

# Tell-Tale

*official publication of the Northport Yacht Club*



**Fall 2009**

## **Commodore's Corner**

Can you believe it: we blinked, and puuft, the summer was gone. We were gypped out of June and July by unrelenting rain so we should have gotten an extra couple months at the other end. But anyway, like every year, the best times just fly by quicker than before.

The Northport Yacht Club's year in 2009 has been a demonstration of the power of the volunteer. We lived up to our usual high standard of activity and fun but what we'll most remember was the result of exceptional efforts by generous and tireless members. It was a year marked by new beginnings and sad farewells. And most of all, 2009 was a summer to remember.

Remember the kick-off event on the mountain top? That was a high water mark for me; it felt like a whole new universe. It would be foolhardy to try to beat that in the future, but maybe we can build on the inventiveness of the volunteers who made it happen, to pique our interests and surprise us going forward.

Then, hats off to the generous souls who readied the fleet, under the benign supervision of the fleet captain. The rolls ran the gamut from student volunteers to club officers and helpful Samaritans. And the reward! A Bayside Store pizza never tastes so good as when you're covered with sanding dust.

The calendar was packed as usual, and with events to remember. There was the banner 4<sup>th</sup> of July games, a Warren Island overnight that was a feather in the Junior Yacht Club's hat, and a killer Pancake Breakfast. (The cooks were smiling the whole time, in the luxury of the new kitchen, again built with volunteer labor.)

The August club cruise was yet another landmark event. Have you ever seen a nine-boat raft? Or a scramble to break it up at midnight when its two anchors surrendered their hold? If you weren't there, the story will sound fantastic, but it's all true. Really.

Unless you slept through July, you found yourself feeling happy and proud to be a part of the yacht club after the Northport Food Pantry event. A small group of volunteers thought up and put together a fund raiser that was more than that; it raised the spirit and image of the community as a whole. This is a story that will make us all proud.

Finally, the community said farewell to two long-time neighbors: Ann Nichols Cussins and Waldo Strahan. This is a community of life: the young and old, comings and goings. Our riches are our friends and neighbors. So we'll miss those who take leave, yet relish in their legacies.

Let's read on, and enjoy living through the summer of 2009. But get organized: it's only 6 months till we open the clubhouse and polish up the hulls.

*Jon Linn, Commodore*

## **NYC Racing News—09**

As usual, sailors young and old were offered numerous opportunities to race sailboats on beautiful Penobscot Bay this past summer. Though the season got off to a slow start weather-wise in June and July, great weather came in towards the latter part of the summer to save the season!

### **Walter Downs Series:**

The Walter Downs Series is named after long time junior sailing program director, Walter Downs, who ran the program back in the era of the turnabouts (late 60s and well into the late 70s). Walter is often thought of as the forefather of our modern NYC Sailing Program.

This year's series was comprised of two separate three-race day events, both held in July. Sailing program students and friends piled into the Daysailers and spent a good portion of two afternoons out on the bay, trying to make their boats go fast, while avoiding one another. Both series were well attended and at least 5 boats participated in each series. Plus no one got hurt that we know of—which is always a good thing!

Results of the races are as follows:

Series 1	1 <sup>st</sup> Charlie Kelly	Series 2	Owen Lojek & Nadim El-Jaroudi—
	2 <sup>nd</sup> Ally Soboda		Erik Ekberg
	3 <sup>rd</sup> Mariah Lojek		Jake Kelly

Great job by all the kids involved! Speaking of kids races, it should also be noted that Thursday evening racing was also a tremendous success this season with 6 or 7 boats racing each night. Thanks to Garrett Lojek, Sailing Program Director, for organizing and running these races—with a little help from his “friends”. The post race socials/cookouts/potluck suppers were also a big hit with the kids and adults as well—thanks to all involved with making these events some of the most popular the club offers.

