

December 2007

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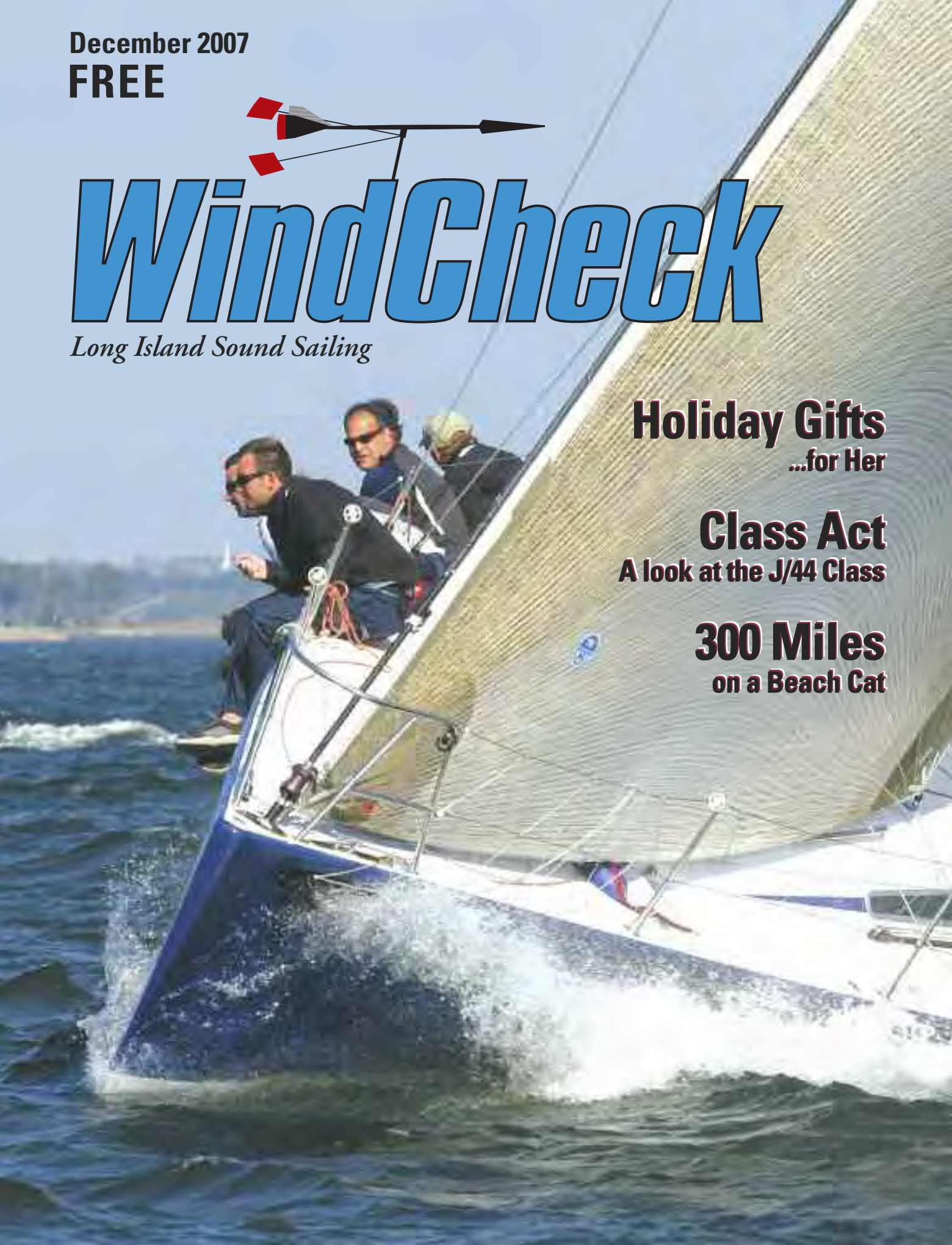
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Editor's Log



A Mighty Big Tarp

As the fall sailing season has now come to a close and most boats have been hauled, the boat yards are still busy with the many tasks of jockeying the boats in the yard, shrink-wrapping and winterizing. As my normal commute to the office takes me directly through the boat yard where we winter, I often stop to have a quick chat, crack a joke or illicit a bit of free advice from some of the resident experts.

This year has been a little different than those past. I find myself asking a few more questions than normal and even writing stuff down. You see, I am currently in the middle of building a large superstructure to house my boat – the goal is to have her prepped for a fresh coat of paint come early spring (or as soon as we get back into 50-60 degree weather). I have been trying to get ideas on how to get the job done 1.) without killing myself or anyone else, 2.) reasonably inexpensively and 3.) to a point where I am pleased with the results. The guys at the boat yard always accept my questions with a smiling face and are quick with invaluable suggestions.

In an effort to achieve goal number one, I carefully use all the safety tips that the folks in the yard have to offer and try to heed the advice of my mother, whose request of “Don’t do anything stupid” always rings in the back of my head. I hope to do much of the work myself and lean on as many of my friends to help. This will hopefully keep the project in the green. Finally, I hope to borrow ‘technique’ tips as the process evolves. Perhaps I’ll find someone who’s a perfectionist sander with a steady-handed brother who loves to paint - probably not, but I will likely have plenty of other ‘experts’ that are all too happy to share their vast knowledge. That’ll be fun...maybe I should consider putting a lockable door on my painting shed.

So, what am I getting at with all this? Surely you don’t care what projects will be occupying my time this winter. The other day I was having lunch with two of my sailing buddies. (They remind me of Mr. Waldorf and Mr. Statler - the two old hecklers from the Muppet Show with nothing positive to say.) I was telling them about how I planned to tackle the aforementioned task during the off-season. A barrage of hmmmms, and errrs and even a few chuckles emanated from them as I discussed the logistics of doing the job. A culminating tease came in a typical condescending manner. ‘See you in July...MAYBE,’ one smart aleck jeered while the other snickered. Leave it up to your friends to make you doubt yourself! And it got me thinking, ‘Am I taking on too much?’

Regardless of my ‘ever-confident’ pals, I am going forward with the project. Maybe the people that run my boatyard are unique – but I don’t think so. I’ve never found a situation where a yard employee was unwilling to assist with a quick tip or a helping hand when a do-it-yourselfer was concerned about doing any of the million-and-a-half jobs that make the guys in the boatyard the true experts. I guess the thing is, don’t be afraid to ask questions – the folks at the yard don’t want to see you screw up a job, ‘cause they’ll just end up having to fix it in the end.

Like Ringo, I’ll get by with a little help from my friends. I’ll let you know how the job comes out this spring...or summer...or fall.

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Features

20 Holiday Gifts...for Her

If you're the stereotypical male holiday shopper you haven't even begun to shop for the perfect present to give your favorite female sailor. Fear not, fellow procrastinators, we've assembled a collection of gift ideas with everything from apparel to small boats for fun and fitness...even a very cool surfboard.

46 Why Sail 300 Miles on a Beach Cat?

The legendary Worrell 1000 might be a thing of the past, but long distance racing on small catamarans is alive and well. Sean McQuilken of Niantic, CT, a member of Team Chums, describes a day in the life of a hard-core endurance cat racer.

49 Class Act: A Look at the J/44 Class Association

Production of the J/44 ended about fourteen years ago, but thanks to a group of owners dedicated to true one-design racing, this enduring racer/cruiser continues to provide sailors with some of the tightest big boat competition around. The Class Association President and Director share their winning formula.

55 Team Racing on the Sound

Long Island Sound is the cradle of American match racing, and a pair of October events – one on each shore – showed that it's also becoming a hotbed of world-class team racing. Molly & John Baxter report from the Glencairn Trophy and the Hinman Trophy regattas, at which many of the top Olympic and other world champion sailors enjoyed fierce competition in an arena-like forum.

56 Sport Boat Demo Day

The Yacht Racing Association of Long Island Sound held their first Sport Boat Demonstration Day in late October. Judging by the number and age range of sailors who turned out at Indian Harbor Yacht Club to try the Laser SB3, RS K6 and Viper 640, we'll be seeing more events of this type at other clubs around the Sound next season.



On the cover: John Hele's New York Yacht Club Swan 42 Daring (Newport, RI) charging to windward at the Manhasset Bay Yacht Club Fall Series. For more about the Fall Series, see page 58. Photo by Greg Danilek

See local boats for sale starting on page 62!

Letters

Last month we ran an article about the success of the Sail4Kids event held at American Yacht Club. AYC members Daria and Alex Blackwell have found a formula for running a successful community event and believe that other clubs and organizations can follow the same theme with similar results.

In 2005, the Blackwells wondered if there was something they could do for the families outside the already successful fundraising effort AYC has contributed to the Maria Fareri Children's Hospital, and invited three families out for a day sail to watch the racing in the fall regatta. The kids had never been on a boat before and the parent's lives were totally consumed by their children's illness. Never able to take a day off, or to do anything unusual, this first 'Make-a-Memory' cruise did just that for the three families. It also caused the Blackwells to realize that there was a real opportunity here to make a difference in many lives.

What an amazing experience this has been!

Sail4Kids has generated a good deal of interest, and it is hoped that it may be a format that can be adopted or adapted by other clubs and organizations. Picking one worthy cause and putting significant effort into supporting it as has been done at American, has proven to be a really good thing, with the efforts providing real and tangible results. Taking it all the step further and becoming involved with the children and their families benefiting from these efforts has made it all the more real. Hearing first hand how last year's proceeds made the difference in lives saved or improved only made us more eager to hear about next year's successes. And that was all the reward any of us needed.

For more information on Sail4Kids, to become involved or to support the effort by becoming a sponsor, please go to sail4kids.org.

Alex & Daria Blackwell
American Yacht Club
Rye, NY

USMMA Sailors Gain Experience at the Sonar Worlds

The Sonar World Championship was an incredible experience for all of us. After a fairly successful season on Long Island Sound, we headed to Marblehead with high hopes to do well at the World Championship. Watching the other sailors prepare their boats taught us tons of little tricks and things we'd never thought of before. We were learning already and hadn't even raced yet!

The first day of actual racing placed us in the twenties, which was roughly where we expected to be, but the next day was a disaster. We placed very low, losing about ten places in the standings. That night we decided to be more aggressive in the starts - and realized we'd greatly underestimated the importance of the compass. On the Sound and the bays where we'd sailed in the past there was enough land that compass bearings weren't critical, but here there were no landmarks to watch for trends. Watching the Kattack graphic replay of the race, we saw that we'd spent way too much time in the center of the course and consequently never had very

Andrew Sims/wavelengthstudios.com



clean air. By the third day we had noticeable improvements and were sailing along with many of the top teams.

Although we expected to finish higher than 37th overall, we learned so much that the regatta was invaluable to us all. A high point was a downwind drag race with 2005 World Champion Steve Shepstone, who later said was one of

his more fun legs of the regatta. There was a variety of sea conditions, no shoreline to reference and a whole set of tactics to deal with. Several competitors encouraged us to keep racing Sonars - they want to see us at the North Americans, the 2009 Worlds in Newport and all the smaller regattas in between. If Kings Point keeps a team of sailors actively racing Sonars, it seems they have a welcome spot in the fleet. We want to stay with this class as much as possible in the future.

James Losee '09 (West Hartford, CT), Timothy Stacy '10 (Washington, DC), Craig Gary '08 (Bay Village, OH) and Michael Dybvik '10 (League City, TX)

An Unexpected Treat

Last month, as I distributed *WindCheck's* November issue in Jamestown, RI, I met Clem, Jamestown Boat Yard's Managing Partner. He was cooking lunch for the yard's entire staff!

My timing was perfect - he invited me to join the crowd - an invitation I certainly could not turn down. As I enjoyed the hospitality of the JBY employees, they explained that lunch together is a regular event for the company.

Thank you Clem and JBY - it was great to get to know all of you.

Colleen Perry
WindCheck Magazine ♦



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Checking in...

Amanda Clark Day Proclaimed

Amanda Clark of Shelter Island, NY was honored at a special Town Meeting in Shelter Island. October 30 was proclaimed "Amanda Clark Day" in all of Suffolk County, NY, for her qualifying for the U.S. Olympic Sailing Team. She and Sarah

Mergenthaler will compete in the Women's 470 at the 2008 Summer Olympics in Qingdao, China.

Amanda's husband Greg Nissen, Director of Quinipet Camp and Retreat Center on Shelter Island, sums up the tri-

umph: "Amanda has been working at this for many years and although I feel like I am cheating by going on the ride with her at the end, nothing could make me more proud than to see her this happy. We both feel a renewed sense of patriotism too. Things are so confusing in this world right now, it is just great to have something for people to unite over and talk about. Every town needs a local hero - not some super star - but a home town girl that works hard and makes it."

For more information about and to help Amanda and Sarah's Olympic campaign, log on to teamgossail.org. ♦



Cara Loritz

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Acadia Finishes 12th in Mini Transat

Solo sailor Clay Burkhalter finished 12th in the 2007 Mini Transat Race. The Stonington, CT sailor arrived in Salvador de Bahia, Brazil on October 26, becoming the first American to finish and rank in the top 20 since the Mini Transat began 30 years ago. The 4,250-mile transatlantic race, which started in La Rochelle, France in September, was won by French sailor Yves le Blevec.

Burkhalter's 6.50 Meter Open Class boat *Acadia*, designed by his uncle Rod Johnstone and built by Burkhalter and Johnstone, was among the early leaders. Although he fell as low as 26th in the 83-boat fleet at one point, he gradually worked his way back up through the fleet, sailing within the top ten boats until the last day of the race.

The racers encountered squalls with 50-knot winds during the first several days of the race, and *Acadia* reached speeds up to 17.5 knots downwind. "All I could do was kneel in the cockpit, struggle to keep control of the rudders and hope it would pass before things started breaking all over the place," said Burkhalter, who also had to climb the mast twice to untangle halyards. *Acadia* had a close encounter with a cruise ship at night on the first leg of the race. "I had the big spinnaker up, going ten or eleven knots," Burkhalter reported. "I saw the lights of one ship and figured, 'No problem.' He was still a long ways off so I held

my course. He was comin' right at me, but I'd already committed to going in front of him. I

couldn't put it on autopilot or the boat would wipe out, and I couldn't go below to use the radio. If the boat wiped out, I'd be potentially in front of him. I think it was only about 200 yards by the time I crossed him...I don't think he ever saw me. After that, I took the spinnaker down. I was up on the bow, and I was trembling so much that it took me five minutes to tie a knot."

Burkhalter did not experience any crucial equipment failures that he was unable to fix at sea, but he did have several hardware breakdowns, from turnbuckles and blocks to a spinnaker pole. By the end of the race, he was substituting hardware from one part of the boat to another. "Right now, I want to go somewhere on holiday where I don't have to look at a line or a rope," he said.

Burkhalter was in Brazil at press time, seeking assistance in getting *Acadia* home to Stonington. For more information, visit teamacadia.org. ♦



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Checking in...

RBVC Donates IRC Trophy for Bermuda Race

The Royal Bermuda Yacht Club has unveiled plans for a new major trophy for the 2008 Newport Bermuda Race. The North Rock Trophy will be awarded to the first IRC boat on corrected time in the St. David's Lighthouse and Gibbs Hill Lighthouse Divisions. To be eligible, boats must have an endorsed IRC certificate.

The Newport Bermuda Race starts June 20, 2008 and is jointly organized by the Royal Bermuda Yacht Club and the Cruising Club of America. The 2006 centennial fleet had a record 264 starters. Hopes are high for a fleet that approaches that record.

The Preliminary NOR is available at bermudarace.com. ♦

CPYC Wins US SAILING One Design Club Award

An all-time record of more than 130 one-design sailors and class or fleet leaders traveled from across the country to Columbus, OH last month to attend US SAILING's One-Design Sailing Symposium. The Symposium is geared towards one-design sailors who are interested in keeping the one-design sector of the sport healthy and thriving and in improving their own sailing skills.

The three days of the Symposium were filled with educational seminars and numerous networking opportunities. Sessions covered a wide range of topics, including sportsmanship, insurance, best practices for measurement, sponsorship, coordinating event registration and results, and much more. A Highlight of the Symposium was a US SAILING Mount Gay Rum Speaker Series event with racing rules expert Dave Perry (Southport, CT) on improving one-design sailing skills.

Cedar Point Yacht Club of Westport, CT., received the One-Design Club Award for administrative excellence, fleet growth, creative programming, regatta support and member contribution



US SAILING President Jim Capron presents One Design Club Award to Dave Marseli, CPYC Chairman of Racing Regattas.

at regional, national and international levels of one-design sailing. This year, the club hosted numerous one-design regattas for various classes. In addition to these regattas, the club continued its own busy one-design racing schedule, which has five one-design fleets on the water every Saturday (Atlantics, Stars, Thistles, Lightnings, and Flying Scots). ♦

Checking in...

US SAILING'S 2007 Rolex International Women's Keelboat Championship

Sally Barkow of Nashotah, WI and her crew of Amanda Callahan (Canton, MA), Debbie Capozzi (Bayport, NY) and Annie Lush (Poole, U.K.) have won US SAILING's 2007 Rolex International Women's Keelboat Championship. Sailing as Team 7, the four women topped a 39-boat fleet. Racing took place on Galveston Bay and was hosted at the Houston Yacht Club, in Shoreacres, TX.



Dan Nerney/Rolex

Four days of racing on Galveston Bay, Texas featured 39 teams representing four countries and nine U.S. states.

In second place overall was Cory Sertl, a two-time Rolex IWKC champion, sailing with teammates Amy Moran (Pittsford, NY), Jane Mastrandrea (Webster, NY) and Annemarie Cook (Rochester, NY).

Sixth place overall was Nicole Breault (Old Lyme, CT), who had taken a sabbatical in recent years from racing at this level. She and her crew Casey Williams (Kentfield, CA), Anne Jaeschke (Alameda, CA) and Mahalyn Lu (San Francisco, CA) put in one of the more impressive performances of the week with only two non-top-10 race results.

Gosia Rojek (Brooklyn, NY) made her debut at this regatta with very limited racing experience. "This is my first regatta," said Rojek, who finished an astounding 16th in the fleet. "Every day was day by day. I made progress. That was my goal for coming here, and hanging in with the crowd, which we managed to do. Also, I wanted to not be last and get better from one day to the next day. I think we accomplished all of our goals."

Sailing with Rojek was Elizabeth Kratzig, (Miami Beach, FL), Elizabeth Emory and Martha Parker, Both from Newport, RI. Also sailing in the event was Erin Maxwell (Norwalk, CT). ♦

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Checking in...

Lightning Boat Grant Program to Continue in 2008

Following up on an inaugural year that was “nothing short of a smashing success,” according to International Lightning Class Association (ILCA) president Steve Davis, the class will continue its innovative Boat Grant program in 2008.

Created by Allan Terhune of North Sails in Annapolis and Bill Fastiggi of Vermont Sailing Partners in Burlington, the ILCA Boat Grant was implemented to attract and retain young sailors. Terhune and Fastiggi tackled the nuts-and-bolts details involved and then convinced the ILCA leadership to take a chance with the idea. For the 2007 sailing season, the program provided race-ready Lightnings, mentoring, upkeep, fee supplements and insurance to worthy teams, all at no cost to the sailors.

“When you have bills to pay, and a limited amount of vacation time, it’s a hard choice to commit to racing a sailboat,” said Terhune, the 2003 ILCA North American Champion. “We’ve seen too many promising young sailors opt out of the sport because it’s just too much,” said Fastiggi, runner-up at the 2005 North Americans. “Obviously, we didn’t know if it would work, but we gave it a try and met with a groundswell of interest and support. Before we knew it, people had donated sails, boats, covers, and cash to the program.”

In 2007, the ILCA granted four boats, with teams selected from 15 applicants from across the U.S., Canada and South America. Teams headed by Bob King, 24, of Syracuse, NY, Bobby Martin, 22,

of Riverton, NJ, Guy Tawney, 19, of Baltimore, MD, and Stephen Waldie, 21, of Montreal, QC competed at the North American Championship, as well as their District Championships and various other local events.

“My boat was brand new. It was amazing,” said Martin. “When I ran into issues, my mentor and members of my local fleet were always there to help...I never could have imagined that I would have enjoyed the class and boat this much.” King, a recent law school graduate, added, “The expense program is what allowed me to travel to the bigger regattas. For example, I could not have afforded the \$200 in gas to go to Cedar Point YC for the Atlantic Coast Championship.”

The ILCA plans to build on these successes in 2008, and at least four grants will be offered. The Allen Boat Company of Buffalo, NY and Nickels Boat Works of Fenton, MI are both providing the use of a new boat for the season. “We hope that even more young sailors will apply to the program, knowing what a positive experience it’s been,” said ILCA Executive Board member John Faus, who will be helping to organize the 2008 program. “This really works out for the sailors and the class.”

The ILCA is now accepting applications for the Boat Grant program for the 2008 season. The application deadline is December 31. For additional information or to apply for this program, visit lightningclass.org or call the ILCA office at 303-325-5886. ♦



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US SAILING Awards Ralf Steitz and Bob Hobbs

At US SAILING's Annual Meeting in Phoenix, AZ, two local sailors were recognized for their significant impact on sailing in the United States.

Ralf Steitz of Port Washington, NY has received US SAILING's Timothea Larr Award for his lifelong commitment to quality sailing education. The award is the US SAILING Training Committee's highest honor, presented annually to an individual whose vision and guidance has made an outstanding contribution to the advancement of sailor education and training in the United States.

Steitz is the Offshore Sailing Director at the U.S. Merchant Marine Academy in Kings Point, NY. He is also a member of the Safety at Sea Committee at Storm Trysail Club, headquartered in



US SAILING Training Committee Chairman Rich Jepsen, recipient Ralf Steitz, and US SAILING President Jim Capron

Larchmont, NY. Steitz has been a driving force behind the growth of Safety at Sea training for youth and adults. He has been the lead presenter at the Junior Safety at Sea Seminar held the past 11 years at the Larchmont Yacht Club in New York. With 20-25 borrowed big boats (35-50 feet) and many volunteer coaches, each summer, under his leadership, the program trains about 225 juniors and their instructors in big boat team organization, sail handling, and man overboard drills.

