

# WindCheck

Sailing the Northeast

50 Years of Saving the Sound  
Rockin' the Vineyard Race  
A Tricky Ida



**To find your next boat,  
scan here!**



**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



# Will your sails be ready for next spring?

Your sails got a workout this summer, so regardless of who made them, they deserve the TLC of UK Sailmakers | Northeast's Winter Storage Program.

UK Sailmakers | Northeast will:

- Inspect stitching, batten pockets, corners, and edges for potential problems that could develop into expensive surprises next season,
- Evaluate each sail's overall condition and suggest any needed repairs,
- Wash the sail to remove salt and dirt,
- Perform approved repairs, and
- Fold and store the sail in our climate-controlled facilities.

Our Winter Service Program preserves a sail's performance life and appearance. And, if you need new sails for next year, now is the time to order them.

Contact UK Sailmakers | Northeast to learn more about our Winter Service Program.

## Sail With Confidence

10 Midland Ave.  
Port Chester, NY

3890 Post Rd.  
Warwick, RI

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



# publisher's log

## The Ms. Race Rocks!

We don't always cover sailing events after they have happened. We tend to prefer to provide previews, to help organizers boost the number of boats on the line. There are many outlets that report on the results, and sometimes we do too if there is enough "color" that we think is important to you. But there is one event we cover every year with great pleasure. While much is being said about creating opportunities for women in the sport, including by *WindCheck* with Coop's monthly Women on the Water interviews (like his amazing conversation with Tracy Edwards MBE on page 40!) among other things, there is one group that has led the way without much fanfare from the general sailing media for four decades, on and off.

Hosted by our friends at Atlantic Highlands Yacht Club in Atlantic Highlands, New Jersey, The Ms. Race is a charity pursuit race for all-women crews, held annually in August to benefit 180 Turning Lives Around, a Monmouth County non-profit organization with a mission to end domestic violence and sexual assault in our community. This year was the 18th running of the event, which began in the 1980s as a race sponsored by and for women. All proceeds from The Ms. Race (\$230,000 to date!) are donated to 180.

The Ms. Race has experienced increased popularity and heightened presence since its inception, with record-breaking participation and fundraising year on year. But what's so impressive about this event – and sort of unfortunately unusual – is that these are not would-be Olympians, collegiate racers or professional yachswomen. They are just "regular" folks who sail Wednesday night series and other local events and want to get other women out on the water without the barking dynamic often associated with sailing with men. The Ms. Race is also gives sailors in AHYC's junior program an early introduction to big boat racing. A few years ago, we ran a photo of a Ms. Race boat with about a dozen smiling young ladies on the rail!

As you will read on page 14, this event had another record showing of accomplished women racers from five New Jersey Bayshore yacht clubs who paid tribute to the life and legacy of Eileen Campbell. Having participated in every Ms. Race since its inception, Eileen served as co-chair of the event for the past several years.

I am quite sure Eileen was smiling this year as The Ms. Race added a Spinnaker class for the first time.

See you on the water,



# WindCheck

## Sailing the Northeast

Issue 219

### 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

Rick Bannerot, Nick Bowen, Stephen R Cloutier,  
Tom Darling, Ted Decyk, Brad Dellenbaugh,  
David Dellenbaugh, John K. Fulweiler, Greg Gilmartin,  
Fran Grenon, Paul Jacobs, Diane Kropfl,  
Barby MacGowan, Terrence Mahoney,  
Tom McDonald, PhotoBoat.com, Vin Pica, Lexi Pline,  
Diane Rothman, Emily Smith, Jeff Smith, Rachel Tagen,  
Captain Eva Van Camp Schang, USCG, Austin Vance,  
Onne van der Wal

### 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. 

# PRESTIGE

## YACHT SALES

EST 1990



TRUE NORTH



OCEANIS 51.1  
In Stock



TRUE NORTH

True North 34 In Stock - On Display - Norwalk



SOUTHPORT 33 DC  
On Display - Norwalk



FLYER 9 SUNDECK  
On Display - Norwalk



NIMBUS



OCEANIS 40.1



OCEANIS 30.1



On Display - Norwalk

On Display Newport & Norwalk

On Display - Norwalk

### OFFICE LOCATIONS:

NORWALK COVE MARINA  
48 Calf Pasture Beach Road  
Norwalk, CT  
06855  
(203) 353-0373

DAUNTLESS SHIPYARD  
37 Pratt Street  
Essex, CT  
06426  
(860) 767-0528

SEAPORT MARINE  
2 Washington Street  
Mystic, CT  
06355  
(860) 245-5551

PRIME MARINA  
3 Division Street  
East Greenwich,  
Rhode Island 02818  
401-214-2360

Email [info@PrestigeYachtSales.net](mailto:info@PrestigeYachtSales.net) • Visit us at [PrestigeYachtSales.net](http://PrestigeYachtSales.net)

# contents

|                                    |    |
|------------------------------------|----|
| Publisher's Log                    | 4  |
| Letters                            | 7  |
| Checking In                        | 8  |
| The Atlantic Nationals             | 17 |
| Jumping Joe                        | 18 |
| The 50th Opera House Cup           | 20 |
| Up to Speed & Smarts with Dells    | 24 |
| Calendar of Events                 | 27 |
| Captain of the Port                | 32 |
| Boating Barrister                  | 33 |
| The Saga of Eleven Bridges, Part 2 | 35 |
| Coop's Corner                      | 42 |
| Brokerage                          | 44 |
| Classifieds                        | 45 |
| Ad Index                           | 49 |
| On Watch: <i>Gregg Nourjian</i>    | 50 |

## 10 **Ida Lewis Distance Race a Tricky One**

With Mother Nature serving up breeze ranging from 8-10 knots at the start to high teens and twenties near Block Island to almost none close to the finish, this year's "Ida" was among the trickiest yet. Barby MacGowan reports, with Steve Cloutier's always excellent images.

## 14 **2022 Ms. Race Women Turn Out in Force**

This year's edition of Atlantic Highland Yacht Club's pursuit race for all-women crews honored the memory of Eileen Campbell, who sailed every Ms. Race since its inception and was a longtime co-chair of this fundraiser for 180 Turning Lives Around. Co-chairs Diane Kropfl and Emily Smith share the story, and Jeff Smith provides great photos.

## 25 **Rockin' the Vineyard Race**

If you read these pages regularly you're familiar with Coop's Kapers, an ongoing series in which our intrepid Contributing Editor and his innumerable mates find ways for young sailors to have unforgettable experiences on the water. In this Kaper, first-time Vineyard Racers Rachel Tagen and Austin Vance recount a light air race aboard the Corsair 37 *Stingray* that was nevertheless not without its tense moments.

## 30 **The Clean Water Act: 50 Years of Cleaning Up the Sound**

Half a century ago this month, Congress enacted a law with a goal of eliminating the discharge of pollutants into navigable waters by 1985. That same year saw the launch of an organization with a mission to do the vital hard work enabled by the new landmark environmental legislation. Our friends at Save the Sound are doing amazing work, and you can get involved!

## 39 **Women on the Water: Tracy Edwards MBE**

During a recent visit to Newport by the yacht *Maiden*, which an all-women crew sailed to second place overall in the 1989/90 Whitbread Round the World Race, Joe Cooper sat down with the skipper, who also founded The Maiden Factor, a global ambassador for the empowerment of girls through education. Even if you've seen the superb *Maiden* documentary film, some things Tracy told Coop may surprise you.



*On the cover: Allen Clark shot this terrific photo of James Phyfe's J/44 Digger (Cranston, RI) flying downwind in the Ida Lewis Distance Race presented by Bluenose Yacht Sales. Competing in the Youth Challenge division, Digger placed second in the PHRF Coronet class. © Allen Clark/PhotoBoat.com*

find us on facebook  
facebook.com/windcheckmagazine



Scan to visit our website.  
windcheckmagazine.com

# Letters

## Breaking the Mold

Ben, I am pleased to see the focus on women in sailing that *WindCheck* has been doing, and a monthly bio is an excellent way to share. As a Past Commodore of the Beverly Yacht Club, I can say we have focused on women in sailing for decades with very active learn to sail and racing programs. Women also race



twice a week in H12s and Bullseyes.

I also enjoyed Coop's interview with Sara Stone, a very talented offshore sailor who grew up sailing in the Beverly Junior Program. The club has always been very nurturing and open to having women in responsible positions with development of racing PROs, international judges and committee chairs. And in response to your comment, "One might argue that yacht clubs have not really seen this in the ranks of their flag officers," all three of the current Beverly Yacht Club flag officers are women. Even a 150-year-old yacht club can break the mold.

Keep up the good work,  
Ray Cullum, Marion, MA

*Joe Cooper replies:*

Ray,  
*Good on ya mate, and BYC too. Sara is sailing with Ken Read on the same Sunfast 3300 she won the Bermuda Short Handed Return Race on, so should be fun to follow.*

*Cheers,  
Coop*

*Sara Stone and Ken Read won the Double Handed class in this year's Ida Lewis Distance Race (see page 10). © Allen Clark/PhotoBoat.com*

WWW.AEROYACHT.COM  
TEL: 516-818 3113

**NEEL** 52  
new model delivery 2023

Dealers for: NEEL trimarans, NAUTITECH catamarans, SUNREEF Yachts, McCONAGHY multihulls

# checking in.

## Better Bay Alliance Sounds Alarm for Boating Safety

By Barby MacGowan,  
Media Pro International

Recent boating accidents on Narragansett Bay, both fatal and near fatal, have prompted local boating enthusiasts to sound the alarm for boating safety. The non-profit organization Better Bay Alliance was formed in January 2020 after racing sailor Sandra G. Tartaglino was struck and killed by a powerboat while helming a catamaran in the New England 100 Regatta. In August of this year, a 30-foot sailboat competing in the Aloha Cup was hit from behind by a larger powerboat and the sailboat's skipper and three crew narrowly escaped serious injury, if not death itself.

"In the time span between these two incidents, there have been an increasing amount of boating accidents on the Bay," said Better Bay Alliance Co-Founder Steve Prime, himself a powerboat owner and a sailor. "It is not that one group or another needs to be educated, but that we all need to take a step back and think about how we share the Bay with each other." Prime says the first – and easiest – step forward is rethinking your day on the water.

"Someone, along with the captain or skipper, should always be on watch to help assess the speed and path of approaching and nearby vessels. We can all be caught off guard, but the point is to make a concerted effort to avoid having to make a last-minute decision or, worse, be too late to avert disaster. As well, just as a distracted driver on the road can cause an accident, so too can a distracted driver on the water, and it goes without saying that driving while impaired in any way can be deadly."

### Tangible Resources for Boating Enthusiasts

Better Bay Alliance is working on a LIVE CHART initiative for rollout next season. It proposes to graphically illustrate all on-the-Bay events, with their dates, times and locations. However, until then, a one-page schedule of events – including those for sailing vessels, powerboats, kayaks, and SUPs – will continue to be distributed throughout the local boating community. "We need event organizers to work with us to be included and boating enthusiasts to plug in and use/share this resource and have a voice with us," said Prime.

"Those born on or after January 1, 1986, are required to



© Onne van der Wal/vanderwal.com

*"Someone, along with the captain or skipper, should always be on watch to help assess the speed and path of approaching and nearby vessels."*

have an operators' license to drive a boat," Prime continued. "That's the good news, but the sad news is that a large percentage of the 24,000 boats registered in Rhode Island may have operators who have not taken a basic boating course and don't know the Rules of the Road. Where do they start?"

According to Prime, they start with the Better Bay Alliance website ([betterbayalliance.org](http://betterbayalliance.org)), which includes free online training material on Rules of the Road, safety topics, aids to navigation and other local knowledge topics, as well as NOAA Weather Forecasts, free quizzes for testing safety at sea knowledge, summaries of the latest local Notices to Mariners, and links for local/online boating safety training through organizations such as Confident Captain, U.S. Coast Guard Auxiliary, U.S. Power Squadron, US Sailing, In-Command, and Freedom Boat Club.

"It's one-stop shopping for knowing boating and boating safety," said Prime, adding that advanced versions of the LIVE CHART will include AIS, tidal and other boater/user traffic data. For more information, go to [betterbayalliance.org](http://betterbayalliance.org) or contact Steve Prime at 401-447-8564. ■

*Correction: My apologies to September's Woman on the Water, Orlaith Neylon ([windcheckmagazine.com/article/women-on-the-water-orla-neylon/](http://windcheckmagazine.com/article/women-on-the-water-orla-neylon/)). I spelled her name incorrectly.*

Coop



# checking in.

## 1st Annual Connecticut Fall Boat Show is October 7 - 9

Our friends at Safe Harbor Bruce & Johnsons Marina in Branford, CT, in partnership with Boatquest, are presenting the inaugural Connecticut Fall Boat Show the weekend of October 7 - 9. Attendees can expect a first-class, impressive in-water selection of new and brokerage powerboats and sailboats along with the latest in marine gear and services.

"We are incredibly excited to partner with Active Interest Media Group and present the opportunity for New England boaters and soon-to-be boaters to enjoy a great event this fall," said a spokesperson. Safe Harbors Bruce & Johnsons is conveniently located at 145 South Montowese Street in Branford, in the center of Connecticut's Long Island Sound shoreline.

Show hours are 10 am to 5 pm on Friday, October 7 and Saturday, October 8, and 10 am to 4 pm Sunday, October 9. General admission for adults is \$10, with free admission for kids under 16. For more information on the show including dates and ticketing, visit [ctfallboatshow.com](http://ctfallboatshow.com). ■

### Connecticut Fall Boat Show



October 7 - 9, 2022  
Safe Harbor  
Bruce & Johnsons  
Branford, Connecticut

*Send your news and stories to  
[Zep@WindCheckMagazine.com](mailto:Zep@WindCheckMagazine.com)*

# Defender®

Marine Outfitters of Choice Since 1938



**\*FREE** Winch Handle with the purchase of select Lewmar self-tailing winches.



Defender.com | 800-628-8225



Follow Us  
@DefenderMarine

# Ida Lewis Distance Race a Tricky One

## Good Decisions Yield Winners in Four Classes

By Barby MacGowan, MediaPro International

Fully expecting light and variable breezes overnight, forty-three sailing teams started the 2022 Ida Lewis Distance Race presented by Bluenose Yacht Sales on Friday, August 19 and returned throughout the day Saturday, August 20 to complete the event's 17th edition. The wind conditions wound up ranging from 8-10 knots at the start to high teens and 20s out near Block Island to nearly nothing at points near the finish, making this one of the trickiest "Idas" in recent memory.

First to finish under cover of darkness at 4:01 a.m. was Brian Cunha's Kerr 55 *Irie 2* (Newport, RI), which won both the Lois J. Muessel Memorial Trophy for best elapsed time and the Lime Rock Trophy for best corrected time among the PHRF Coronet Class's twelve entries. The performance also garnered *Irie 2* overall honors for the entire PHRF division, comprised additionally of a PHRF Aloha Class, with eleven boats and a Double Handed class with fourteen boats. A six-boat ORC class also competed.

"We hit every wind shift just right returning from the buoy off Montauk Point to the Buzzards Bay Tower," said Cunha, who counts this as his seventh time competing in the event and his sixth class win. "The shifts were 20-30 degrees, so if you didn't call them properly you were in trouble. That, for us, was the critical part of the race." *Irie 2* also had a different wind and an incoming tide at Castle Hill (just before the finish) while some others finishing behind were fighting an outgoing tide in a dying breeze. (James Phylfe's J/44 *Digger*, which finished second overall in Coronet Class, finished at 9:36 a.m.).

Second over the finish line, at 4:22 a.m. was ORC winner



IDA LEWIS YACHT CLUB DISTANCE RACE | NEWPORT, RHODE ISLAND USA | ©2022 STEPHEN R. CLOUTIER

**Brian Cunha's Ker 55 *Irie 2* won both the Lois J. Muessel Memorial Trophy for best elapsed time and the Lime Rock Trophy for best corrected time in the PHRF Coronet Class.** © Ida Lewis YC/Stephen Cloutier

*Wizard*, an R/P 69 skippered by David Greenstein (Stamford, CT). His class had sailed the longer "Block Island Course" of 153 nautical miles while the PHRF classes had sailed the 121 nm "Point Judith Course." "The longer course took us twice around Block Island: the first time to the same buoy off Montauk that the PHRF classes went to and the second time around Block Island without the buoy rounding," said Greenstein, who won both the Russell J. Hoyt Trophy and the Commodore's Trophy for best elapsed and corrected time, respectively, in his class.

Greenstein described a tight match with Michael D'Amelio's J/66 *Denali*, which corrected out approximately one minute and 16 seconds behind *Wizard*. "It took us just over 17 hours and we got in as the wind shut down, literally drifting over the finish line," said Greenstein.



IDA LEWIS YACHT CLUB DISTANCE RACE | NEWPORT, RHODE ISLAND USA | ©2022 STEPHEN R. CLOUTIER

**Double Handed fleet at the start** © Ida Lewis YC/Stephen Cloutier

At the Awards Party on Saturday night at Ida Lewis Yacht Club, Rear Commodore Bill O'Hanley had figured out time differentials in each of the classes. "To illustrate the competitive nature of the four classes, we have to look at the corrected time sailed for each," he said. "The separation of the second- and third-place finishers in ORC as well as the Aloha class was 24 seconds per mile...very impressive when you consider the average time for a mile sailed is ten minutes. The separation of the second- and third-place finishers in the Double Handed class was even more impressive at three seconds per mile, and 1.5 seconds per mile for the Coronet Class. It doesn't get more competitive than that."

In PHRF Aloha class, the JPK 45 *Take Two*, with Gordon Fletcher at the helm, took home

the Arthur Curtiss James Trophy for best corrected time. “We weren’t expecting anything because it’s a brand-new boat that we just sailed back from France in May and we are still learning it,” said Fletcher, who counted his wife Sharon and two sons Stephen (27) and Michael (24) among his crew. “We wanted to see how we stacked up against others and were pleasantly surprised.”

As many did, Fletcher indicated that choosing which way to round Block Island, either to the north or to the south, was critical in determining the outcome of the race. “We beat up to the mark off Montauk after going north around Block Island, because the tides favored that. Then we went south going back. The wind died out in Buzzards Bay, but we also saw high winds of 20-21 knots between Block Island and Point Judith.”