On a somewhat related note, relative to our junior sailors—congrats to Rasha El-Jaroudi for being selected as the Junior Instructor of the Year and congrats to Louis Brown and Ethan Ekberg for their selection as Program Students of the Year. Finally, thanks to all our junior and senior instructors for another great year! Way to go!

## **John Short Series AKA “The Big Boat Series”.**

This series has traditionally been the Club Championship Racing series and is named after one of our former NYC founding fathers, BOD member, Commodore, and avid sailing enthusiast, John Short. This year the series consisted of 7 races with the 4 best finishes counting toward the final results. Racing was good and well attended with approximately 10+ boats on the line each race day. Bruce Smith and crew in *Tantrim* proved to be nearly unbeatable this season though Tom Reid and his crew on *Sea Tao* gave them a run for their money throughout the series. Gordon Fuller & crew on *Red Alert* managed third while Jim Facey & crew on *Banshee* finished strong and took fourth place honors. Jim was recognized by his peers for his strong finish and was awarded the Skipper of the Year Award—named in memory of former sailing-extraordinaire Don Knott. Special thanks go out to Lindsay Huntoon, Dan Doucette, Bill Cressey, and others who helped out each week with dock crew activities, and to all those contributors to the post race social events! One final thanks goes out to Bruce Smith and the Race Committee members including junior sailor Charlie Kelly for all their work with setting courses, etc.

## **Around Islesboro Race:**

Once again the NYC and greater Bayside community did themselves proud and hosted another highly successful race in early September. 43 boats started and while the wind did not cooperate resulting in a shortening of the race, a majority of the boats were able to finish the shortened course in time to enjoy the post race social activities and food provided by the club and community. From most accounts, all participants had a good time and the event even raised a little money for the club sailing program. The overall winner of the race was the San Juan 28 boat from Maine Maritime Academy—*Aftermath*, crewed by a group of freshmen boys currently attending the academy, and the first NYC finisher was Tom Reid & crew in *Sea Tao*. Other strong finishers for NYC included Art Hall in *Secret Water*, Jim Coughlin on *Maine Stay 5*, Jim Kelly & his boys in their *Sonar*, *Soundwave*, Beau Brigham in *Underdog*, and Jim Facey in *Banshee*. Many thanks to Art Hall and the event organizing committee for once again coordinating this event, and to all the club and community members who helped make it a tremendous success. Special thanks go out to Lindsay & Dan for their Friday night welcoming dinner-registration and for their outstanding performance on the dock crew/race committee, and to our “burger miester”, Ed Lord and his assistant Jeb Bremner who stood by for hours cooking dogs and burgers for all who wanted them, and finally to the social activities crew headed up by Jackie Facey!

## **Pen Bay Cup**

The Pen Bay Cup, an annual friendly racing competition between the Rockland Yacht Club (RYC) and the NYC, is based on the results of two races (the West Bay Race hosted by RYC and the AIR hosted by NYC). Despite a second place finish by Jim Coughlin in *Maine Stay 5* and a third place finish by Art Hall in *Secret Water*, NYC was unable to retain the cup this year as RYC built up a slight lead after the West Bay Race and then stretched it out a bit further in the AIR. Congrats to RYC! We'll get 'em next year!.

All in all---09 was another great racing season and we all look forward to doing it all over again next season!!!!!!

## **Sailing School Report**

With over 3,500 miles of coastline in the State of Maine it seems as if everyone should have a chance to sail. Well, the NYC sailing school worked hard this past summer to provide that opportunity. Every season is a bit different; this year was no exception. We thought you would enjoy reading about some of the highlights.

For some time our core program has used Daysailers to teach the fundamentals of sailing and we continue to sail these as our primary teaching boats. We expanded the use of our 23' Sonar Keelboats, using them frequently when teaching advanced lessons. And we added a Vanguard 420 to the fleet - these are one of the most commonly used boats in High School and Collegiate racing; we wanted to "test the waters" to see how we could fit dingy sailing into our program. Once again we offered private lessons, and based upon requests from our members (and visitors) we introduced an adult lesson program.