Based on the success of this program in New York, Steitz has continued to develop the curriculum for this program to include hands-on training and more. Similar seminars have now been held in other places, such as Annapolis, MD, Newport, RI, and Marblehead, MA. More than 2,000 young sailors have attended these programs.

Steitz has also been instrumental in creating programs to keep juniors and college age students in the sport of sailing by introducing them to big boat and offshore sailing. By offering the resources of Kings Point, Steitz has helped re-build an annual intercollegiate big boat regatta, which last year attracted a record 33 intercollegiate teams.

Bob Hobbs of East Hartford, CT was awarded US SAILING'S prestigious Nathanael G. Herreshoff Trophy for his outstanding contributions to the sport of sailing.

Hobbs' involvement with US SAILING spans over three decades, during which he held various volunteer positions, including President (1991-'94), Olympic Sailing Committee Chairman (1996-2000), US SAILING Foundation President and Trustee, Chairman of the Inshore Committee, Training Committee member, and many more. As President, Hobbs clearly made it a priority to travel to

countless events to represent the organization: during his three-year term, Hobbs spent a mere total of 13 weekends at home.

It's not only Hobbs's extensive US SAILING involvement that has earned him this prestigious award. Since he first learned to sail while a graduate student at the Massachusetts Institute of



US SAILING Secretary Fred Hagedorn, US SAILING President Jim Capron, Herreshoff recipient Bob Hobbs, and US SAILING past President Dave Rosekrans

Technology, Hobbs has made sailing a big part of his life. Before becoming involved with US SAILING, he was a major force at the Inter-Collegiate Sailing Association (ICSA). He served as a Judge at the ICSA National Championship for 26 consecutive years and was that organization's Executive Vice President for nearly a decade. Every year, the organization awards the Robert H. Hobbs Sportsmanship Trophy. ♦

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If your cabin sole looks like the one above, you may think your only option is to have all new floorboards made and installed. However, depending on the condition of the veneer surface under that ugly old varnish, it may actually be possible for us to restore those floorboards to a condition more like the photo at left.



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Checking *in...*

Record Fundraiser Held at New York Yacht Club

Over 340 people attended the Golden Spinnaker Gala, a fundraising event for the U.S. Olympic and Paralympic Sailing teams at the New York Yacht Club's 44th Street clubhouse on November 14. Over \$200,000 was raised - the highest amount ever raised by a special event for the teams.

The visit to New York was a three-pronged effort. On Tuesday, November 13, the teams traveled to the Maria Fareri Children's Hospital in Valhalla, NY, to bring an afternoon of fun to a room full of sick children. Surrounded by a huge fish tank and other kid-like marvels, the children had a ball getting to know the team, having their picture taken with some of them, and in general, just hanging out with "sailing heroes." Star sailor Austin Sperry said, "This is such a great place. If I could give up going to the Olympics to make these kids better, I would do that in a heartbeat."

On the afternoon of the 14th, more than 30 junior sailors had the opportunity to meet with their heroes and get to learn firsthand what it takes to run an Olympic campaign. Young sailors from around the Sound attended, including a group from Long Island Sound Optimist Training (LISOT), some of whom may well be future Olympians themselves.



Guy Gurney

NYYC Commodore Chuck Townsend, paralympian Nick Scandone, St. Francis YC Commodore Ray Lotto

The main event was the Golden Spinnaker Gala itself. After cocktails, an exciting program was hosted by Gary Jobson, a Board member at New York Yacht Club and US SAILING. Prize-winning videos were sandwiched around remarks by New York Yacht Club Commodore Charles Townsend, Event Co-Chair Bill Sandberg and US SAILING Executive Director and past NYYC Commodore Charlie Leighton. After a Q & A with the teams, US SAILING Olympic Chairman Dean Brenner presented the club with a token of the teams' appreciation.

Live and silent auction items included weeklong charters in the Caribbean, Super Bowl tickets and a John Mecray print of *Courageous*, signed by the original crew - one of only three in the world.

To say the least, the events were an overwhelming success and included generous donations by club members as well as Rolex and Feadship, dinner sponsors: Dry Creek Vineyards, wine sponsors: Nautica, table gift sponsor: Vanguard and Sperry, sponsors of the junior event and hospital visit; and other sponsors including The Boat Locker (Westport, CT), Velocity Club (Greenwich, CT), the New York Jets, Bitter End Yacht Club (Virgin Gorda, BVI), Atlantis Weathergear (Marblehead, MA), Gabriel Lopez-Morton (High Pt, NC), Castello delle Regine (San Liberato, Italy), Atwood Realty (Block Island, RI), Atlantic Stars Collection and Seascope (Newport, RI), and Sail Newport (Newport, RI). ♦



Olympic flag, signed by members of US Olympic and Paralympic Teams, held by 2008 Olympic Team members Sarah Mergenthaler, Nancy Rios and Stuart McNay

Guy Gurney



Gordon Tunison/W/MC

U.S. Olympic and Paralympic Sailing Teams visit Maria Fareri Children's Hospital



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Checking in...

Fleming & Company Wins Prestigious Graphic Design Awards

Fleming & Company, Inc. won three distinguished American Graphic Design Awards from Graphic Design USA for work the company developed for three marine clients in 2007. These awards were chosen from over 10,000 entries submitted from all segments of the creative community.

The work included a website and new brand identity for Goetz Custom Boats, a brand identity for Unifurl (a headstay furler by Schaefer Marine) and a brand identity for 41° North, a new destination serving high end yachts visiting Newport, RI.

Fleming & Company is a full service strategic communications firm providing brand development, marketing, public rela-



tions, design and on-line marketing services. The company is located in offices overlooking Newport Harbor and services US SAILING, Strictly Sail, Life Raft & Survival Equipment in addition to Schaefer, Goetz Custom Boats and 41° North.

For more information, call 401-848-2300 or log on to flemingandcompany.com. ♦

Mike Coe Joins North Sails LI

North Sails welcomes Mike Coe to its Long Island Sound sales and service team. Mike brings sailmaking experience from the Chesapeake Bay area where he worked closely with cruising and one-design sailors, along with several PHRF racing programs.



A recent graduate of the University of Maryland, Mike grew up racing sailboats, both big and small. He comes from a strong competitive racing background, and also relishes coaching various sailors. Mike spent several years coaching a top notch

junior sailing program and several keelboats on the Narragansett Bay.

Mike can be reached at North Sails in Milford, CT, at mikec@sales.northsails.com or 203-877-7621. ♦

A large advertisement for Gill sailing gear. At the top left is the Gill logo with the tagline 'RESPECT THE ELEMENTS™' and the US Sailing logo. The main image shows three members of the US Sailing Team on a boat, wearing blue shirts. Below the image is the headline 'THE NEED FOR SPEED' in large, bold, black letters. To the right of the headline is a white t-shirt with the US Sailing Team logo. Below the t-shirt is the text: 'THE US SAILING TEAM HAS THE NEED FOR SPEED IN CHINA AT THE SUMMER GAMES!'. Further down is a promotional offer: 'Gill is a proud sponsor of the US Sailing Team and their Olympic efforts. Now you too can support the team indirectly through a Gill product purchase and receive a FREE fast-dry US Sailing Team T-shirt. Purchase \$150.00 retail value (\$100.00 CN) or more of current Gill merchandise from a participating Gill dealer from Nov. 23, 2007 to Dec. 26, 2007 and qualify to receive a free US SAILING/ Gill branded short sleeve Technical T-shirt, retail value \$25.00 (\$35.00 CN)'. At the bottom left is contact information for 'The Boat Locker' at 7543 Post Road East, Westport CT 06680, 203.209.7808. At the bottom right is the Boat Locker logo.

Checking *in...*

Recent Launch at Derecktor's

Derecktor Shipyards Bridgeport, CT facility recently launched and delivered a second 124-foot catamaran passenger ferry for the Government of Bermuda. *J.L. Cecil Smith* is the sister vessel to *Warbaby Fox*, which was the first 350-passenger low-wake catamaran ferry, delivered by Derecktor in September 2006.

Members of The Department of Marine & Ports Services and Derecktor officials christened the vessel, which was named after Smith, who was a 59-year veteran as a former pilot for the Department of Marine & Ports and was considered one of the best on the Island.

The *J.L. Cecil Smith* provides a very important daily commuter service between the capital city of Hamilton and Rockaway (the west end of the island). This route was introduced in 2002 as part of a government objective to reduce road congestion, and has proven to be very successful, according to Francis C. Richardson, Marine & Ports Director. During non-commuter hours, the ferry operates between centrally located Hamilton, the west end (Dockyard) and the east end (St. Georges), providing seaborne connectivity to the island's residential and visitor activity centers.

Designed to and constructed under Lloyd's survey, the ferry is powered by four (4) MTU 12V2000M70 diesel engines with ZF gear boxes and four (4) Hamilton 512 waterjets. The ferry is a bow loader for fast turn around time. The vessel is accessible for physically challenged passengers with no ramps or sills on the main deck to encumber wheelchairs. There is seating for 212, plus four wheelchairs on the main deck in a spacious heated/air conditioned compartment with additional seating for 137 on the weather deck in a combination of covered and open seats. A kiosk for food services is located at the aft end of the boat.

The *J.L. Cecil Smith* is the sixth high speed ferry operating a year round service out of Hamilton. The vessels are all owned by Bermuda's Department of Marine & Ports Services of the Ministry of Tourism and Transportation, and operated under the name and logo of "Sea Express." ♦



WINNING THE J/80
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Congratulations to Kerry Klingler for winning the J/80 North Americans for the second year in a row. Kerry and his crew were one of six teams in the top 10 with UK-Halsey in their corner. If you have an offshore one-design like a J/80, J/105, Beneteau 36.7 or J/109, call UK-Halsey.

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Holiday Gifts for Her



We looked at some holiday presents for him in our November issue. This month we've assembled a selection of gifts for the water-loving woman in your life, including some that you'll want to borrow!

Nymph Solo Canoe

The Nymph from Guillemot Kayaks in Glastonbury, CT is a solo double-paddle canoe for exploring ponds, small lakes and sheltered harbors. This minimalist boat, designed for paddlers under 150 pounds, is 10' long by 25 1/2" wide. Weighing only 15 pounds, it's very easy to carry to the water for a quick, quiet escape. Nick Schade builds each Nymph by hand, one at a time out of hand selected hardwoods encapsulated in fiberglass on the outside and further reinforced with carbon-Kevlar cloth on the inside. The result is easy to handle, amazingly rugged, and quite beautiful.

Schade builds boats (including a wide range of gorgeous ocean kayaks, available with custom inlays) in the order he receives commissions. The Nymph requires about two months to build and the price starts at about \$6,500. Plans are also available for people who would prefer building their own little boat. Visit woodenkayaks.com or call 860-659-8847.

Astral Women's WonderVest

The WonderVest is the perfect choice for women that want a high performance pullover PFD. Features include Astral's Flotection, an impact resistant foam placed in the back and sides to protect your ribs and upper spine, Independent Shoulder Suspension that lets the shoulder straps move up and down with your shoulders without pulling up on the PFD, a very short cut in the front and back for a comfortable fit, and EZ-Reach side adjustments placed farther forward than on other PFDs for easier use, and a large cargo pocket with Velcro and snap closure and a key loop. The WonderVest



is U.S. Coast Guard Approved Type III and it's available in Carolina Blue or Yellow/Light Grey in sizes XS/MD or LG/XL. It's \$138 from Annapolis Performance Sailing. Visit apsltd.com or call 800-729-9767.

Harken Sailcloth Purse

This rugged purse from Harken will carry all the essentials and it's great for ship or shore. Measuring 10"x1.5"x4", it's available in white with blue and red trim, Kevlar yellow with blue trim or carbon with black trim for \$28 from TeamOne Newport. Visit team1newport.com or call 800-VIPGEAR.

Fuze OCI Outrigger Canoe

Outrigger canoes are the hottest thing in the paddling world, and the Fuze OC1 (outrigger canoe; one-person) from the Outrigger Connection in Kailua, Hawaii is the best choice for paddlers up to 170 pounds. The Fuze is 20' 4" long, 14" wide at the waterline and its Kevlar/carbon layup provides strength and stiffness while weighing only 30 pounds with standard aluminum iakos (outriggers). This high performance ocean racing canoe is equally suited to paddling for fun and fitness. Margo Pellegrino paddled her Fuze 1,900 miles to raise ocean awareness last summer (see *WindCheck*, August 2007 and miami2maine.com).

The Fuze's removable foam seat is shaped to suit your size and paddling style, and most boats come with colorful two-tone decks and white hulls. Options include a choice of three different rudder styles to suit ocean conditions, composite iakos, a speedometer, a DaKine surf leash and a cover bag. The base price is \$3,200, plus an ocean freight charge of \$200. The Fuze is available from Eastern Outrigger in Topsham, ME. Call Eric McNett at 207-841-5321 or check out easternoutrigger.com.

A Perfect Paddle

The Hollyakala from Kialoa Canoe Paddles is Margo Pellegrino's paddle of choice. This hybrid paddle combines the natural flex and shock absorption of a wood shaft with a wood core/carbon

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A



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C



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E



F



G



H



I

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- I 14kt anchor shackle bracelet
- J 14kt sailor's ring
- K Two-tone turks head ring
- L Captain & first mate rings 18kt & platinum
- M Tri-tone turks head ring



J



K



L



M



composite blade. Designed specifically for women, it has a smaller T-top (grip), reduced blade surface and weighs about one pound. The Hollyakala is available in lengths from 46 to 56 inches (in one inch increments) for \$219. For more information and to order, visit kialoa.com or call 541-923-5355.

SLAM Women's Navigator Shoes

The SLAM Navigator is what every sailor asks for in a deck shoe - simple, comfortable and effective. The light blue suede is treated with ScotchGuard water repellent, and the silver fabric is breathable and fast drying. The wraparound sole provides a larger surface area and additional toe protection, and the non-slip channeled tread has a tenacious grip on even the slipperiest of decks. SLAM Navigators are available in women's sizes 6-9 and 9.5 for \$139.95 from Annapolis Performance Sailing. Visit apsltd.com or call 800-729-9767.



2008 Off the Line Calendar

by Amory Ross

This is the first calendar from Amory Ross, and it's a beauty. Ross, who lives in Newport, RI, is an internationally published sailing and nautical photographer specializing in worldwide grand prix racing, and his enthusiasm comes alive in each of the 12 images. The Off the Line calendar measures 18" x 21" open. It's available for \$17.95 (plus \$5 shipping and handling) from amoryross.com.



Musto Women's Caribbean Jacket

Musto's Caribbean Jacket is equally at home on deck, while traveling or around town. It's made from a durable ripstop fabric that's wind and water resistant and breathable. Features include taped seams, a mesh lining, a roll-away peaked hood, two-way front zip, adjustable cuffs, two external zip pockets, an internal security pocket, a scooped back hem with elasticized draw cord, and a reflective Musto logo on the collar. The Caribbean jacket is available in Lilac, Platinum or Black in women's sizes 4-14 for \$110 from Team One Newport. Visit team1newport.com or call 1-800-VIP-GEAR.

Canon PowerShot G9

This is the digital camera we want for Christmas! The PowerShot G9 has 12.1 megapixels of resolution, Canon's DiG!C III image processor, 6x optical zoom, optical image stabilizer and a full range of shooting and recording modes. You can compose your images with its optical viewfinder or the 3.0-inch PureColor LCD II screen. Optional accessories include a 26.3mm wide converter and a 420mm tele converter. The G9's average retail price is \$500. Check it out at powershot.com.

vineyard vines Lazy Pants

Lazy Pants from vineyard vines are perfect for relaxing in a hammock on your next charter - or telecommuting. They're made from garment washed 100% broadcloth cotton and they have a gros-grain ribbon drawstring. Lazy pants are available with nine different fun patterns including school of fish, turtles and shrimp cocktail in sizes XS-XL for \$55. See all the colors and vineyard vines, line of women's, men's and youth clothing and accessories at vineyardvines.com.

Grain Sapling Surfboard

Grain Surfboards of York, ME is focused on hand-building surfboards that provide a better experience for the surfer with less impact on the environment. Their custom-built boards and HomeGrown Kits offer anyone - on any budget - a chance to surf wood.

Grain's 8' Sapling is a fun shape by every definition of the word, and it can be built as a squash tail or a performance pintail. "Due to the increased buoyancy that wood provides, and the paddling power and speed inherent in a slightly heavier board, the Sapling will catch waves much like a traditional longboard," says Grain's Mike Lavecchia. "Weight translates to momentum, getting you into waves earlier, pushing you down the line faster and around sections with more confidence. The Sapling's a perfect transition for the longboarder looking to add some performance to their quiver, or the shortboarder looking to enjoy some smaller days. Built with either a 2+1

setup or as a thruster, you can really dial in the glide, hitting the lip with the best of them or carrying you down the line on those waist-high summer days.”

Sapling prices are \$1,850 for a finished board with fin boxes, \$2,150 for a finished board with tri glass-on fins, or \$620 as a kit. Check out Grain's full line of woodies at grainsurfboards.com or call 802-598-7194.

SLAM RC Spray Top

SLAM developed their RC Spray Top with input from Russell Coutts. This extremely lightweight top features thermo-taped seams to keep you dry when heavy spray is flying, without compromising breathability. The neoprene cuffs have a closure with an ergonomic grip, and there are two Reflexite® oval inserts on the shoulders. The double collar with double closure is guaranteed to keep water and wind out. The RC Spray Top is available in sizes XS –XXXL in light grey w/red, red w/light grey or acid green w/light grey. It sells for \$274.95 at JSI. To order, visit newjsi.com or call 800-652-4914.

Gill Rash Guard

This long sleeve rash guard has a women's specific cut, flat locked seams and a high lycra neck. It prevents chafing under a PFD or trapeze harness and provides excellent UV protection. It's available in women's sizes 6-12 in white & grey with pink skiff graphics or black & white with pink skiff graphics for \$44.95 from Landfall Navigation. It's also available with short sleeves. Visit landfallnav.com or call 800-941-2219.



Gill Women's Thermal Speedskin Salopettes

Gill's Thermal Speedskin Salopettes are made from a stretchy three-layer soft-shell fabric with a fleece backing. The Speedskin material is waterproof and wind-resistant, and - unlike neoprene - it's breathable for all-day comfort in warm conditions. These salopettes can also be worn as a snug thermal layer in colder weather. The ergonomic cut fits close without impeding movement, and the full zipper has an inner flap for comfort against the skin. The armholes and neck



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opening have a polyurethane binding to help prevent water ingress. They're available in women's sizes 8 to 14 for \$134.80 from Whitecaps Foul Weather Gear. Whitecaps offers free shipping and you can get free merchandise worth up to 10% of your total order (excluding tax) for orders over \$100. Visit whitecapsfoulweathergear.com.



Gift of Boating Includes a Free Sailor's Jacket

Offshore Sailing School has teamed up with Gill USA to provide an ultimate Crew Sailing Jacket with the purchase of a minimum \$300 gift certificate to apply to sailing lessons, a course tuition or learning vacation package. Contact Offshore Sailing School with the recipient's name and jacket size (XS-XXL) and choose the certificate amount you wish to give. Offshore will send a personalized certificate and free Crew jacket (a \$110

value) in time for the holidays. The stylish monogrammed jacket comes in navy with navy fleece lining.

Offshore Sailing School provides training at all levels of sailing instruction and a comprehensive powerboating course – all on state-of-the art award-winning boats. Locations include Fort Myers Beach, Captiva Island, Florida Keys and St. Petersburg, FL, St. Michaels, MD, Jersey City, NJ, New York, NY, Fort Schuyler, NY, Abaco, Bahamas and Tortola, BVI. For more information, visit offshoresailing.com or call 800-221-4326.



Cut Footloose

Why not take her sailing in the BVIs, St. Vincent & the Grenadines, New Zealand or Tonga this winter? Footloose Sailing Charters offers charters with "The Right Equipment, Lowest Cost." Footloose has monohulls and catamarans from 33 to 50 feet. To take a virtual tour of the Footloose fleet, select your Caribbean or South Pacific destination and receive an online quote, visit footloosecharters.com or call 888-788-0549.

Sea Bags

Sea Bags has been making custom tote bags from recycled sails since 1999. Each of these durable tote bags is inspired by the donor sail, and has a unique texture, fabric and graphics – no two are exactly alike. All are durable, water resistant and washing machine friendly. Unlike mass-produced tote bags, each Sea Bag has rope handles that are hand-spliced in their shop in Portland, ME. Sea Bags totes are available in small, medium and large and a variety of designs and colors, and they've just launched a wine bottle tote made from re-

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cycled sails. Sea Bags will also trade tote bags for your old sails. Call 888-210-4244 or visit seabags.com for details.



She'll Love a New Sunfish

The Sunfish, designed in 1952, is the most popular boat ever produced. Millions of people have learned to sail and on this venerable boat, and we can't imagine that there's a sailor who hasn't enjoyed sailing a Sunfish at one time or another. With a set-up time of about five minutes, a forgiving lateen rig and only a halyard and mainsheet, the venerable Sunfish is the epitome of simplicity and pure fun.

Sunfish have explored quiet coves, planed across lakes, and sailed in big ocean swells, and competitive owners can find great one-design racing in this area. For more than five decades there's been no bet-

ter way to play on the water than sailing a Sunfish. To see the 2008 Sunfish colors and to locate the nearest dealer, visit teamvanguard.com.

Blue Water Sailing School

Blue Water Sailing School offers serious training for cruising sailors...and those who want to be! They're one of the only sailing schools in the United States to offer all levels of the American Sailing Association program, and they have locations in Ft. Lauderdale, FL, Newport, RI, St. Thomas, USVI and the Bahamas.