The Double Handed class winners Ken Read (Portsmouth, RI) and Sara Stone (Marion, MA), sailing their Jeanneau Sun Fast 3300 *Alchemist*, also rounded Block to the north with other leaders in their class after hitting the brisk winds that Take Two had encountered. “We spent the next three hours not having any idea if we had made the right choice or not,” said Read. “There were basically three parts to the race: the first part was straightforward as we headed to Block Island; the second part was which side do you round Block; and the third part was mentally staying in the game after Block because of a big ‘drift out’ where the



**Sara Stone and Ken Read sailed their Jeanneau Sun Fast 3300 *Alchemist* to victory in the 14-boat Double Handed class.**

© Ida Lewis YC/Stephen Cloutier

wind died, and we basically started the race all over again.”

“It was good to get back in the groove of the Ida Lewis Distance Race,” said Race Chair Anselm Richards after noting that last year’s event was cancelled due to the approach of Hurricane Henri. “It was fun and challenging and came down to making lots of decisions, and those had to be the right ones for the winners.”

Winning the Arnt H. Kitts Trophy as top Youth Challenge

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



*The Youth Challenge winning crew of Vento Solare are (l - r) Rachel Tagen, Sarah Wilme, Joe Cooper, Austin Vance, Zach Amelotte, and owner/skipper Bill Kneller. (Not pictured is Andrew Urban.)*

© Ida Lewis YC/Stephen Cloutier

team was Bill Kneller's J/109 *Vento Solare* (Newport), while winning the William Tuthill Collegiate Trophy as top finisher in the Collegiate Challenge was MudRatz Racing's Corel 45 *Spitfire* (Stonington, CT). The teams finished fourth and eleventh, respectively, in Aloha and Coronet classes.

"I've been sailing for five years and have never done something like this," said Zachary Amalotte, an East Greenwich (RI)

high school student who served as bowman on *Vento Solare*. "This race added the element of endurance and sailing overnight, which really tested how well I know boats, especially at 2 a.m.!"

Said Glenn Walters, founder and managing partner of presenting sponsor Bluenose Yacht Sales: "It's a privilege to support not only the Ida Lewis Distance Race but also the great community and culture of sailing we have here in Newport. We appreciate that this race 'gives back' by helping to expand the involvement of youth, collegiate and women sailors in the sport."

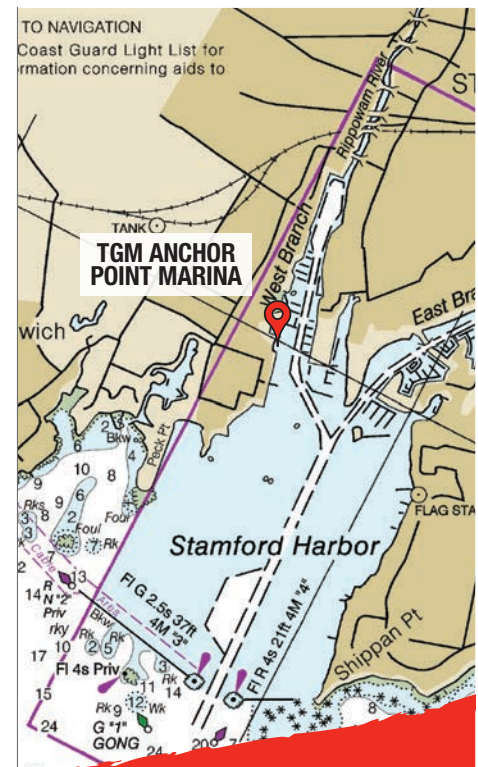
Bluenose Yacht Sales directly supported four of the event's entries, including *Alchemist*. Other sponsors for the event were: Gold Sponsor - Contender Sailcloth. Silver Sponsors - Safe Harbor Newport Shipyard and Hogan Associates. Bronze

Sponsors - Newport Construction Services, Inc. and Gold's Wine and Spirits. Contributing Sponsors - Toni Mills Graphic Design, Mac Designs, Gosling's Black Seal Rum, and Stella Artois. For more information, go to [ilyc.org/distancerace](http://ilyc.org/distancerace). ■



## 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**



# 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



# 2022 Ms. Race Women Turn Out in Force

By Diane Kropfl & Emily Smith,  
Ms. Race Co-chairs

The Atlantic Highlands Yacht Club (AHYC) in Atlantic Highlands, NJ hosted the 18th Annual Ms. Race on Saturday, August 20 on Sandy Hook Bay under clear skies and a favorable breeze. A record showing of accomplished women racers from five New Jersey Bayshore yacht clubs raised their sails to pay tribute to the life and legacy of Eileen Campbell, a woman who had participated in every Ms. Race since its inception and for the past several years served as co-chair of the event. Proceeds from the event benefited 180 Turning Lives Around, a non-profit organization dedicated to protecting victims of domestic abuse.

This year's Ms. Race featured a Saturday morning captain's meeting and race primer with light breakfast and refreshments at the AHYC. 2022 marked a new era for the race with a spinnaker division being added to the traditional non-spinnaker event. Elaine Haher, AHYC Past Commodore, seasoned J/24 race captain and three-time Ms. Race winner, shared her instructive racing tips along with details of the pursuit start times, courses, marks, tides and weather conditions.



*The crew of Ann Myer's J/105 Magic on their way to victory in the new Spinnaker division* © Jeff Smith/JeffSmithPhoto.net

Out on the water, twelve teams sailed around the start/finish line in the moderate SSE breeze, awaiting their turn for the Pursuit race start. The AHYC Race Committee set the race off to an upwind start with the selection of a 7.0 nautical mile course, the longest of the three potential choices. All boats sailed the same course, their start times determined by their PHRF rating. At exactly 2:00 pm the race was underway with *Eduam* crossing the starting line first, followed in succession by *A Better Hair*

*Day, Celtic Star, Confiscated, Witch of the Wave, Coda, Saint of Circumstance, Smoking J, Lady P, Magic, Vici* and then *Aviato*.

It was a perfect day for a race. Conditions on Course 1 had 10 knots of breeze at the start, climbing to 14 throughout the race and gusting to 18. As the boats made their way round the course, friends, families, and guests gathered on spectator boats to monitor their progress, shoot photos and cheer on the racers. It made for exciting viewing with both the Spinnaker and Non-Spinnaker boats battling it out in the stiffening breeze.

Top honors in this year's



*The crew of Coda, with Jodi Dash at the helm, raced in memory of Eileen in the 2022 Eileen Campbell Ms. Race.* © Jeff Smith/JeffSmithPhoto.net

Ms. Race for the traditional Non-Spinnaker division went to Diane Kropfl's Tartan 3700 Saint of Circumstance, representing AHYC with a crew of experienced sailors including Barbara Nevius at the helm. *Celtic Star*, a Sabre 34 captained by Sue Mulholland from the Keyport Yacht Club took second, and Laura Oncea on *Confiscated* from the Shrewsbury River Yacht Club finished third. Paula Del Coro, AHYC Past Commodore, finished fourth, just 12 seconds behind *Confiscated*, attesting to the competitive racing that the experienced crews offer in the Ms. Race.

The winner of the new Spinnaker division was a previous Ms. Race winner, Ann Myer, representing the Raritan Yacht Club and Storm Trysail Club on her J/105 *Magic*. Ann and her crew always show their enthusiasm, dressing in their traditional pink outfits and headwear. *Magic* and *Aviato*, skippered by AHYC Race Committee co-chair Karen Harris, crossed the finish line in an exciting photo finish with *Magic* crossing the line just one second ahead of *Aviato*. They were followed by Elaine Ha her's J/24 *A Better Hair Day* (AHYC).



*Aviato flies downwind under the keen guidance of skipper Karen Harris, co-chair of the AHYC Race Committee.*

© Jeff Smith/JeffSmithPhoto.net



COMPASS

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.



*Ms. Race Captains and crews at the awards ceremony* © Jeff Smith/JeffSmithPhoto.net

Following the race, captains and crew held impromptu celebrations on their boats, then made their way to the awards ceremony at the club. The post-race party included a light buffet, DJ entertainment and great comradeship. AHYC Commodore Frank Allsman recognized this remarkable club event and its support for 180.

This year marked the first time the event featured multiple

supportive of women; it was and is a moving and powerful thing to see.” She added, “Eileen’s spirit of strength, warmth and kindness truly lives on – what a wonderful legacy.”

For additional information on the Ms. Race, visit [ahyc.net](http://ahyc.net). Info about 180 Turning Lives Around is available at [180nj.org](http://180nj.org). ■

Platinum Sponsors including The Ocean is Female (OisF) and Peapack Private Wealth Management. Trophies were awarded by Anna Diaz-White, 180 Executive Director, who praised the Ms. Race for their outstanding support. The Ms. Race raised over \$30,000 for 180 this year, bringing total donations to \$230,000 over the event’s 18-year history.

Anna reached out to the Ms. Race Committee to congratulate them on another successful race. “I had so much fun and enjoyed seeing all the amazing women sailors supporting each other, dancing, and cheering and celebrating each other! This is what the Ms. Race is all about. Women being



www.ewincher.com

## BETTER THAN AN ELECTRIC WINCH

- Fast
- Easy
- Powerful
- Precise



Discover it in video





# The Atlantic Nationals

By Ted Decyk

Photos by Fran Grenon, Spectrum Photo

This August brought the 93rd Atlantic Nationals to Niantic Bay Yacht Club in Niantic, CT. The Atlantic, a 30-foot Starling Burgess design primarily built by Cape Cod Shipbuilding in Wareham, MA, loves the wind, but as we know, the dog days of summer in Connecticut can deny us a breeze and that's exactly what happened on day one. The 23-boat fleet and crew sat at the dock telling stories, hoping a breeze would kick up. While they did eventually head out on the racecourse, Race 1 was soon abandoned and the fleet returned to shore.

Day two was blessed with wind, and lots of current. As the skippers gathered their crews and traditional bagged lunches to head out at 9:30 am, they knew it would be a long day. The



*Going into the final race, five boats had a mathematical shot at victory.* © Spectrum Photo/Fran Grenon



*Twenty-three teams contested the 93rd Atlantic Nationals, hosted by Niantic Bay Yacht Club August 10 - 13.*

© Spectrum Photo/Fran Grenon

race committee set them up with three races and the boats didn't return to the dock until 6:30 pm. A long day on the water, but at the end of it, Scott Reichhelm's A-142 *Shucks* of Cedar Point Yacht Club sat at the top of the leaderboard finishing twice in second and once in third, David Peck's A-130 *Miss April* from Niantic Bay YC was in second place with two first place finishes and an eighth while defending Nationals champion Steve Benjamin in A128 *Cassidy*, representing Seawanhaka Corinthian Yacht Club, was in third place with two fourth place finishes and a second. Many more were in pouncing distance.

The final day of racing started at 10:30 am with hopes of getting in two races. The Sailing Instructions allows each skipper to throw out his worst finish if the fleet sails at least five of the six races scheduled over the three days. This allows for many moves in the leaderboard and the fifth race to become a true champions race.

The first race of day three finished with Bill Healy's A-65



*Representing host club NBYC, the National Championship crew of Challenger II are (l - r) Caroline Healy, Bill Healy, Art Landry, and Kristen Healy.* © Spectrum Photo/Fran Grenon

his brother Tim Healy.

There is a true passion at Niantic Bay Yacht Club for Atlantic racing, and the fleet has a very impressive record in the Nationals going back many generations. Congratulations to Bill Healy and his crew, daughters Caroline and Kristen and cousin

# Jumping Joe

By Greg Gilmartin

I still remember one of the first sayings I learned when I tried out sailboat racing. “One hand for you, one hand for the boat!” Couple that with a legendary comedy bit where the punch line was God asking Noah, “How long can you tread water?” These sayings are still with me and through nearly fifty years of setting sails, running races, and watching some of the very best sailors, I still believe that no one can walk on water. Sailing god or not! So, imagine my surprise when I watched a skipper jump off his boat moments after starting a race.

It was Labor Day weekend and the 66th Fishers Island Yacht Club ‘Round Island Race. Sixty-eight boats were swarming around the starting line ready for a 15-mile circumnavigation on a beautifully sunny day. As the Principal Race Officer, I was on the signal boat coordinating the starting sequences with my crew of Elby, Hutch, and Hatsie. We were all focused on the rhythmic beeps of our automatic timer, the “Mikey Box,” counting down eleven classes in five-minute start sequences.

Class Three was off, and we were about to hoist “Prep” for Class Four when yelling from across the starting line grabbed my attention. I saw a J/27 had taken the pin end on the reaching start and were 100 yards into their race when the helmsman began pointing and shouting at his crew.

“You have to do that! God damn it, pick that up! You have to do it! Now!” He was pointing and screaming toward the three others on board. Now, this was a non-spinnaker class, and they were fetching the first mark about a mile away. No complicated maneuvers that I could perceive were required. The main and jib were drawing in the 8-knot breeze and the current was with them in a flood. Eezee peeze!

Then, as I watched, the shouting ended with an exclamation and the helmsman jumped off the boat! He immediately confirmed the adage I mentioned earlier. No matter how good you think you are, you can’t walk on water. And he was in it, with a splash. He started swimming away while his boat sailed on, the crew not moving, likely as shocked as I was. I looked for some action on board. The usual you would expect when a sailor goes overboard: Someone pointing and shouting, “Man Overboard!” Someone jumping to the unattended helm. Maybe someone going to the radio and calling, “Man Overboard” to alert the other boats around. Throwing a life jacket toward the departed helmsman!

Nothing. I sit here wondering if maybe the crew was just happy to see him go! Our focus on the RC turned to the man in the water, even as the Mikey Box beeped its way through the Class Four countdown. He was about 100 yards away and swimming toward us right in front of the start line. We were anchored and the nearest salvation. My mind ran a dozen questions including: Should we abandon the sequence? What is his intention? Why did he jump in the water? Is he coming after us because of some RC foulup?

Then it became apparent that the flooding current provid-

ing boats a boost toward the first mark was taking him away from us. He realized that as well, and seemingly doubled his efforts at swimming. Slowly, painfully, he made his way toward our boat. We later learned he was in the Navy and thought himself a strong swimmer.

“Are you alright?” I shouted, realizing how dumb that sounded. He clearly wasn’t. He left his boat intentionally!

“Yes!” he returned my shout, likely taking on a mouthful of water as his struggles continued. “I’m just pissed!”

Hutch grabbed a line and tossed it to our jumper, now swimmer, as he got closer. Elby showed up with a life ring on a long line and tossed that into the water as well. I called on the radio to our mark boat hanging by the pin at the other end of the start line.

“Frank this is Signal. Get here as quickly as you can!” I announced on the fleet channel. The Mark Boat, with Frank and Mark on board, accelerated quickly to 20 knots and closed the 150-yard distance in seconds. Meanwhile, our jumper swimmer had grabbed the life ring and was dragged to the stern platform.

Frank, a lifetime sailor who has also seen a lot, but never someone walking on water, expected to find one of us old guys on the signal boat having a heart attack. Instead, he arrived on the scene and saw the oldest guy on board, Elby, hauling in some millennial who had found his limit on how long he could tread water.

Exhausted, the young man was hauled onto the signal boat and deposited on a bench. His yelling and shouting demeanor of just a few moments ago had turned into quiet repose as he sat totally spent from his swim and paddle performance.

“Hi, I’m Greg. What’s your name?” I asked as a way of welcoming him to our humble craft. I offered him my hand and he shook it.

“I’m Joe,” he said between gulps for air.

“Joe, what the hell was that all about?” I’m paraphrasing here and might have used stronger language in expressing anger that he almost disrupted our starting sequence, forced us to save his life, as well as relief that he was, in fact, alive and able to do the “one hand for you, one hand for the boat” thing. Relief always starts with fear of some sort, and who needs that, even as the feeling of relief is a relatively pleasant one, if not sought after. Especially during a sailboat race starting sequence!

“I can’t do everything myself! When they don’t know anything, you know, I have to do it all myself!” Joe was adamant, but he said it with an empty look in his eyes, as if he didn’t feel so strongly about the travails of a skipper right at that moment. Possibly, it was dawning on him how foolish, or should I say, stupid, his actions were?

“Sit right here for a moment. We are going to put you on that boat and take you to shore.” I pointed to Frank and Mark who had pulled alongside. Then I turned to Hatsie and Hutch as Mikey continued to beep the countdown for Class Four. “Thirty seconds to Class Four Whiskey down and Class Five up!” I shouted without missing a beat.

The Watch Hill 15s started on time, neat and orderly. Quietly, with only water rushing under their hulls and wind swishing through the sails. No one left their boat. Class Five moved into the start area, a group of Nonsuchess maneuvering for position.

After a couple minutes, Joe spoke up again. "I could just sit here with you guys, can't I?" I shook my head and pointed again at the mark boat. We helped Joe onto the gunwale of the signal boat and he prepared to step across to join Frank and Mark. But not before Frank gave him one of his steely-eyed looks across the narrow gap between boats and admonished him with the same question we all had.

"What the hell were you thinking?" Again, I'm paraphrasing. "Get on here and you're heading to land!" He gestured as if commanding a bad, wet puppy to get off the new couch.

Joe jumped onto the mark boat, they rode off, and we could see Joe sitting peacefully in back, still exhausted. And still seething underneath, apparently. "Jumping off that boat was a bad idea!" Frank admonished him as they sped into the marina. "I disagree," Joe retorted. Meanwhile, the remaining crew on the J/27 included the owner, plus a co-worker of our jumper Joe, a young woman friend of Joe's, and Joe's 50-pound Labrador. Yes, a dog. The three humans took control of the boat. The dog watched. The owner, new to sailboat racing, focused on getting the boat safely back to the Fishers Island Yacht Club docks, assuming Jumping Joe would be picked up by other boats in the start area. He promises to work on his man overboard recovery procedures.

The question remains, why did helmsman Joe become Jumper Joe? The owner of the J/27 suggested tempers flared just after the start and shortly after a near fouling situation with another boat in another class from the previous starting sequence. In that situation, no protest flag was flown but there was the usual attendant shouting. "You're in the way!" or something similar.

It appears the testosterone may have lingered, and soon the two co-workers verbally went after each other on the J/27, the disagreement intensified, Joe jumped, and that ended that particular argument.

In the end, it was nothing more than a distraction that did not end up as a tragic headline. I learned a few things. First, nothing will surprise me anymore. I thought earlier in the season, when I watched two Nonsuches battle each other, forcing each other OCS, and then colliding while trying to clear themselves, was the unique highlight of a long racing season. We've been hit numerous times on the committee boat by starting and finishing boats. We're used to it by now! We've watched several competitors travel over the well-known Horseshoe Reef in our region, four hitting it and three missing it. They all pale in the face of Jumping Joe.