Mother Nature provided many challenges in the early season (I'm sure you all remember the record rainfalls). There is no question that this reduced the number of private and adult lessons we had hoped to see – let's face it, very few people want to learn to sail on nasty days. In spite of the weather, we still managed to squeeze in lots of on the water time and the instructors worked hard to find creative ways to make the indoor sessions valuable.

One way to evaluate the program is by the smiles on the faces of our students – and we saw a lot of those. The other is to look at the numbers – we taught 582 lessons to a total of 117 students. These are the highest numbers we have seen in the history of the program – they speak well to the quality of the program and to the energy the instructors put into making this work.

None of this would have happened without the efforts of our instructors and program volunteers. Head instructor Garrett Lojek and his assistants Heather Eastty and Danny Webster; our Junior instructors Dayna Kazilionis, Rasha El Jaroudi, Mariah Lojek, Ali Webster and Owen Lojek. We are also fortunate to have additional volunteer support from Ed Williams, Jackie Facey, Steve Kazilionis, Nadim El Jaroudi, Brendan Cassidy and Stephen Wright. Thanks to all for making this program successful.

Finally a note of congratulations to Rasha El-Jaroudi for being selected as the Junior Instructor of the Year and to Louis Brown and Ethan Ekberg for their selection as Program Students of the Year.

See you next summer!

## **Northport Jr. Yacht Club – Summer 2009**

The Jr Yacht Club had another successful season. Officers this year were: Ali Webster (Pres), Owen Lojek (VP), Nadim El-Jaroudi (Sec) and Erik Ekberg (Treas). The club had 38 paid members, ranging in age from 10 to 18. The club collected approximately \$900 this summer, giving them \$1,564 in the treasury. The club spent \$710, with most of the money going to the Warren Island overnight, thus ended the year with \$854. As with last year, some of those funds will be used to reserve the Warren Island campsites for next year's overnight.

The club sponsored a range of activities this summer. They returned to having a weekly meeting on Thursday evening after the Yacht Club cookout. For fundraising activities, they sold S'mores at the bonfire and had a well-attended car wash in front of the Yacht Club.

As in past years, the highlight of the summer was the Warren Island overnight in mid-July. Over 35 campers and 6 adult chaperones made the trip. Many people in the community pitched in: helping with the organization (Johannah Knott), shopping for food (Joanne Lewton), making food (Joanne Lewton, Shelia Baur and Diane Easty), chaperoning (Jon Linn, Jim Facey, Jim Kelly, Mike Sobato, Greg Willams, Pat Rabb and Wendy Huntoon), coordinating transportation (Elaine Smith) and transporting people to the Island (Heather Easty and Garrett Lojek). We had a large group see us off at the dock and a few adults come over for the afternoon. Unlike previous trips, the weather was warm and sunny. A delicious meal of hotdogs, macaroni and cheese, chicken and rice with popcorn and S'mores for dessert was served and enjoyed by all. Activities on WI included island soccer, swimming off the pier, a scavenger hunt, capture the flag, sitting around the campfire and very little sleeping.

New activities for the club this summer included a performance by Jon the Magnificent and a Pickleball tournament. The magic show, donated by Dan Webster, took place after the July 23<sup>rd</sup> Thursday night cookout and Jr Yacht Club meeting. The performance was thoroughly enjoyed by the over 30 kids (and adults) that attended the performance. The A doubles Pickleball tournament on August 9<sup>th</sup> was the final activity hosted by the club. It was a very competitive tournament, with over 10 doubles teams participating. The winning team was Nadim El-Jaroudi and Fraizer Metcalf.

## **Kick Off Dinner 2009 and plans for 2010**

Even though the 2009 summer season at Bayside has just come to an end, we have already begun to plan for next spring's Northport Yacht Club kickoff event. The 2009 event at Point Lookout was one of our best attended ever - we want our 2010 spring event to be just as well attended.