Blue Water Sailing School offers ASA Basic Sailing, Basic Coastal Cruising, Bareboat Chartering Certification, Coastal Navigation, Advanced Coastal Cruising, Celestial Navigation, Offshore Passagemaking and Cruising Catamaran Instruction in the Bahamas. You can take a course together, or sign her up for their Women's Only Program. Private instruction is also available. For more information, call 800-255-1840 or visit bwss.com.

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on page
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Holiday Gifts for Her Stocking!



Pelican Hook Bracelet

This handmade 14kt. gold pelican hook bracelet from Seawear is available in yellow gold, white gold or two-tone. A simple tension hook clasp securely holds the heavy one-piece coil on your wrist, and it's hand-whipped with lighter gauge gold wire to keep the loop in shape. It comes in a small and large version for men or women. The ladies' model averages 10-12 grams and sells for \$400, and the gents' model checks in at 20-25 grams and sells for \$845. This bracelet and Seawear's other nautical and Celtic jewelry items are available at seawear.com.

SailFast to Help Find a Cure for Leukemia

SailFast is offering "The Gift that Keeps on Giving" for the holidays. For \$20 you get a SailFast Onshore 100% cotton T-shirt (choose from women's Blossom, Celedon or Chambray in sizes S-XL) and a SailFast charity wristband made from North Sails spinnaker cloth (available in Youth/Female, Large/Male and XL/anklet). For each gift package you purchase,

SailFast will donate \$5 to the Leukemia & Lymphoma Society. To see SailFast's line of cotton and technical tees, caps, outerwear and accessories, visit isailfast.com or call 866-605-SAIL.

Harken Frostbiter Gloves

Harken designed these Black Magic gloves for sailing in frigid weather. These weather-resistant gloves remain supple when it's cold, for easier sheeting and steering. The suggested retail price is \$39.95. To order, or for the location of your nearest dealer, visit harken.com.

Optimum Time Women's Series 2 Starting Watch

This cool new watch has a rugged ABS case, a removable soft touch polyurethane strap and easy-to-read 9mm digits. Features include a countdown repeat option or countdown and up to show elapsed time for handicap races, a 5, 4, 1, 0 ISAF start sequence pre-programmed with audible warning signals, and a sync button for instant synchronization if you miss a gun. It has a normal timekeeping mode,

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calendar, alarm functions and an electro-luminescent backlight, and it's water resistant to five atmospheres. Available in pink, light blue or dark blue, it's \$79.95 from Annapolis Performance Sailing. Visit apsltd.com or call 800-729-9767.

Tek Towels

Keep your cotton towels at home where they belong! Tek Towels are super-absorbent and their unique microfiber fabric has a natural terrycloth feel and greater surface area for faster drying. They're machine- or hand washable and come in a zippered mesh pouch. Tek Towels are available in Cobalt, Outback Red, Jade or Eucalyptus in sizes XS through XL from JSI. Prices start at \$8.89. Visit newjsi.com or call 800-652-4914.

Haber Polarized Sunglasses

No sunglass manufacturer is as committed to performance on and around the water as Haber. Their watersports line provides 100 percent UV protec-

tion, light-adjusting photo chromatic lens treatments and polarization to eliminate reflected glare, and they're worn by many of the world's best sailors, windsurfers and paddlers.

To view the full HaberVision line, featuring models optimized for fishing, golf and winter sports (including goggles), visit the world's first online only premium polarized sunglass store at habervision.com. To receive 50 percent off when you order, enter the code WINDCHECK1.

Gill i2 Lite Boxers

She'll love these boxers. Gill's i2 stretch knit fabric wicks moisture away from the body, working with breathable outer layers to ensure warmth and dryness, and the flat seams are comfortable under layering. They're available in Angel Blue in women's sizes 6 to 12 for \$29.95 from Landfall Navigation. Gill's women's i2 base layer line also includes short-and long-sleeve tees and pants. Visit landfallnav.com or call 800-941-2219.



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Susan G. Komen For the Cure has offered support and hope to everyone touched by breast cancer since 1982, and their fundraising events include sailing regattas on and around the Sound. You can support their efforts by joining their Passionately Pink for the Cure program, making a memorial donation, donating in the name of a cancer survivor or anyone you love, or making a purchase from their online Promise Shop.

To order or make a donation, call 888-888-3317 or visit cms.komen.org/komen/index.htm.

vineyard vines Cohasset Cord Blazer

The Cohasset Cord Blazer from vineyard vines is a classic jacket that can be dressed up or down for any occasion. The 12-cord fabric is made from 99 percent cotton with 1 percent stretch material for extra comfort. Features include faux tortoise buttons, a printed lining and vineyard vines' sig-

nature whale stripe under the collar and pockets. The Cohasset Cord Blazer is available in BBQ, Sea Salt or Brownie in women's sizes 0 to 16. It's \$225 from vineyardvines.com.

Sign Her Up with SailTime Sailing School

SailTime New York is building on the success of their fractional sailing program by opening a sailing school. SailTime Sailing School, located at Dockside 500 Marina in East Patchogue, NY, will be the first American Sailing Association (ASA) certified training facility on the South Shore of Long Island. On-the-water courses begin on May 1 and they're offering a 15% discount on their classes if you make reservations before January 15.

For more information about SailTime Sailing School and to reserve your class online, visit sailli.com or sailtime.com or call 646-283-0452. ♦

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Charter Destination to....

It has been a wonderfully long season on the water for us this year. Looking around, it is only in the last month that we have watched a mass exit of boats from the harbors into winter storage. Thanksgiving has come and gone, the holiday season is in full swing, and yet, because of our long sailing season, many of us are only just now beginning to think in terms of "winter vacations."

Traditionally, *WindCheck* uses this season to introduce stories from sailors who have done some cruising (either through charters or on their own boats) to interesting destinations. This year, we offer a potpourri of ideas you may want to consider when you seek that "sailing fix" as a reprieve from the cold days of our east coast winters.



Sunsail

Chart a course less traveled and head for Belize: Belize is home to the world's second largest barrier reef, offers a wide variety of sea life, no crowded anchorages or competing for moorings. TMM and Moorings offer bareboat charters. Those with marginal navigation skills may want to consider a crewed charter. Go to moorings.com, sailtmm.com or footloose.com/Belize.html.

Get a quick, worry-free Caribbean fix: The US Virgin Islands are an American territory, English speaking and use the U.S. dollar. Fly into St. Thomas sail the neighboring islands of St. Croix and St. John. St. John is undergoing a huge development phase, so now is certainly not too soon to enjoy these crystalline waters and pristine national forests – it is indeed a



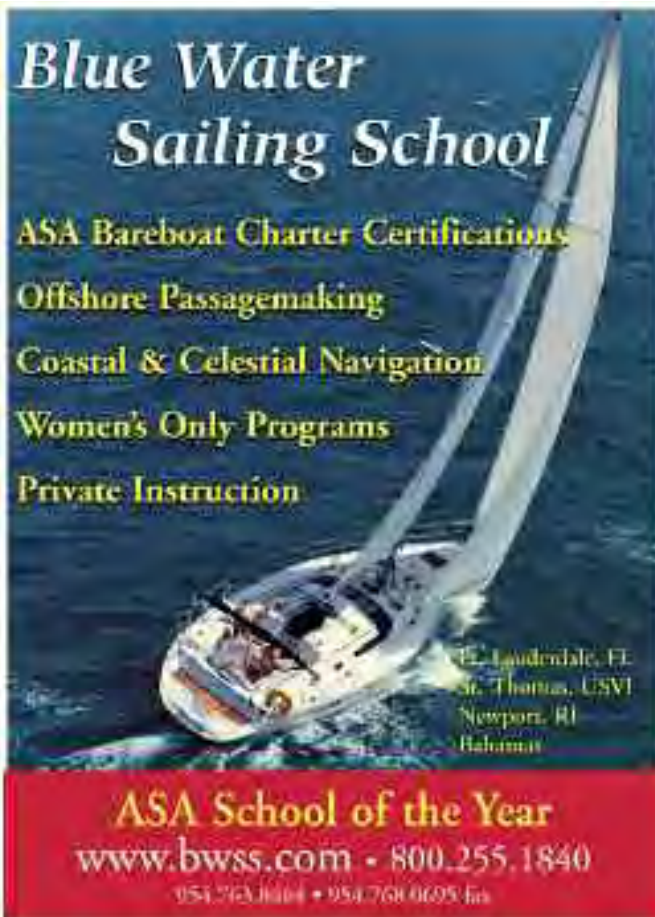
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nature lover's retreat!

South of the border down Mexico way to La Paz: For those wishing to side-step Florida this year, head southwest to the Sea of Cortez (Gulf of California). Once there, you can pick up a Moorings charter and enjoy the abundant marine life: sea lions, dolphins, hump-back, killer and pilot whales and even osprey nests! Go to bajainsider.com or bajaseafaris.com.

Sit back, relax, leave the sailing to others: For those who would like to just relax and take it all in, consider cruising a specialty schooner and relive the golden age of sail. For example, Star Clipper's offers an elegant tall ship experience in several locales (starclipper.com). The gullet *Piccolo* offers a unique opportunity to sail the Aegean Sea (aegeansails.com).

Set sail for a high seas adventure: Tall Ships offer an alternative to the luxury cruise. Tall ships like the three-masted Barque *Picton Castle* offer a real adventure for the brave. Sign on for a week, a month, a year and learn what it is really like to climb up a mast and walk out on a yard to prepare the sails. An adventure for all ages, this is an especially great opportunity for younger sailors (minimum age requirements may apply). Check tallships.sailtraining.org or picton-castle.com.

Learn to sail in blue waters: New to sailing? Plan a Caribbean vacation and enroll in sailing classes. Earn US SAILING or ASA certification while enjoying some sunny days on the water! Our

picks are Blue Water Sailing School, Offshore Sailing School and Sound Sailing School. Each offers a variety of locations and classes that will provide an array of instruction and certification upon completion. See bwss.com, offshoresailing.com or soundsailingcenter.com for more information. Another option to consider is Womanship. They offer all-women, live aboard cruises (womanship.com).

A short hop to the Bahamas: Only 135 miles off the coast of Florida is Abaco, The Bahamas, located on the northern tip of the Bahama chain. With miles of unspoiled beaches, warm, clear water and picturesque little towns, the Abacos is an excellent spot to get relaxing fast. There are numerous charter companies in the Bahamas and the bigger companies have added bases there too. Go to the Bahamas tourism website and follow the links to Boating and Sailing (Bahamas.com).

Do everything...or nothing: Bitter End Yacht Club (BEYC) is the Caribbean's premiere luxury water sports resort. Located on the island of Virgin Gorda in the British Virgin Islands, BEYC is a favorite stop for sailors. Guests can learn to sail at Bitter End's US SAILING-accredited Sailing and Windsurfing school, dive with the world famous Kilbrides Sunchaser Scuba, enjoy a full service spa, three beaches, fresh water pool, a Club fleet of over 100 boats and more than 15 weekly excursions to many of the British Virgin Islands' treasured islands and reefs (becy.com).

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It's Winter Boat Show Time

103rd New York National Boat Show

Saturday, December 29 through Sunday, January 6
Jacob K. Javits Convention Center
655 West 34th Street
New York, NY

The 2008 boating season kicks off with the 103rd Annual New York National Boat Show, where you'll find more than 1,000 boats on display, as well as engines, electronics, fishing tackle and accessories.

Show off your docking prowess at the Power Boat Docking Challenge. You'll race against other show-goers for the best time (accuracy counts, too!). The grand prize is an Adirondack Guide Boat. In case you're feeling a little apprehensive about docking, free docking seminars in between docking challenges will help you learn how to master the docking challenge while learning how to dock a real boat.

If you're shopping for your first boat, visit the Discover Boating Village. It's staffed by experts who'll answer all your questions and set you on a course to choosing a boat that will give you and your family years of enjoyment. You'll get straightforward answers to all your boating questions, expert, unbiased advice on buying a boat, and local resources to help you get started. You can also enter to win \$10,000 toward the purchase of your dream boat.

Admission:

Adults (16 and over): \$15 Youth (13-15): \$8
Children (12 & under): Free when accompanied by an adult.
Special 2-Day Tickets \$25

Show Hours

Saturday, December 29: 10am-8pm
Sunday, December 30: 10am-5pm
Monday, December 31: Closed
Tuesday to Friday January 1-4: 12pm-8pm
Saturday, January 5: 10am-8pm
Sunday, January 6: 10am-5pm

Use mass transit! For more information, visit nyboatshow.com

15th Annual Providence Boat Show

Thursday, January 3 through Sunday, January 6
Rhode Island Convention Center and Dunkin' Donuts Center
One Sabin Street
Providence, RI

The 15th Annual Providence Boat Show, at the Rhode Island Convention Center and adjoining Dunkin' Donuts Center, will present one of the largest selections of boats and accessories ever displayed during the winter boat show season in New England. For the first time, the two show venues will be connected by an enclosed glass walkway.

Many boatbuilders will be displaying for the first time in Providence, and the show will have a greater assortment of boats of every type - from 8-foot dinghies to 42-foot flybridge cruisers - than ever

before. Sailors will enjoy viewing and boarding an impressive selection of sailboats, 10' to 47' long, representing some of the world's leading builders, many fully rigged with sails trimmed.

Vendors with marine related products will be displaying in over 200 booths, including electronics, new and rebuilt engines and parts, fishing tackle, canvas work, sailmakers, marina slip rentals, foul weather gear, insurance, boat financing and more.

The Boaters Resource Center will feature educational boating organizations, and the Rhode Island Department of Environmental Management will be on hand to register your new boat or renew your existing registration at the show.

Special show features include demonstrations, seminars and workshops for the fishing and general boating audiences, activities to benefit the Community Boating Center of Providence, and children's activities all four days.

Admission:

Adults and children 12 and over: \$12
Children under 12 are free when accompanied by an adult.
Military personnel will receive half price tickets with a valid ID all four days at all Show entrances. To buy and print advance discount tickets (\$10) online, visit providenceboatshow.com.

Accommodations:

The Providence Boat Show has made special arrangements with two nearby hotels for discounted rates on accommodations. The Westin Providence and the Hilton Providence are easy walking distance to the boat show and other Providence attractions. Mention you are with the Providence Boat Show when making arrangements.

Show Hours:

Thursday, January 3 Noon -8pm
Friday, January 4 10am -8pm
Saturday, January 5 10am-8pm
Sunday, January 6 10am -5pm

52nd Annual New England Boat Show

Saturday, January 12 through Sunday, January 20
Boston Convention & Exhibition Center
415 Summer Street
Boston, MA

The New England Boat Show, at the new Boston Convention & Exhibition Center, combines over 500,000 square feet of exhibit space and ceiling heights to over 90 feet. More than 1,000 boats will be on display, including fully rigged sailboats from Beneteau, C&C, Catalina, the e33 Daysailer, Hunter, Island Packet, J/Boats, Jeanneau and Sabre, and multihulls from Corsair, Gunboat, Hobie and Windrider. You'll also find more than 350 exhibits of marine accessories for your boating needs.

Seminars: The seminar schedule has been expanded for '08, and will include such topics as basic chart navigation, getting your captain's license, basic radar operation, using GPS/chartplotters, using laptop nav software, and ethanol's affect on marine engines.

Admission:

Adults: \$13 Kids ages 6 to 12: \$7.

To buy and print advance tickets, visit neboatshow.com. For more information, call 800-225-1577.

Show Hours:

Saturday, January 12: 10am -9pm

Sunday, January 13: 11am-7pm

Monday through Friday: Noon-9pm

Saturday, January 19: 10am-9pm

Sunday, January 20: 11am-6pm

Accommodations:

The Westin Hotel (which is attached to the Boston Convention & Exhibition Center), is offering a special show package that includes tickets. Call 617-532-4600. The Seaport Hotel is located across the street from the show. Call 617-877-SEAPORT for reservations. Parking is available onsite, with complimentary shuttle bus service to the show entrance.

39th Annual Hartford Boat and Fishing Show

Thursday, January 24 through Sunday, January 27

Connecticut Convention Center

100 Columbus Boulevard

Hartford, CT

The Connecticut Convention Center at Adriaen's Landing is the venue for the 39th annual Connecticut Marine Trades Association's

Hartford Boat Show presented by Evinrude E-Tec.

The sailboat area at the Hartford show was expanded by 40 percent last year, and this year you'll find cruising boats from Beneteau, Catalina, C&C, Hunter, Jeanneau, Tartan and others – all boardable from a common "dock." A selection of daysailers and beach boats will also be on display.

Seminars: The seminar schedule was unavailable at press time, but several free fishing and boating seminars will be offered on Friday, Saturday and Sunday.

Admission:

Adults: \$12

Children under 12: Free when accompanied by an adult

There's plenty of secure on-site parking available at the Connecticut Convention Center.

Show Hours:

Thursday, January 24: 4pm-9pm

Friday, January 25: Noon-9pm

Saturday, January 26: 10am – 9pm

Sunday, January 27: 10am – 5pm

For more information, visit hartfordboatshow.com or call 860-767-2645. ♦



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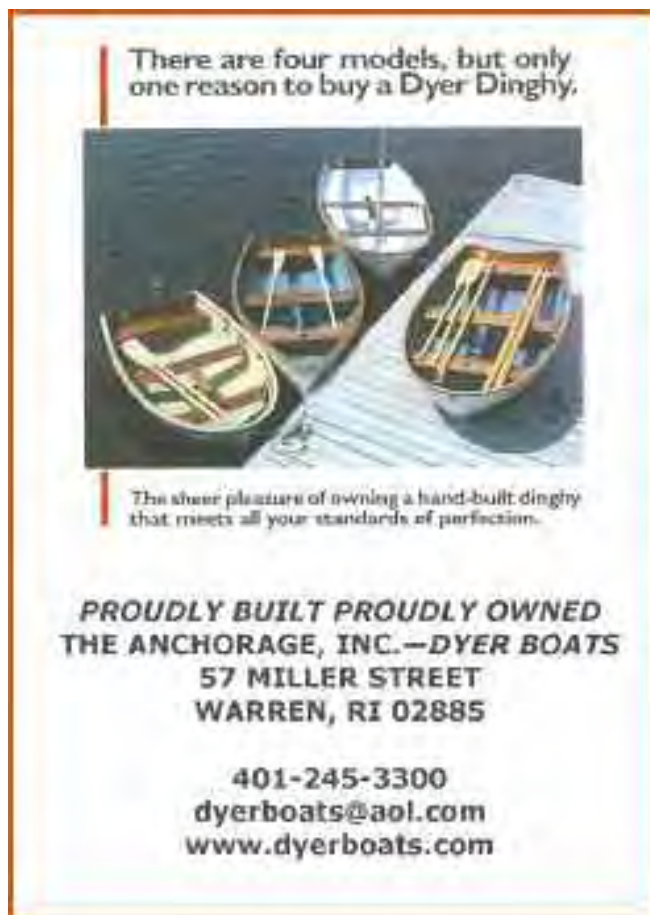
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Sound *environment*

Long Island Sound Futures Fund Grants Announced

On October 29, top federal and state environmental officials announced 24 grants to local governments and community groups in Connecticut and New York under The Long Island Sound Futures Fund. The \$917,650 will be leveraged by \$1.68 million raised by the recipients themselves towards the projects, providing a total of nearly \$2.8 million towards on-the-ground conservation.

“These funds underscore EPA’s [Environmental Protection Agency] commitment to a healthy Long Island Sound,” said Robert Varney, regional administrator for EPA’s New England regional office. “This funding will pay for important work, including restoring habitat, reducing polluted runoff and ultimately helping people to enjoy the Sound.”

The Sound Futures Fund was initiated in 2005 by the Long Island Sound Study through EPA’s Long Island Sound Office and the National Fish and Wildlife Foundation. Now in its third year, the program has provided \$2.6 million to 72 projects in communities surrounding the Sound. This year’s grant program funded 15 grants in Connecticut and 9 grants in New York. Six grants were awarded for habitat restoration - particularly of native fisheries; six grants for planning and stewardship; 10 for education and outreach; and two for improving water quality.

“These projects will help us to achieve our goals, and most importantly, will help to educate the next generation of environmental stewards about the tremendous marine and estuarine resources that make Long Island Sound such a special place,” said Connecticut DEP Commissioner Gina McCarthy.

Groups receiving funding will restore 24 acres of riparian forest and open 19.8 miles of streams for native fish. Fifty communities and more than 100 municipal officials and community leaders will develop a range of tools to deal with water pollution. More than 3,700 citizens will be engaged in creating awareness of and commitment to high-value natural resources right in their communities. Projects will educate more than 1,000 students from a variety of schools about the environment close to home.

The projects in the first three years of the program will open up 33 river miles for fish passage and restore 176 acres of critical fish and wildlife habitat, including lakes, underwater grasses, woodlands, meadows, tidal wetlands and park frontage. The grant program pools funds from the U.S. EPA, National Fish and Wildlife Foundation, U.S. Fish and Wildlife Service, Shell Marine Habitat Program, and National Oceanic and Atmospheric Administration for projects to restore the health and living resources of the Sound.