Final thoughts. Practice your man overboard procedure at least once a year. Please advise the RC if you find yourself losing a sailor overboard, accidental, or intentional. Keep a life ring close to the RC starting crew. Take this sailboat racing stuff seriously, and believe this simple fact: No matter how good you think you are, or how well you can dial up an argument, you cannot walk on water! Especially wearing boat shoes! ■

*Greg Gilmartin is a writer, TV producer, director and videographer, and a certified US Sailing Regional Race Officer. His excellent sailing-themed novels, Crew, Spy Island, and Can't Sail In Jail! are available at fine bookstores in the Mystic/Westerly area and at [greggilmartin.com](http://greggilmartin.com).*



**BLACK ROCK BOAT WORKS, LLC**  
**BRBW**  
**RIGGING LOFT**

# ELEVATED RIGGING

- Deepwater Location in Steelpointe Harbor
- Crane Services/ Mast Stepping/Unstepping
- New Spars and Repairs
- Standing Rigging and Running Rigging
- Sail Handling Systems
- Cordage from Marlow, New England Ropes, FSE Robline and Kaya Ropes
- Authorized Dealer of Marine Hardware from Leading Manufacturers
- Mast and Vessel Inspections
- Lifteraft and Survival Service Location
- Service Boat on call VHF ch. 9

**blackrockboatworksllc.com**  
203-873-0015 • Follow us on Instagram @elevatedrigging  
731 Seaview Ave, Bridgeport, CT 06607

# Alerion Shootout at the Opera House Corral

By Tom Darling, *Conversations with Classic Boats*

Have you ever, in the dead of winter and a long way from sailing, looked back to a stretch in the prior racing season where it seemed you could do no wrong? This was midsummer 2022.

The place was Nantucket, Harbor and Sound. The boat was a Nathanael Herreshoff design, the Nantucket Alerion, a boat we profiled in our second *Conversations with Classic Boats* podcast exactly two years ago.

The story of the modern evolution of this special design places Alerion as the granddaddy of some of Captain Nat's most popular designs like the Fish Class and the Buzzards Bay 25. Alerion's little brother, the Herreshoff 12 1/2, numbers over 400 boats built and in turn has spawned the fiberglass Bulls-eye and Doughdish.

If you arrive by ferry to the Island of Nantucket, thirty-two miles out to sea, you can't help but notice a fleet of mid-20s length traditional knockabouts. Entering the Harbor, you round Brant Point, the 19th century harbor light, and there they are with a gorgeous Herreshoff sheer, some painted, some clear finished, a collection of iconic New England boat design.

These are the Nantucket Alerions, 19th century classics brought up to date. Their story spans more than 100 years of tinkering with a design, deemed excellent since the original *Alerion III*, the personal daysailer of Herreshoff himself, hit the water in Bristol, RI. With short but graceful overhangs, high bow and low stern with a beautiful sheer line connecting them, Alerion is in author Maynard Bray's words, "one of Herreshoff's most exquisite creations."

Nantucket has the largest fleet (thirty-two boats) of these 26-foot classics. Alerion design builders in New England have produced traditional wood designs and modernized modified fiberglass designs in the hundreds. The newest builder, Alerion Yachts in Warren, RI, is the latest to make news with its fiberglass interpretation.

The original *Alerion III* is enshrined at Mystic Seaport Museum's small boat shed in her trademark Seafoam Green paint job, Captain Nat's trademark color. She was born in Bristol

from a succession of daysailing designs done during the Golden Age of the Herreshoff Manufacturing Company's relentless design and building campaigns for massive America's Cup yachts. Alerion is a mythical bird; the mainsail symbol is a cross between an osprey and a gull, to my eye. Its sturdy combination of sea

kindly hull and shoal draft delights racing and gunkholing owners.

Alerion's modern history dates back to 1979 when the first production boat, built cold-molded and aptly called *Serendipity*, took to Nantucket Harbor. The Alerion is built to navigate the chop, strong currents and shifting sandbars of a ten-square mile Nantucket Harbor. For cocktail cruiser or fleet racer, she is the quintessential New England knockabout.

The boat itself has eclipsed the local Beetle Cats, called Rainbows, as the subject of tourist photography on the ferries rolling in and out of Nantucket Harbor. Summer 2022 was the time of Revenge Tourism. The local selectman quoted local tourists, non-natives, as up 69 percent year to date as of midsummer. That's



*Alerion A-26 wing and wing to the first mark of the 50th Opera House Cup*

a lot of Instagramming.

Looking back to the prior summer, our Alerion, A-26, built 2006, had been a magnet for disaster. In July 2021, at anchor in the middle of the night, she was run over by a wayward ferry spooked off course by an unlit powerboat darting over its bows in thick fog.

The result was a 26-foot vintage knockabout with a stump of its poor laminated spruce mast resembling the carnage in the aftermath of a Patrick O'Brian sea battle. My owner/skipper was in disbelief, sidelined in the heart of the season. Was there another mast from another boat? No. All that remained was the original 2006 stick lying on its side in the boatyard, bent to the left. We had no choice but to make do. But it was ugly.

We sailed Nantucket Race Week pointing 5 degrees lower than our competitors. The day of the Opera House Cup, the last event of Race Week, was cool and grey with spitting rain. The weather cut the fleet from fifty-five to just over a dozen. We had already seen Tropical Storm Henri wash out Race Week's small boat events.

Starting with our single reefed main, we were comfortable.



# RED BOATS ARE REAL PROS

*"Our TowBoatU.S. Captain was fantastic! He consistently communicated his location, his ETA, our options for service and storage, even overnight accommodations. We never expected to run aground but we were so happy to have the TowBoatU.S. team on our side."*

*~ BoatU.S. Member, Joey Nelson*

Our customers can't stop raving about the service they've received from the Red Boats and Captains of TowBoatU.S. Unpredictable things happen on the water so be sure you've got a back up plan with service from TowBoatU.S. - they're the best in the business.

**For Towing You Can Trust, Join Today!**

**BoatUS.com/Towing**  
**800-395-2628**



Details of services provided can be found online at [BoatUS.com/Agree](http://BoatUS.com/Agree). TowBoatU.S. is not a rescue service. In an emergency situation, you must contact the Coast Guard or a government agency immediately.

We were second to the first mark at Great Point, then proceeded to follow the leader 35 degrees off course to miss the second mark entirely and head for Hyannis. After unwinding our navigational mess, we powered in on a broad reach. What we didn't know was that we were called OCS at the start...an unforced error for the ages. The result was a humbling non-podium finish for the week, in fact DFL in the Opera House.

### Redemption 2022

From an early season combination of cranked up rigging, tight halyards and loose trimming, we finally recovered our windward mojo. We were determined to get back to the podium.

Nantucket Race Week for the Alerion Class is a blend of sprint and distance racing. Two Saturdays of harbor sailing bookend Tuesday's navigation of the entire Nantucket Harbor, from mid-harbor into the reaches of the Head of the Harbor, a ¾-mile diameter oval of navigable water, tricky shifts and most recently an oyster farm smack in the middle. We had twenty boats, virtually the entire fleet, register and the bulk of them compete.

The first Saturday of around the buoys competition featured a patchy 8-10 knot easterly. We were encouraged with our newly concocted boat speed. Our skipper credited tighter halyards and modified traveler settings. A 4-3-2 string of finishes left us second for the day and the regatta behind the perennial light air specialists of the fleet.

Flash forward to the Harbor Race, three days later. Weekday races on a vacation island create a big problem. If it's sunny, your crew is either working remotely or sitting on the beach, or both. We drafted one of our 2019 *Dolphin* crew, a recent MIT B-school grad. We faced an uncertain forecast with winds forecast 10-20 knots northeast. This called for a windward leg past and

over the harbor shoals and a chicane turn southeast and northwest into the upper harbor.

A local windsurfing ace put the new owner of the lead boat into play with a shot out of the left side as we were trapped in fourth stalking the leaders. As the fleet reversed through the chicane into a harbor with water levels dropping rapidly with the tide, we waited. Shoal water would be our friend in the second

half of the 14-mile course. Two of the three leaders ahead planted themselves on a shoal we all try to avoid. Patience moved us to third and we gave a sigh of relief at the finish.

Now for the second Saturday of our quest for the best. We had three races to move up in the standings. There was a faint southwesterly coming from town, not much movement on the towering wind vane over the high school two miles upwind. We had a plan: Start left, go left. It kept working. In the third race, finally, we were too casual and had to push ourselves back to third before edging the leader by a boat length in the final race. The term is "Picket Fence" – 1-1-1, not a common score in a competitive fleet. With the throw out, we had a double-digit lead on the second place boat.



*Mark Mayhem: At the 180-degree turn for the finishing leg, A-26 tacks inside Santana (X-9) with Ron Zarella's A-27 Sea Horse just astern.*



*Bound for Glory: Having tacked to port, A-26 escapes.*

We won the Alerion Class for Nantucket Race Week 2022. Huzzah!

### Opera House Sunday

This iconic race, the oldest of the Classic Yacht Owners Association series, the Opera House Cup Regatta is a pursuit race on a triangle in Nantucket Sound. The OHC has three features that drive sailors mad. First, you do not know the course until just before the race. You go out to your boat armed with laminated course charts and grease pencils to begin the guessing games:

course A or D? Clockwise or counterclockwise? The Oracle of Delphi would be no help here. One improvement for the 2022 Sailing Instructions is the 9 am announcement of the course, giving competitors an extra hour to prepare strategies.

The second feature of the OHC that no one ever seems to master is the starting procedure. It is a unique sequence of signals, too complex to summarize here but including guns at the four minutes to go mark.

Now add that pursuit start format; the idea of big fish chasing little fish, which is at the heart of pursuit racing, started with OHC # 49. The premise made sense. During COVID, the RC did not have the personnel to man its support boats. With pursuit, they announced the starting times and sat back to see who crossed first. The first was in 2021 with a dozen boats, half of which were one-design Alerions like ours.

You get your sendoff from the Race Committee by radio. The big guys go last. (The best elapsed time was posted by a modern Spirit of Tradition rocket named *Outlier*, a 55-foot custom made classic; really a TP 52 design from the Spanish designer Botin.) But Alerions can win in heavy wind. Absent any serious windward work, they are 26-foot reaching and running fiends. In lighter air, they will be steamrollered by the big rigs.

The cumulative effect of all this complexity on our Alerion start was predictable. The race favorite misjudged the signals and was two minutes late. There was a crush at the pin. There was a lot of yelling. We snuck up the stern of the RC boat on port and pirouetted to starboard, off toward what we thought was favorable current and better breeze.

An hour or so later, we arrived at the first mark in mid-Nantucket Sound with a narrow lead. We then headed upwind for what could have been the most pleasant upwind sailing in my Nantucket racing career. Eight knots and smooth water for a delightful hour.

We covered our competitors as they split to their respective corners, we fretted and gave up big chunks of our lead in the middle of the course as we approached the last turning mark of the course, a yellow tetrahedron tucked a mere seventy yards off the western shore of the Nantucket Wildlife Reserve, what we locals know as Great Point.

And what a turn it was with all the makings of a mark rounding pileup, light air, unknown shoals, huge boats converging on the smaller ones. To say we escaped a disaster that in 2021 would have consumed us is the understatement of the sail-



*Two Olin Stephens classics, Santana (X-9) and Dorade (#16) dueling to the finish.*

ing summer. Here we had a plan; Sail south to overstand our final starboard tack to the mark and use the north-running current to our advantage. Make a quick 180-degree turn and sprint 3.6 miles to the finish

We held our breath and made that final approach on starboard. In front of us to the east, a phalanx of big boats was lining up on port tack going south, struggling to make way against the tide. Their plan was to

clear the mark and turn 90 degrees right to the finishing leg.

We zoomed northeast with the current at our back to face the jutting bowsprit of a port tack biggie, Wendy Schmidt's 57-foot *Santana*, looming over us. This is the classic 1935 yawl which was a derivation of the earlier Sparkman & Stephens masterpiece, the 1930-built *Dorade*. Legend has it that owner Humphrey Bogart regularly invited Frank Sinatra for bacchanals on the boat, docked at Catalina Island off Los Angeles.

It is scary to call "Starboard!" on a 30-ton S & S classic. But we did and *Santana* tacked away, ever so slowly, to starboard with rival *Dorade* sailing around them on their leeward side and screaming for water to tack. *Santana* was dead in her tracks as a NY 32, *Siren*, cut between them and the mark. This situation was on the verge of mark rounding mayhem.

This was our moment. We got to the mark on starboard and tacked to port intact, then bore off for the finish. We never looked back. We went on to finish almost four minutes ahead of the second boat and sailed in for the party.

At the end of it all, it was a dream season. The owner carted away a bar counter's haul of trophies. But more importantly, we collected a crewful of memories, choices and hunches, which are the essence of sailboat racing.

What will 2023 bring? We can only hope. A couple of new additions to the Alerion fleet. In 2023, the 51st running of the OHC will be held on the third Sunday of August and we will be there to defend. In the meantime, the summer trophies sit on the bar of our A-26 skipper. Every picture tells a story. ■

*Tom Darling is the host of Conversations with Classic Boats, "the podcast that talks to boats." Tune in via Apple Podcast, Google Podcast or Spotify, or online at [conversationswithclassicboats.com](http://conversationswithclassicboats.com).*



*Scan here to tune into the author's Conversations with Classic Boats podcast.*

# UP TO SPEED & SMARTS with Dells

## Know Your Windward Mark!

By David Dellenbaugh

When you get near the top of the first beat, think ahead about the mark you are just about to round. Is it a temporary, inflatable tetrahedron or a permanent, bulletproof government buoy? Each type of mark has its own particular characteristics that you must consider in order to have a fast, efficient rounding. Here are some things to think about for the two most common types of marks.

### Inflatable marks

- There is often a lot of anchorline scope on the windward side of the mark, so be careful of your keel, centerboard and rudder. This is a particular concern when you have a falling tide (which creates more scope) or conditions that push the mark to the end of its anchorline (e.g. strong breeze or current aligned with the wind).
- These marks spin, swing and rock a lot with the wind and waves, so don't get too close to them (e.g. be careful when you ease your boom out to bear off).
- Inflatable marks are also affected by wind shadows, which is why they sometimes appear to move toward you when you pass close to windward of them.
- Watch out for two things that happen occasionally with inflatable marks: 1) they may drag their anchor and drift; or 2) they may get hooked by other racing boats and dragged to leeward.
- You can't find these marks on any chart, but you can often



*As you get closer to the windward mark, you often encounter lots of boats and close tactical maneuvers. It's easy to get caught up in traffic and lose many places. If you want to avoid this and round the mark in good shape, keep your head out of the boat. There are many things to consider at this point, and you can't afford to focus only on what's happening inside your own boat. © Stephen R Cloutier*



locate them by watching where the mark-set boat goes or by looking for a windward mark "stake boat."

- Large inflatables often look closer than they really are.

### Permanent marks

- The ground tackle goes straight down under the buoy, so you don't have to worry about snagging it with your blades.
- These buoys will not change position, so don't worry about drifting or dragging.
- Buoys like this typically mark a shoal area, so they are often in a spot where there is a transition from stronger to weaker current.
- Many government navigational aids have lights and/or bells, so they're easier to find in reduced visibility.
- These buoys are located accurately on charts, so on bigger boats it's easy to plot your course to the mark using GPS and/or compass bearings.
- The race committee cannot move these marks, so you don't have to worry about a change of course.
- Since the RC can't move these, they will often be slightly out of position and thus will produce windward legs or runs that are skewed (i.e. one tack or jibe is longer than the other).
- These marks do not move around much in puffs, wind shadows or waves. These buoys are usually pretty solid, so it's not a great idea to hit them. ■

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

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



# Rockin' the Vineyard Race

By Rachel Tagen and Austin Vance aboard Stingray

*Editor's note: In this recent Coop's Kaper, Rachel Tagen and Austin Vance, 17-year-old students at North Kingstown High School in North Kingstown, RI, joined skipper Rory Cumming, co-skipper Ian Ray and headsail trimmer Stephen Schwartz aboard the Corsair 37 Stingray (Norwalk, CT) for Stamford Yacht Club's Vineyard Race last month.*

Rachel – The idea for doing the Vineyard Race first came up during the awards ceremony for the Ida Lewis Distance Race. That was my first overnight sail and I absolutely loved it! Everything from trimming the sails, flying the spinnaker, and steering the boat was a completely new experience in the dark. Coop brought up the Vineyard Race that night, and the idea took off from there. A couple emails were sent within the next week and suddenly I had a boat and a crew to join. The morning of the race, Austin and I drove down to Norwalk early and were off sailing a few short hours later (after a safety brief and MOB drill, of course!). The boat setup was very different than what I was accustomed to. I spent the time trying to figure out the locations of sheets, halyards, clutches, winches, etc.

We were out on the line early and ran through several practice tacks and jibes while watching the starts of the other classes.

It was incredible to see so many boats out there, especially the ones I had tracked on many of the offshore races this past summer! Finally it came time for our start, which was rather calm, with only one other boat in the Multihull class. And then we were off!

A few moments stood out to me during the race. One was definitely the wind dying and the other was sailing at night. Sailing overnight is something I have very little familiarity with, and it definitely tests what you know about the boat. Having never sailed a trimaran – or any multihull – before, it was definitely a unique experience. I spent my time on the boat rotating through most of the positions and filling in wherever it was needed.

Steering the boat was much harder than I expected it to be, especially in light air. Because you can't feel the heel of the boat, it was hard to gauge what I needed to do, and which way to steer. However, in the few moments the wind picked up, the boat gained speed quickly. I remember looking at the instruments at one point and we were going 10 knots, which was exciting. Although the lack of wind was a little disappointing, it was interesting to take a closer look at strategy, whether it was switching out sails, deciding where to tack the boat, watching our competitors...there was so much to take into consideration. Overall, I had a wonderful time and definitely learned a lot!

Congratulations to the winners of the race and to all who



Stingray leads Alessandro Bocconcelli's Corsair 28R Blackbird (Woods Hole, MA) in light air at the start. © Rick Bannerot/OntheFlyPhoto.net

competed! I would also like to extend a big Thank You to the crew of *Stingray* and Coop for organizing this.

