, one Pocket Skeeter, one C Skeeter bubble boat (with a fighter plane-style canopy), and one Opti Iceboat. “The Ice Opti was designed for kids to put their Optimist summer sailing rig on a small iceboat for winter sailing,” he explains. “I built one to put on the ice for kids, adults... anyone who wanted a go. Numerous folks took their first sail on ice in that boat and matured into adult-sized iceboats.”

“From Bob Reeves, Rich Crucet and others I was taught that you have to travel to the ice – it may not come to you. I started traveling to sail and race in Connecticut, Massachusetts, Maine, New Hampshire and even Michigan, where I have sailed with and learned from Jack Jacobs, the designer of the J14. We have talked, shared ideas, and sailed together. Jack’s decades of

**Send Your Boat to School**  
**YACHT & BOAT DONATION PROGRAM**  
*Donations are Tax Deductible*  
**MASSACHUSETTS MARITIME ACADEMY**  
**Yacht & Boat Donation Program**  
**(508)830-5006 (508)830-6423**  
**www.maritime.edu**

**Pump it, don't dump it!**  
 Visit [www.ct.gov/deep/pumpoutdirectory](http://www.ct.gov/deep/pumpoutdirectory) or use the QR code below to find the nearest free pumpout boat or facility.  
 DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION  
 CONNECTICUT MARINE RESOURCES RESTORATION PROGRAM

building and sailing knowledge is reflected in the boats I build; there is some of Jack in each one. I have built to plans but modified the results using the information I have learned from Jack, Rich and others. Iceboating is a shared knowledge sport among the sailors, and the boats may look simple but the most minor aspect of the build or set up can make major sailing changes.”

“When building an iceboat, considerable thought goes into light air capabilities. I was once told, ‘You can put runners on a VW and it will sail in a strong breeze,’ and then the names of the old timers who could keep their boats going when others sat motionless were mentioned. Maybe all sailors need to think of keeping the boat going in light air to improve heavy air sailing.”

“I now sail a Cape Dory 30, which continues to teach me how to sail better. She knows how – she must think I’m a slow learner. I have two daughters who enjoy sailing and racing. They live in the New York City area and I don’t see them often enough, but we enjoy the Safe Harbor Marinas member Time Warp Races and the Peconic Bay Sailing Association’s Whitebread Race. Living on the North Fork it’s so easy to find an interesting day sail, short or long. It is always fun to test your skills with a cruise around Shelter Island. I also sail a Rhodes 19, which is great for an hour or two sail around the harbor...she’s easy to get underway and put away. I enjoy get-out-of-town trips to Pilots Point or Mystic.”

“I would like to thank all of the people who have shared so much with me. Their generosity with time and knowledge has

helped me do so much in my life. As I build a boat or complete a project of any kind, I remember a bit of advice I received in the past. Several folks I mentioned are not with us anymore to share, but thank heavens they did.”

“I don’t sail the biggest boats,” says Mike. “I prefer small boats. My choice of automobiles fits that category and my favorite car is my 1965 Porsche 356 C Coupe. I purchased *Ruby* in 1971 as a present to myself for finishing college. She has traveled extensively around the U.S.A. and Mexico. *Ruby* is now the family rally car, with my daughter Kyle as navigator telling me how to drive and where to drive. She is good...Kyle, that is. *Ruby* also.” The lovely red coupe has logged 213,000 miles and – like Mike – she’s still running strong.

“For me the best thing about sailing is boatbuilding,” Mike enthuses. “To spend hours, thinking, sketching, changing your mind, consulting with others and finally putting saw to wood or resin to fabric to create a dream. Now it’s finished and time to sail, evaluate, modify and maybe celebrate. ‘Okay, you did that. What are you going to do for the next one?’ It has to look right, feel right and do right. That is a never-ending target that a boatbuilder looks for. For a boatbuilder, every sail comes down to ‘What if?’ I will never stop thinking/dreaming about the next boat, and size doesn’t matter...it might be a towable pram.” ■

**WINCH BIT**  
**Makes Your Winches Electric**

*We recommend a Cordless Drill with at least 1000 in/lbs. of Torque*



**Winch Bit and a Drill Will: Raise, Trim and Furl Your Sails Or Take You Up the Mast**

Buy Online or Call for Information  
**www.WinchBit.com**  
**877-528-3415**

**Protect your investment!**  
 Easy to assemble, custom made  
 Winter Covers & Frames OR  
**Frameless Boomtents**  
 Both systems protect your boat year after year.  
**Zipper door included.**  
 Simple tubular frames  
 Breathable material



**Boomtents**



**Custom Frames**

Come visit us at the  
*Strictly Sail Chicago, Newport & Annapolis Boat Shows..*



**Full Covers**

**Fairclough**  
 est. 1938  
**Sailmakers Inc.**  
 620 Ella T. Grasso Blvd.  
 New Haven, CT 06510  
 call: (203) 787-2323  
 www.fairclough.com



Back in  
**2022**  
even bigger and better  
and sure to exceed your expectations.



© Rick Walo

**APRIL 28 - MAY 1**

Don't miss Charleston Race Week's comeback event in 2022 with the top-notch racing, educational seminars and beach parties that Race Week is known for!

**Register by Jan. 31 to save \$100!**

*(Registration is being managed by Phlotilla.com, a next generation regatta management system and online community for sailors.)*

**[charlestonraceweek.com](http://charlestonraceweek.com)**



**HAPPY HOLIDAYS FROM THE CREW AT RACE WEEK!**

# Love the Sound? Save the Sound.

Vibrant communities  
Healthy habitats  
Clean waters  
You make it possible.



Save the Sound<sup>®</sup>  
Action for our region's environment.

Join us at [savethesound.org](http://savethesound.org)