For more information, visit longislandsoundstudy.net ♦

Grantee	Project	Award (\$)
City of Stratford	Milford Point Restoration	75,000
Connecticut River Watershed Council	StarChart Dam Filter	63,500
The Nantux Conservancy	Saugusack River Watershed Partnership	40,000
Asakura Land Conservancy	Irrigation Plant Control in Popotamick Cove	27,000
Asakura Conservancy	Conservation Strategies for the Great Meadows Area in Stratford and Bridgeport	53,000
Friends of the Housatonic River Linear Park of Vernon	Taskforce on Watershed Management Plan	47,000
Eastern Connecticut Resources Conservation & Development Area, Inc.	Land Use Leadership Alliance for Connecticut Land Use Decision Makers	35,000
Town of Westport	Sherwood Mill Pond Restoration	28,400
Institute for the Study of Project Dematology	Living By the Seashore—Teaching Environmental Research (LoBSTER)	19,000
Sea Research Foundation, Inc.	Where the City Meets the Sea: the Long Island Sound Coastal Outreach Program	20,000
SoundWaves, Inc.	SoundHabitats	6,000
Riverfront Recovery, Inc.	Summer Youth Employment Program: “Science on the River”	6,000
Sea Research Foundation, Inc.	National Estuary Day at Mystic Aquarium & Institute for Exploration	6,000
The Minnesota School	Long Island Sound Service Announcements: A Child’s Perspective	1,000
City of New Haven, Parks, Recreation and Tree Dept.	Lighthouse Point Park Fall Migration Festival	1,250

Grantee	Project	Award (\$)
New York City Dept of Parks & Recreation	Restoration of the Headwaters of Albee Creek	150,000
New York City Department of Parks & Recreation	Fish Passage Construction at 182nd Street Dam on the Bronx River	190,000
Asakura New York	Conservation Action Plans for Long Island Beachable Sites	35,000
Friends of the Pond, Inc.	Habitat Monitoring in the Pond as Invasive Management, Stewardship, and Education	35,000
Friends of the Bay, Inc.	Croton Bay/Cold Spring Harbor Watershed Management Plan	55,000
Village of Sea Cliff	2007 Estuarine Harbor Water Quality Monitoring Program	30,500
Council Cooperative Extension of Suffolk County	Sound Experiences From Ship to Shore-II	35,000
American Littoral Society	Long Island Sound Component of the 2007 NY State Beach Cleanup	6,000
Long Island Seaport & Eco-Center	Third Annual Ponds Day Celebrating National Estuaries Day	6,000

The Cure for Anything is Salt Water

How I Threw My Life Overboard and Found Happiness at Sea

By Mary South

Published by HarperCollins;
211 pages, Hardcover; \$23.95

*The cure for anything is salt water –
sweat, tears or the sea. – Isak Dinesen*

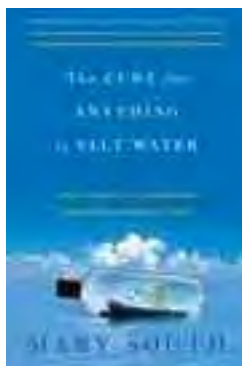
"I was a book editor for many years—it was a great job," says Mary South. "But right around forty, I started feeling like it was time for a whole new life. Now I'm a writer and a mariner. Not necessarily in that order." South walked away from her job one day, sold her house, enrolled in a seamanship school, poured her savings into a 40-foot trawler and embarked on a trip up the East Coast ...despite having no boating experience whatsoever.

"Was I having a midlife crisis? The timing was right," South says. "But to me it seemed more like a reckoning — a complicated concoction of ennui and despair that was nothing more than appropriate. I think most people face this at some point. Some drag it around like an albatross for years. It can be disguised as depression. It can be subdued by drink. It can be pushed back into the corners of our minds by great vacations, by fantasies, by love affairs. But I was no longer able to fend it off."

Although she admires classic wooden sailboats, South decided that learning to handle a motor vessel - even one made of 30 tons of steel - would be somewhat less challenging than navigating the eastern seaboard under sail. "There has always been a great divide between those who motor and those who sail," she says. "I could try to delineate it for you, but it is probably best compared to the ancient schism between those who wear briefs and those who wear boxers..."

The author steered her new boat, that she named *Bossanova*, from Florida to Sag Harbor, NY with a first mate who was her polar opposite in his political views, lifestyle, attitudes toward women and nearly everything else except a love of the sea, and a scrappy pair of Jack Russell terriers named Heck & Samba, who weren't always happy with what they'd signed on for.

The skills that made South a successful editor are evident in her writing. *The Cure for Anything* is well paced, entertaining, and "salty" enough to hold a boater's interest without being over laden with arcane nautical terminology that might set landlubbers adrift. During the voyage, the *Bossanova* and her crew experience groundings and storms, and they're nearly rolled by speeding freighter. In quieter moments, the captain



grapples with the ghosts of lost family members and failed relationships as she navigates the byways of her self.

"I had finally done something that was intensely meaningful to me. More meaningful than good grades, scholarships, speedy promotions, bestsellers — everything else I had done *right* in my life, all my other 'accomplishments.' I had gone from knowing nothing six months ago to coming up the East Coast through the Atlantic as captain of my own boat, and it was the greatest thing I had ever done in my life. No doubt about it."

The author is a freelance writer and a member of the U.S. Coast Guard Auxiliary. "Okay, I'm poor. But I won't be poor forever," she says. "It's a beautiful day and I'm not sitting in a conference room in a suit listening to the deluded opine earnestly about things that don't matter. I'm where I want to be, doing something I enjoy. Right this second is wonderful." Anyone with an unfulfilled dream will find inspiration in *The Cure for Anything is Salt Water*. The author's website - thecureforanythingissaltwater.blogspot.com - has many links to interesting nautical sites. ♦

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From the Captain of the Port

Ice in the Sound

With winter fast approaching, most recreational boaters are preparing their boats for the cold months ahead, if they have not done so already. Many boats have been hauled out of the water to await the return of the boating season next spring. However, many commercial mariners operate year round and face the hazards that are associated with operating in the cold season, including icing over of waterways and ports. Ice formation on waterways can stop commerce, trap ships and cause damage to vessels. Every winter the Coast Guard implements its domestic icebreaking program to combat the formation of ice on Long Island Sound's waterways.

The domestic icebreaking program falls under the Coast Guard's Mission of Maritime Mobility, ensuring the flow of commerce on the waterways of America. Domestic icebreaking is normally conducted for three basic purposes: emergency situations such as search and rescue, prevention of flooding caused by ice, and facilitation of commerce. For mariners who operate year round, the latter may be the most important. Coast Guard Sector Long Island Sound has assets and equipment to track ice formations and ensure the safe navigation on ice-choked waterways.

To break ice, we first need to know where it is forming and how severe the ice is. Many local citizens, organizations and communities participate in an ice lookout program. These partners call in to various Coast Guard Stations around Long Island Sound and let us know the type, coverage, formation and thickness of ice in their areas. Sector Long Island Sound compiles this information to get an accurate picture of the ice situation in the Sound. We are then able to evaluate which essential waterways are in need of icebreaking.

Many different types of ice can form in the Sound and its tributaries. Drift ice, fast ice, pancake ice, and brash ice are a few of the more common ice formations. Drift ice is any ice that is not attached to the shoreline. In contrast, fast ice is found clinging to the shore line and can extend out into the waterways - sometimes a good distance out into the waterway. Pancake ice is

formations of circular ice, usually 10 feet or bigger in diameter. If the circles are less than 10 feet in diameter, they're called cake ice. These formations tend to have raised edges from collisions with other objects in the water. Brash ice is clumps of all different types of ice formations floating around together in a waterway.

Most years, the ice formation is very light and mostly confined to the Connecticut River. About one in five years the area endures a moderate to significant ice season that impacts all the small bays and tributaries of the Sound. Very rarely, large portions of the Sound may freeze over. This hasn't happened recently, but operators with extensive history on the Sound have indicated that it has happened in the past. Mostly, mariners will encounter ice closer to land and in the ports and navigable channels around the Sound. Either way, Sector Long Island Sound is prepared to deal with any potential ice formations.

In Long Island Sound, the *Coast Guard Cutter (CGC) Bollard* is the primary resource for icebreaking operations. *CGC Bollard* is a 65' small harbor tug that has the ability to continuously break up to 18" of ice. *CGC Bollard* has a shallow draft, relatively high horsepower, and is very maneuverable, which makes it an ideal asset to break ice in the shallower rivers and bays found around the Sound. When the ice gets thick, *CGC Morro Bay*, home ported in New London, CT can be brought in to break ice in the Thames River, Bridgeport, or New Haven Harbors. *CGC Morro Bay* can continuously break 36" of ice, but her deeper draft will keep her out of the Connecticut River and other more narrow waterways. Another resource is the *CGC Katherine Walker*. She is a 175' buoy tender home ported in Bayonne, NJ, with the ability to break up to 18" of ice and to repair any buoys damaged by ice. If additional resources are needed to help break our waterways from their icy grip, other cutters can be called in from all around New England. With current weather trends being warmer than normal, it's hard to say how severe this ice season will be. However, *CGCs Morro Bay, Katherine Walker* and *Bollard* will be ready for the ice, whenever and wherever it shows up.

If you think a waterway you operate on is in need of icebreaking, you can contact Sector Long Island Sound and request an asset to come out and break a track through the waterway. Requests will be reviewed and evaluated to determine the priority of sending out an asset. Since many waterways may freeze over simultaneously, essential waterways must be broken first, to ensure the uninterrupted response of search and rescue assets and the flow of critical commerce. Less essential waterways will be considered based upon the amount of requests and the status of the essential waterways. Essential waterways include those that carry home heating oil, passenger ferry services, and other commercial services that are vital to public health and safety. You can submit requests to Sector Long Island Sound by visiting our website at uscg.mil/d1/units/seclis/industry/icebreakingrequest.html. You can also call our 24-hour number at 203-468-4401 to request a copy of this form and fax it to 203-468-4443. ♦

**By Captain Daniel A. Ronan, U.S. Coast Guard
Commander, Sector Long Island Sound
Captain of the Port Long Island Sound**

Captain Daniel A. Ronan assumed command of Sector Long Island Sound, New Haven, CT on June 1, 2007. He is the local senior field commander for Coast Guard Operations on Long Island, in Long Island Sound and along coastal Connecticut. As Captain of the Port Long Island Sound and Officer in Charge of Marine Inspection his regulatory authorities encompass all local ports, harbors, coastal waters and the approaches of the south shore of Long Island, extending to the limits of the 200-mile Exclusive Economic Zone.



TIDE TABLES

These tide tables are predictions and are to be used as a reference only. The times of high and low are approximations and are affected, in part by onshore and offshore winds, full and new moons as well as changes in currents. Always use caution when entering or leaving any harbor and navigate in areas that are well marked. WindCheck assumes no liability due to the use of these tables.

Date	PORT JEFFERSON, NY					NEW HAVEN, CT					FISHERS ISLAND, NY				
	High	Low	High	Low	High	High	Low	High	Low	High	High	Low	High	Low	High
12/1	04:27am	10:44am	04:51pm	11:13pm		04:24am	10:37am	04:48pm	11:06pm		02:27am	09:05am	02:55pm	09:29pm	
12/2	05:25am	11:46am	05:51pm			05:22am	11:39am	05:48pm	11:59pm		03:30am	10:07am	03:58pm	10:20pm	
12/3		12:06am	06:19am	12:45pm	06:48pm	06:16am	12:38pm	06:45pm			04:28am	11:06am	04:56pm	11:08pm	
12/4		12:57am	07:10am	01:38pm	07:41pm		12:50am	07:07am	01:31pm	07:38pm	05:19am	12:00pm	05:46pm	11:53pm	
12/5		01:44am	07:58am	02:26pm	08:30pm		01:37am	07:55am	02:19pm	08:27pm	06:03am	12:49pm	06:30pm		
12/6		02:29am	08:42am	03:10pm	09:15pm		02:22am	08:39am	03:03pm	09:12pm		12:37am	06:44am	01:32pm	07:11pm
12/7		03:11am	09:23am	03:50pm	09:57pm		03:04am	09:20am	03:43pm	09:54pm		01:18am	07:23am	02:11pm	07:52pm
12/8		03:52am	10:03am	04:30pm	10:37pm		03:45am	10:00am	04:23pm	10:34pm		01:58am	08:03am	02:48pm	08:33pm
12/9		04:32am	10:42am	05:08pm	11:16pm		04:25am	10:39am	05:01pm	11:13pm		02:37am	08:43am	03:26pm	09:15pm
12/10		05:11am	11:21am	05:47pm	11:55pm		05:04am	11:18am	05:40pm	11:52pm		03:16am	09:24am	04:04pm	09:58pm
12/11		05:51am	11:59am	06:26pm			05:44am	11:56am	06:19pm			03:56am	10:06am	04:45pm	10:41pm
12/12	12:35am	06:32am	12:39pm	07:07pm		12:32am	06:25am	12:36pm	07:00pm			04:38am	10:47am	05:28pm	11:25pm
12/13	01:15am	07:15am	01:21pm	07:50pm		01:12am	07:08am	01:18pm	07:43pm			05:24am	11:29am	06:14pm	
12/14	01:58am	08:01am	02:07pm	08:35pm		01:55am	07:54am	02:04pm	08:28pm		12:10am	06:17am	12:12pm	07:02pm	
12/15	02:45am	08:52am	02:58pm	09:23pm		02:42am	08:45am	02:55pm	09:16pm		12:56am	07:15am	12:59pm	07:51pm	
12/16	03:34am	09:49am	03:53pm	10:14pm		03:31am	09:42am	03:50pm	10:07pm		01:45am	08:16am	01:52pm	08:40pm	
12/17	04:27am	10:49am	04:52pm	11:08pm		04:24am	10:42am	04:49pm	11:01pm		02:39am	09:17am	02:51pm	09:29pm	
12/18	05:22am	11:51am	05:53pm			05:19am	11:44am	05:50pm	11:57pm		03:36am	10:17am	03:54pm	10:19pm	
12/19		12:04am	06:19am	12:52pm	06:55pm	06:16am	12:45pm	06:52pm			04:33am	11:17am	04:55pm	11:12pm	
12/20		01:01am	07:16am	01:52pm	07:54pm		12:54am	07:13am	01:45pm	07:51pm		05:26am	12:15pm	05:50pm	
12/21		01:58am	08:13am	02:49pm	08:52pm		01:51am	08:10am	02:42pm	08:49pm		12:07am	06:18am	01:11pm	06:42pm
12/22		02:54am	09:08am	03:44pm	09:47pm		02:47am	09:05am	03:37pm	09:44pm		01:02am	07:09am	02:04pm	07:33pm
12/23		03:49am	10:03am	04:37pm	10:39pm		03:42am	10:00am	04:30pm	10:36pm		01:57am	08:01am	02:55pm	08:25pm
12/24		04:43am	10:56am	05:29pm	11:31pm		04:36am	10:53am	05:22pm	11:28pm		02:50am	08:53am	03:44pm	09:17pm
12/25		05:36am	11:48am	06:19pm			05:29am	11:45am	06:12pm			03:43am	09:46am	04:33pm	10:11pm
12/26	12:22am	06:28am	12:40pm	07:08pm		12:19am	06:21am	12:37pm	07:01pm			04:36am	10:39am	05:22pm	11:05pm
12/27	01:13am	07:21am	01:31pm	07:57pm		01:10am	07:14am	01:28pm	07:50pm			05:31am	11:31am	06:12pm	11:59pm
12/28	02:03am	08:15am	02:23pm	08:45pm		02:00am	08:08am	02:20pm	08:38pm			06:29am	12:22pm	07:03pm	
12/29	02:54am	09:10am	03:16pm	09:35pm		02:51am	09:03am	03:13pm	09:28pm		12:53am	07:30am	01:14pm	07:54pm	
12/30	03:46am	10:07am	04:11pm	10:25pm		03:43am	10:00am	04:08pm	10:18pm		01:48am	08:31am	02:10pm	08:44pm	
12/31	04:39am	11:04am	05:07pm	11:16pm		04:36am	10:57am	05:04pm	11:09pm		02:45am	09:31am	03:09pm	09:34pm	

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Date	PORT WASHINGTON, NY					STAMFORD, CT					BRIDGEPORT, CT				
	High	Low	High	Low	High	High	Low	High	Low	High	High	Low	High	Low	High
12/1	04:47am	11:20am	05:12pm	11:48pm		04:28am	10:51am	04:52pm	11:20pm		04:25am	10:43am	04:49pm	11:12pm	
12/2	05:47am	12:20pm	06:15pm			05:26am	11:53am	05:52pm			05:23am	11:45am	05:49pm		
12/3		12:41am	06:43am	01:17pm	07:12pm		12:13am	06:20am	12:52pm	06:49pm		12:05am	06:17am	12:44pm	06:46pm
12/4		01:32am	07:34am	02:09pm	08:04pm		01:04am	07:11am	01:45pm	07:42pm		12:56am	07:08am	01:37pm	07:39pm
12/5		02:19am	08:21am	02:57pm	08:52pm		01:51am	07:59am	02:33pm	08:31pm		01:43am	07:56am	02:25pm	08:28pm
12/6		03:04am	09:03am	03:41pm	09:35pm		02:36am	08:43am	03:17pm	09:16pm		02:28am	08:40am	03:09pm	09:13pm
12/7		03:45am	09:41am	04:23pm	10:15pm		03:18am	09:24am	03:57pm	09:58pm		03:10am	09:21am	03:49pm	09:55pm
12/8		04:21am	10:15am	05:00pm	10:52pm		03:59am	10:04am	04:37pm	10:38pm		03:51am	10:01am	04:29pm	10:35pm
12/9		04:48am	10:40am	05:32pm	11:22pm		04:39am	10:43am	05:15pm	11:17pm		04:31am	10:40am	05:07pm	11:14pm
12/10		05:06am	11:00am	05:56pm	11:44pm		05:18am	11:22am	05:54pm	11:56pm		05:10am	11:19am	05:46pm	11:53pm
12/11		05:33am	11:29am	06:16pm			05:58am	12:00pm	06:33pm			05:50am	11:57am	06:25pm	
12/12	12:07am	06:08am	12:05pm	06:46pm		12:36am	06:39am	12:40pm	07:14pm		12:33am	06:31am	12:37pm	07:06pm	
12/13	12:41am	06:50am	12:47pm	07:25pm		01:16am	07:22am	01:22pm	07:57pm		01:13am	07:14am	01:19pm	07:49pm	
12/14	01:22am	07:35am	01:34pm	08:08pm		01:59am	08:08am	02:08pm	08:42pm		01:56am	08:00am	02:05pm	08:34pm	
12/15	02:08am	08:26am	02:23pm	08:56pm		02:46am	08:59am	02:59pm	09:30pm		02:43am	08:51am	02:56pm	09:22pm	
12/16	02:58am	09:22am	03:17pm	09:47pm		03:35am	09:56am	03:54pm	10:21pm		03:32am	09:48am	03:51pm	10:13pm	
12/17	03:51am	10:25am	04:16pm	10:42pm		04:28am	10:56am	04:53pm	11:15pm		04:25am	10:48am	04:50pm	11:07pm	
12/18	04:49am	11:37am	05:21pm	11:40pm		05:23am	11:58am	05:54pm			05:20am	11:50am	05:51pm		
12/19	05:50am	12:57pm	06:32pm				12:11am	06:20am	12:59pm	06:56pm		12:03am	06:17am	12:51pm	06:53pm
12/20		12:43am	06:54am	02:09pm	07:42pm		01:08am	07:17am	01:59pm	07:55pm		01:00am	07:14am	01:51pm	07:52pm
12/21		01:48am	07:57am	03:11pm	08:46pm		02:05am	08:14am	02:56pm	08:53pm		01:57am	08:11am	02:48pm	08:50pm
12/22		02:55am	08:56am	04:08pm	09:43pm		03:01am	09:09am	03:51pm	09:48pm		02:53am	09:06am	03:43pm	09:45pm
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12/24		04:55am	10:47am	05:53pm	11:31pm		04:50am	10:57am	05:36pm	11:32pm		04:42am	10:54am	05:28pm	11:29pm
12/25		05:50am	11:41am	06:44pm			05:43am	11:49am	06:26pm			05:35am	11:46am	06:18pm	
12/26	12:24am	06:44am	12:35pm	07:34pm		12:23am	06:35am	12:41pm	07:15pm		12:20am	06:27am	12:38pm	07:07pm	
12/27	01:19am	07:40am	01:31pm	08:24pm		01:14am	07:28am	01:32pm	08:04pm		01:11am	07:20am	01:29pm	07:56pm	
12/28	02:13am	08:38am	02:27pm	09:15pm		02:04am	08:22am	02:24pm	08:52pm		02:01am	08:14am	02:21pm	08:44pm	
12/29	03:07am	09:40am	03:25pm	10:08pm		02:55am	09:17am	03:17pm	09:42pm		02:52am	09:09am	03:14pm	09:34pm	
12/30	04:03am	10:42am	04:26pm	11:01pm		03:47am	10:14am	04:12pm	10:32pm		03:44am	10:06am	04:09pm	10:24pm	
12/31	04:59am	11:42am	05:30pm			04:40am	11:11am	05:08pm	11:23pm		04:37am	11:03am	05:05pm	11:15pm	

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Calendar 2007-08

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www.compete-at-sailing.com/calendar

DECEMBER

I
Mystic River Mudhead Sailing Association Annual Meeting and Holiday Party - Mystic, CT, mudhead.org

I-28
Lantern Light Tours - Immerse yourself in an all-new tale of the magic, merriment and mystery of Christmas Eve, 1876. Stroll through a festival holiday village, kick up your heels in a tavern dance and visit with sailors in port for the holiday. You may even spy a jolly old silver-haired fellow...Lantern Light Tours are scheduled primarily Thursday through Sunday evenings, December 1-2, 6-9, 13-16, 20-23, 27 and 28. Each performance is approximately 70 minutes and is not recommended for children under four. Reservations are strongly recommended, particularly for Friday and Saturday evening performances. \$25 for adults, \$18 for kids (4-18), discounts for members. Call 860-572-5331 for tickets or purchase in person at the Mystic Seaport Visitor Reception Center. Mystic Seaport Mystic, CT, mysticseaport.org



Mystic Seaport, Mystic, CT

I
37th Annual Bowen's Wharf Tree Lighting and Open House - Christmas Tree Lighting, caroling, and Santa ar-

rives by boat (weather permitting) at 6pm. Open House at Bowen's Wharf shops. Free. 401-849-2120, bowenswharf.com, America's Cup Ave., Newport, RI

I
10th Annual Harbor Lights Parade of Boats & Blessing of the Fleet in Newport Harbor, Newport, RI. Commercial boats and pleasure crafts decorated and lighted for the holidays. 6:30pm, free, 401-845-5815

I-31
Christmas in Newport - A month long celebration of the holiday season throughout Newport, RI. Enjoy a series of concerts, tree lighting, craft fairs, candlelight house tours and much more. For detailed schedule of events, check christmasinnewport.org or 401-849-6454



Newport, RI Visitors Bureau/www.GoNewport.com

Newport's colonial downtown decorated for the holidays.