*Austin* – Participating in the Vineyard Race was truly an experience to remember. At the awards night after the Ida Lewis Distance Race, Rachel and I both were on the hunt for a boat to race on for the Vineyard Race. Cooper, as usual, worked his magic and was able to get us onboard a Corsair 37 skippered by Rory Cumming. For the past few years, I have been sailing monohulls and dinghies, so when this opportunity arose to sail a trimaran in the Vineyard Race, I didn't hesitate.

The race started out with a steady 14-15 knots of breeze but was forecasted to slowly decrease throughout the night. As we beat up to Seaflower Reef we averaged 7 knots of boat speed with very little chop. I noticed that sailing on a trimaran is much more relaxing than sailing a monohull, with less heel and less moving around. The race upwind was definitely the fastest part, as we had good breeze all day. When the sun set the wind started to die down a lot, to about 2-4 knots. However, the views that I saw were amazing and made up for the no wind. I saw things that night that people may never see in their lifetime. I was able to see shooting stars, the Milky Way, and the moon setting on the horizon. These views were absolutely stunning and truly one of my highlights of the race.

Of course, with everything going smoothly, besides the light wind, something was bound to happen. Around 3:30 AM Saturday, we were sailing downwind back to Stamford with our A3.

At this point, I was on watch and we planned on hoisting the Code Zero. While the Code Zero came unfurled with no problems, I was having an extremely hard time getting the spinnaker down on deck. The spinnaker halyard clutch was open but the halyard itself was fouled. I was unaware of this at the time and kept fighting the wind and halyard. Luckily I was clipped onto one of the jacklines as I was getting pulled towards the water. Within seconds, there was a 15-foot tear along the leach of the sail.

With all of the commotion on deck, Ian, who is another owner of the boat, quickly came out of bed to help with the situation. After about twenty minutes of fighting with the spinnaker, we were finally able to get it on the deck. This incident unfortunately cost us a great deal of time. We only finished about twenty minutes in front of the other trimaran, but so blessed that it didn't turn into anything more and that we were all safe.

Despite this being a low wind race, and our spinnaker incident, it was still extremely enjoyable. I got to meet some extraordinary people and was able to tack another offshore race onto my resumé. If I was given the opportunity to do it all over again, I would, without hesitation. All of this would not have been possible without Cooper's help; he has worked wonders for me and I cannot thank him enough! Can't wait for what's up next! ■

**RISK**  
strategies

**GOWRIE**  
GROUP



## THE LEADING MARINE INSURANCE SPECIALISTS.

### Risk never sleeps. Neither does Gowrie Group.

Boating – and life – requires strong navigation skills, the ability to see and prepare for risk, and the right partners to make sure you are prepared for anything. As the leading experts in marine insurance, we offer you competitive choices and customized insurance solutions to protect you, your family, and your boats. Gowrie Group, Always On Watch.

### Insurance solutions for:

- Powerboats & Sailboats
- Racing Sailboats & One-designs
- Worldwide Cruisers (Jackline Program)
- Luxury Yachts
- Classic Yachts
- Marine Crew Medical

800.262.8911 | [gowrie.com/boatquote](http://gowrie.com/boatquote) | [boats@gowrie.com](mailto:boats@gowrie.com)

# Calendar 2022

## OCTOBER

**I**  
**Whitebread 29** Organized by the Peconic Bay Sailing Association, this circumnavigation of Shelter Island around government marks is open to monohulls 22 feet LOA and up and multihulls 16 feet LOA and up. New Suffolk, NY; Tom McKeon: tommckeon62@gmail.com; pbsa.us

**I**  
**DIYC Daylight Distance Race** This ECSA bonus point event is hosted by Duck Island Yacht Club, Westbrook, CT; diyc.com

**I**  
**42nd Annual William K. Vanderbilt II Cup** This event traditionally includes PHRF Spinnaker & Non-Spinnaker Classes, One-Design and Club Class divisions. Centerport Yacht Club, Centerport, NY; centerport-yc.org

**I**  
**The Thomas S. Willets Memorial Race** Honoring the memory of Essex Yacht Club Past Commodore Tom Willets, Jr. and open to boats 30' or smaller; this first event in the TriClub River Series event is co-sponsored by Essex Yacht Club, Pettipaug Yacht Club & Essex Corinthian Yacht Club. Essex, CT; essexyc.com

**I**  
**Accelerated Safe Powerboat Handling** Do you already have your State Boating Certificate and want hands-on instruction with lots of on-the-water time? Taught by experienced and certified instructors, this 1-day course emphasizes

hands-on demonstrations, lessons and on-the-water drills. Suitable for all skill levels, this is a hands-on driving course with minimal classroom time for those with prior theoretical and classroom knowledge. 9am - 6pm; \$275; SUNY Maritime College, Throggs Neck, NY; sunymaritime.edu/waterfront

**I & 2**  
**The Klein Cup Regatta** This will be the first 12 Metre match race in Connecticut since 1985. Steelpointe Harbor, Bridgeport, CT; info@theklein.org; thekleincup.org

**I & 2**  
**SHU Trophy** This Inter-Collegiate Sailing Association coed fleet racing regatta is hosted by Sail Black Rock at Captain's Cove Seaport. Bridgeport, CT; collegesailing.org

**I & 2**  
**Danmark Trophy** This Inter-Collegiate Sailing Association coed fleet racing regatta is hosted by the U.S. Coast Guard Academy. New London, CT; collegesailing.org

**I & 2**  
**Moody Trophy** This Inter-Collegiate Sailing Association coed fleet racing regatta is hosted by the University of Rhode Island; Kingston, RI; collegesailing.org

**I & 3**  
**Kings Point Dinghy Open** This Inter-Collegiate Sailing Association coed fleet racing regatta is hosted by the U.S. Merchant Marine Academy. Kings Point, NY; collegesailing.org

**4 - 8**  
**J/80 World Champion-**



© Lexi Pine

**ship** Sail Newport, Newport, RI; Gary Knapp: gary.knapp@sailnewport.org; sailnewport.org

**6**  
**New York Salutes the Coast Guard** This event is presented by the Coast Guard Foundation, a non-profit organization committed to the education and welfare of Coast Guard members and their families. 6 - 10pm; Chelsea Piers, New York, NY; coastguardfoundation.org

**6 - 9**  
**United States Powerboat Show** City Dock, Annapolis, MD; annapolisboatshows.com

**7 - 9**  
**Storm Trysail Foundation Intercollegiate Offshore Regatta** North America's largest collegiate regatta features more than 40 college teams duking it out on big boats. With a big turnout expected, organizers may add classes for Figaros and J/88s. Larchmont Yacht Club, Larchmont, NY; IOR@StormTrysail.org; stormtrysailfoundation.org

**7 - 9**  
**U.S. Match Racing Championship** For the Prince of Wales Bowl; Practice 10/6; Oakcliff Sailing, Oyster Bay, NY; oakcliffsailing.org

**7 - 9**  
**1st Annual Connecticut Fall Boat Show** Showcasing a first-class, in-water selection of new & brokerage powerboats and sailboats along with the latest in marine gear and services, this inaugural event is presented by Safe Harbor Marinas in partnership with Brewer Yacht Sales. Safe Harbor Bruce & Johnsons Marina, Branford, CT; ctfallboatshow.com

**7 - 10**  
**39th Annual Mitchell Columbus Day Regatta** Started by Newport Yacht Club Past Commodore Cliff Mitchell in honor of his father, this PHRF non-spinnaker pursuit race from Newport to Block Island is a relaxed event with an emphasis on fun. newportyachtclub.org

**8**  
**The Gearbuster** IHYC's 67th Annual Stratford Shoal Race has PHRF, IRC & Double-handed divisions and two courses: Greenwich, CT around Stratford Shoal and back and a shorter course to Eaton's Neck and back for Non-Spinnaker boats. Indian Harbor Yacht Club, Greenwich, CT; indianharboryc.com

**8**  
**Thomas Clark Memorial Race** This is the final event in the TriClub River Series. Essex Corinthian Yacht Club, Essex, CT; essexcorinthian.org

**8 & 9**  
**AYC High Performance Regatta** This popular fall event is open to RS Aeros, K6s, 505s, J/70s and any centerboard dinghies with a Portsmouth number of 86.3 or less. American Yacht Club, Rye, NY; aycrc@americanyc.org; americanyc.org/web/pages/schedule

**8 & 9**  
**Stu Nelson Trophy** This Inter-Collegiate Sailing Association Women's fleet racing regatta is hosted by Connecticut College. New London, CT; collegesailing.org

**9**  
**Stamford YC Double-Handed Regatta** This

event is open to single-hulled sailing boats 24' LOA and over and holding a valid DHYRALIS certificate. Stamford Yacht Club, Stamford, CT; stamfordyc.com/Sailing/Double\_Handed\_Regatta

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

**11 Ladies Invitational Regatta for the Commodore Mendez Trophy** This event is sailed in Ideal 18s. Larchmont Yacht Club, Larchmont, NY; larchmontyc.org

**13 - 17 United States Sailboat Show** The nation's oldest and largest in-water boat show features the world's biggest multihull display. City Dock, Annapolis, MD; annapolisboatshows.com

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

**15 Thundermug Regatta** This ECSA points event is hosted by Duck Island Yacht Club. Westbrook, CT; diy.com

**15 & 16 USCG Limited Master / Launch Tender** This 2-day, hands-on course is designed for anyone who wants to work as a launch driver at marinas, yacht clubs, waterfront centers and camps. As part of this course you will earn a certificate in lieu of an exam at the United States Coast Guard so that you may apply for a U.S. Coast Guard License for Limited Operator of Uninspected Passenger Vessels or Master of Self Propelled Vessels engaged in launch tender service upon inland waters (not more than 1/2 nautical mile from shore). In addition you will earn a US



© Rick Bannerot

Powerboating Safe Powerboat Handling Certification and a New York State equivalent Boating Safety Certificate. 9am - 6pm; \$400; SUNY Maritime College, Throggs Neck, NY; sunymaritime.edu/waterfront

**15 & 16 31st Annual Bowen's Wharf Seafood Festival** Named one of the "10 Fabulous Fall Festivals on the Coast" by *Coastal Living Magazine*, this event is an open invitation for all to come back to the waterfront after the rush of the summer season! 11am - 6pm; Newport, RI; bowenswharf.com

**15 & 16 Savin Hill Invite** This Inter-Collegiate Sailing Association fleet racing regatta is hosted by Boston College. Boston, MA; collegesailing.org

**15 & 16 Women's Atlantic Coast Tournament** This Inter-Collegiate Sailing Association fleet racing regatta is hosted by MIT. Boston, MA; collegesailing.org

**15 & 16 Nevins Trophy** This Inter-Collegiate Sailing Association fleet racing regatta is hosted by the U.S. Merchant Marine Academy and sailed in FJs, 420s & Lasers. Kings Point, NY; collegesailing.org

Find Talented Boating Professionals  
and  
Quality Boating Businesses

Get Help With Your Boating Needs!



Boat Captains, Sailmakers, Riggers,  
Sailing Schools, Yacht Brokers,  
Boat Delivery Service, Charter Boats,  
Instruction, Marine Electronics,  
Rentals, Mechanics, Surveyors...etc.

www.BoatTalent.com

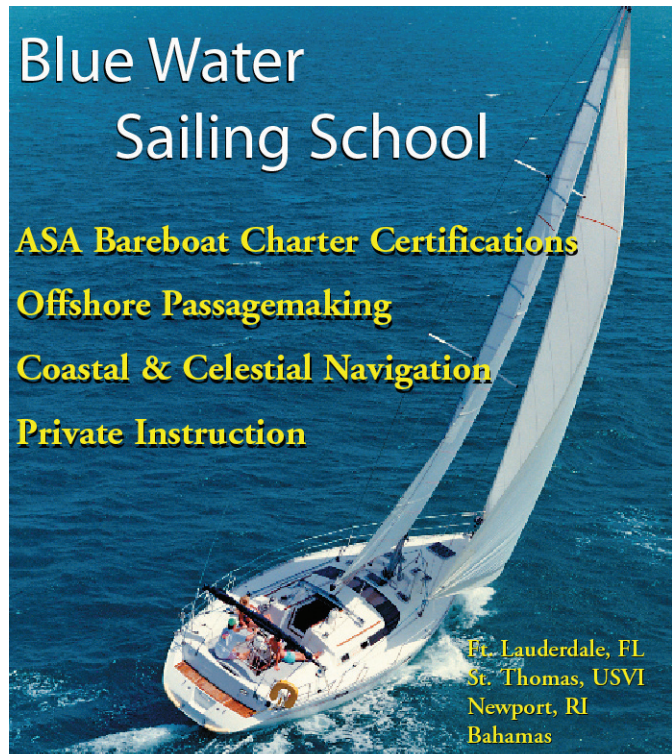
## Blue Water Sailing School

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 • 888.784.8551

954.763.8464 • 954.768.0695 fax

22 & 23

**Yale Women's Interconference** This Inter-Collegiate Sailing Association fleet racing regatta is hosted by Yale Corinthian Yacht Club, Branford, CT; collegesailing.org

29 (\*or the best weather window after that date)

**23rd Annual NARC start** The North American Rally to the Caribbean departs from Newport, RI, bound for Bermuda and then St. Maarten. Hank Schmitt: 1-800-472-7724; offshorepassage@sprintmail.com; sailopo.com

29 & 30

**Halloween Howl** This regatta is open to Optimist, C420 & Laser Radial sailors. Sail Newport, Newport, RI; Gary Knapp: 401-846-1983; gary.knapp@sailnewport.org; sailnewport.org

29 & 30

**Oakcliff Halloween Invitational** This Grade 3 Match Race Regatta is sailed in Match 40s. (Practice 10/28) Oakcliff

Sailing, Oyster Bay, NY; oakcliff-sailing.org

## NOVEMBER

1 - 12/31

**Nantucket Noel** Featuring craft shows, exhibitions, performances and a European-style Christmas marketplace, this event includes a tree lighting ceremony and community caroling and continues with the 47th Annual Christmas Stroll Weekend, and ringing in 2023. Nantucket, MA; nantucketchamber.org

25

**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; blackrockyc.org

25

**Huntington Lighthouse Parade of Lights** Vessels, homes and businesses are



© Rick Bannetot

cordially invited to participate in this FUNdraiser, presented by the Huntington Lighthouse Preservation Society. Prizes will be awarded. 6pm; Huntington, NY; download entry forms at huntingtonboatparade.org; info@huntingtonlighthouse.org; huntingtonlighthouse.org

25

**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

**39th Annual Turkey Day Reach** This race, co-hosted by New York Athletic Club Yacht Club and Huguenot Yacht Club, is the perfect excuse to postpone haulout just a little longer. New Rochelle, NY; regatta@huguenotyc.com; huguenotyc.com/annual-regattas ■

Youth & Adult Sailing, Racing & Cruising  
New Boating and Beach Members Welcome!

Affordable Rates • Daily Launch Service  
Easy Access to Long Island Sound • On-site Galley  
Beautiful Sandy Beach • Club Parties



396 Pequot Avenue  
New London, CT 06320  
thamesyc.org

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

**BoatiqueUSA**  
9A Novelty Lane, Essex, CT 06426  
860-767-8765 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.

# Save The Sound Dispatch:

## ***The Clean Water Act: 50 years of Cleaning Up the Sound ... and Counting***

The fall of 1972 was a time for inauspicious starts. Particularly on Long Island.

The New York Islanders debuted that year and suffered through one of the worst seasons in National Hockey League history. A young musician from Hicksville hit the road for Los Angeles, where he toiled in a piano lounge and took notes.

And on October 18, 1972, the Clean Water Act became law, ambitiously seeking in its first stated goal, “that the discharge of pollutants into navigable waters be eliminated by 1985.”

Success didn’t come immediately for any of those new arrivals to the Long Island Sound scene. Billy Joel wrote and recorded his autobiographical signature song the following year, but it took nearly a decade for it to become a monster hit. The Islanders didn’t hit their high note until the 1980s, a decade they opened by winning four straight Stanley Cups.

Today, the Clean Water Act is fifty years into its ongoing pursuit of unpolluted waters across the country. Its work is not done. Not nearly. But the progress it has enabled over half a century is undeniable.

“Long Island Sound would be a murky, brown, toxic mess if it had not been for the Clean Water Act,” said Curt Johnson, the recently retired president of Save the Sound – an organization also born in 1972, launched to do the vital hard work enabled by the new landmark environmental legislation.

To fully appreciate the condition of U.S. water bodies today, you have to remember what it was like back then. It was not exactly a “sea to shining sea” scenario when Congress overrode President Nixon’s veto to enact the Clean Water Act. Rather, prominent waterways were either on fire – like an oil-slicked stretch of the Cuyahoga River in Cleveland in 1969 – or they were dying, choking on decades worth of unchecked pollution, from the Great Lakes to Chesapeake Bay to Long Island Sound.

“There were political cartoons in the 1970s that depicted Long Island Sound as a toilet bowl,” said Roger Reynolds, senior legal counsel at Save the Sound, who has spent much of his career ensuring municipalities protect their local waters and residents in ways required by the Clean Water Act. “The Naugatuck River changed colors on different days, depending on what was being manufactured at the time.”

That’s not hyperbole. The dyes used by paper mills to color cardboard spilled into the Naugatuck and, inevitably, into the



*Three Save the Sound staffers for whom the Clean Water Act remains at the core of their work are (l - r) Roger Reynolds, senior legal counsel; Bill Lucey, Long Island Soundkeeper; and Chris Kelly, Peter B. Cooper legal fellow.*

Sound. By 1989, much of the western Sound was polluted to a devastating degree. Oxygen levels had deteriorated from hypoxic – depleted to the point that water can become unsurvivable for fish and other aquatic life – to anoxic.

“Zero oxygen, from Bridgeport to New York City. There were dead fish everywhere. Lobster were crawling out of the water to try to breathe,” recalled Johnson. “We would’ve lost the Sound by now if that hadn’t been done.”

A huge step in the effort to diminish the amount of nitrogen entering the Sound came in 2000 when the EPA – under the authority of the Clean Water Act – helped states establish Total Maximum Daily Loads, enforceable standards for the amount of pollutants individual water bodies can safely tolerate. The standards were important; the crucial piece, though, was the enforceability.

Without it, the Clean Water Act would be little more than a suggestion. Speed limits don’t dictate how fast someone drives; the looming prospect of being pulled over and ticketed does. Backed up by the Clean Water Act, a host of environmental organizations, community groups, and even individual citizens serve as a force of traffic cops keeping watch over the Long Island Sound watershed and all of America’s waterways. That built-in *We The People* power provides a significant tool, empow-

ering all corners of a community to combat new and emerging threats.