The board developed an internet based survey to give our members a chance to comment on the things they liked best about the event, as well as the things we could do to make it even better. The results are in - we wanted to share the information with you.

- \* This was the first year where we did not hold a sit down dinner event; instead we opted for more of a social gathering with heavy appetizers. 93% of the responding attendees preferred the "mingle" format over a sit down dinner.
- \* The Point Lookout event was very well received - 75.8% of respondents indicated the event met or exceeded their expectations.
- \* There was a clear message that we didn't have quite enough food for size of the group.
- \* The members indicated that the price for this event was a fair price (78.6%) in spite of the need for a bit more food.

So the planning continues! We are currently looking into locations that can host upwards of 100 people (we had 118 last year) and caterers who will make sure we are well fed. But in the scheme of things these aren't the most important factors - the overwhelming majority of members choose to

attend our kickoff event because they enjoy it and appreciate the opportunity to spend time with other members. Hope you can join us this spring !

## **Northport Food Pantry Holiday Appeal**

Generous support from the broad reach of the Bayside community has helped the Food Pantry tremendously over the past few years. Slowly, carefully, they are stepping away from being constantly on the brink of closure to being a consistent safety net for its 75 regular families. Food Pantry director Cleo Alley and his dedicated team of volunteers can operate more effectively because of support such as ours. While the vast majority of the Food Pantry users are elderly; all users are certified as low income qualifiers. They come away with a monthly box of staples including a few portions of frozen meat, canned goods such as soup, stew, tuna or chicken, beans, vegetables, fruit, juice, and tomato sauce; along with packaged goods such as powdered milk, pasta, instant potatoes, and bread. During the summer they are sometimes offered surplus from local producers such as Chase's Daily to provide some fresh, local vegetables. The Pantry buys the bulk of its supplies from The Good Shepherd Food Bank in Brewer and receives a quarterly federal allotment of food. Volunteers drive to get the food, unpack it onto the Pantry's shelves and freezers, break bulk shipments down into family portions, pack up and distribute the once-monthly food boxes, keep records, and respond to emergency calls for food. They do it all remarkably cheerfully.

For the past few years, timely contributions from the NYC community have enabled the Pantry to distribute holiday turkeys or roaster chickens for the November food boxes. Even this doesn't happen easily. Last year a local store ran a special on turkeys at \$.29 per pound, but limited shoppers to one turkey per transaction. The price was very attractive and the frugal Cleo Alley spoke with the store manager explaining that he would like to buy the turkeys for the Food Pantry. Could the limit be suspended? Unfortunately, no, but the manager suggested that the Pantry could purchase the 75 turkeys they wanted at the special price -- one turkey at a time. So, over the course of the week, Cleo and several volunteers went through the registers 75 times to secure 75 turkeys at the sale price. Holiday turkeys went out in the food boxes last November.

This holiday season perhaps you can help the Food Pantry do its work. Winter is the time of greatest need for people unable to afford basic necessities. Food, home heating costs, an economy continuing to groan under the weight of the recession, and medical expenses all sap the limited resources of a fixed income. Sadly, there are those with no source of income at all. If you would like to make a contribution to the Food Pantry this winter, please send it to: **Northport Food Pantry, P.O. Box 27, Northport, ME 04849.**

### ***Encore!* Silent Auction for the Northport Food Pantry on 2010 NYC Schedule**

By all accounts, the July 10, 2009 Silent Auction for the Northport Food Pantry was a fantastic success. Besides raising desperately needed funds to keep the Pantry operating to serve some of Waldo County's neediest, it turned out to be a marvelously fun night. As one participant put it, "it was *so* much fun and *so* successful, it would be irresponsible *not* to do it again."