2
Eastchester Bay Yacht Racing Association Annual Awards - City Island, NY, ebyra.com

2
Yacht Racing Association of Long Island Sound Annual Meeting & Awards Dinner - Larchmont Yacht Club, yralis.org, 516-767-9240

7
Stonington Christmas Stroll
Every year, Stonington Village, CT decorates a tree in Wadawanuck Square and lights it (with generous help from the nearby Stonington Free Library) at a community-wide ceremony that includes singing carols, sipping mulled cider, and the countdown to the lighting of the tree. Following immediately afterwards is the annual Christmas Stroll through the Borough, when local merchants keep their shops open late and welcome visitors with hors d'oeuvres and eggnog and other goodies. 5:30pm

7-8
The Ships Store at Milford Boat Works Annual Holiday Sale - 2 High St., Milford, CT, 203-878-2900

8
International Yacht Restoration School Open House - Potential students, classic boat enthusiasts and fans of fine woodworking are invited to tour the school and learn about IYRS courses. Current students, instructors, and alumni will be on hand from 11am-2pm at the school's Newport, RI campus (449 Thames St.). IYRS has transformed a once-abandoned section of waterfront into a center for maritime education and restoration that has become a valuable training institution for the marine industry. Jay Picotte: 401-848-5777, ext. 203, jpicotte@iyrs.org, iyrs.org

9
Lloyd Harbor Yacht Club Holiday Party - Huntington, NY, lhyc.org

9
Children's Craft: Make a paperweight to give as a holiday gift. 2pm, Appropriate for ages 5-12, reservations required, \$8 non-members; \$3 members, Cold Spring Harbor Whaling Museum, Cold Spring Harbor, NY, 631-367-3418, cshwhalingmuseum.org

11
International Yacht Restoration School Fall Lecture: "Designing Minds: Today and Yesterday" - Bill Langan of Langan and Associates presents "Offshore Safety & Design." Start

the evening at Armchair Sailor Bookstore, cross the street to Café Zelda for dinner with a special IYRS menu (401-849-4002 for reservations), and walk to IYRS for the 7:30 pm lecture. Newport, RI, iyrs.org, 401-848-5777

11

Adventure Speaker Series:

Extreme Sailing - With offshore ocean racing exploding in popularity, sailors are pushing the boundaries with faster and more extreme boats from massive catamarans capable of sailing at speeds well over 40 knots to the Open 60 circuit and Volvo Ocean Race. Brian Hancock, veteran of three Whitbread round-the-world campaigns and commentator on all extreme sailing events, co-founded the new Global Ocean Challenge that features both solo and double-handed teams racing around the world, leaving from Portugal in 2008. Brian's presentation chronicles events that led up to the new challenge from his extensive sailing adventures and includes slides, video, and music, with references to his best selling book, *The Risk in Being Alive*. 2 and 7:30pm, reservations recommended, Mystic Seaport, Mystic, CT, mysticseaport.org, 860-572-5339

14

Acura Key West Race Week 2008 presented by Nautica Entry Deadline (without late fees) - PHRF, IRC, One Design and Corsair 28R boats from across the US and beyond gather for racing in Key West, FL, January 15-19. Premiere-racing.com, 781-639-9545

16

First Aid/CPR Class - 4-8pm, Lindenhurst, NY, The Nautical School, nauticalschool.com, 800-992-9951

16

Treasure Island Film - The 1950 Disney classic. 2pm, The Whaling Museum, Cold Spring Harbor, NY, cshwhalingmuseum.org, 631-367-3418

29-1/6

New York National Boat Show

From yachts and cruisers to bass and pontoon boats, from canoes and kayaks to fishing boats and personal watercraft, from electronics and engines to fishing gear, from financing and insurance to

travel destinations, you'll see it here first. Hours: Sat. (Dec. 29) 10am - 8pm, Sun. (Dec. 30) 10am - 5pm, Mon. (Dec 31) CLOSED, Tues. - Fri. (Jan. 1-4) 10am-8pm, Sat. (Jan. 5) 10am - 8pm, Sun. (Jan 6) 10am-5pm. Adults \$15, Youth 13-15 \$8, Children 12 & under free when accompanied by an adult. Group tickets available for groups of 10 or more. Call 212-984-7004 for details or e-mail wbrauner@mma.org. Javits Convention Center, New York City, NY, newyorkboatshow.com.

30

New Year's Eve Invitational

Regatta - JY 15s, Centerport Yacht Club, Centerport, NY, centerport-yc.org, ensign1601@aol.com

30-1/1

Manhasset Bay Yacht Club New Year's Frostbite Invitational Regatta

- InterClubs, Penguins, Ideal 18s. Port Washington, NY, manhassetbayyc.org, 516-767-2150



Andrea Watson

2-31

Coastal Live Aboard Cruising

Courses - 3 and 5 and 7-day sessions. Florida Keys and British Virgin Islands, Womanship, womanship.com, 800-342-9295

3-6

Providence Boat Show - Features boats and equipment for both power and sail. Demonstrations, Seminars and Workshops all four days. Rhode Island Convention Center & Dunkin' Donuts Center, Downtown, Providence, RI.

Thurs: Noon to 8pm; Fri/Sat: 10am-8pm; Sun: 10am-5pm, Adults \$12, Children 12 & under free. On-line \$2-Off coupon good all four days. 401-846-1115, providenceboatshow.com



Sean Fawcett

3 & 17

Singles Under Sail Social/Meeting

Fairfield County, CT, singlesundersail.com, 203-847-3456

3 & 17

Shoreline Sailing Club meets at

Dock & Dine Restaurant, Old Saybrook, CT, shorelinesailingclub.com

5-12 & 12-18

Longshore's Caribbean Sailing Weeks

- John Kantor of Longshore Sailing School (Greenwich & Westport, CT) hosts a week of sun, fun, sailing and adventures at the Bitter End Yacht Club, longshoresailingschool.com, 203-226-4646

9-13

US SAILING'S National Sailing Programs Symposium

- Sailing program organizers from across the country will have the opportunity to network with their counterparts and

JANUARY

1

Hangover Bowl - Sailed in Lasers and Laser Radials, Cedar Point Yacht Club, Westport, CT. Open to all - fun courses and great awards. Eric Robbins, cedarpointyc.org, EricLaser@aol.com

1-30

Boaters Get Legal! Get your CT Safe Boating/Personal Watercraft License. Private 1-day classes at your convenience. abseasafeboating.com, 860-767-1558

hear directly from such sailing experts as Gary Jobson, Ed Baird, Dawn Riley and many more. Several popular speakers from previous NSPS events are returning, including Dr. Jayne Greenberg who will talk about education and life skills and Meaghan Johnson who will host a seminar on managing a multi-generational workforce. The five-day event, presented by Vanguard Sailboats, will be at the Hilton Bayfront Hotel in St. Petersburg, FL

Topics include:

New boats for programs

Insurance

E-marketing and web promotion

Public relations

Developing a trustful program

Thinking outside the box - experimental learning

Hiring and evaluating instructors

How to have a profitable program

Taking the next step: When to hire a year-round director

Opti: Teaching the most basic skills for success

How to create a budget and stick to it

Adapt your facilities and equipment for the disabled

Effective instruction techniques

Coaching

Team Racing

Advanced Coaching

For more information and to register,

visit ussailing.org/training

12-20

52nd Annual New England Boat

Show - Fully-rigged vessels, including: sailboats, pleasure boats, fishing boats, ski boats and personal watercraft as well as the latest in marine electronics and boating accessories. Ongoing seminars and live demonstrations. Boston Convention & Exhibition Center, 415 Summer Street, Boston, MA. Adults: \$13, Children 6-12: \$7 (6 and under are free). Hours: Saturdays 10am-9pm; Sunday, January 13 11-7pm; Monday - Friday noon-9pm; and Sunday, January 20 11am-6pm. Advance tickets available; for more information, check neboatshow.com or call 800-225-1577.

13

Connecticut Safe Boating License

Course - One day course certified by the CT Department of Environmental Protection and the National Association

of Safe Boating Law Administrators, 9am, Sail the Sounds, West Mystic, CT, sailthesounds.com, 860-572-1788

15

The Squadron Boating Course

Learn the fundamentals of safe boat handling and basic piloting. Includes digital chart training CD and instructional material on modern navigation techniques. Meets requirements for a Safe Boating Certificate. 6 Tuesdays, 7pm, Stamford Sail & Power Squadron, Rip-powam Center, Stamford, CT, George Hallenbeck: gwlk@aol.com, 203-348-7121

16

The Squadron Boating Course

Learn the fundamentals of safe boat handling and basic piloting. Includes digital chart training CD and instructional material on modern navigation techniques. Meets requirements for a Safe Boating Certificate. 6 Wednesdays, 7pm, Darien Sail & Power Squadron, Darien Library, Darien, CT, Frank Kemp, fkemp@optonline.net

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16

The Squadron Boating Course

Learn the fundamentals of safe boat handling & basic piloting. Includes digital chart training CD & instructional material on modern navigation techniques. Meets requirements for a Safe Boating Certificate. 6 Wednesdays, 7pm, Neptune Power Squadron, Northport High School, Northport, NY, Stephanie Quarles: stephaniequarles@gmail.com, 631-757-7514

17

New York Sailing Club Social & Presentation - Gary Cassidy, a skipper of the *Christeen*, speaks on history of the



oyster sloop and the The WaterFront Center in Oyster Bay, NY. Event will be held in New York, NY. New York Sailing Club (nysailingclub.com) promotes and organizes numerous sailing activities in New York City and Long Island Sound. For details and to attend, contact maryvdonohue@att.net.

19-27

OUPV (6-pack) Captain's License Course - New York, NY (Battery Park) OR Lindenhurst, NY. The Nautical School, nauticalschool.com, 800-992-9951

21-25

Acura Key West 2008 - IRC, PHRF and One-design classes. (i.e. Beneteau 10R and 40.7, C&C 99, Club Swan 42, Corsair 28R, Farr 40, J/105, J/109, J/120, J/80, J/92s, Melges 24, Melges 32, Mumm 30, Swan 45, T-10, and TP52), Key West, FL, Premiere-Racing.com, 781-639-9545

23-27

SailFest at the Baltimore Boat Show - Power and sail. New this year, SailFest will offer a wide selection of keelboats, catamarans, scows, sails and

rigging, sailing gear and equipment. Special daily sailing seminars and activities. Baltimore Convention Center, Baltimore, MD, baltimoreboatshow.com, 212-984-7000

24-27

39th Annual Hartford Boat and Fishing Show - Hundreds of boats, services and products on display. CT Convention Center, 100 Columbus Boulevard, Hartford, CT. Adults: \$12, Children under 12: free. Hours: Thursday 4pm-9pm, Friday 12pm-9pm, Saturday 10am-9pm, Sunday 10am-5pm. Visit hartfordboatshow.com or call 860-767-2645.

29-31

Composite Boat Builder Certification Course - Designed for boat builders and manufactures. Curriculum includes marine composite construction, production and advanced manufacturing processes, structural details and hardware installation, quality assurance, and safety and environmental compliance. Mystic, CT, American Boat & Yacht Council, certifying body in education for the marine industry, abycinc.org, 410-990-4460 ♦

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Team USA/LISOT Finishes Fourth in Euro Opti Team Cup

By Marlena Fauer

On Thursday, October 25, Team USA/LISOT (Long Island Sound Optimist Training) traveled to Berlin, Germany for the 20th Annual European Opti Team Cup. The team consisted of Declan Whitmyer from Noroton YC (Darien, CT), Deirdre Lambert from Portland YC (Portland, ME), Evan Read from Manhasset Bay YC (Port Washington, NY), Antoine Screve from San Francisco YC, and me, Marlena Fauer from Southampton YC (Southampton, NY).

The plane ride over to Berlin, which was spent completing heavy homework loads and sleeping, was very quick because of tail winds. The weather in Berlin was very different from New York: misty, foggy, rainy, wet, and 45 degrees compared to the sunny skies and unusually warm temperatures back home. Deirdre, Evan, and I arrived in Berlin first, along with Mr. Lambert and my dad on Friday morning. We managed to fit three adults, three kids, three sail tubes, and about seven large bags into a tiny Mercedes station wagon. It was a very uncomfortable twenty minutes.

When we arrived at the Potsdamer Yacht Club, we dropped off our sails and then went back to the hotel to put on warm clothes. We ate a great breakfast, which included Deirdre's favorite: Nutella. After breakfast we went back to the club to rig our boats and prepare to go sailing. Declan and Antoine arrived at the yacht club shortly after we did and we were able to organize everything as a team. About an hour later, we went out on the water without our coach, Staffan Johansson, who had not arrived yet. We did speed tests and three on twos to get a feel for the water and brush up on our skills.

In all, this practice session was not very productive. We went

back on shore at about 2:00 pm and ate lunch while waiting for Staffan to arrive. Mr. Whitmyer had said that he'd get to the venue in about 30 minutes: this "30 minutes" ended up being about two hours - Staffan had been stuck in traffic. We waited in our drysuits in the heated upstairs restaurant of the yacht club. Finally, Staffan arrived and we went out again for 45 minutes. After sailing, we went out to dinner, wandered, and hung out in Deirdre's room until 8:00 pm, which was our bedtime. Declan and I complained that it was too early to fall asleep and going to bed this early was stupid, but I was passed out the moment I hit my pillow.

On Saturday, the first day of the regatta, we rigged and got into our drysuits by the 8:00am opening ceremonies. There were sixteen teams from fifteen countries: Germany, USA, Singapore, Sweden, Norway, Poland, Great Britain, Italy, Russia, the Netherlands, Belgium, Denmark, Czech Republic, Slovakia and Ukraine. The scheduled 9:00 harbor start was postponed due to heavy fog and no wind. After about an hour and a half of playing cards, the race committee went out and we followed. LISOT beat Italy in the first race of the day. We sailed against Norway, one of the German teams, Slovakia, Belgium, and Czech Republic. Unfortunately, we lost to Singapore in a very close race, so our record at the end of day one was 5-1. Singapore had the same record. Because of the wind, we were unable to finish the round robin so we finished it the following day. On the other course, the Netherlands, Sweden, Denmark, Germany, and Poland all had records of 5-2.

Racing was postponed on Sunday due to similar conditions to the previous day. We sailed against and beat Denmark, Germany, Great Britain, Ukraine, and Russia. We lost to Sweden and faced a very unfortunate loss to Poland, a race that cost us the regatta. In that race alone, LISOT did probably a total of ten circles: the umpires were not on our side. Poland did not receive a single call. Due to the wind, we were unable to complete the round robin and sail against the Netherlands.

We finished the regatta with a record of 11-3 in fourth place. Singapore finished third with the same record as us (though they won the tiebreaker). Norway was second with a record of 12-2 and Poland finished in first place, winning the tiebreaker against Norway. Norway and Poland never actually faced each other in a race.

Our trip to Berlin was a great experience and I was so happy to have been a part of the team. I am sad that this was my last Opti regatta and it was a very fun and stressful farewell to the international Opti circuit. ♦

Team USA/LISOT (left to right): Antoine Screve, Declan Whitmyer, Evan Read, Deirdre Lambert, Marlena Fauer



Jon Fauer

Junior *sailing*

The Joe Manganello Memorial Regatta

The Sound School Regional Vocational Aquaculture Center in New Haven, CT hosted the First Annual Joe Manganello Memorial Regatta on November 10. This invitational team racing event, run by Sound School sailing coach Joel Zackin and sailed in the school's JY15s in New Haven Harbor, drew teams from Branford High School (Branford, CT), Xavier High School (Middletown, CT), North Kingstown High School (North Kingstown, RI), Duxbury Bay Maritime School (Duxbury, MA) and Cheverus High School (Portland, ME). The Duxbury squad found the breezy conditions to their liking, winning five races for the overall win with 16.75 points. North Kingstown finished a close second with 17.5 and Sound School 1 was third with 33.

Manganello, who lived in Madison, CT, passed away in August after a long illness. He taught sailing and worked as a shop assistant at the Sound School for many years, and his colleagues and students remember him as a man with a larger-than-life personality, a big heart and an enthusiastic outlook on life.

At a well-attended celebration of Manganello's life before the regatta, Sailing Club Faculty Advisor John Buell dedicated a plaque with a brass clock and barometer engraved "Coach – Friend – Teacher" and announced that one of the Sound School's scows will be named *Big Joe*. "What Joe did for the sailing team and so many others is nothing short of extraordinary," said Buell, a Sound School history teacher.

"Joe personified what this school is about, and this school is a better place because he was here," added Principal Steven Pynn. Cindy DeLillo and Juliana Jakubsen, members of the Sound School Sailing Team, created a "Remembering Joe" collage for the event. "Joe was the heart and soul of the Sound School Pirates," said DeLillo. "He made us laugh, and he will always be with us every time we sail."

An enthusiastic catamaran sailor, Manganello was the Commodore of Hobie Fleet 136 and he ran the Sharing the Wind Sailing School at the Madison Surf Club. His Hobie 21 *Wild Thing* was a familiar sight at Hobie regattas and the New England 100 – monsters from Maurice Sendak's *Where the Wild Things Are* adorned the boat's hulls and the centerboards bore the words 'Out of Control.'

Manganello always seemed to enjoy himself a bit more than most people, and his lust for life was infectious. "Everyone always wanted to sit at Joe's table at regattas," Karl Jensen of Ledyard, CT recalled. "We once went out to dinner in Newport and the waitress was taken aback when Joe told her we sail Hobie Cats. Without skipping a beat he added, 'Yeah, we're the Hell's Angels of the sailing world.'"

Several Sound School alumni attended the memorial. "I sailed here at Sound School with Joe," said John Harmuth of Madison. "He was my coach for four years as well as a really good friend. I'm now running the Wednesday and Friday night



Big Joe Manganello was the heart and soul of the Sound School Pirates Sailing Team.

race series that he started." "Joe was a really great guy," said Sean McQuilken of Niantic, CT. "I and a lot of people got into cat sailing because of him." Peter Giuliano of East Granby, CT added, "I worked for Joe at Sharing the Wind. Getting kids into sailing was a big thing for Joe. He was an amazing mentor for everyone he ever touched."

Michele Fucci of Branford, CT, a vocational teacher and the assistant sailing coach at The Sound School, organized a lunch in Manganello's honor. "Joe was a big presence on this campus," she said. "He was a jovial guy who was always there for anyone. People can't talk about him without having a smile on their face."

For more information on the Sound School, visit soundschool.com. ♦

O'Pen BIC Midwinters

The O'Pen BIC Mid-Winter Regatta will be held at Shake-A-Leg Miami, January 19-20, 2008. The format will follow the same "Un-Regatta" style that was successfully run at the U.S. O'Pen Cup at Sail Newport in August. Don't expect traditional round-the-buoys racing or normal 1-2-3 prizes. Freestyle, slalom, and mandatory capsizes are part of the fun!

The O'Pen BIC Mid-Winters is being held in conjunction with the Alex Caviglia Blue Water Classic, and ages 7-17 will be divided into two age groups. Charter boats are included in the registration fee for the first forty competitors. This unorthodox



and loosely competitive event comes the weekend after the National Sailing Program Symposium and falls over the Martin Luther King

Jr. holiday weekend.

For Notice of Race (NOR) and registration go to shakealegmiami.org. To see the exciting video of a similar event in France go to youtube.com/watch?v=ysy0edAmFA8

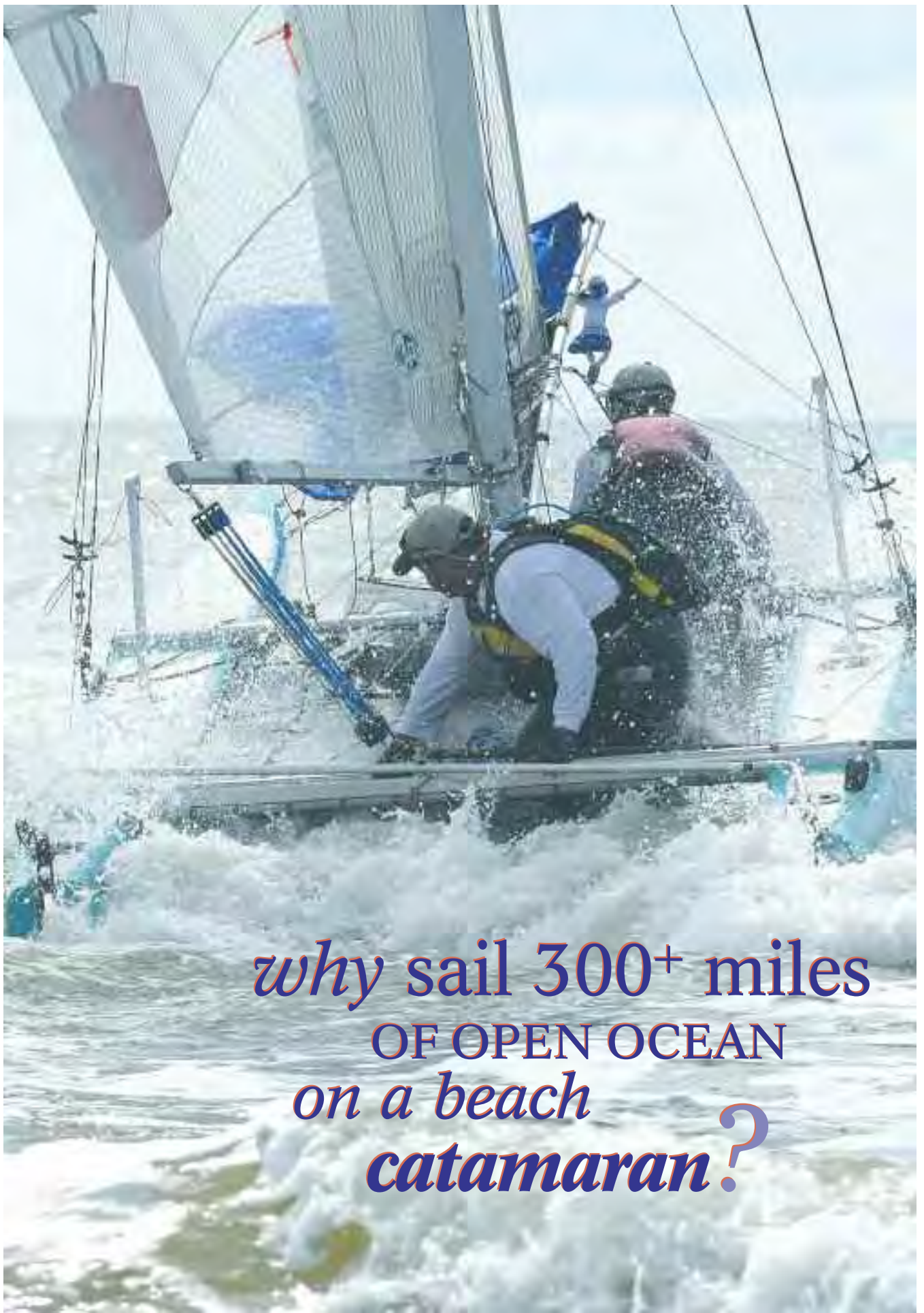
For information on the boat and class, go to OpenBic.com or contact info@BicSportNA.com ♦

Mollerus Wins Opti Atlantic Coast Championship

Two Hundred and seventy-three Optimist racers invaded the Norfolk Yacht and Country Club in Norfolk, VA for the 2007 United States Optimist Dinghy Association (USODA) Atlantic Coast Championship on October 5-8.