“The Clean Water Act is uniquely powerful because it requires all waters to be fishable and swimmable. Period. Hard stop.” said Reynolds, who has sought to encourage New York State to release criteria for making New York City waters swimmable again. “Most importantly, citizens and organizations like ours can bring citizen actions to enforce the law when government administrations fail to do so.”

Such actions have been essential in addressing the mounting challenge of stormwater pollution – the greatest contributor to water pollution we face today, and a problem that will only become more dangerous and damaging as water temperatures rise and heavy rain events become more frequent.

“Nobody thinks of stormwater as this big polluter. People picture a big pipe oozing green water. But it’s everywhere. It picks up everything on the ground and carries it into the water,” said Chris Kelly, Peter B. Cooper Legal Fellow at Save the Sound, whose job it has been to manage the organization’s ongoing lawsuits against several municipalities in Connecticut, holding them accountable to those fishable and swimmable mandates. “The Clean Water Act is both fixing the pollution problems of the past and giving us the tools to keep going in perpetuity.”

Learn more at [savethesound.org](http://savethesound.org) ■



WindCheck readers of a certain age, recalling the sad state of Long Island Sound’s waters before the enactment of the Clean Water Act in 1972, could scarcely have imagined we’d see the likes of this humpback whale feasting on menhaden off New Rochelle, NY a few years ago. © gannett-cdn.com

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**

# Send Your Boat to School

**YACHT & BOAT DONATION PROGRAM**



*Donations are Tax Deductible*

---

## M A S S A C H U S E T T S M A R I T I M E A C A D E M Y

---

**Yacht & Boat Donation Program**  
**(508)830-5006 (508)830-6423**  
**[www.maritime.edu](http://www.maritime.edu)**



## I have GPS, So Who Needs a Compass?

By Vincent Pica

Commodore, First District, Southern Region (D1SR)

United States Coast Guard Auxiliary

We've written about GPS many times. It's truly one of the simplest yet most powerful aids to navigation ever invented, and it just keeps getting better. So, who needs a compass? You do. This column is about that.

### A Candle Held Where?

What if I told you that the signal from the GPS satellites reaches your boat with the intensity of a candle – held in Los Angeles while you are in New York? Yes, that's how it's designed. What happens if the weather really becomes foul? You can lose your GPS signal, that's what! It takes a lot because of the built-in redundancies, but it can happen. I know it, firsthand. And if you have to leave your boat in an emergency, are you going to rip your GPS out of your dashboard and take it with you into the raft? No. As a matter of fact and of safety, right next to my compass, which sits above my in-dashboard GPS system, is an old-fashioned handheld compass. If I leave that boat, the handheld compass comes with me.

### Where is the Magnetic North Pole?

Most of us have seen pictures of magnetic waves, like those from household magnets, coming out of the North and South Poles, encircling the Earth. The Earth's iron core spins at high speed, creating this magnetic field. Of interest, the magnetic forces don't emanate from the top of the world, i.e. the true North Pole. Right now, the "Magnetic North Pole" is just north of Hudson Bay. When Washington was President, Magnetic North was near Norway. If you look on any paper chart for the "compass rose," it shows in the very center what is called "variation," i.e. from the area that the chart covers, what is the angular difference – variation – from True North to Magnetic North. Here, it is 14-degrees west, so your compass points 14 degrees too far west at Magnetic North versus where True North lies. This means that when your compass is pointing to Magnetic North, you would turn the boat 14 degrees to the east (014 degrees) to be pointing to True North! This is interesting, but largely meaningless since all compasses sold above the Equator point to Magnetic North. But it's important to be aware of variation.

### What is Deviation?

Frankly, more important than variation to the average boater is deviation. Deviation is the sum of all the forces within your boat that keeps your compass from pointing to Magnetic North. What? Case in point: several years ago, I was doing USCGAux vessel

exams at a marina when a skipper asked me if I could look at his compass because it wasn't working properly.

Now, fixing an errant compass is a relatively complicated process that requires specialized hardware. But away I went to see if I could at least isolate the problem. We stepped on his boat and, just before taking his seat at the helm, he removed his wallet from his hip pocket (which held his police badge within) and placed it next to his compass. While he was fumbling with the boat keys, I literally watched his compass clock around and point at his wallet! I asked, "Skipper, why do you put your wallet there?" He said, "It kills my sacroiliac if I sit on my wallet!" I said, "Keep your eye on your compass while I move your wallet." As I lifted it away, the compass clocked back and pointed to Magnetic North. "You fixed my compass!" No, I simply removed a source of deviation.

Metallic objects (or magnetic objects like radio speakers) near your compass will "fool" it into thinking that object is Magnetic North. How can you determine the Deviation of your compass? Well, if you have a GPS, it's easy. All you need is mile or so of calm water and you can run down the rhumb lines of the four cardinal points and record the differences between what the physical compass is reading from the GPS course you are running.

Of interest, deviation "deviates" differently at a given compass course, so you need to check at least the four cardinal courses (when we develop our deviation tables for new boats, we measure at least sixteen compass headings). You need to know what your boat's compass deviation is, so that if you do have to use your compass in lieu of your GPS, you can compensate appropriately. Over enough distance, even a degree or two can add up to significant differences. If you don't have a GPS, it's a bit more complicated but it can be done. Get your paper charts out, mark a rhumb line between two points that lie at a given magnetic course between each other. Run down that line and record what your compass is reading versus what your paper chart told you the compass should be registering. The difference is deviation.

### My GPS Has Failed and I Don't Have a Compass!

Well, happily for this sorry skipper, there is a way to create a crude compass with an analog wristwatch. Simply point the hour hand at the sun. Halfway between the hour hand (the sun) and 12 on your watch lies south. If you know where south is, you know where north, east and west are.

Don't have an old-fashioned watch? Draw one and line it up as it were on your wrist. It works!

If you are interested in being part of USCG Forces, email me at [JoinUSCGAux@aol.com](mailto:JoinUSCGAux@aol.com) or go directly to the D1SR Human Resources Department, which is in charge of new members matters, at DSO-HR and we will help you "get in this thing . . . ■





## Mad Hattery: How to Act in a Marine Casualty

By John K. Fulweiler, Esq.

Everyone's mad these days. Folks can't keep their airspeed up and the instrument panel is rattling and that left wing keeps fluttering ugly like the withers on a swaybacked horse. Not everyone has the altitude to make it back to the airport in the next few years and you see the panic in the way folks interact. Recklessness lies in the wake of economic stress and recklessness is all over the place, on the roadways and out on the water. Maybe you remember Sergeant Esterhaus telling his television squad, "Hey, let's be careful out there." Maybe you don't. Doesn't matter either way because this month I'm writing about what to do if you're on the receiving end of recklessness. That is, how to best position yourself following a casualty on the water.

First, do no further harm. That's one of those trauma surgeon mantras and you'd do well to keep it in mind. What I mean is, in the immediate aftermath don't be writing a narrative in your head about who was at fault, how this happened, whether you have insurance coverage, etc. Just stop. Understand your circumstances and figure out what action you can take to prevent any further injury and property damage. This will likely include summoning assistance. Don't be detailing this and that, just report the nature of the incident (like "vessel collision" or "grounding"). Don't be dissecting the incident with anyone – all that can wait. Right now, be in the moment.

Second, once the scene is stabilized begin gathering information. This is important. The ubiquity of camera phones means you should be snapping pics (or running video) of everything. Be like the second unit crew shooting the B-roll and don't focus narrow, but get the whole scene. Take a picture of insurance info, certificates of documentation and (always) photograph the other vessel's Hull Identification Number (this is usually on the port side, on the outside transom surface). If you're injured, get photos.

Third, in my opinion, the agencies that show up don't care about you as anything more than their own casualty to patch up, assign a case number and file a report. Sorry, it must be said, so don't go spending a lot of time explaining this or that. All can wait. If you're too shaken up to give a statement, tell that over-equipped agency feller you'll talk later. Sometimes folks want to overly share following a casualty, as if to make up for the spilled milk. Don't be that person. Be judicious. Mind your words. If you've been drinking, Mother of Sweet Mary, stop talking or doing anything and just call your attorney. Please call her right now. Just sit down there, huff some big breaths and make that call. She'll likely tell you not to say anything at all and I'd agree with that advice in a very big way.

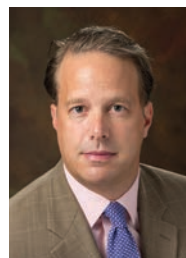
Fourth, the state and federal government have various on-water casualty reporting requirements. My question is why are you rushing to fill out the incident report? Any reporting requirement I know of gives you a couple of days to fill out an incident report. You get one shot to do this reporting and you definitely want the counsel of a maritime trial or litigation attorney (as opposed to your maritime attorney friend who does a lot of boat closings!). You want an attorney to help you describe the incident in an accurate, logical way that best captures the important elements. For instance, I was just doing this in aid of a fellow who'd drafted up a description of the incident for me to review. It was nicely done with a real earnestness, but in speaking to him he'd left out a super important issue: the other boat was overtaking. That's what they call the money shot and without an attorney to unpack the facts, it'd have been missed.

Fifth, avoid the recklessness. I'll always take a bet if the odds make me feel cozy and here's a bet I'll take all day long: no court will ever find you blameless for a vessel collision. Rule 8 of the Rules of the Road is titled "Action to avoid collision" and it puts the burden on each vessel to take action in sufficient time to avoid a collision. Holding your course doesn't work as an explanation. So remember my wee preaching and avoid being Mel Gibson in Braveheart and throttle down or peel off to port (or starboard as the case may be) and let that mad aviator pass you by knowing he (or she) is probably struggling to make life's airport.

I think we're all in a weird patch of water these days. Take care of yourself out there.

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

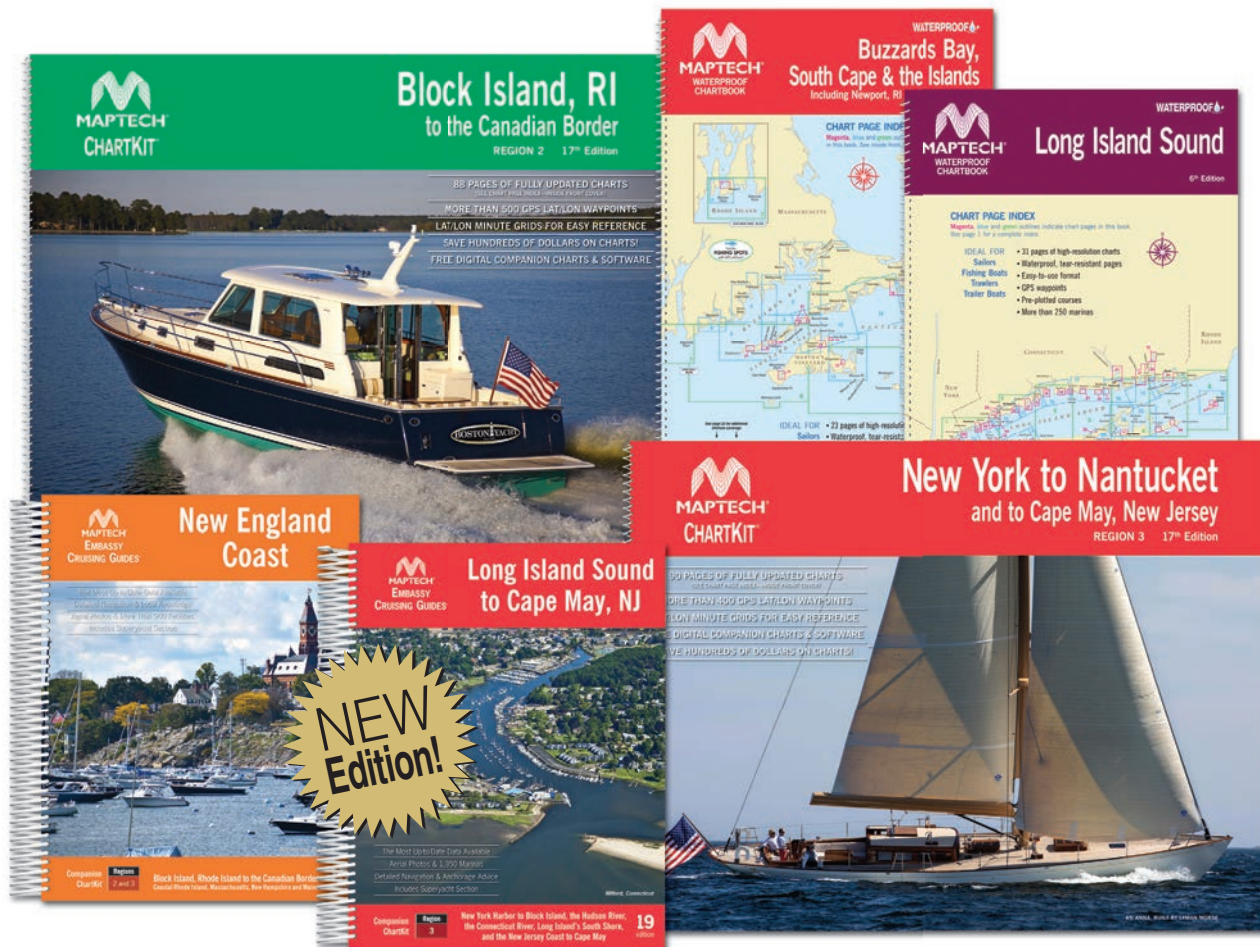
Underway and making way. ■



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

# MAPTECH®

## Always On. Always Reliable.



**There is no substitute for paper charts and guides.**

### ChartKit®

Get the big picture.

Go beyond the limits of digital screens with our large, 22" x 17" charts.

### Embassy Cruising Guide®

The perfect ChartKit® companion and the most comprehensive cruising guide available.

### Waterproof Chartbooks

Full-size charts in a conveniently sized book, printed on tough, tear-resistant waterproof pages.



Purchase print products at your local marine dealer or bookstore.  
**1-888-839-5551 www.maptech.com**

Visit our website to see Maptech's complete line of charts, chartbooks, navigation software, NOAA print-on-demand charts and peel-and-stick decorative nautical charts.

# The Saga of Eleven Bridges, Part 2

By Paul Jacobs & Tom McDonald

## The Voyage

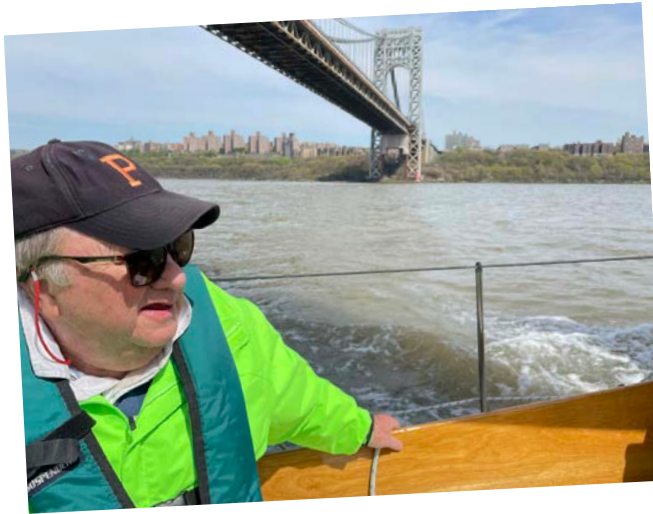
The first hint that the weather forecast would not prove especially accurate soon occurred on the first leg. The marine forecast called for 7-10 knots out of the west, which would have resulted in a lovely starboard tack beam reach down the Hudson. However, we departed the Minisceongo Yacht Club in a near calm, and about two hours later as we motorsailed under the Tappan Zee Bridge the wind was out of the north at only 3-4 knots. Nonetheless, on the first of May we could hardly complain as it was sunny and about 60 degrees.

As we approached the George Washington Bridge, Paul had a moment of intense nostalgia. As a small child four score years ago, I grew up in nearby Washington Heights, in an apartment building on 187th Street, six blocks NE of the bridge. Long past but vivid memories of Boy Scout hikes exploring the little red lighthouse at the base of the bridge, walking across the bridge itself, and overnight camping in New Jersey remain etched in my brain, and yet here we were sailing under that venerable old bridge a lifetime later.

There was substantial commercial traffic both north and south bound on the Hudson, so to avoid possible issues we hugged the New Jersey side of the river. Evidently, we hugged it a bit too well, as somewhere abeam about 65th Street we ran aground! In the middle of the Hudson River! We tried the engine in forward. Stuck in the mud! We tried the engine in reverse. Still stuck! We tried throwing her Danforth anchor to port to kedge off. Still stuck! We called both Sea Tow and Sea Safe, and to our dismay in NYC, on a sunny Sunday in May, one told us he would not come at all, and the other said he could not make it for

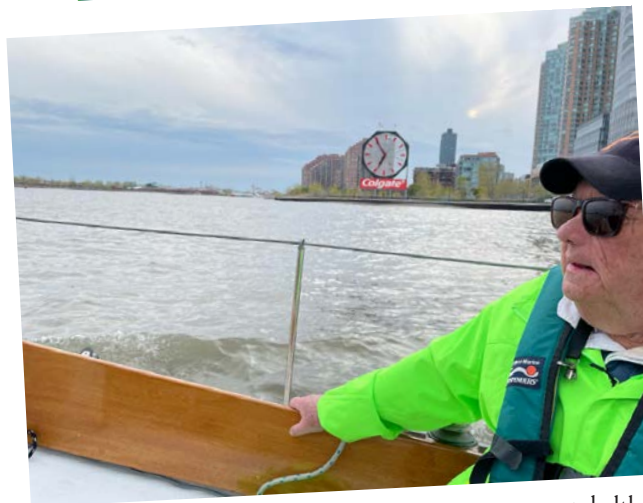
at least four hours! After two hours the tide filled, we floated off the bottom, and resumed our voyage to Hudson Point Marina in Jersey City, New Jersey, passing the giant Colgate clock at 6:55 pm.

After furling the jib, dropping, flaking, and securing the



*Paul Jacobs at the tiller of the GC, sailing under the George Washington Bridge. The barely visible little red lighthouse at the base of the bridge, the GW Bridge itself, and PJ are all still functioning.*

mainsail, and putting out fenders, we slowly powered to our reserved slip. About six people on the dock were intently observing us. One asked, “What is that lovely



*Approaching Hudson Point Marina, Jersey City, NJ*

little sailboat?” Our first compliment – and her restoration had barely begun.