So we're going to launch the party one more time. We had over 50 fantastic auction items last summer and we found we had more than enough bidders to wage battle to take home favorite items. Local businesses were incredibly generous in donating goods and services – but some of the most highly sought-after items were those handmade items and services offered by our own community members. A whimsical bird house, a spectacular hanging basket of seasonal flowers, sailing excursions, handyman services, party hors d'oeuvres, handmade quilts, artwork, professional photographic services, gift baskets and restaurant certificates, sports tickets and memorabilia, jewelry, and even a magic show all sparked enthusiastic bidding.

Please start thinking about something *you* can contribute to a really outstanding evening of service to our greater community. Don't be shy. The personal contributions were overwhelmingly positively received and brought in terrific bids. You have a talent, skill, or donation idea that your neighbors would just love to bid on. Join us in the fun next summer! You'll have a great time and you'll feel good doing it.

Contact Patti Wright at 781-326-0171 or [familywright50@comcast.net](mailto:familywright50@comcast.net)

### **The Maiden Voyage of SV HERON** *(feature article by Don Lacoste)*

As many of you know, I had been restoring a Westsail 32 since the winters of 2004, 2005 and 2006. "HERON" made her first splash on Penobscot Bay the spring of 2005. For three summers she sat out on the outer mooring just south of the dock and we learned about our new vessel over those summers. In the winters, she sat in Alden's large barn out on Bluff Road where I would take on many restoration projects.

After three years, HERON (and I) were finally ready to make the journey south in September of 2007. My crew for the first leg were two strangers to me and to each other that I found on the Westsail owners website. Both were retired Navy guys. Bill was 68 and was a P-4 pilot then an airline pilot. Tom, 56, was a Navy commander serving on a destroyer during the first Gulf War. Neither one had ever actually sailed on a Westsail! Both arrived from their homeports of Florida and Indiana on the same day and arrived together in Bayside the day after Labor Day. After introductions, we headed out to HERON to get everyone familiar with the vessel and got all their gear stowed away. We then went over all the safety items on board including, EPIRB, safety harnesses, life jackets, MOB equipment, flares, life raft, etc. We then had a great lobster dinner together and went over the plans for our journey that would begin the very next morning at 6:00AM.

Our first day was going to be a "shake down" to get all crew familiar with each other and HERON and make our way to Tenants Harbor. The winds were from the north and we were abeam of Tenants Harbor about 1:30PM. We opted to continue south and made our way to West Point, which is just around the point from Popham Beach. We found a great anchorage and settled in for the evening. The next day was going to be an overnigher and we were going to begin 4 hour watches.

We woke up to another beautiful morning and the winds were still coming from the north but had softened some. We had the anchor up by 6:30 am and headed out to sea to make a straight shot to

Cape Cod Canal. The sailing was great for all the morning but the winds were diminishing and were going to clock to the east, then south east and finally south. About 10 miles offshore from Portland, a large pod of pilot whales joined us for a good hour! The 4 hour watches worked great and about midnight, the winds finally turned right on our nose so the sails came down and the Yanmar diesel was fired up. The seas became very choppy and we pounded our way for 6 hours and arrived at the canal opening at 6:00AM just at first light. I had already timed the tides for our canal arrival and we entered the canal and found ourselves riding an ebb tide making 9 knots through the canal. Coming through the canal into Buzzard's Bay, we decided to head into Onset Bay to fill our fuel tanks and pick up some water. I gave up the helm to Tom while I dug through the cruising guide to find out where we were going. A few minutes later, we were HARD aground! Tom had missed one of the red markers and cut the corner putting us on a shoal with an outgoing tide. Fortunately, I had purchased Boat US towing insurance and they quickly came to our aid but still had to tug pretty hard to get my 11 ton boat off the shoal. I believe the charge was \$560. for about a half hour job.

From Onset, we continued down the bay to Wood's Hole and dropped our anchor into Hadley Harbor just across the way. It was a beautiful spot, well protected with lots of other boats anchored for the night. The weather was perfect and after a good dinner and a few beers, we were off to bed by 8:30.