Andrew Mollerus (Larchmont YC; LISOT) notched three bullets on his way to victory. Marlena Fauer (Southampton YC; LISOT) finished fifth overall. Other Sound sailors in the top 20 were: Colin Murphy (Shelter Island YC; LISOT; 14th), Antoine Screve (San Francisco YC; LISOT; 16th), Deirdre Lambert (Portland YC; LISOT; 17th), Olivia Crane (Noroton YC; LISOT; 18th).

Full results are posted at norfolkyacht.com/files/overall_results.pdf. Regatta photos can be found at photoboat.com. ♦



why sail 300+ miles
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on a beach
catamaran?

Picture this: 25-knot winds and breaking 6-to 8-foot seas on a 20-foot beach catamaran. This isn't something out of a Warren Miller film - it's an average day in the life of an offshore beach cat sailor. There's no thrill quite like sailing a high performance cat at full throttle for hours on end, but first let tell you about myself and how I ended up in that scenario.

I started sailing ten years ago at the Mystic Seaport learn to sail program followed by a couple summers at Niantic Bay Yacht Club where I became hooked on racing. I sailed for four years on the varsity team at the Sound School Regional Aquaculture Center in New Haven, CT, where I met Joe "Wild Thing" Manganello. Joe, who passed away in August, was a big supporter of catamaran sailing in the area and he took me for a ride on his cat. I was hooked and soon bought an old Hobie 14. Sailing through the dead of winter in Newport, RI with the Hobie Frostbite Fleet 448, I learned to outfit (Thanks, Rick Bliss!) and sail catamarans.

I raced Hobie 16s for a couple years, racking up some good finishes in various local events. I bought a 16 and modified it to carry a spinnaker so I could compete in long distance events like the New England 100, Statue of Liberty Race, Around the Island (Newport) and others. The New England 100 runs from New London, CT to New Bedford, MA with an overnight stop in Portsmouth, RI. It starts off as a tactical race, negotiating fickle winds in Fishers Island Sound, then usually turns into a drag race (within 100 yards of the beach at times) to Point Judith, when it becomes a tactical trip up the harbor to Quonset Point.

The second leg is usually a light air tactical nightmare until you're in open water, then the asymmetrical spinnakers come up and it becomes a reach to Buzzards Bay where heavy winds cause you to keep driving the boat off the wind to keep from capsizing or stuffing a bow and pitchpoling, either of which can end your race. The finish line is usually small, and after 50 miles of open water it can be challenging to find and get through. I've sailed in this race twice, with a best finish of 9th out of 11 on corrected time using the Portsmouth handicap system.

The Statue of Liberty Race is probably my favorite race. We sail from Atlantic Highlands, NJ up around Sandy Hook and shoot towards the Verrazano-Narrows Bridge, which we can't see from the start so it becomes a game of watching the compass and GPS and trying to get to the bridge, then making it under without losing too much speed in its wind shadow. Then we race up through New York Harbor where we have to dodge ferries, barges and other commercial traffic while sailing at 20 knots. The Statue of Liberty comes into view about halfway up the harbor. The race



The author (left) and skipper Lee Wickland after finishing the final leg of the 2007 Great Texas 300

organizers have been doing it for so long that they're grandfathered in to let us race around the Statue one day every year – no one else is allowed in that restricted zone. Many people do this race just to sightsee, and I find it hard not to look around while trying to keep the boat moving. After rounding the Statue we sail back to Sandy Hook. I've done this race five times with a best finish of 15th out of 60+ boats on corrected time.

I joined Team Chums when I was trying to get involved with a major distance race. They needed ground crew for the 2005 Great Texas Catamaran Race, and after I signed on, the crew on the *Chums 2* Hobie Tiger couldn't make it so I was asked to sail. Team Chums is a very diverse group of sailors from all around the U.S. Our team owner, founder and driver of the *Chums 1* Nacra 20 is Lee Wickland from League City, TX. *Chums 2* (Hobie Tiger) is driven by Matt Morris from Camp Verde, AZ. Anthony Aquilla, who normally crews on *Chums 1*, is from Phoenix, AZ. I crew on *Chums 2* for major races and skipper my Hobie 16, which will be called *Chums 3* starting next season.

Our team manager/ground crew is Jill Scala from Santa Barbara, CA, and our webmaster, Erik Lassen of Tehachapi, CA keeps teamchums.com up and running. Our sponsors are Chums (chums.com) and MTI Adventure Wear (mtiadventurewear.com). Chums makes eyeglass retainers and iPod cases and they've supported us from the beginning. MTI makes lifejackets, drysuits and foul weather gear and have been supporting us for years.

The Great Texas Catamaran Race (also known as the Great Texas 300 or GT 300) takes sailors along a remote stretch of coast from South Padre Island to Mustang Island to Matagorda Beach to Surfside Beach to a finish in front of the crowds at East Beach on Galveston Island. The first two legs are each about 90 nautical miles; the third leg is about 50nm and fourth is about 40nm. The last two years I did this race I sailed a Hobie Tiger, which has been the dominant boat in the International Formula 18 class. In 2007 I sailed on a Nacra 20, the class that did the Worrell 1000 the last couple years it was run. The Nacra 20 is 20 feet long, has an 8-foot 6-inch beam, weighs 390 pounds and carries 261 square feet of sail upwind and 531 square feet of sail downwind, including a 270 square foot asymmetrical spinnaker. For you monohull

sailors, we carry about as much sail as a J/24, which weighs nearly eight times as much.

We've made a few minor modifications which include running an extra trapeze bungee (in case one breaks), reinforcing the daggerboard trunks to prevent them from cracking if we hit something at high speed, running all control lines so they can be reached by a sailor on the wire, and adding a doubler for the spinnaker sheet to make it possible to trim the chute at maximum efficiency for eight or more hours a day for almost a week straight.

I carry a handheld VHF, handheld GPS (in Aquapac waterproof cases), strobe light, flashlight, whistle, knife, a hydration pack and a signal mirror (all hanging from my lifejacket), and a multitool, energy bars and gels, and electrical tape in the lifejacket pocket. On the boat we carry a paddle, more bottles of water, duct tape, a throwable PFD, flares and a satellite phone.

A race day starts at about 7am, when we wake up and grab breakfast. I have cereal and a bagel for long-term energy, and lots of water. That's my only real meal until the leg ends - sandwiches are too hard to keep dry. After breakfast, we pack our bags that our ground crew will take to the next checkpoint and head down to the beach to the boat. It seems like there's always something to repair or modify so we allow plenty of time for it. At about 9am, we hoist the sails, move the boat into its starting position on the beach (which is determined by our handicap finish the day before) and load our gear. The last step before the start is a final check of the charts and setting up our GPSs for the day's course.

We make our final checks at the 10-minute gun and decide the best way to launch through the surf, based on the waves and wind angle/strength. At the 5-minute gun we inch the boat closer to the water, making sure we don't put our bows across the start line, which is marked by flags (not as easy as it sounds). The fun begins when the start gun goes off. Our "pusher" pushes from behind the rear crossbar until he or she can no longer stand up, and we push until the water is waist deep then hop on and trim the sails.

Going through the surf is usually the scariest part of the day, especially if the surf's big like it was at Surfside Beach in 2006. I adjust the rudders, daggerboards and various sail control lines, all while trying not to be thrown off the boat by a wave. This means I need to constantly look up at the waves, so I need to know the sail controls by feel. Once we're clear of the breaking waves, I get into whatever position I need to be based on the wind strength and angle. If it's a typical Gulf of Mexico day, I'll be down to leeward trimming the spinnaker for a couple hours until the wind builds.

Spinnaker trimming is not hard to do; the hard part is staying focused on it for hours and hours. If I'm trimming the kite on the leeward side, the best position is kneeling right up next to the front crossbeam outboard on the hull. This means I need one hand to hold on in case the hull flies or the bow stuffs into a wave. Within an hour or so, my legs and feet fall asleep and become useless, so I frequently change positions for a few minutes to get the blood flowing, then it's back down to my spot. While trimming, I'm also responsible for navigating. We're always trying to sail the best VMG so I give the skipper constant feedback about our course, bearing to the finish, any obstructions, etc.

The helm does not have it as easy as it sounds. Unlike me,

he's sitting in the baking sun, trying to keep the windward hull just above the water without using many rudder movements that slow the boat down. He's constantly at risk of sliding down the tramp if the hull starts to fly, so he uses his feet to hold onto the hiking straps. He's also calling all of the tactics and making sail trim decisions. Usually in the Texas summer the wind picks up within a couple hours. Once the skipper can't sail his rhumbline to the finish line I come up to the windward hull and start trimming from there. This normally doesn't last long, as the wind tends to build quick, so I put the doubler on to double my spinnaker purchase and head out on the trapeze wire where I'll remain until the wind dies or we need to make a course change.

The skipper works the boat through every wave for the best VMG. If it gets windy enough on a tight reach, he'll come out on the wire. When it's flat (like it was for most of this year's race), it's relatively easy to trim for long periods of time from the wire, but when it's rough it becomes a lot tougher. I move aft in heavier air, just forward of the rudders with my feet in foot straps and a line hooked into my trapeze harness to prevent me from going forward. We work the boat through every wave, driving it as hard as possible without flipping. In these conditions the spray is usually intense, so I wear ski goggles. It's nearly impossible to see when the boatspeed climbs over 20 knots, and you need to do everything by feel.

Your legs usually become sore within a couple hours, but there's no way to back off; throttling back means not being competitive. It's almost impossible to do anything except keep the pedal to the metal, and in order to do that we need to eat. During a lull, I can eat a granola bar without coming off the wire or taking a break. It's invariably soggy, but it's food. I've also started using energy gels, which are easy to eat with one hand. Most guys in this fleet use bladder water packs so they can drink hands-free.

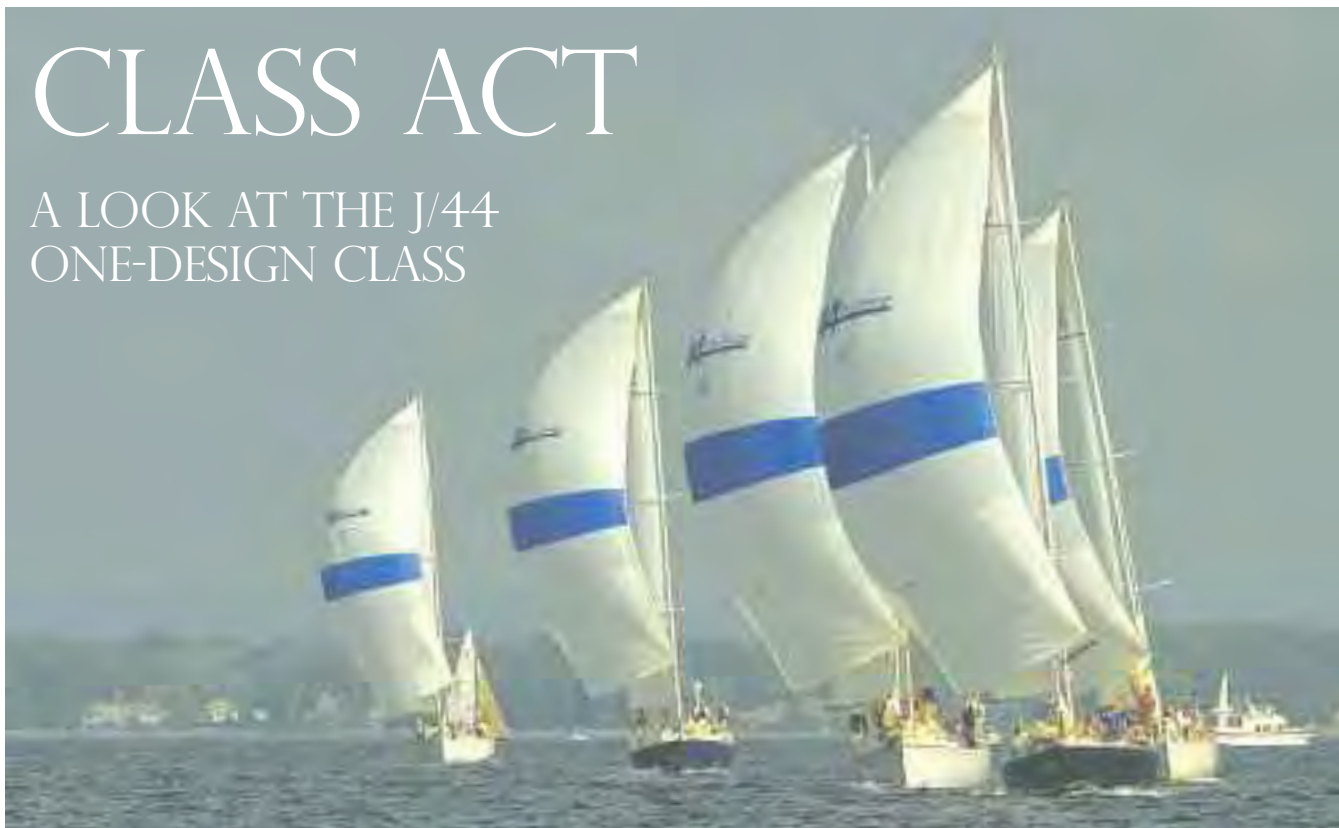
Our days on the water typically last eight to ten hours, but the second hardest part of the day is still to come - beaching without damaging anything. I pull the daggerboards up as we approach the beach, and once I know the skipper can make the finish line (the beach) I pull one rudder up and go forward and prepare to hop off when the boat stops. Hopping off too soon can result in broken bones from being crushed by a careening 400-pound boat. When the horn sounds, it's usually almost dark and you know your day is over and it's time to derig and get some rest, as the next day's leg is coming up quick.

I have sailed in the GT 300 three times, with a best finish of 4th out of 14 boats on corrected time in 2006. I've competed in multiple North American catamaran championships (F-18, Hobie 20, Alter Cup & Tornado) and even a Hobie 16 World-level event, but sailing a beach catamaran at 20+knots in open ocean for a long period of time is like no other feeling in the world. It's the most intense, exhilarating thing I've ever done. ♦

Sean McQuilken is from Niantic CT and is currently majoring in Aquaculture and Aquarium Sciences at the University of New England in Biddeford, ME. He owns a Hobie 16 that has a stock sloop rig as well as a spinnaker rig for medium range distance racing (40-50 miles or so per day). In 2003, at age 17, he became the youngest skipper to ever complete the New England 100.

CLASS ACT

A LOOK AT THE J/44 ONE-DESIGN CLASS



By Chris Szepessy

The J/44 is the most successful large offshore American yacht design ever. Until 2006, it was the only boat to have a one-design start in the Newport to Bermuda Race, and anyone who's watched the action at Block Island Race Week, the American Yacht Club Spring & Fall Series or the Manhasset Bay Fall Series has seen J/44 sailors enjoying some of the tightest class racing around.

The J/44 came about as a result of a study of the 1988 Newport-to-Bermuda Race by the J/Boats management and design team. The company was thinking of building something bigger than the J/40 and their analysis determined that the most popular offshore boats were racer/cruisers between 41 and 45 feet. Designed by Rod Johnstone and built by TPI, the J/44 was launched in May 1989 and *Sailing World* Magazine named it Boat of the Year in 1990.

Sixty-eight '44s' were built, and they're sailed by enthusiastic owners in 14 countries. The 44 was victorious in the Fastnet Race (IMS Overall; 1991), the Sydney-to-Hobart Race (IMS-1; 1992) and the Bermuda Race, and it's a fine cruising boat that can be comfortably handled by a couple. Many sailors consider the 44 to be "the perfect boat," but it takes more than a boat to make a great class. We asked Tom Castiglione, the J/44 Class Director and Jim Bishop, Class President and co-founder, about their winning formula.

Bishop, who owns *Gold Digger* (USA 49; New York, NY), the J/44 North American Champion in 1995, '99, 2000 and '02, explained that the template for the J/44 One-Design class rules was implemented by the International One Design class in the 1960s. "A number of International owners were quite well-heeled,

while others weren't," he said. "Some boats were being pulled out every Monday, being fiddled with and having their bottoms done, and they'd come back with new sails. These fellows decided to stop fooling around, so they created a rule where you could only haul a boat twice a season, and they went with one-design sails. That created an extremely level playing field...the International class produced every skipper for every 12-Metre in the America's Cup Trials until Bill Ficker came from the West Coast." The J/44 One-Design Class Association was established in 1994, and it's attracted good sailors from a wide financial spectrum. "We have people who have sailed all their life in one-designs, so it's a way of moving the one-design sailing experience into ocean racing without having to be somebody who's spent most of their life accumulating capital," said Bishop.

The J/44 Class owns and maintains 16 sets of class sails. "We only have three one-design sails: a #1, a main and a 3/4-ounce spinnaker," Bishop continued. "We rotate them and keep track of the hours on each sail." Castiglione, a sail consultant at North Sails, explained, "Members pay one-design fees that maintain these sails, so for \$3,500 a year (for the sail program), you can campaign a 44-foot boat at a pretty high level. If someone's going to campaign a 44-footer without this structured one-design sail program, they could spend upwards of \$30,000 a year on sails, and that's just replacing a few to remain competitive in a class."

"Before we race, we have a person designated to call what sail we're going to use," Bishop said. "If it's blowing harder, we go with our own #3 and 1 1/2 -ounce spinnaker. This keeps people from blowing out their sails. We've gotten six years out of a main-sail and I think we got six years out of a jib, and not one person has ever complained that they lost a race because of the sails."

A SPRIT FOR THE J/44

By Scott Dinhofer

In an effort to breathe new life into our J/44 *Brown-eyed Girl* (USA 44007) we embarked this year on installing a bowsprit and asymmetrical sails. Bill Ketcham, the owner of J/44 *Maxine* (USA 83000) and I worked on this together. The requirements were simple deployment, cost effectiveness and robust engineering. I worked on the feasibility study with Alan Johnstone of J/Boats. The starting point was essentially a J/133-sized spinnaker. After consulting with numerous sailmakers and running a few trial IRC certificates, we came up with a sprit and spinnaker size that we felt was optimal.

We achieved a spinnaker with 30 percent greater area and an equally longer luff - with no penalty under IRC. Of course, this means that we can no longer pole back. We feel that if we were to use this in distance races or achieved a one-design class conversion, it wouldn't be a factor. It's our belief that we'd gain on the standard rig in light, pole-on-the-headstay reaching conditions, and begin to lose out somewhere in the mid-teens, as traditional boats would be able to pole back. We also believe we'll gain ability to handle the boat in true heavy air conditions without wiping out.

The execution of the sprit design by Goetz Custom Boats of Bristol, RI was flawless. They engineered a forward ring on a bracket that's through-bolted to the stem fitting on the bow. The robust carbon pole sits in this collar with the butt end affixed to two pad eyes on deck. The sprit has both a rear unloaded storage position and a forward deployed position tied into the boat structurally via an under-deck L-bracket bolted to the forward bulkhead.

We've had three opportunities to test this configuration to date: the Vineyard Race, the Stamford-Denmark Friendship Race and the Indian Harbor Yacht Club Gearbuster. We started the Vineyard Race with a code zero flying from the end of the pole. We saw a fair amount of lateral flex in the pole and slight upward flex. We think this was about the heaviest loads we would see, as it was tight for a code zero and was blowing around 17.

Given the nature of this year's Vineyard Race, we ended up flying various genoas and our jib top more than anything. We utilized the sprit again for the code zero between the tower and Block Island. I'd like to think this was our "secret weapon," as we won our class! The only issue we had was the bow piece bent quite a bit and we sent it back to GMT Composites in Bristol for reengineering. The folks at GMT, led by David Schwartz, were very helpful and stood by their work. We've since bolted a much heavier piece to the bow and haven't seen those issues since.

We sailed against two other J/44s in the Friendship Race, and beat them by a bit on the first three-mile windward leg, so we didn't see a side-by-side comparison with the symmetrical spinnaker. We flew our largest sail, the 2A runner, on the first downwind where it got extremely light and were able to keep the sail full and drawing the entire time.

photoboat.com



After a fetch and a strong southerly filling in, we rounded Bell 14 off Lloyd's Point about six boatlengths behind Steve Benjamin's *High Noon*. Our sail chart had us on the edge between the 3A reaching spinnaker and the code zero. We opted for the 3A so we could start to learn our angles. It turned out to be the right call. We gained on *High Noon* in a 14-knot southerly, finishing overlapped with them. We won our class in this race, a first for the *Brown-eyed Girl* team!