The forecast called for a partly cloudy evening. So naturally, it started to rain. We asked the locals about a nice place to eat dinner, and they directed us to The Light Horse Tavern about five blocks away. The food was terrific, the atmosphere warm and friendly colonial style,

and although we were dressed in sailing attire,

no one there seemed to mind. Eventually we wandered back to the marina in a light rain, and three full-sized sailors snuggled into a tiny cabin – Tom in the V-berth, John in the starboard salon bunk and Paul in the port salon bunk. Tom set his mobile phone alarm for 7 am. We all slept like we were drugged.

On the morning of May 2 we awoke,



*Tom, Paul, and a distant Lady Liberty*

found some coffee, and Tom and I each took our multiplicity of pills, and with John we three motored out of the marina, unfurled the jib, raised and trimmed the main, and headed for The Battery in a light drizzle with multiple tugboats, barges, ferries, and other commercial and pleasure powerboats whizzing about in various directions.

We detoured five times to avoid even the most remote possibility of a collision, and finally rounded The Battery only five minutes after optimum. We soon zoomed under the Brooklyn, Manhattan, and Williamsburg bridges at about 8 knots, with a roughly 3-knot favorable current.

Shortly thereafter we actually accelerated! Going under the Queensboro Bridge alongside Roosevelt Island we hit 8.5 knots, and finally a maximum speed of 9 knots over the bottom as we passed through Hell's Gate, documented on our newly installed Simrad GPS chartplotter.

Some dramatic eddies drew our collective concern as the Graves Constellation only has about two feet of freeboard amid-ship, but nary a drop of the East River ever came aboard. All three of us were smiling and laughing as this – presumably the worst part of the voyage – was now behind us. We soon passed under the Bronx-Whitestone Bridge.

However, as is so true of many aspects of life, beware of hubris! One disquieting aspect was that even the current marine weather forecast was still calling for 8 -12 knots out of the SSE, which would have resulted in a nice close reach into Long Island Sound, but in fact only 30 minutes later we had 10-12 knots

from the NE. Our intended port for the evening was Stamford, Connecticut, which unfortunately was almost exactly NE of our location. Oh well, as the French say, "*C'est la vie.*"

Unfortunately, the NE winds continued to build, first to 15 knots, then 18 knots, then 20 knots and finally 25 knots with gusts to 30. We were tacking back and forth in the narrow part of western Long Island Sound but found we were making painfully slow forward progress, and hence continued to operate the engine to provide some additional way. As the wind gradually increased, so did the seas. We put in a reef and trimmed for close-hauled sailing. The seas reached 3-4 feet, then an hour or so later they were about 5-6 feet.

The GC handled them beautifully, but sadly the Mercury out-board, with a 20-inch "long" shaft, began to experience trouble. As we would surmount a wave all was OK, but when the bow came off the wave and the stern elevated, the prop would temporarily come out of the water, the engine would race, and then when the prop reentered it would suddenly impact the water and slow. This sequence repeated many times as we realized that at our current rate of progress, we would not make Stamford until well after dark.

Checking local charts, we decided instead to head for Mamaroneck. Bearing off, we were able to avoid the worst of the wind and seas and arrived in deepening dusk. While powering near the fuel dock we ran aground again, which was especially galling for a long-time navigator who taught celestial navigation for many years. I had no idea that the local tides in Mamaroneck are almost



**Call Coop at 401.965.6006**

# Joe Cooper Sailing

- Effective Sail Trim Techniques
- Using Your Cruising Spinnaker
- Preparation for Offshore Sailing
- Race Crew Training & Coaching
- Fast and Efficient Mainsail Reefing Systems
- Solent Sail Upgrade Design

**Email:**  
[coop.joecoopersailing@gmail.com](mailto:coop.joecoopersailing@gmail.com)

**joecoopersailing.com**

nine feet, and that we had arrived about 1.5 hours before low tide! The GC balanced on her keel for a while, then gradually at first and faster afterwards began to heel, until she ultimately careened in the mud at 45 degrees!

Simple arithmetic indicated we would be stuck in this position until about 9:30 pm and would likely not float off until about 10 pm. In the meantime, the temperature – in May! – kept dropping until at about 9 pm I could see my own breath, was shivering, and my teeth began to chatter uncontrollably. I was inside a lightweight sleeping bag and was still distressingly cold. Finally, at 10:07 pm we floated free, powered to the gas dock and tied up. After multiple phone calls to arrange the correct meeting place and time, John's wife and son arrived to take him back to Stony Point.

The next morning, we noticed the wind was still out of the NE. We started the Mercury outboard, and it did not sound at all well. It would run for a minute or two, sputter badly, almost stall, and repeat this cycle over and over again. A few times it did stall and was then especially difficult to restart. Realizing that we had an unreliable engine and that the winds were dead on the nose, we evaluated alternatives. Ultimately, we decided to sail for Westport, Connecticut. Fortunately, the 22-year-old 2-stroke engine lasted just long enough to enable us to dock on an end-tie at Ned Dimes Marina near Compo Beach. Now the real saga begins.

### The New Engine

The former outboard engine, as noted earlier, was a 22-year-old 9.9 HP Mercury which fit, albeit snugly in the engine well on the Constellation's small afterdeck. Virtually all modern outboard engines are four-stroke units, which have larger cylinder heads for the same horsepower. After checking the dimensions of new outboards manufactured by Mercury, Tohatsu (which now makes and re-brands Mercury outboards), Honda, Nissan and Yamaha, it soon became distressingly apparent that NONE of the 9.9 HP outboards would fit in the engine well. While Tom and I do plan to restore the GC, we did NOT intend to perform major surgery on her engine well. Thus, nominal 10 HP outboards simply would not fit!

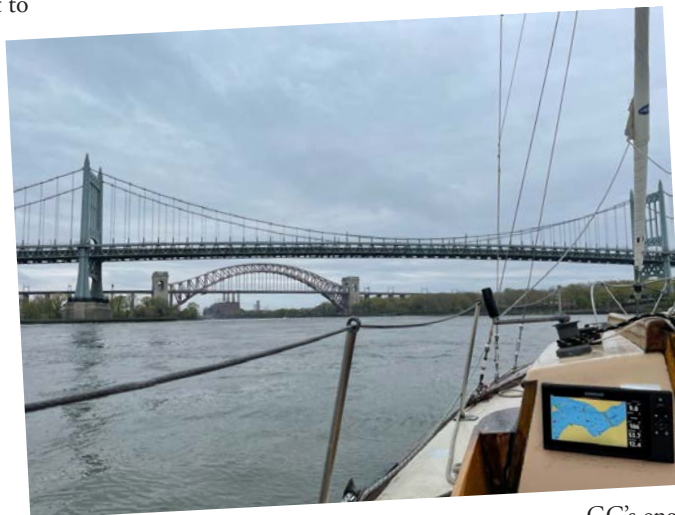


*Former GC owner John Moreno looking pensive as we prepare to sail under the Brooklyn Bridge with the Manhattan skyline under heavy clouds.*

At this point we began looking into four-stroke 8 HP models. Amazingly, none of these would fit either. Concerned that the boat might be seriously underpowered, we had little choice but to investigate 6 HP outboards. Even there, a new 6 HP engine that would fit into the engine well was hardly a slam-dunk. Furthermore, after our experience with 6-foot head-seas, we really wanted an

engine with an “extra-long” (25-inch) shaft. Multiple internet inquiries and phone calls to suppliers of outboard engines throughout New England resulted in further frustration since we could not locate any with extra-long shafts. Finally, a friend suggested we call Defender in Waterford, Connecticut. They had exactly one Tohatsu, 6 HP extra-long shaft engine in stock! We left the GC securely tied to an end dock and drove two hours to Defender.

We were thrilled to confirm that Defender had a 6 HP Tohatsu outboard with an extra-long 25-inch shaft in their store but were devastated to discover that while Defender has a



*Motersailing through Hell's Gate, approaching the Robert F. Kennedy (formerly Triboro) Bridge, with the Hell's Gate Railroad Bridge beyond*

generous refund policy on almost all products they sell, conspicuous by exception is their policy regarding engines. Summarized simply, it dictates, “If you buy an engine, you own it. No refunds allowed.” Evidently, if it somehow did not fit in the

GC's engine well we would have a shiny, white, \$1,800, 65-pound paperweight. What to do?

Then, I realized Nancy and I already owned a four-stroke, 4 HP Tohatsu outboard for our dinghy – to get us out to *Pleiades* and back, and to use while cruising. The extremely knowledgeable salesperson at Defender informed Tom and I that the 4 HP and 6 HP Tohatsu outboards are identical except for carburation and propellers. Thus, we drove home to Warwick, Rhode Island and the next day drove back to Westport (about 3.5 hours) with the 4 HP outboard and installed it in the GC engine well. It just barely fit, but the gearshift lever bumped into the mahogany well-surround when attempting to shift into forward! Fortunately, that

problem was solved with a 3-inch diameter hole saw!

So, the next day we drove back to Defender, purchased a new 2022 four-stroke 6 HP Tohatsu "Sail Pro" outboard engine with an "extra-long" 25" shaft and a "high thrust" propeller, and drove back to Westport

– yet again! After some twisting, pulling and pushing, and the use of a splendid "mini-crane" with a 5:1 block & tackle that John had provided with the GC, and only two or three profane utterances, our new engine was securely mounted in the GC engine well. Hallelujah!

The sad news was that our partnership checking account was now down \$1,800, and our voyage had been delayed by ten days. On the other hand, our GC now has a brand-new engine, that consumes only 0.3 gallon per hour (vs. 1 gallon per hour for the former 2-stroke Mercury), it has an extra-long 25" shaft that puts the prop deeper in the water, and utterly amazingly – as it is only 6 HP vs. 9.9 for the former engine – subsequently pushed the GC along just under hull speed in flat water while running at only half-throttle, as is required by the manufacturer during the engine's



*Approaching the Throgs Neck Bridge*

initial break-in period.

The next morning we were trying to find some place to have a warm cup of coffee. It was raining, and while walking in the marina Tom and I must have looked like a pair of bedraggled old men. A car came slowly along the marina road and feeling gutsy, I stepped in front and used the "palm forward" universal stop sign. The vehicle stopped. I walked up to the driver and asked in my most pathetic voice, "Can you kindly help two old fellows trying to find a coffee shop?" Note that this was a mother with an infant and a live-in babysitter inside, being stopped by two strangers. Perhaps I have an honest looking face.

She kindly not only asked us both to get in out of the rain, but drove us to a nice coffee shop. She said she needed to take the baby and nanny home, but would be back in fifteen minutes to have coffee with us, and then drive us back to the marina! Her name was Mina, she personified kindness, and we later thanked her via e-mail.

The going rate for a transient slip at the very neat and clean Ned Dimes Marina was between \$100 and \$140 per night. The manager must have also taken pity on us, because although the GC was there for ten nights, he had heard about our engine issue and only charged us for two nights. The kindness of strangers is often amazing, and always welcome. ■

*Look for the conclusion of The Saga in our next issue,*

# America's Cup Charters

**GET**  
**LEGENDARY AMERICA'S CUP 12 SAILING**  
**ONBOARD!**



Private & Ticketed Sails  
401.849.5868

*The experience  
of a lifetime!*

**AmericasCupCharters.com**

# Women on the Water: Tracy Edwards

Interview by Joe Cooper

*Tracy Edwards, MBE was the first (and until the Volvo Ocean Race 2014-15, the only) skipper to muster an all-women crew and compete in the then named Whitbread Round the World Race. I spoke with Tracy aboard the same yacht, the refit Maiden, at Safe Harbor Newport Shipyard in Newport, Rhode Island.*

**Coop:** Tracy, do I call you Dame? (and I almost uttered “Ellen”...OOPS!)

**TE:** No, not a Dame.

**Coop:** The *Maiden* story, “Tracy and the girls do the Whitbread” if you will, has been told many times. I’d like to get to know Tracy Edwards in a bit more detail. That OK with you?

**TE:** Oh yeah, sure.

**Coop:** Your mum was a dancer, right? Royal Ballet or...?

**TE:** She was with Sadler’s Wells. That was a brief period. Then she went to another company, I don’t remember what it was called, but then she went around the world with a modern company called Rhapsody in Blue-Gershwin, and it was quite a risqué gig. Not exactly Burlesque, but I remember my daughter Mack and I were going through her things after she died, and we found some black and white photos of her, and she is wearing black fishnet stockings and generally looking saucy. I said to Mack, “This is your grandmother.” She said, “What?” And I said, “Yes, she was an extraordinary woman.” She rode a motorbike on the Isle of Man Tourist Trophy course...

**Coop:** In the TT races?

**TE:** No, women were not allowed then. She just rode the course. She was later caught at 16 riding a Triumph Tiger without a license or insurance. I still have the police citation. She drove karts, which is where she met my father. He was her mechanic. She ran her own driving school and dancing school. She was an incredible role model.

**Coop:** Yes, I watched the *Maiden* movie last night and that comes out very strongly. Did you aspire to dance, and take dancing lessons?

**TE:** Oh, yes.

**Coop:** Was your mum forced to retire after you and your



brother were born?

**TE:** Well, she contracted a particularly nasty variant of Multiple Sclerosis two years before I was born, but she was tough. The doctors said she’d be in a wheelchair in two years and she lasted another fifty years. She did not like being told what to do. Anyway, she had to retire from professional dancing. That

was when she started her own dancing school, which of course meant she could teach dancing and be a mother.

My brother is very bright. He’s the smart one. I’m the good-looking one (self-effacing chuckle). He went to high achieving schools, and I went to drama and dancing schools. I wanted to be a dancer, or I thought I did, and wanted to be an actress. My father was a Mason, and when he died the Masons would only pay for my brother’s education, not mine...

**Coop:** So, you were shunned by men at an early age?

**TE:** Yeah, really. My mum remarried and we moved down to Wales, and I went to a comprehensive school, which was OK because I had decided I wanted to be a veterinarian. I had read a James Herriot book and thought I had to be a vet. That was short lived. Then I became the nightmare that was to become the nightmare to end all nightmares, and then, well...(her voice trails off).

**Coop:** You OK to dig into that a bit?

**TE:** Yes, sure. I hated my stepfather.

**Coop:** It is reported elsewhere he was an alcoholic...

**TE:** Yes, he was an alcoholic and abusive. He was physically violent to me, but I never told Mum. She was back in Reading trying to sell the house and I was in Wales, stuck with him. We got into all kinds of s\*\*\*, for want of a better word. I used to run away, and he would come after me a few days later. A very strange time in my life. Mum was away, and did not know what was happening. She was not a mind reader. By the time she sold the house and moved down to Wales, the die had been cast – my stepfather and I were deadly enemies. I became this awful person, climbing out my bedroom window at night, running off and partying, drinking, smoking...I stole a car, got caught.

**Coop:** It is hard to compare the times, but a lot of this seems like it's still pretty normal in a lot of society, or perhaps not so awful. Did you think of yourself as an Awful Person?

**TE:** Oh, God no.

**Coop:** So, were you told you were a naughty little girl?

**TE:** Not so much that as I was breaking my mother's heart. I knew I was, and I think I became worse just to see the effect. Peter and I would fight, I would bring home awful boyfriends and the worse it got the more satisfying it was for me. And it was a shock for Mum. She had come from this nice middle, upper-class family, and all of a sudden she had this demon for a daughter. When she came to the police station to pick me up, I was handcuffed to the radiator. And that was the moment I felt my first twinge of shame. The look on her face...my God, I can still remember it.

**Coop:** Was all this acting out to rev up your mum for marrying your stepdad? "YOU screwed up marrying this guy."

**TE:** Yes, probably. Punishment. Absolutely.

**Coop:** And you were what 14, 15 years old?

**TE:** Yes, by the time I was 15 I had been expelled. I had been sus-

pending twenty-six times. I blame the headmaster for not expelling me sooner (chuckles). By that point Mum was at her wit's end. Truly did not know what to do for the best, for me. And she was well into the MS by now, too. The trifecta. A lazy bum for a husband; she earned the money working three jobs and he went down to the pub and spent it. The MS, and then me. Then she looked at the people I was hanging around with and thought to herself, "I think she needs to get away from this crew."

We had a contact in Greece, Piraeus. He owned a piano bar, so she said, "Why don't you go backpacking through Greece, go visit with Uncle George." It was like a time out. A reset. I said, "OK, whatever" and went off backpacking down through Greece. I ended up working in the bar. Then I moved to working in another bar. I was 17 by now. A guy named Mike Corns came into the bar one night. He was to change my life FOREVER. He said, "I need a stewardess. I have a charter in four days in Rhodes and my stewardess has just walked off the boat. How do you fancy being a stewardess?" I was like (feigns airy, vacuous girl's voice) "Oh, OK."

**Coop:** What's a stewardess?

**TE:** Yeah, really (chuckles). So, I literally finished my shift that night and packed up. I was on the boat the next morning and we were off to Rhodes to pick up the charter. And this was a big, beautiful motor yacht, a real classic. She was the yacht used the



**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)**



movie *Evil under the Sun*. Anyway, I was sick as a dog for the four-day passage. Oh my God, I didn't think any human could be so sick for so long. I was thinking, "Well, this obviously is not for me." But they looked after me. I was up on the boat deck, with a bucket, under a table that had a canvas cover on it. Every so often, someone would come up and bring me food. They must have been thinkin,g "Gawd, this is not going to work."

But of course, once we got to Rhodes, into the marina, the sickness stopped immediately, like magic, and I recovered. I thought, "I am going to give this a go because I like these people. I think this is interesting and could be a pretty cool way of life. I have my stuff and a bunk bed, and I get to travel." At the end of that first charter, I was like, "This is it. This is *me*. I want to do this." And it was not the boat or the ocean or the ports. It was the people. I felt I had found my tribe. "These are my people. I have been looking for you for my whole life and here you are."