The next morning was another bright sunny day but with a hard stiff southerly. It took several tacks to get out of Buzzard's Bay. We finally cleared Cuttyhunk Island and could clearly see Gay Head, Martha's Vineyard off our port side. The winds were blowing about 30 knots and we were heeled over on a starboard beat heading out to sea. Our intended destination was Block Island for the night. Since the winds were right on our nose for Block, we continued our course for a couple more hours out to sea but I determined it would take several tacks to make the island and the winds were still increasing. Going below to the nav station, I decided to make one tack and head for Newport, RI, which turned out to be a good decision.

Sailing into Newport is an experience. We had large container ships, dozens of pleasure boats, lots of current and still a good stiff wind to manage. Even though you have good charts and GPS, being totally unfamiliar with harbor can be challenging. As we rounded Fort Adams, the entire harbor came into view with an incredible amount of huge luxury yachts of both power and sail and hundreds of vessels on moorings. We tried to hail the harbormaster to see if any of the town's moorings were available but all were taken. Someone broke into our conversation and said he had a mooring for rent. We switched to a different channel and the owner of SV White Cloud told us where he was located. When I asked how much for the mooring, he said \$40. per night. I thought that was pretty high and told him I would get back to him. I then used my cell phone to call a marina we had in sight that had some empty slips. He quoted me \$6.00 per foot and said he would charge me for 40' as he knew Westsail's had a long bow sprit. Suddenly, I began to realize that a \$40 mooring was not such a bad deal!

Shore leave was a great time for us. We found the Seaman's Church Institute, which caters to "low budget" sailors and provides for clean showers and food if you so desire. After scrubbing off 3 days of salt and body odor, we all felt like new and headed into the town for beer and food. There is no shortage of places to go and the shops and restaurants were everywhere. We found a

great waterfront bar and grill and celebrated our successful journey thus far and talked about our next destination.

The next day, the winds were still out of the south and small craft warnings led us to stay another day on the mooring and a long walk through Newport. We also made a list of what HERON needed and walked a few miles to a great chandlery and picked up some new parts for our “ailing” marine head, a very important piece of equipment! We found more great places for beer and food and really got rested for tomorrow’s departure

We had some decisions to make about our next leg. The outside route along Long Island Sound and the entire coast of New Jersey to Cape May, or the inside route through LI sound, East River, NY City and back out to Sandy Hook. The forecast was for more southerly winds that will again be increasing over the next 48 hours. We opted for the inside passage and made our way for Long Island sound. Given the light winds and direction, we motored our way past Point Judith and headed for the Sound. All was going pretty well and then we entered an area called “The Race” just past Fishers Island. It is a body of water that has a confluence of various currents, tides and wind that can work in disharmony that causes some very unusual and sometimes dangerous conditions. When we entered the Race, the water was “boiling” around us and the steering became challenging to hold a course. We felt like the boat was standing still but the GPS said we were moving at 9 knots! These conditions lasted about a half hour and we officially were now in LI Sound. Because of heavy commercial traffic, ledges and other navigational challenges, we decided to end our day before the sun came down and anchored just outside of Old Saybrook, CT.

The next morning was overcast with low visibility. Our destination was Great Neck, Long Island which is just across City Island and the Throggs Neck Bridge. We were positioning ourselves to enter the East River which runs along Manhattan to NY Harbor. The biggest challenge besides all the commercial traffic, is Hell Gate. Hell Gate is a narrow area where the East River and Harlem River come together producing an incredible current which at times can look like rapids. The goal is to go through at slack tide which minimizes the risks of getting through without incident. We calculated high tide slack at about 10:00AM the next morning. After a good night sleep, we pulled anchor at 8:30 and slowly made our way to Hell Gate always calculating our speed and arrival time. The weather was “snotty” with gray skies, some wind and drizzle. There was tons of commercial traffic all for the same reason we were there, slack tide. We arrived at the Gate at 10:05 with little concern about the current. We were now right up against Manhattan with United Nations on our starboard side and the Empire State Building in the distance. We finally went under the last bridge to Brooklyn and NY Harbor was dead ahead. The Statue of Liberty was in the distance which is where we were heading.