The Gearbuster started in a light but building westerly (255-265) and our course was 94 to the Stratford Shoal tower. This would be a good test in a run. Our competition was a number of well-sailed boats: a J/122, J/133, J/37 and *Bombardino*, a Santa Cruz 52. The wind built, and most of this 22-mile run was sailed in 12-14 knots - conditions where we thought we'd lose out to a symmetrical boat on rating.

We sailed the shifts and pressure lanes, jibing about eight times, and we lost the J/122 on a shift or missed pressure. We pressed down and appeared to hold our time on *Bombardino* and the J/133. We later learned that our North Sails designer, aboard the J/122, felt we'd consistently sailed at too high an angle, but given that we finished second we feel good about the boat's ability to sail with the new kites. ♦

Scott Dinhofer lives in Chappaqua, NY. Racing under the burgees of Indian Harbor Yacht Club and the New York Yacht Club, Brown-eyed Girl (USA 44007) was the first IMS finisher in the 2001 Around Long Island Regatta, and won the J/44 class in the 2006 Newport-to-Bermuda Race. "In the 18 years since the first J/44 was built, nothing has come along to unseat it in this size range as an offshore racer that can truly be cruised comfortably and raced around the buoys," says Dinhofer. The team's online at: usa44007.com.

“The unique thing about this class is that they’re not building any more of these boats. The owners have a lot more control, and that helps the class,” said Castiglione. “This formula can be done in other classes if the owners will take control of the class, and it should be done, because it keeps people in sailing,” said Bishop, who will be competing in his twentieth Bermuda Race next June. “I’ve been ocean racing since 1960, and most of the people I sailed with got out of sailing. One guy - who built four ocean racers - got out because a boat would be obsolete by the time it was launched. It’s not good for sailing to have people run through a class because they’re told they’ll win if they spend enough, because there’s always somebody with more money.”

“Every owner gets a vote when we change something, and we’ve made changes to keep the boat up-to-date and going fast,” Castiglione continued. “When I first got involved, the spinnaker poles were all aluminum, and after a good bit of discussion the owners decided it was an upgrade to get carbon poles, which are lighter, faster and safer. . . same thing with the winches and mainsheet system. That’s why we experiment with things like sprits, different size poles and spinnakers. For example, the boat gets a credit under IRC for a smaller headsail.” Bishop added, “We’ve found that with a little bit of breeze, a 145 is faster than a 155. The boat has a big, big main, and the smaller jib reduces backwinding.”

“The guys who’ve tried the sprit like it,” said Castiglione (see left). “The initial concept was to make the boat easier to sail with fewer people. Sprits have proven very effective on distance races, but if you’re sailing a distance race, you want to maximize IRC crew weight, keep the rail down and keep the boat going as fast as possible.” Bishop added, “There’s no question that the asymmetrical is faster on a close reach, but on the short windward-leeward courses that we sail almost all the time, it isn’t. Then you have to fool around with jibing those things. I don’t think it’s the answer, but it’s interesting to try these things.”

“Two years ago, we wrote into the rules that an additional

crewmember under the age of twelve will be allowed on the boat at any time for any event, regardless of the number of crew on board,” said Castiglione. “That’s specifically to get kids used to sailing on a big boat. There’s been quite a handful of young kids out there doing it – it’s been great.”

“There’s a pretty good contingent of family members on every boat,” Castiglione continued. “Most of Larry Glenn’s crew on *Runaway* (USA 444; Oyster Bay, NY) is his family. His wife Anne is the tactician more often than not. *Resolute* (USA 43787; Huntington, NY) owned by Don & Rick Rave, is the newest boat in the class. Don’s son is their tactician and his father sails with him often, too.” *Resolute* placed 2nd in the 2007 J/44 season rankings. Bishop’s son Jim Jr. is *Gold Digger’s* tactician.

Jeff Willis (*Challenge IV* USA 42880; Huntington, NY), who sails with his sons David, Tim and Todd, finished first in class in the 1994 Bermuda Race. *Challenge IV* has won the J/44 North Americans every year since 2003, and she won her class at this year’s Block Island Race Week, the American YC Fall Regatta and the Manhasset Bay Fall Series. “It’s been great having the Coast Guard Academy sailing a 44 (*Glory* USA 42324; New London, CT),” Castiglione said. “There’s nothing better for training than getting young sailors on boats and teaching them offshore sailing.” *Glory*, skippered by Robert Lally, won the IRC II division in the 2007 Annapolis to Newport Race. Seven J/44 owners loaned their boats to college teams for the 2007 Storm Trysail Club Intercollegiate Offshore Regatta. The U.S. Naval Academy sailed *Resolute* to victory in the 44 division with a perfect score.

“When we go into the final race of a series, any one of about five boats can win on the last day,” Bishop said. “We had thirteen boats in the Bermuda Race one year, and ten of them finished within an hour and a half. If you race together for a period of time as we have, and the boats are as even as they are, it creates a charisma among the participants.” Castiglione added, “The one-design class has made the boat, the crews and the racing as good as they are, and I can safely say that the J/44 party is one of the best

parties in Bermuda that week. It’s grown from a couple hundred people to where we’ve sunk docks the last two years. I don’t know how we get that much rum down there, but it’s turned into quite the event.”

There are seven or eight 44s currently for sale – all in essentially race-ready condition, according to Bishop and Castiglione, who noted, “If someone wants a boat we’ll help them find one.” Bishop added, “The boats are selling for about \$230,000 to \$250,000, and it’s really a dual-purpose boat. A new boat like that would cost about a million dollars. We’re looking forward to having more people understand what we’ve got going, because I think it’s quite special.” For more information, visit the J/44 One-Design Class Association website at j44.org. ♦



The J/44 dock party in Bermuda has become one of the post-race highlights.

Frostbite Programs in the Area

RHODE ISLAND

Newport Yacht Club, Newport, RI, January 1 - April, N10s, open to nonmembers, 401-846-9410

Laser Fleet 413, Sail Newport, Newport, RI, November - April, 1pm start, Radials and full rigs. Winner each week divulges their secrets in a "words of wisdom" column that accompanies the scores. Post race activities at the IYAC, Thames St., newportlaserfleet.org, Fleet Captain: Will Donaldson

CONNECTICUT

Stonington Harbor Yacht Club, Stonington, CT October - December. Lasers, JY14s & JY15s. shyc.us, Jack Gorby at 860-967.0602

Mystic River Yacht Club, Mystic Shipyard, Willow Point, West Mystic, CT October - December. JY15s and Lasers. A limited number of JY15s are available for charter on a first-come basis. Mike@MDCmachinedesign.com 860-573-1725 mysticriveryachtclub.com

Frostbite Yacht Club, Essex, CT Blue Jays, Etchells, Lasers, JY 15s, Club 420s, October - December fbyc.org 203-458-3593

Milford Frostbite, Milford CT Dyer Dhows Boats available for newcomers. November - March. Bob.Colum@optonline.net, milfordyachtclub.com

Fayerweather Yacht Club, Bridgeport, CT Fayerweather Dinks, November - March; Terry Roach 203-372-9740

Pequot Yacht Club, Southport, CT Dyer Dhows November - March. 203-255-5740

Cedar Point Yacht Club, Westport, CT, Lasers - both standard and radial rigs. October through mid-December 12pm start Resume in March - May andrew.m.hoffman@jpmorgan.com or cedarpointyachtclub.com

Norwalk Yacht Club, South Norwalk, CT Dyer Dhows November - March 203-866-0941 norwalkyc.com

Stamford Yacht Club, Stamford, CT Active fleet of JY15s and Lasers - Sunday afternoons, October - December and then again in the spring from February - April. 12:30 start. Call 203-323-3161 and log onto stamfordyc.com.

Indian Harbor Yacht Club, Greenwich, CT IHYC holds races for 9' One-Person Dyers and 11.5' Two-Person InterClub dinghies. The first gun for Sunday racing is at 2pm. November - March IHYC Club Manager David Foster: 203-869-2484 X13, dfoster@indianharboryc.com.

Riverside Yacht Club, Riverside, CT Active fleet of Dyer 10s. Average 25 boats Sundays from mid-October through early April. Check riversideyc.org or call 203-637-1706.



Andrea Watson

Colleen Miller and Matt Kelley racing an Interclub to the finish last month at Manhasset Bay Yacht Club, Port Washington, NY

Frostbite Programs in the Area

WESTCHESTER

Larchmont Yacht Club, Larchmont, NY, IC Dinghies November - April 914-834-2440

American Yacht Club, Rye, NY Cook 11 November - April Joerg Esdorn, jesdorn@gibsondunn.com, 212-351-3851 or 914-921-3595 americanyc.org

Huguenot Yacht Club New Rochelle, NY Lasers, JC-9s, November - March Steve DeVoe at 203-637-6004 huguenotyc.com

Mamaroneck Frostbite Association, Beach Point Yacht Club, Mamaroneck, NY. Dyer Dhows, November - April Chairman: Sandy Waters, 914-478-0202 nyfrostbiting.org

LONG ISLAND

Mount Sinai Sailing Association, Mount Sinai, NY, Open to any boat 19' and under. Fran Nilsen 631-744-2155 mssa.org

JY15 Fleet 38, Oakdale, NY, Boats stored at the Snapper Inn Restaurant - daily results and awards in their bar after sailing. November - April, alternating weekends. Demo boat available. jimigrover.com/JY.html, 516-987-9099

Centerport Yacht Club, Centerport, NY, JY15s Rich Rubel Ensign1601@aol.com November - March. New Year's Regatta

Seawanhaka Corinthian Yacht Club, Oyster Bay, NY Lasers and Dyer Dhows. Several Dyers are available for season charter. November - April. 1:30 pm start. Training seminars, team racing and match racing held on select Saturdays. Junior clubhouse with fireplace and big screen TV. Serves lunch before racing & hot/cold beverages after racing. Open to SCYC members and non-members (including dining/bar privileges). New sailors welcome to try the program. Willets Meyer 516-922-6200 sycoffice@aol.com seawanhaka.org

Manhasset Bay Yacht Club Port Washington, NY, Interclubs, Lasers November - March manhassetbayyc.org 212-333-1513 John Silbersack

Sea Cliff Yacht Club, Sea Cliff, NY, Sunfish seacliffyc.org Doug Wefer doug@wefer.net

HUDSON RIVER

SailNY, Weehawken, NJ, the New York area's non-profit community sailing association begins its winter frostbiting series in November. Competitors race SailNY's fleet of 27-foot Solings out of Lincoln Harbor Marina. The weekly program will alternate between fleet and match racing and be divided into two series. Go to sailny.org or call 212-400-1668. ♦



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Racing *update*

IRC East Coast Championships

Annapolis, MD November 2-4, 2007

By Chad Corning

The IRC (nee IMS) East Coast Championship has become a fixture since its inception in the late '90s. The event's timing attracts a great mix of local boats as well as those looking for one last event before winter closes in and Annapolis always serves up warm hospitality and excellent race management. Adding to the fun, the 70 boat J/105 North Americans were running concurrently - the town was literally swarmed with racing sailors.

To keep things manageable, Storm Trysail Club limits the event to 45 entries. A class division 1 featured Dan Meyers' (Boston, MA) new Judel Vrolijk 66 *Numbers* (in her race debut) as scratch boat, book ended by the R/P 45 *Sjambok* (Potomac, MD), the new *Rima 2* (New York, NY), 2 TP 52s and the venerable Farr 60 *Hissar* (Charlotte, NC) rounded out the class. Meyers came to play this year and loaded his new steed with talent from team *Alinghi*, including tactician Brad Butterworth.

But the great story of this event lies in the other classes. Divisions 2, 3, and 4 offered tight rating bands and a great mix of custom and production boats. Five New York Yacht Club Swan 42s were in town (including Alex Jackson's standout *Amelia*, New York, NY, and Andrew Fisher's *Bandit*, Greenwich, CT) as well as Stephen DeVoe's Swan 45 *Devocean* (Jamestown, RI) and Hunt Lawrence's slick Ker 11.3 *Cracker* (Bayville, NY). It was evident that *Numbers* was not the only boat taking the event seriously as you could see Volvo and America's Cup talent liberally sprinkled throughout the fleet.

The schedule called for a short 40 to 50 mile distance race on Friday, followed by two days of buoy racing. Friday dawned cool and windy. Once out of the shelter of Annapolis, the fleet was treated to 20-25 knots of wind for the start with relatively flat water. All would round the same weather mark but Division 1 would

stretch the race out to a bit less than 50 miles while the rest of the fleet would sail around 30 miles. With abundant sunshine and ample breeze, this was truly spectacular Chesapeake sailing. *Numbers* smoked division 1 while the Annapolis based Swan 42 *Tsunami* won a tight contest in division 2 from Long Island Sound contenders *Bandit* and *Amelia*.

An aggressive four race schedule was on for Saturday and conditions were perfect with the winds at a more moderate 15-20 with some higher gusts. One can't say enough about the excellent committee work, ably led by Principal Race Officer Dick Neville. Between frequent mark changes and getting each division back on the course soon after finishing, the Storm Trysail race management was spot on.

The race course was a minefield of gusts and shifts with strong veins of current thrown in for good measure. After losing big to *Numbers* on Friday, John Kilroy's TP52 *Samba Pa Ti* (Los Angeles, CA) came storming back, winning two of the four races.

Annapolis Yacht Club hosted a great social after racing Saturday. The combination of a brutally long day and the ample food and drink ensured that crews were tucked into their beds early.

Sunday brought more benign conditions as the race committee tried for two races. Though the wind was generally around 10 knots, it was extremely puffy and shifty and there were many plays to be made on the racecourse. The championship was on the line between *Samba* and *Numbers* and the latter drew first blood to take a slim half-point lead going into the penultimate race. This was perhaps the flukiest of the regatta but *Samba* connected the puffs to win the race and the title of IRC East Coast Champion. Although Alex Jackson's *Amelia* had a stellar final day with a 1, 2 score line, it was not quite enough to catch the dominant *Tsunami*. *Bandit* would end up third. In one of her first races, Greg Manning's new X-41 *Sarah* (Warwick, RI) dominated division 3.

The IRC East Coast Championship stands as one of the bigger handicap events in the United States. At the high end we are seeing the IRC rule favoring boats that are just plain fast. The new *Numbers* is an absolute beast and almost won in her first outing. Her

blitzing of the fleet in the distance race serves as notice that this boat has serious breakaway speed versus her rating once she can stretch her legs. The same can be said of a well sailed TP52. Boats like *Samba Pa Ti* have what the IRC rule likes - a simple rig with non-overlapping headsails, large spinnakers and a large bulb keel. The NYYC Swan 42 and the X-41, both new production boats optimized to IRC, had an easy time in divisions 2 and 3 while another IRC friendly design, the J/109 *Rush*, had her way with division 4. As in the UK, IRC racing here has become so competitive that custom and production IRC designs are dominating the podium. The good news is that these boats are fast, safe and fun to sail.

Results at stormtrysail.org. ♦



Team Racing on the Sound

By: Molly and John Baxter

Long Island Sound is becoming one of the top areas for team racing in the country. As evidence, there was a terrific turnout for two big team racing events this fall. Over the weekend of October 13-14, leading Long Island Sound yacht clubs sent Ideal 18 teams to Larchmont Yacht Club (LYC) to compete for this year's Glencairn Trophy. A few weeks later, Seawanhaka Corinthian Yacht Club (SCYC) hosted 22 top team racing teams for the U.S. Team Racing Championship.

The Glencairn Trophy is a club-against-club team racing championship and is a highlight of the Yacht Racing Association of Long Island Sound's season. Two separate competitions were held: the Varsity (open) division, competing for the Bumble Bee Trophy, and the Masters division (skippers 45+, crews 40+), competing for the Aileen Trophy. The club with the best combined score is the overall champion and is awarded the Glencairn Trophy.

LYC's Varsity team consisting of Danny Pletsch, John Baxter, Cardwell Potts, Clay Bischoff, Molly Baxter, and Emily Whipple went undefeated and took home the Bumble Bee Trophy. The Masters fleet faced extremely tight competition. At the end of the series, Noroton Yacht Club (NYC) won 12 races and LYC, New York Yacht Club (NYYC), and American Yacht Club (AYC) each won 10. With a 1st in the Master's division and 3rd in Varsity, NYC beat LYC's 4th in Master's and 1st in Varsity. Representing NYC's Varsity team was Warren Costikyan, KC Hart, Andrea Kostanecki, Bob Monro, Garin Pace, Greg Stevens and Karl Ziegler. On the Master's team was Peggy Hersam, Alex Meloney, Lee Morrison, Paul Norton, and Steve & Melissa Shepstone.

Held October 19-21, the 2007 U.S. Team Racing National Championship for the George R. Hinman Trophy brought together 132 team racers on 22 teams from the US, Canada, Bermuda, and the Virgin Islands. One of the cool aspects of this year's Hinman was that so many Olympic sailors and trialists "came home" to team racing less than a week after the U.S. Olympic Trials. This event is the biggest team race regatta in the country, attracting countless collegiate All Americans and Olympic sailors.

Without going through the competitors lists, there were at least 14 trialists including the top 4 finishers from the men's Laser trials, 5 sailors from the 470 trials including freshly anointed Olympians Stu McNay and Graham Biehl as well as two sailors

from the 49er trials including repeat Olympian Tim Wadlow. Also present was Colin Merrick from the Tornado fleet and the top US Virgin Islands 49er team of Anthony Kotoun and Cy Thompson. Another way of looking at the talent level at this year's Hinman is examining the cumulative team racing resume of the fleet. This year, 12 competitors have been Team Racing World Champions and 13 had previously won the Hinman. At least one member from each Intercollegiate Team Racing National Championship team since 1999 was present as well as eight former College Sailors of the Year, including Long Island Sound's own Clay Bischoff.



Molly Baxter

A member of NYYC Team Silver Panda that brought home the Gold at this year's Hinman, Bischoff was very complimentary of the quality of this year's event. "The US Team Racing Championship is one of the most demanding regattas to host and I think I speak for all the competitors in saying that the regatta organizers and members of SCYC did a tremendous job. It will be a difficult task for next year's event to match not only the quality of the regatta management but also the level of competition. With sailors from the Olympic circuit taking part, the regatta was really a "Who's Who" on the U.S. dinghy racing scene and I only wish we could get everyone on the same race course more than once a year."

Racing was tight with excellent breeze and terrific race committee work but no one was surprised when it came down to Team NYYC Silver Panda against Team Whishbone for the big prize. These two teams have had a lot of success on the team race circuit and are both Team Race World Champions. In the end after a long battle, NYYC Silver Panda took the series 2-1 and brought home the Hinman Trophy for the third time. NYYC Silver Panda consists of Clay Bischoff, Lisa Keith, Pete Levesque, Liz Hall, Colin Merrick and Amanda Callahan. ♦

Racing *update*

Sport Boat Demo Day

The Yacht Racing Association of Long Island Sound (YRA) held their first 'Sport Boat Demo Day' at Indian Harbor Yacht Club in Greenwich, CT on October 28. The event attracted about 40 sailors who were eager to try a trio of British sport boats: the Laser SB3, the RS K6 and the Viper 640. Each of these boats has a lifting keel, retractable bowsprit and asymmetrical spinnaker, but they differ significantly from one another. With a brisk north-westerly blowing on demo day, conditions were ideal for putting them through their paces.

Laser SB3

The Laser SB3 (Sport Boat; crew of three) is being marketed on this side of the pond by Vanguard Sailboats and it made its U.S. debut at the Annapolis show. "The SB3 was just brought into North America by Vanguard Sailboats by virtue of their merger with Performance Sailcraft Europe, who developed the boat about four years ago," said Ned Jones of Newport, RI, Team Vanguard's Product Line Manager - Boats. "To date, over 400 boats have been sold in the UK, Europe and Australia. It's taken Europe by storm - there were 98 boats sailing at Cowes Week. It's made for three or four people and it's very robustly built, weighing just under 1,400 pounds. It's a strict one-design just like the Laser, where everything has to be supplied by a builder and you can't get custom sails or spars - it has a single taper aluminum mast."

"The boat is polyester and fiberglass over a PVC foam core, with a separate hull and deck bonded together," Jones continued. "It has some carbon and epoxy over stainless steel frames in the rudder and keel. One of the first things people notice are the stainless 'granny rails.' The class rules prohibit hiking - you can keep the base of your spine inside the rail." The SB3's main has a big roach, and the backstay is attached to a crane at the masthead. "The crane has eliminated the need to unhook the backstay from the leech when tacking or jibing, especially in light air," said Jones, adding, "The spreaders are long and they're placed high, which keeps the load low so you don't need to use a lot of backstay."

Emerson Smith of Bowie, MD liked the SB3's handling and acceleration. "It's a good, solid boat and it's quick," he said. "We hit fifteen knots coming across the channel and we stayed dry. It felt good upwind and it's a nice, controllable 'dinghy-feeling' boat. The big masthead chute has broad shoulders and it's very controllable. We were never on the edge - the boat just took off and went."

Viper 640

The Viper 640, introduced ten years ago, was updated recently. Class President Justin Scott and Paul Zimmerman, the Marblehead, MA Fleet Captain brought a pair of Vipers to IHYC (one was displayed in the parking lot). "The biggest differences between the existing 640 and the new boat are the carbon fiber mast, and the 'gnav' [a rigid vang attached to the top of the boom



and the mast above the boom], which really frees up the cockpit for the forward crew, a curved stainless steel bar that replaces the roller for the spinnaker launcher, and the keel box has been totally reworked," Zimmerman explained. Older Vipers will need the upgrades to remain competitive with the new carbon-rigged models, but the parts are fairly inexpensive.