**Coop: What was it about the people, collectively or individually, that so resonated with you? It is clear watching you that it was a massive event; a landmark point in your life.**

**TE:** They were as mucked up as I was, quite simply.

**Coop: Oh.**

**TE:** We were all such a ragbag bunch. Different backgrounds, different reasons for being there...

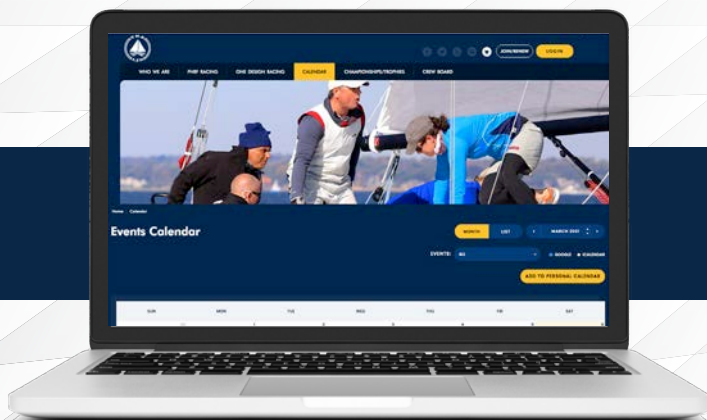
**Coop: Quite different from today where everyone has to have a ticket for this, that, and the other thing.**

**TE:** Yeah, different skills and skill levels, and we sort of just muddled through. It was weird and wonderful. I could talk and they would understand or not talk if I did not want to, and they would understand...

*This interview derives from ten minutes (out of sixty) of Coop's interview with Tracy. Part Two will appear in the next Women on the Water in our November/December 2022 edition.*

**The mission of YRALIS** is to support your sailing and to assist in improving our collective experiences on the water. YRA provides the vital role of coordinating the sailing calendar between the member clubs and through the issuance of quality PHRF certificates.

Be proud of the fact that the sailing that we do in LIS represents some of this country's highest caliber sailing and race management. Your membership ensures exceptional leadership and active participation.



Be part of something BIG, join today at [yralis.org](https://yralis.org).  
Or sign up to join our email list.

# COOP'S CORNER



## Wash the Pinnies and Bring the Bailers

By Joe Cooper

Our son, Ned, graduated high school in the class of '14. By my calculations this makes his freshman debut the fall of 2010. In the fall of 2009, we attended the Prout School Open, day go see event. As we entered the campus, at the speed of rush hour traffic upstream of a five-tractor trailer crash behind all the SUVs in front of us, we found a right hand turn down a slight incline. This turned out to be an external access to the gym, the Athletic Director's office, and related infrastructure.

Now, in advance of this visit I had been yarning with a mate of mine who remarked, "Ah, Prout. They have a sailing team." Frankly "sailing team" and "high school" was not a sentence I had ever composed. I had a vague idea it existed, but that was it.

As we inched our way past the turn, I noticed there was a fully rigged 420 on its trailer outside the offices, adjacent to the gym. "Humm," thought I. We made it to the parking lot and headed for the front door. I left Ned and Jill to be conducted on the many nickel tours by an enterprising senior, co-opted for the day. Guess where I went?

Bingo. I strolled down the hill and stood around the 420 admiring it. It was guarded by a couple of adults and a couple kids who engaged me in conversation. "Do you sail?" asked the senior adult. I have learned over the years that the broadside response to such a question, relating all five pages of my sailing CV, is a bit overkill. "Yeah, I sail a bit..." was my response. More light chatter around my inquiries as to high school sailing. Having gathered the information I wanted, I sought out Jill and Ned and stayed at heel for the duration of the visit.

Sometime in January 2010, we received Ned's "You have been accepted" letter. OK, the next four years were settled, so I sent a note to Molly, the adult at the boat in the fall, so advising her and confirming my previously stated interest in "helping out a bit." That February I was introduced to the first of what will be, in the spring of 2023, thirteen years of high school sailing.

Prout had at the time a coach. His daughter was graduating

that year and so would he. The venue for Prout Sailing was on the Salt Pond to the north of Pt. Judith, a ten-minute carpool drive from the school.

The venue we sailed from had a pontoon boat (*aka* what I think of as a "Tennessee River Drinkin' Barge"). This vessel accommodated the extra kids who were not in 420s. The roster was over twenty kids, I recall. So, twelve to sixteen in dinghies depending on the available skills levels on the day, and the rest on the barge. And the coaches and adults, this particular first day being three: Molly, the parent advisor, the coach, and me. There was a Whaler available too. The coach was sitting on the barge and my memory of this day reports he was not doing much. Looking up-course, I saw the kids doing laps around two marks in a W/L configuration. There was plenty of opportunity to, well coach. The coach was a good bloke and (or but) sailed on big keelboats. We chatted amiably about logistics, personalities and the mechanics of the facility all the while keeping my eyes peeled upwind. After not a long time I asked the coach if he minded if I jumped in the Whaler and watched from a closer vantage point. "Go for it," he replied. I jumped in the Whaler and did.

The rest of the afternoon was my introduction to high school sailors and sailing. It was fun but I did not have much clout. I was new, they did not know me, and I was "not really the coach" so my suggestions and requests had small leverage.

One of the vagaries of high school sailing is the spread of skills that show up. Now that I have been The Coach for twelve years, I've developed my own MO. First off is that if a kid wants to sell their parents on the idea of sailing and the cost of a drysuit and dropping them off and or picking them up, and the kids show up, then I will work with them.

This is possibly the most rewarding part of the game. I have had kids come in as rank novices and after four years go out with OK sailing skills, but more importantly, a passion for the game. My first success was a kid with a huge 'do like the character from Mod Squad. He was new to sailing and so crewed, and I was always fearful he was going to get his hair caught in the vang. He managed to avoid this.

One last day of sailing, the kids were doing the Pirate thing and Garrett ended up in a boat by himself. I was in my Laser I think, so I sailed over to him. He looked pretty non-plussed and when I inquired as to his situation, remained calm while asking what he should do.

"Sail in if you want to, or sail back into the 'fight' and re-engage," was my reply. Seeing the splashing and water cannon going on in the thick of a 420 version of Trafalgar, he calmly took the tiller, trimmed the main and promptly sailed into the melee with all the aplomb of Nelson. A skipper shortly boarded him, and I moved on. Garrett graduated from Maine Maritime as a ship driver, but not before sailing with me on *Falcon 2000* for a few daysails. He did at least two deliveries with *Falcon* to and from the Caribbean...one of two souls aboard, he and the owner. He is, at last chat, driving a 90-foot powerboat.

Probably my most successful Kaper, in terms of getting kids totally stoked, was the 2016 World Match Racing Tour event in Newport. With the help of a lot of the Newport girls, the produc-

er of the video stream, and Sally Barkow, two Prout sailors got to compete in the Pro-Am event on the M32 cats. I have written, and so have they, in these pages about that Kaper. Watching the smiles on these two great young ladies slowly change from “Gee, we are going sailing on a sunny day and we are off school,” to “Oh, this is really happening” was great to watch. After dressing in the special M-32 kit, they were ushered through the secure gate to the docks where a RIB would transport them to the infield. As they walked down the dock and were putting on their helmets, they became as subdued as I had ever seen them.

They survived, and in the TV interview afterwards they were glowing. Payton was a skilled and lauded sailor before I met her and even though she is in college now, I still see her at kids’ regattas in the summer where she teaches and coaches at Conanicut Yacht Club. Mikaela, less skilled but dead keen and loving it, still calls me when she’s in town from school in California, and we meet for coffee and I hear the news.

Likewise, there are half a dozen former Prout Sailing team members who still keep up with me. One I gave a reference for him to get a crewing gig on one of the sightseeing 12 Metres in town, which he loved. He has a JY 15 in town and an old 110 at a yacht club he belongs to in California.

I once called one of the girls, (K1 by nickname) a Freshie at George Washington in DC and we had coffee, and I heard the news of her first few months at Uni. I helped her sister, K2, with an internship with Clean Ocean Access in Middletown, and she is just now a few years later finishing her Law degree in Environmen-

tal things and aiming to save the world.

Now, lest you think this is just Coop nurturing sailors (It is but wait, there’s more), we do have some sailing successes too. We have qualified to sail in the O’Day Regatta, the New England regional qualifier for the national champs of high school sailing. The girls have twice finished second in the Herreshoff girls-only Championship, a few years apart. The team does petty well in the Friday Night Lights series we hold at Sail Newport in April and May. And we have placed second in the Rhode Island states two, perhaps three times. So, all in all a pretty reasonable showing in the scheme of high school sailing.

Apart from nurturing the kids to really love sailing, I have one other task. At one of the FNL regattas, I had been busy the week before and had not washed the pinnies. They live in a tote bag in the trunk of my car unless I take them out to wash. As you can imagine, after a few days of wet sailing and a few nights in the trunk they were a bit, well, ripe. Fortunately, I apparently have a sufficiently good rapport with the kids they feel it’s OK to call me on this. One asked, “Would you like me to take these home and wash them?” Possibly the most embarrassing moment in my sailing life thus far. They are used to my theatrics, so with my head hung in shame I mumbled, “No, my bad.” They just shrugged, put the pinnies on, grabbed a bailer and headed to the boats. Good thing I had brought the bailers. ■

*Australian born, Joe ‘Coop’ Cooper stayed in the U.S. after the 1980 America’s Cup where he was the boat captain and sailed as Grinder!*



Your regional source for sales & service of the one-of-a-kind “Duffy Electric Boat.” This unique “no wake” watercraft is the world’s leader in the leisure electric boat industry since 1970 - **Celebrating 50 Years of Cruising!**

**860-980-3759**  
 info@electricboatsct.com • www.electricboatsct.com  
 100 Essex Street, Unit 2D, Mystic, CT 06355



**McMICHAEL**  
YACHT YARDS & BROKERS

**No plans for your boat?**

**McMichael has buyers!**

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

**SAIL**

|                                  |         |
|----------------------------------|---------|
| 62' Beneteau Oceanis 62 '17      | \$895K  |
| 55' Amel 55 '16                  | \$899K  |
| 52' J Boat J160 '00              | \$299K  |
| 50' Amel 50 '20                  | \$1.15M |
| 50' Hanse 505 '18                | \$475K  |
| 49' Beneteau 49 '09              | \$295K  |
| 46' Hanse 458 '20                | \$469K  |
| 44' J boat J/44 '89              | \$149K  |
| 41' Hanse 415 '17                | \$350K  |
| 41' Alerion 41 '14               | \$335K  |
| 40' J Boats J/121 '18            | \$469K  |
| 40' Tartan 4000 '11              | \$335K  |
| 40' Nautor Swan '99              | \$225K  |
| 40' Freedom Yachts 40/40 '94     | \$99K   |
| 40' Beneteau Oceanis 400 '97     | \$70K   |
| 38' Alerion 38 Express '09       | \$219K  |
| 38' Beneteau 393 '08             | \$125K  |
| 38' Hunter Legend '94            | \$74K   |
| 36' J Boat J111 '11              | \$219K  |
| 36' Sabre 36 MK II K/CB '85      | \$64K   |
| 35' J Boats J/109 '03            | \$120K  |
| 32' Cardinal G-Force X-Treme '18 | \$99K   |
| 31' Hanse 315 '17                | \$145K  |
| 28' Alerion 28 Express '06       | \$79K   |

**POWER**

|                                     |          |
|-------------------------------------|----------|
| 56' Ocean Yachts 56 Super Sport '01 | \$339K   |
| 45' Jeanneau NC14 '16               | \$495K   |
| 43' MJM 43zi '21                    | \$1.499M |
| 42' Sabre Sedan Flybridge '04       | \$365K   |
| 33' Pursuit 3370 Offshore '06       | \$185K   |
| 32' Chris-Craft '02                 | \$65K    |
| 29' MJM Yachts 29z '07              | \$279K   |
| 28' Regal 28X '16                   | \$89K    |
| 25' Scout 255 LXF '16               | \$143K   |
| 22' Edgewater 230CC '22             | \$165K   |
| 35' MJM Yachts 35z '20              | \$849K   |
| 34' Everglades 340DC '20            | \$449K   |
| 34' Albin 32+2 '00                  | \$118K   |

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

**mcmyacht.com**

**PRESTIGE**  
YACHT SALES

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

BROKERAGE LISTINGS



'19 Beneteau Oceanis 51.1  
Asks \$649K- Call E. Greenwich



'97 Beneteau Oceanis 461  
Asks \$119K- Call Mystic



'99 Sabre 402  
Asks \$186K-Call Norwalk



'03 Hunter 386  
Asks \$99K- Call Norwalk



'16 Monterey 360 Sport Coupe  
Asks \$299K- Call Mystic



'05 Catalina 36 MKII  
Asks \$84.9K-Call E. Greenwich



'90 Sabre 34 Targa  
Asks \$59K- Call Norwalk



'20 Beneteau Oceanis 30.1  
Asks \$185K- Call Mystic



'19 Beneteau Antares 23 OB  
Asks \$128K- Call Norwalk



'24 Beneteau First  
Call Norwalk

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



# classifieds.

## BOATS FOR SALE



### 23' 2022 EDGEWATER 230CC

The EdgeWater 230CC boasts Single Piece Infusion Construction, a fully finished bilge and more standard features than other boats in its class. Packaged with Yamaha Four Stroke power up to 300hp, this boat is sure to impress in the performance category. It is a offshore center console model designed to be the perfect blend between fishing and family cruising. Price: \$165,000.00 Contact: Steve Leicht (914) 381-5900 info@mcm yacht.com



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



### 25' 2016 SCOUT 255 LXF

This sleek & sporty 2016 Scout 255 LXF shows like new. With just 261 hours on her Merc 350, she is turnkey and ready to finish out the Summer & Fall with a new owner. Highlights include optional windlass, a fully integrated Garmin GPSmap 7612xsv chartplotter/fishfinder/MFD, and Garmin VHF100. Enjoy fishing or family fun, or both. Easily seen at her slip. Price: \$138,500.00 Contact: John Glynn (203) 247-0470 johng@mcm yacht.com

windcheckmagazine.com

## BOATS FOR SALE



### 26' Ebbtide 2600 DC

The Ebbtide line of powerboats are well known for their quality and attention to detail. Due to low hours and seasonal use, this affordable 2009 dual cabin model is an exceptional offer. Includes a tandem axle aluminum trailer. Price: \$47,900.00 Contact: prestigeyachtsales (860) 625-2456 info@prestigeyachtsales.net



### 28' Chris Craft Corsair

A 2007 classic. Get to your family beach picnic quickly and in great style. Stored inside at Crocker's Boatyard in New London, CT. Low hours on engines. New Varnish on the deck. A real classic Chris-Craft. Priced to sell! Price: \$65,900.00 Contact: prestigeyachtsales (860) 245-5551 info@prestigeyachtsales.net



### 28' 2006 ALERION 28

The Alerion 28 is the perfect platform for day-sailing. With a self tacking jib, spacious cockpit, and a light tiller, these boats are a pleasure to sail. They are surprisingly nimble and fast upwind, and when you decide to make a turn to head home, go wing-on-wing and take advantage of that Hoyt jib boom. On offer here is a 2006 AE28, Varuna; She has been stored indoors for 8-9 months most winters, and the owner has maintained her very well. She's on the hard in Hingham, Massachusetts. Price: \$78,500.00 Contact: Brett Lyall (401) 216-8084 BrettL@mcm yacht.com

## BOATS FOR SALE



### 30' Nonsuch 30

Beautiful Nonsuch Classic 30. Price drop!! Nonsuch's are very big 30 footers because of their hull design; they are typically 20-30% larger than boats of the same size, and a blast to sail. Raven is well kept, well equipped, and ready for her new owner. Be ready to be the first one in the water next spring! Price: \$32,500.00 Contact: prestigeyachtsales (401) 214-2360 info@prestigeyachtsales.net



### 32' 2020 GRADY WHITE FREEDOM 325

Low hours, great equipment, joystick control and plenty of engine warranty left on this gorgeous Grady White 325! Price: \$339,000.00 Contact: Michael Beers (718) 764-7215 michaelb@mcm yacht.com



### 32' 2000 ALBIN 32+ 2

Mary B is a well maintain Albin 32+2 with 2016 Cummins 370HP Diesel with 523 hours. The Raymarine chart plotter and radar were upgraded in 2016. The canvas throughout the boat is in excellent condition. The Albin 32+2 has enough room to sleep four comfortable for a long weekend or a couple on an extended cruise. The boat will cruise at 14 knots sipping fuel. Price: \$117,500.00 Contact: Andy Kaplan (914) 522-7581 andyk@mcm yacht.com

## BOATS FOR SALE



### 33' Beneteau America 311

Introducing Enterprise an ever-popular 2002 Beneteau 331. There are new sail and upholstery along with updated electronics. This one will not last long. Please give us a call for additional information or to set up an appointment. Price: \$65,900.00 Contact: prestigeyachtsales (860) 767-0528 info@prestigeyachtsales.net



### 36' C & C 36

Owner wants offers! This C&C 36 has been a work in progress for the current owner and his yard-employed associates. The bottom has no paint build-up, new rudder, new running rigging, and best of all the rod rigging has all been redhead. Sails are in nice condition with the #2 basically unused. Price: \$24,000.00 Contact: prestigeyachtsales (203) 353-0373 info@prestigeyachtsales.net



### 36' Catalina 36 MKII

10K PRICE DROP!! Grady Sea is priced to sell, in her slip, and ready to sail! Extremely popular Catalina 36MKII. Grady Sea has beautiful teak and holly interior with upgraded leather interior and new, custom mattresses. Both the starboard and port tables drop for extra beds, making sleeping for seven. She has everything needed to make sailing and cruising a breeze, including full electronics including autopilot with repeater. Brand new 4D batteries just installed. Price: \$84,900.00 Contact: prestigeyachtsales (401) 214-2360 info@prestigeyachtsales.net

### 36' Silverton 362 Sedan Cruiser

The Silverton 362 Sedan Cruiser is a versatile model that can go offshore fishing, family cruising, or staying at the dock as a comfortable

## BOATS FOR SALE



floating summer cottage, the latter of which is how the owners have used her during the last five years or so. The marina just went through the big block Crusader engines, replacing risers, acid cleaning the heat exchangers and coolers as well as other services, including sea trials to make sure she runs well at proper temperature. Many features. Price: \$49,000.00 Contact: prestigeyachtsales (860) 245-5551 info@prestigeyachtsales.net



### 37' Dickerson 37' Aft Cockpit Ketch

This unique aft cockpit ketch, built in 1985 is now available with many new upgrades. This George Hazen designed Dickerson is a sturdy cruiser upgraded with a rebuilt Perkins diesel, new batteries, new fuel tank, new Raritan head with holding tank, new SIMRAD NSS evo 3 navigation system with auto pilot, SIMRAD 9 touchscreen, chart plotter on bulkhead, SIMRAD wind, speed/depth. All of the above new in 2020. New canvas sail covers by Thurston/Quantum. New cabin and cockpit cushions. Price: \$49,000.00 Contact: Sgbarron52 (401) 339-6037 Sgbarron52@gmail.com



### 38' Beneteau Gran Turismo 2016

With its comfortable cockpit she is an outstanding day and party vessel and yet she has an interior that cradles you in comfort. Reliable Volvo power with joystick control takes the worry out of handling her around the dock. So if its a ride with friends and family, an afternoon on the water for two, or a week long cruise, the 38 Gran Turismo is your boat. Price: \$319,000.00 Contact: prestigeyachtsales (203) 353-0373 info@prestigeyachtsales.net

## BOATS FOR SALE



### 38' 2009 ALERION 38 EXPRESS

Second to none the Alerion Express 38 is the highest form of the modern classic daysailer. With her gorgeous classic lines and spacious and secure cockpit she is sure to please. The 38's sail plan combines the power of a tall carbon mast and large roach mainsail with the ease of a small self-tacking jib. This configuration offers the perfect blend with plenty of power and super easy sail tending into one package. All lines led aft to port and starboard electric Harken winches the helmsman. Price: \$219,000.00 Contact: Todd Williams (203) 610-1215 Toddw@mcmyacht.com



### 40' Block Island 40

Introducing SEAL hull number 0 of the classic Block Island 40s. This yawl has received a major refit in 2004 and again in 2010. Most every system was removed and replaced including the engine, tanks wiring, winches and sails. Over \$40,000 has been spent on it over the past 6 years including deck and cabin top painting and mechanical equipment work. Please call for additional information or to schedule an appointment. Price: \$39,000.00 Contact: prestigeyachtsales (860) 767-0528 info@prestigeyachtsales.net



### 40' 1994 FREEDOM 40 40

Mayreau is a two stateroom, two head configuration. Perfect for the weekend or extended cruise for two couples or the entire family. The aft-cabin is one of the largest in its class with lots of natural light. On deck, the LeisureFurl boom with self-tacking jib makes sail handling a breeze. The all carbon innovative rig is perfect for short-handed cruising. When you reach your destination the windlass makes anchoring effortless. Price: \$99,000.00 Contact: Andy Kaplan (914) 522-7581 andyk@mcmyacht.com

## BOATS FOR SALE



### 40' 2018 J BOATS J/121

MAJOR PRICE REDUCTION! Jackhammer is a lightly used, fully equipped and ocean race ready J/121. The boat was launched in 2018 and sailed in the Newport-Bermuda Race, finishing 3rd in her class, and was subsequently sailed in a few other events in 2018 and 2019. Due to Covid, the boat has been on the hard since the end of the 2019 season. Jackhammer has many factory options, minus water ballast, plus many custom options like a fixed carbon sprit in addition to the factory extendable pole. Price: \$469,000.00 Contact: Rick Fleig (401) 743-6318 Rickf@mcmyacht.com



### 40' 2014 J BOATS J/122E

Hot Sauce is a fully equipped J 122E ready for the family cruise, crewed racing or short-handed racing and cruising. The boat has been updated to the highest standards of a very experienced sailor. Price: \$330,000.00 Contact: Andy Kaplan (914) 522-7581 andyk@mcmyacht.com



### 41' 2018 JEANNEAU SUN ODYSSEY 419

This beautiful 3 cabin/2 head family cruiser is fantastic for a weekend getaway or long range cruising. Sail comfortably and easily with roller furling main and jib, and controls that are lead back to the helm....or set the asymmetrical spinnaker (or Code 0) to add a significant turn of speed. When night sets in, comfortably sleep six adults in the three spacious double cabins. This fully featured, heavily optioned 2018 Jeanneau Sun Odyssey 419 is ready to sail and priced well below new. Price: \$245,000.00 Contact: john G (203) 247-0470 johng@mcmyacht.com

## BOATS FOR SALE



### 41' Viking Convertible

The Viking 41 is a great example of how to build a convertible. She is strong for hard use but still has the creature comforts that one expects in a great yacht. (she would make a great live-aboard) The seller purchased her new and has kept her in nice condition year in and year out. She is ready for your inspection. Price: \$100,000.00 Contact: prestigeyachtsales (203) 353-0373 info@prestigeyachtsales.net



### 41' 2017 Hanse 415

Incredibly outfitted for sailing performance and liveboard comfort. Includes generator, air conditioning, diesel heating, additional spinnaker halyards, numerous headsails, bow AND stern thrusters. Truly optimized for single handing and offshore sailing. Please review Other Details section for full specifications. 2 cabin model with extended galley. Available for immediate inspection in Centerport New York. Please call today to schedule a viewing. Price: \$350,000.00 Contact: Cameron Campbell (631) 974-3099 cameronc@mcmyacht.com



### 42' 2004 SABRE 42 SEDAN FLYBRIDGE

The Sabre 42 Sedan Flybridge offers a fantastic combination of livability, performance and luxury in a 42" package. Big enough for a winter in the Bahamas or the Great Loop, but small enough for a cocktail cruise with friends. The sedan layout with an expansive flybridge offers a multitude of living spaces for any weather. The radar mast and bimini fold down to allow plenty of clearance for low bridges if you are considering a Great Loop trip. Price: \$365,000.00 Contact: Michael Beers (718) 764-7215 michaelb@mcmyacht.com

## BOATS FOR SALE



### 45' 2020 HANSE 458

This 2020 Hanse 458, Liberty, is the yacht for all of those who set trends, with a pioneering design and the most thrilling performance in its class. It has an exquisite interior and an exceptionally striking grey hull and cockpit, allowing the Hanse 458 to cater to the highest demands of contemporary style and quality of life. Let yourself be amazed by the excellence across 45 feet in quality, performance, a class leading sail handling system, and comfort in the cockpit and below. Price: \$469,000.00 Contact: Rick Fleig (401) 743-6318 Rickf@mcmyacht.com



### 50' 2018 HANSE 505

Great performance, easily handled by a couple or single handed and low maintenance. The Hanse 505 achieves all of this thanks to Judel/Vrolijk and the Hanse Design Teams work on the hull, sail plan and deck/interior layout. Add In Mast Furling, Self Tacking Jib, Electric Winches, 24v Bow Thruster, Electric Windlass and even Synthetic Teak Decks and you have a fun, easily handled and simple to care for cruising machine! Original owner is ready to move up. Very lightly used very clean 50 footer. Price: \$47,500.00 Contact: Cameron Campbell (631) 974-3099 cameronc@mcmyacht.com



### 55' 2018 HANSE 505

Great performance, easily handled by a couple or single handed and low maintenance. The Hanse 505 achieves all of this thanks to Judel/Vrolijk and the Hanse Design Teams work on the hull, sail plan and deck/interior layout. Add In Mast Furling, Self Tacking Jib, Electric Winches, 24v Bow Thruster, Electric Windlass and Synthetic Teak Decks and you have a fun, easily handled and simple to care for cruising machine! Original owner is ready to move up. Very lightly used

## BOATS FOR SALE

very clean 50 footer. Price: \$47,500.00  
Contact: Cameron Campbell (631) 974-3099  
cameronc@mcmyacht.com



### 56' Dufour 56 Exclusive

Privately Owned, premium version with extensive options, this beautiful Dufour is bright, contemporary and beautifully finished. She is capable of crossing oceans or ultra-comfortable cruising. Ideal for a Charter/Ownership situation. Price: \$749,500.00 Contact: prestigeyachtsales (860) 625-2456 info@prestigeyachtsales.net

## CREW

### Ship 6 - Adventure Sailing for Teens.

#### Norwalk CT

Sea Scout Ship 6 based in Norwalk CT is a youth led, volunteer advised, co-ed program for teenagers 14 and up. 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 able sailors capable of handling the boat and crew as if it were their own. Individual development and team work sail side by side in Ship 6. &gt; The teens recently worked hard to refinish the topsides of our primary training vessel Celebration. We are now in need of a new canvas winter cover and frame. Learn more about Ship 6: [www.norwalkship6.org](http://www.norwalkship6.org)  
Contact: [norwalkship6](mailto:norwalkship6) (203) 249-8138  
[support@norwalkship6.org](mailto:support@norwalkship6.org)

## CREW



**Coboaters.com**  
CoBoaters!

We connect crew with boat owners! Open to everyone from beginners to experts. Sail, power, racing, cruising, fishing. Whether for an evening, a weekend, or a longer cruise. Register online at [www.coboaters.com](http://www.coboaters.com), email us at [contact@coboaters.com](mailto:contact@coboaters.com) or call (401) 391-0185. Contact: Phil Perut [contact@coboaters.com](mailto:contact@coboaters.com)

## 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.

NBR-Official Crew Network for the Newport Bermuda Race until 2026.

OPO Swan Program –

Kick start your offshore sailing resume with Quality offshore miles on a captained Swan.

NARC Rally Organizer -22nd Annual NARC Rally

Oct 2022 Newport -Bermuda-St. Maarten.

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.

## 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

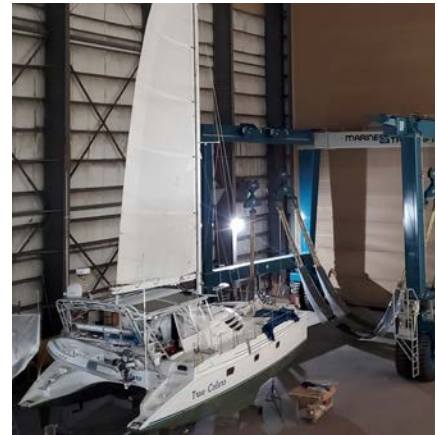
[drvquest@gmail.com](mailto:drvquest@gmail.com)



**Seaport Dive Services** Hull Cleaning and Inspection, Zinc Replacement, Salvage and

Recovery. Serving Connecticut, Rhode Island and Massachusetts. Call Jason at (860) 227-5459  
[seaportdive@gmail.com](mailto:seaportdive@gmail.com)

## MARINE SERVICES



### Long Island Sounds Largest Rigging Loft

Mast Survey/ Inspection/ ConsultingRod and Wire RiggingCordageSplicingNew Spars and RepairsIndoor Climate Controlled Repairs 85' Air Draft 200 Ton Travel lift. Shop open by appointment, Large selection Stainless Fasteners, Cordage and HardwareHarken, New England Ropes, Ronstan, Robline, Marlow, Raymarine, Wichard Group, Hayn, BSI and more.... Black Rock Boat Works LLC731 Seaview Ave Bridgeport Ct 06607

Shop 203-873-0015 cell 203-829-6754  
[shop\\_blackrockboatworks@gmail.com](mailto:shop_blackrockboatworks@gmail.com)

## MISCELLANEOUS

### Sailing Charter Book of Business

Capt. Dan's Mystical Sailing Adventures out of Mystic, Ct over the last 15 years is selling its entire book of Sailing Charter Business. Over 200 Charter request forms, Names, email addresses, Cell phone numbers and mailing addresses. The Business needs to go to a qualified Capt. interested in continuing the high quality of this sailing charter business. All Names contained herein are very satisfied customers and many repeat customers. Price: \$2,000.00  
Contact: [danh](mailto:danh) (860) 478-3644  
[danh@ibsbeneflex.com](mailto:danh@ibsbeneflex.com)

## STORAGE



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

### Summer and Winter Storage

70 foot private slip. Schooner Cove Marina, Stamford. Behind hurricane barrier. Brand new finger. Electric up to 50amp.  
Contact: Rob [robalex117@gmail.com](mailto:robalex117@gmail.com)



# advertisers index.

|   |       |
|---|-------|
| Aeroyacht (516) 818-3113, aeroyacht.com.....  | 7     |
| Atlantic Yacht Rigging.....   | 40    |
| Americas Cup Charter.....   | 38    |
| Black Rock Boat Works, LLC (203) 873-0015.....  | 19    |
| Blue Water Sailing School (800) 255-1840, bwss.com.....   | 28    |
| Boatique Boat Bedding (860) 767-8765.....   | 29    |
| BoatTalent.com.....   | 28    |
| Defender (800) 628-8225, defender.com.....  | 9     |
| Electric Boats of CT.....   | 43    |
| Ewincher.....   | 16    |
| Gowrie Group/Risk Strategies.....   | 27    |
| Joe Cooper Sailing (401) 965-6006, joecoopersailing.com.....  | 36    |
| John Bainton, Compass Realty, (203) 249-5932, john.bainton@compass.com.....                                     | 15    |
| Klein Cup Regatta kleincup.org.....   | 34    |
| Maptech (888) 839-5551 maptech.com.....   | 37    |
| Mass Maritime Boat Donation.....  | 31    |
| McMichael Yacht Brokers Mamaroneck, NY (914) 381-5900 Newport, RI (401) 619-5813 mcmichaelyachtbrokers.com..... | 2, 52 |
| The Moorings.....   | 13    |
| Norwalk Cove (203) 838-2326 norwalkcove.com.....  | 31    |
| Prestige Yacht Sales (203) 353-0373 prestigeyachtsales.net.....   | 5, 52 |
| Safe Harbor New England Boatworks (401) 683-4000 neboatworks.com.....   | 11    |
| Save The Sound, savethesound.org.....   | 59    |
| Sunsail.....  | 51    |
| Thames Yacht Club.....  | 29    |
| TGM Anchor Point Marina (203) 363-0733.....   | 12    |
| Tow Boats US.....   | 21    |
| YRA LIS.....  | 41    |
| UK Sailmakers Northeast.....  | 3     |

# on watch.

## Gregg Nourjian

A longtime member of Beverly Yacht Club in his hometown of Marion, Massachusetts, R. Gregg Nourjian is a PHRF New England Commodore Emeritus and an enthusiastic supporter of Courageous Sailing who relishes introducing young people to the joys of sailing.

“My parents, Wendy (Peirson) Nourjian and Bruce Nourjian, met racing 110s against each other and spent their honeymoon on a 40-foot sailboat,” says Gregg, who grew up in Stowe, Vermont and spent summers in Marion. “I was probably a month old when I started sailing. Dad would take me racing on his Cal 36 and C&C Viking 33 while I was very young, and I started in the Beverly YC junior program at 5. Mom and Dad were both amazing sailors, and they also had more fun than most competitors, whether in PHRF fleets or the Shields class. People loved sailing with them because it was fun, and they always had a great group of friends aboard.”

“I still don’t know why I didn’t join the sailing teams at Tabor and Dartmouth,” says Gregg, “but that decision made room for new experiences I might not have had. Once I started sailing on *Boomerang* (65-footer) with my dad in 1982, I had a fantastic bunch of sailors to learn from. Other than occasionally sailing our Shields, I’d pretty much gone over to the ‘big boat’ side of racing.”

“With the new 80-foot *Boomerang* we had an even more experienced team, and aside from sail trim, helming and tactics, the most important thing I learned was teamwork. I loved the way fourteen to eighteen experienced amateur racers could work so well together. I learned how important it is for the helmsman to be confident that if he has to make a quick change on the fly, his team is ready, able, and enthusiastic about making it happen. As I got more experienced and was putting together crews for myself and boats I raced on, it was rewarding to teach new crew members in every position and help them understand how all positions have to work together to achieve great outcomes.”

“I did my first Newport Bermuda Race in 1986. I’ve done sixteen or seventeen Newports, and one Marion. My first Marion Bermuda Race was in 2019. Captain Jim Geil asked me to come with him as tactician aboard *Tabor Boy* and teach the kids how to race. It was an incredible experience having sixteen youth sailors offshore for four days on the trip of their lives! We also didn’t use any instruments. The kids navigated celestial right up to the finish line! An alum made a documentary about our trip called *Celestial*.”

“I spent my summers growing up at Beverly YC, in the youth programs and also almost every job at the club from age 11 including mark boat, snack bar, launch driver, committee boat driver, off-season handyman, and cleaner. I joined the club right after



college. My volunteer roles have included Race Committee, Admissions Committee, Member at Large, Cruise Committee, and now Fleet Captain.” A member of Stowe Yacht Club, New York Yacht Club, Storm Trysail Club, Cruising Club of America, IYAC, Mattapoissett Yacht Club and Low Tide Yacht Club, Gregg has served on the Buzzards Bay Regatta Committee since 1990 and the Marion Bermuda Race Committee for several years.

“Beverly YC’s 150th Anniversary this year is a special moment in our history. We had over 400 members dressed up and celebrating in style with two big tents, a band, great food stations, a photographic history of the club displayed throughout, and a time capsule that will be opened in fifty years. I like to say that we are the most welcoming club on the planet, and I’ve met many sailors from around the world that agree. I’ve never visited a club where BYC’s reputation didn’t precede me, and I am always welcomed with a smile and good cheer.”

Gregg is a board member at Courageous Sailing, a Boston-based non-profit organization with a mission to transform lives through sailing programs that inspire learning, personal growth and leadership. “I guess I’m still a kid at heart,” he chuckles, “and I love getting kids out on boats to experience nature and learn about leadership, teamwork, math, physics, science, weather, currents, patience, focus, self-confidence, courage, and so much more. Sailing is just a tool to learn so much about life, and as Courageous’ founder Harry McDonough stated, ‘Every child’s perspective is improved fifty yards offshore.’”

“Courageous serves more than 1,000 kids annually with a variety of engaging youth development programs. We bring in kids from all walks of life. They build leadership skills, learn teamwork and self-reliance, study STEM, gain an appreciation for the marine environment, and reverse summer learning loss. This is Courageous Sailing’s 35th Anniversary and we’re hosting a gala on November 30 to raise funds for our Youth Development programs. Visit [CourageousSailing.org](http://CourageousSailing.org) to learn more and support a great community!”

“We’re blessed with a reliable sou’wester on Buzzards Bay, and I enjoy getting out on big boats with a fun group of friends and racing around the Bay. I also like racing my J/80 with my daughters or friends. I’ve got a good group of friends in Newport where we race occasionally, and I love winter regattas where the first leg is from Marion to Logan Airport, with a long run to St. Martin or Tortola. I also enjoy cruising – for an overnight or longer – with family. While I rarely unplug altogether, an occasional email is always better served at the nav station while visiting Edgartown, Nantucket or Cuttyhunk. The key is to be enjoying the sport with friends and family.” ■



## 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



# 50 Years of Action!



Save the Sound<sup>®</sup>

Action for our region's environment.

Protecting waters  
Restoring habitats  
Transforming communities  
**You make it possible.**

Stepping Stones Lighthouse  
Nassau, NY

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