"The philosophy of the class is to keep the boat simple," Zimmerman continued. "There are very few control lines: jib sheet, jib leads, mainsheet, spinnaker sheet, outhaul and gnav." The Viper 640 (it's 6.4 meters long) is built by Rondar Raceboats. It's designed to be raced by a crew of three, with a typical crew weight of 500-580 pounds, and its fine bow slices through the water upwind. "Downwind, the boat will plane in twelve knots of breeze," said Zimmerman. "In 25 knots it's not uncommon to see speeds of sixteen to eighteen." When Mike Meissner of Annapolis, MD came in from his Viper test drive he said, "This boat's a real rocketship. We set the chute, and that's when it really came out of the water and got on plane. It's very easy to handle and the steering is effortless."

RS K6

Jim Wilson of Rye, NY offered rides on his RS K6. "We have 17 of them at American Yacht Club," said Wilson, the K6 Fleet Captain at American. "We decided on the K6 last year after testing several different boats. The K6 is the most dinghy-like [of the boats here today]. It's the lightest, it has the smallest sails and it has more dinghy-like controls and tunability. It's basically a two-person boat [although three can sail it comfortably]. It's nineteen feet long, six feet wide and it weighs about 600 pounds, which appealed to us because it's very easily driven." The K6 (also built by Rondar) has carbon spars and a self-tacking jib.

Racing *update*

“We’re having a lot of fun with this boat,” Wilson enthused. “Last weekend we had seven teams come over from England and race with us. The class has no weight limit for crew. The heavy guys typically gain upwind and the light guys gain downwind. It’s a subtle boat that will keep a good sailor interested, but it has a lot of forgiveness and won’t tip over.” As a big gust whistled past the IHYC hoist, he amended that statement to, “It won’t tip over *all* the way!”

Hilmar Meyer-Bosse of Westport, CT was one of the first out on the K6, returning to the dock with an ear-to-ear grin. “The speed under the spinnaker is just insane,” he said. “With three guys on board, we went from six knots up to sixteen within two seconds— it was incredible!” E.A. Kratzman of Greenwich said, “It accelerates on every little puff, it’s easy to control and the helm’s very light. I’m really impressed.” Reid Secondo, a member of the new sailing team at The Stanwich School in Greenwich, added, “The K6 was extremely fast, kind of like a dinghy. I enjoyed it a lot.”

Jonathan Nye, the YRA’s One Design Coordinator, organized this inaugural Sport Boat Demo Day. The IHYC kitchen served soup and soft drinks, and thirsty sailors enjoyed Ten Penny Ale provided by the Olde Burnside Brewing Company of East Hartford, CT. Nye was pleased with the turnout (ranging from high school sailors to some who graduated from high school about six decades ago) and the fact that many sailors traveled long distances to attend. A few father and son teams came to try out boats that

they can race together, and there were a few big boat skippers seeking a boat that they can race with a smaller crew...and a smaller budget.

Small sport boats comprise one of the fastest growing segments of the new sailboat market. The Viper 640, RS K6 and Laser SB3 can all be towed with a compact car (and stored in a garage for the winter), two people can easily step their masts, and they can be launched from a beach. They combine the speed and responsiveness of a high performance dinghy with the stability of a keelboat, they’re great looking, and they’re relatively affordable.

Speed-seeking sailors have never had it so good. The Melges 20 is coming soon and Rod Johnstone recently showed us preliminary drawings of a 20-footer that he’s designing. Nye said the YRA is planning to organize more demo days next season, for both high performance sport boats and trailerable racer/cruisers like the Capri 22. Check yralis.org, sailingscuttlebutt.com and the *WindCheck* calendar for announcements. ♦

	LOA	Beam	Weight	SA (main & jib)	SA(spin)	website
RS K6	19'	6'	616 lbs.	210 sq.ft.	310 sq.ft.	rssailing.com
Viper 640	21'1"	8'2"	737 lbs.	252 sq.ft.	425 sq.ft.	viper640.org
Laser SB3	20'2"	7'	1,375 lbs.	294 sq.ft.	495sq.ft.	teamvanguard.com



Racing *update*

Jeff Willis Wins the John B. Thomson, Sr. Memorial Trophy at the 2007 Manhasset Bay Fall Series

By Andrea Watson

The 29th Manhasset Bay Fall Series took place on two consecutive weekends, October 13-14 and 20-21, off Port Washington, NY. John B. Thomson, Jr., a successful blue water competitive sailor, and his wife Adrienne, also an excellent sailor, thought that a late fall distance event would develop a high level of big boat competition in our area and promote enjoyment of Long Island Sound racing under the best weather conditions of the year. The first Fall Series was held in 1979 and was organized by Roger Priem, Chairman of Distance Events at Manhasset Bay Yacht Club, and Chip Whipple, Regatta Coordinator. Now twenty-nine years later, the event attracts some of the best competitors on Long Island Sound. The Thomsons had it right about the fall being the best weather conditions of the year. As most boats are being hauled for the season, about 80 boats competed in this year's event. And they were treated to the best sailing Long Island Sound could offer.

The Fall Series has regularly posted the customary windward-leeward courses. This year, the race committee mixed in a surprising distance race around government marks (16.4 nm). The general post-race chatter was that it was a nice change of pace.

*Joerg Esdorn's J/105 Kincsem
(American Yacht Club, Rye, NY)
setting up for a start.*



Andrea Watson

*Brendan Brownyard's new
Swan 42 barleycorn
(Seawanhaka Corinthian
Yacht Club, Oyster Bay, NY)
placed third in class.*



Greg Danilek

Final results

Class 0 – IRC

1. *Quintessence*, Swan 42, Roger Widmann, New York YC
2. *High Noon*, Tripp 41 C, Steve Benjamin/Dennis Collins, Seawanhaka Corinthian YC
3. *barleycorn*, Swan 42, Brendan Brownyard, Seawanhaka Corinthian YC

Class 1 – IRC

1. *Christopher Dragon*, J/122, Andrew Weiss, Indian Harbor YC
2. *Ageless*, Beneteau 40.7, Kenneth Rothaus, Larchmont YC
3. *SirenSong*, J/133, Tom Carroll, Larchmont YC

Class 2 – J/44

1. *Challenge IV*, Jeffrey Willis, Lloyd Harbor YC
2. *Resolute*, Don & Rick Rave, Lloyd Harbor YC
3. *Glory*, Jack Nades, U.S. Coast Guard Academy

Class 3 – IRC

1. *Lora Ann*, Express 37, Rich du Moulin, Larchmont YC
2. *Troubador*, Express 37, Mort Weintraub, New York YC
3. *Afterglow*, Express 37, Bill Walker, Cedar Point YC

Class 4 – J/109

1. *Relentless*, Al Minella, Huguenot YC
2. *Mad Dogs & Englishmen*, Adrian Begley, Atlantic Highlands YC
3. *Melody*, Alan Tannous, YRA of LIS

Class 5 – J/105

1. *Indefatigable*, Philip Lotz, New York YC
2. *Kincsem*, Joerg Esdorn, American YC
3. *Peregrina*, Josh Burack, YRA of LIS

Racing *update*

Class 6 – PHRF

1. *Hustler*, J/29, John Esposito, City Island YC
2. *Tenacious*, Beneteau 36.7, Julien Dougherty, City Island, NY
3. *Deviation*, Soverel 33, Iris Vogel, Huguenot YC

Class 7 – PHRF

1. *Dreadlocks*, Tartan Ten, Dave Kellogg, Lloyd Harbor YC

2. *Borderline*, C&C 35, Jonathan Asch, Old Greenwich YC
3. *Letting Go*, Baltic 37, Art Rich, Breakwater Irregulars

Jeff Willis' J/44 *Challenge IV* (Lloyd Harbor YC and the Storm Trysail Club) won the John B. Thomson Sr. Memorial Trophy for best overall performance in the Fall Series, a repeat of his stellar performances in 2004 and 2001. John B. Thomson, Jr. was on hand to present the trophy, which he donated to the Fall Series 25 years ago in memory of his father.

John Esposito's J/29 *Hustler* (City Island YC) won the Ted Clark Trophy for the best overall performance in the PHRF division. This is the fifth time that Esposito has won the Ted Clark Trophy, having won in 2003, 2002, 1997 and 1993. The trophy is named after Ted Clark who was a member of Manhasset Bay YC from 1928-66 and was an active frostbiter and sailed in many distance races.

The Huguenot Challenge Trophy was won by the New York YC, just beating out Lloyd Harbor YC. This trophy is awarded to the team of boats that has the best performance in the Fall Series. ♦



Andrea Watson

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Bill Sandberg has lived his entire life on Long Island Sound. After going through the Junior Sailing Program at American Yacht Club, he went on to teach at several area clubs, including Larchmont and Noroton. He has competed in a host of One-Design National and World Championships and has sailed offshore in eight Newport-Bermuda races. He has served as Race Committee Chairman at American, as Vice Chairman of the JSA of LIS, and Vice President of US SAILING and on the Executive Committee. Bill is President & CEO of Niche Sports Group, which specializes in consulting on sports sponsorships, concentrating on sailing and fishing.

Bill encourages feedback, so if you have a question or comment send it along. Email Bill at bill.sandberg@windchecklis.com

Stamford YC returns the Lili St. Cyr award for the club with most in attendance in '06. Manhasset Bay YC took her home this year.

On October 28, race committees of clubs from around Long Island Sound gathered at the Belle Haven Club in Greenwich, CT, to find out who was caught for their errors at the annual Moosehead luncheon. For those of you not familiar with these prestigious awards, they are bestowed by a committee of the International Society for the Perpetuation of Cruelty to Racing Yachtsmen (ISPCRY).

There are 10 awards for failures, represented mostly by various animal body parts, mainly those of a moose. We also give out two awards for actually doing something well, represented by two beautiful trays.

Normally this is my favorite column of the year to write, but alas this year's report must also include a story of mutiny.

Prior to the gathering of the committee to determine the fate of area race committees, my former friend and fellow committee member Eric Kreuter suggested that - seeing as we always poke fun at others - perhaps this year we should take one as a team (remember that word). At the meeting, my name was raised as a potential recipient for a minor error made in the American Yacht Club Fall Series for which I was one of two Principal Race Officers. The "facts" were gleaned from some responses to an e-mail I had sent to *Scuttlebutt*, saying how difficult running 13 races for big boats over four days had been. This was in response to an e-mail from a sailor who was crying about race committees running so many races he didn't have time for lunch or to go to the toidy.

The fact that emerged was that we had missed the finishes of four boats in a six-boat PHRF division. Guilty as charged. We missed



Paul Strauch (left) returning Manhasset Bay YC's '06 winner.

four finishers out of over 600 for the regatta. We should have been pistol-whipped! Or at least forced to walk the plank into shark infested waters!

Over the course of the next two weeks, there were more reports, more horrid than the ones we discussed in our meeting, so I felt sure my "friends" would not turn on me.

The weather for the awards day was right out of a brochure from the Connecticut Department of Tourism - blue skies, white puffy clouds, with 225 RC members dressed in uniform. After an hour of cocktails, we were treated to a sumptuous meal and the awards began.

The Donald B. King award for excellence was awarded to Alex and Daria Blackwell of American Yacht Club for their work in creating Sail4Kids, a program to get patients, families and caregivers from the Maria Fareri Children's Hospital out on the water to enjoy a day of sailing.

The Moosehead Committee trophy was awarded to Seawanhaka Corinthian Yacht Club in Oyster Bay, NY for the outstanding job they did running US SAILING's Match Racing Championships, better known as the Hinman. [Molly & John Baxter recount the experience on page 55.]

The race committees were asked to provide Racing Rules of Sailing (RRS) definitions for such scoring abbreviations as BFD, OCS, DNC and the like, as well as their own personal interpretation. Since we are forced to hold the luncheon each year because so many race committees can't seem to get it right, it was not surprising that many clubs could not provide the RRS definitions correctly. In addition, they were asked to identify three code flags: Golf, Foxtrot, Yankee -

several clubs misidentified Yankee as Oscar or (worse) Zulu. The major answer for the code flags brought people to tears. Unfortunately I am not at liberty to divulge this in a family publication.

So the real awards began to fly, and I was beginning to feel my "friends", who I gladly identify as Rob Panish, Ray Redniss, Sue Reilly, Jan Smeets, John Browning, Doug Brown, Park Benjamin and the aforementioned Mr. Kreuter, would see no reason to single me out.

WRONG. As the second class award was being read, another former friend and committee member, whose name I won't mention, as he was merely being used by the current committee, rose up and read a different citation than the one we were about to award. You guessed it - they got me. Et tu, Eric? "Let's carve him as a dish fit for the gods. Not hew him as a carcass fit for hounds."

Remember that word "team" I mentioned earlier in this column. I've looked at it time and again since that fateful day, but for the life of me I can't find the letter "I" in it anywhere. Of course being the great sportsman that I am, I took the offense in style and the awards were completed to many howls of laughter, not all of them at my expense.

But the day was not done. The recipients of the Moosehead

Ray Redniss, Stamford YC, describes caring for your moose.



Andrea Watson

Al Constants and Bruce Cook of Seawanbaka Corinthian Yacht Club



Andrea Watson

Alex and Daria Blackwell, American YC



Supreme chose to drive their trophy - a full size moose head - home by car. The committee (formerly known as my friends) will not allow me to identify the winners by name, however this was from a "port" on the "center" of Long Island. The designated driver of the award (a lawyer to boot) was stopped at the Throgs Neck Bridge toll booth by a policeman checking deer hunting permits. The driver informed them that the creature was in fact a MOOSE, not a deer, and had been killed quite a few years

ago, and could he continue on his way to deliver the trophy to the clubhouse receiving the award.

As we always say, "we can't make this stuff up."

As the day ended, I advised the Committee that I don't get mad, I only get even. And this is just the start. ♦

A sample 2007 Moosehead Award:

This Saturday in June dawned foggy and breathless, the day of this Club's joint annual regatta. A windless, mirror like surface greeted the racers as they circled the anchored committee boat during the hour-long postponement. Sticky humidity ruled the day. Occasional showers of rain further dampened the spirits of all. But wait! A break in the sky, and an easterly breeze builds. Two knots, then four, then six! Stations are manned, mainsails are raised, genoas hauled on deck. A steady 7 knots from the southeast holds for about 30 minutes, but alas there is no postponement!

Suspicious events transpire. VHF calls emanate from the R/C boat. A call for the Shore Captain's home phone number... a request to the fleet for a 1.5 inch rubber hose and some clamps. What the hell? Is there an emergency medical or deviant sexual procedure about to happen? More VHF communications are heard.

Racer (with the current and two past Commodores aboard) to R/C boat: Guys, we have a steady breeze now for 30 minutes.

R/C Boat: Hold your horses! We have a severe mechanical emergency. We're taking on water!

Racer: Please immediately advise the nature of the emergency!

R/C Boat: 'We are sinking! The power wires to the newly installed bilge pump have caught on the driveshaft and have wrapped around water intake hose, yanking out said wires and hoses and wrapping them tightly around the shaft! Ergo, we have no propulsion, we have no power, we have water above the floorboards, and we have no bilge pump.' Although by now the seacock was found and closed and the boat was stable...

Racer: Well, we don't need the R/C boat to race. We'll start the damn race without you. And by the way, the line is too short and favors the boat end by 40 degrees!

R/C Boat: Golf, Foxtrot, Yankee.

Having learned nothing from Rose Mary Woods, the 2007 Golden Mike Award goes to [name withheld].

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A33

A28

mjm Yachts



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Breaking News

True North is adding a TN47 to its lineup. Refundable hull reservations reserve a production slot
 Key West RW Expects Large JBoat turnout, including J122 Christopher Dragon
 J122 Fleet #1 Meeting. Eight boat owners/ reps. selected six local one design events for 2008 on WLIS



86 J/85 '83 Two sets DR North sails, B&O Hydro's 2 HPD 2 2020's, epoxyed B&O plate bottom 707, '05 dodger, upgraded rigging. Triple Contender. Asking \$119.9k On Display Call Rust



40' NY 40' Exceptionally clean, '07 interior cushions, Maloya and cabin headliner. All deck hardware removed and re-bedded, repowered w/ Yanmar '01. A TRUE CLASSIC! Asking \$89.9k Call Tim



34' MUM '06 These high quality boats seldom come on the market. This boat has the 480hp Yanmar, all fuel, radar, Shield seats, ultra leather upholstery, Beautiful custom look. Asking \$405k Call Rusty



40' Jefferson Cocoon! NY '96 Full teak interior, solid construction, 2 Stateroom, 2 head layout, large galley & salon, T/Cat diesels, gen, air, davit & rigid bottom dinghy. Asking \$179.5k Call Art



36' Sabre '85 Simply put, she is the finest, most updated on the market today. Sails, electronics & interior are all amazing. Keel/centerboard w/teak. Asking \$26k Call Todd



35' J/109 '05 Great race record. Ockam elect, UK sails, auto pilot. This boat has always been yard maintained to the highest standards. Asking \$24k Call Rusty



38' Hunt Express '04 Hunt design with Yanmar single 315 hp diesel low hrs. Bow and stern truster for extra ease of handling, AC/heat, radar, chart plotter/GPS. Asking \$180k Call Joan



38' Grand Banks '78 Very well maintained by an experienced yachtsman. In extremely good condition for its age. Equipped with 135hp Lehman, generator, auto pilot. Asking \$66k Call Joan



40' C&C '81 Stunning interior, recent '01 Yanmar engine and electric windows make this a choice family cruiser that can still bring home the "bill". Asking \$69.5k. On Display Call Tim



33' J/100 '06 Flag blue. Hoyt, teak sails, teak or sails, racing/daycruising. Microtel and Ray ST4000+ auto pilot. '05 Tied available. Asking \$132k Call Todd



30' Pearson '86 Many recent upgrades. '05 Ultra suede interior cushions. '06 wireless Microtel windup/speed/TDEUM 130%, '06 UK motor/wheel pack, dodger, bunks. Asking \$69k Call Tom



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Sound *people*

Sarah Mergenthaler

Sarah Mergenthaler, with helm Amanda Clark, won the U.S. Olympic Team Trials in the Women's 470 in October. They finished first in the combined Men's and Women's fleet, notching four bullets on their way to victory. Amanda and Sarah, who compete as Team Go Sail (teamgosail.org), will represent the USA at the Olympic Games in Qingdao, China in August. "I keep pinching myself. It seems like a dream come true," says Sarah, who is from Middletown, NJ. "We've been working towards this for seven years, and we're unbelievably happy!"

"I'm really lucky because my dad was a racer at Monmouth Boat Club in Red Bank, Sarah says. "He got my brothers and sisters and I into racing at an early age. My first time in a boat was when I was four or five in my dad's Albacore. When I was nine, my dad got my brother and I an Optimist that we shared. I went straight from Optimists into Laser Radials. I was pretty tiny, so I got my butt kicked the first couple years. My dad got a Lightning and my uncle had one, so I also did a lot of Lightning crewing."

"Amanda and I grew up sailing Optimists against each other. We met at the 1992 Opti North Americans at Shelter Island Yacht Club. We had 'twin' Optimists that were both Navy blue - my deck was yellow and hers was red. I focused on soccer in high school because I wanted to play Division 1 in college, and stuck with local regattas in the summer. Amanda and I lost touch, but I kept up on her whereabouts when she was racing Europe dinghies."

While attending Marlboro High School, Sarah became the first girl in New Jersey to convert a field goal in a varsity football game, and she's the only athlete in district history to letter in five different sports. She earned a scholarship to the University of Richmond and holds the school record in the javelin throw. During the summers, she taught sailing at Barnegat Light Yacht Club and played semi-pro soccer for the New Jersey Splash. "My whole background is centered on always being fit and strong," she says. "There's no substitute for hard work if you want to go the Olympics."

"I was at work in 2001 when my dad called to say, 'Amanda Clark is looking for a crew in the 470. Do you know anyone who might be interested?' I thought, 'I'd like to try it.' I called Amanda and she said, 'I'm doing this to go to the Olympics - you have to be on board for that.' I could tell she's just as competitive as I am and we hit it off immediately...we still talk about that call. I bought a plane ticket to Miami, although I had to make a couple

calls because I didn't have a harness...I didn't even know where my life jacket was! I'd never been on a trapeze before, so it was a little out of my comfort zone, but I fell in love with the 470 immediately. The boat's really physical - it's not a boat you can just jump into and make your Laser techniques work. It takes a long time to get fluent, and you're a walking bruise for the first year you sail it."

"Amanda and I tried some regattas in Rhode Island and we realized we have good chemistry as a team, we work well together and we're friends off the water. The whole package was coming together so I quit my job and we went to Europe to train and compete. We finished in the mid-twenties in every regatta, but we just kept going."

"Our coach, Ian 'Bunny' Warren, lives outside Melbourne, Australia and we fly him to wherever we're competing. We showed up six weeks early for the Olympic Trials and sat down with him to map out a thorough training regimen. We wanted every practice session to be purposeful, so we'd go out and spend two hours on tacks, two hours on jibes and two hours on starts."

"There were sixteen races over eight days at the Trials. Our plan for the first two days was to have two good, solid races. Dave Ullman, who was working with our training partners, said, 'You can't win a regatta on the first day, but you can lose on the first day.' You don't want an OCS or a DSQ, or to take a gamble. Our first day's scores were a 4-3 and that put us nine points up on the

nearest women's boat [Erin Maxwell & Isabelle Kinsolving]. We never took a lead for granted and we never let them be comfortable. The Trials were really exciting because there wasn't a clear favorite, and it forced us to work harder and train more. It's a great rivalry because it's made both of us better."

Amanda and Sarah are training and competing in Australia through January. "The European circuit - Barcelona, Princess Sofia and Hyeres - are in March and April, and we might do a training camp in Qingdao in May," says Sarah. "The 470 Europeans are in June at Lake Garda, and we're going to China in July. Qingdao's a very demanding venue. It's polluted, the currents are strong, the wind's light and it's a hundred degrees every day."

"Our coach is printing a 'banned substances' list for the Olympics, including chocolate, ice cream and coffee, says Sarah. "He says he's gonna check our lunchboxes every day!" (If you're reading this, Coach, she ate nought but vegetables at our lunch interview!) After the Olympics, Sarah wants to be a teacher and coach sailing in the summer, but now she's totally focused on the Games: "We want to bring home a medal." ♦



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