The traffic in NY harbor is very intense. Many ferries, tugs, barges, commercial ships all vying for the same space within the many intersecting channels. We passed right by Ellis Island and the Statue of Liberty which was a terrific sight from the water. From there we headed for Ambrose Channel which is the main shipping artery from the open ocean to NY Harbor. We were dodging ship after ship as they were making their way into NY or out of NY! Our destination was Sandy Hook and the town of Atlantic Highlands. Just pass the Verrazano Bridge, we turned off Ambrose channel to a smaller channel that would line us up for Sandy Hook. Just as we were feeling pretty good about making our way through Manhattan, a huge squall hit us like a hurricane. Winds went

from 15 knots to over 55 sustained and the skies opened up to torrential rain. Visibility was about the length of our vessel and we were forced to continue in this narrow channel by GPS chart plotter and compass headings. This wind and rain held for about 40 minutes before the skies began to clear but a fresh NW wind continued to blow hard. We finally arrived in Atlantic Highlands around 4:00 PM. Shore leave was on our minds and we made our way to the yacht club for showers and then off to the village for laundry, beer and great food.

The next morning was going to be the offshore voyage from Atlantic Highlands to Cape May. This can be a challenging body of water as the coast can get pretty ugly. We woke up to a stunning morning with a very strong northwesterly breeze. The temperature had dropped overnight and it was going to be a chilly start. We didn't leave too early as we were trying to time our arrival in Cape May in daylight. That run will be about 130 miles as we have to head north first to round Sandy Hook and then turn back to the south. We weren't the only vessel heading out of this harbor as about 6 to 8 boats were getting underway. We broke away from the mooring about 10:00 AM and were beating to the north under a double-reefed main and just the staysail (remember, we are a cutter). The winds were a steady 25 knots with gusts over 30. We rounded Sandy Hook and found a 40 foot Beneteau laying on the beach. They must have experienced the same squall we hit the prior day but were either driven to the beach or they lost their direction in the poor visibility. There were two Boat US tows circling around to see how they were going to drag her off the sand.

After clearing Sandy Hook, now around 11:00 we turned sharply to starboard and set our course for Cape May. HERON was very happy with her reefed sails and no jib making an easy 6.5 knots. We set the tiller pilot and let her go with the wind. We were going to go back to shifts overnight but we were all enjoying the sailing too much for any of us to go below for rest. About ten miles down the coast, we noticed a Hinckley Bermuda 40 gaining on our vessel. He had a single reef main and about 110 of his roller jib flying. We then witness him unfurl his reef in the main. Not to be out done, I put the order out to take one reef out of the main. The Hinckley then let out the entire 130 genoa. We then took the last reef out of the main and then pulled out all of the 110 jib. We had all the canvas we had available out and the Westsail began to lift out of the water and race down the coast. We were traveling a steady 7.75 knots and the GPS would show an occasional 8.3 knots. That was the last we saw of the Hinckley. We continually pulled away on him until we lost sight of him at dusk.

Atlantic City is the mid point of this coastal run. The dazzling lights from the casinos were visible in the dark by at least 20 miles away. It seemed like it took forever to catch up to the lights and then took forever again to lose sight of them as we got further south. By now the winds had abated and HERON was gently sailing along in 10 knots making about 4.5 knots over ground. Bill had the 3:00AM to 7:00AM watch. I rose about 6:00AM to take my shift of 7 to 11. We were very close to the entrance to Cape May just before daylight. It took us both awhile to figure out the entrance as we were going through the inside passage and then out the canal to get to the Delaware River. There is one fixed bridge on this route which has a clearance of 55 feet and we need about 51 feet. As we cleared the bridge (always looks like a collision!) we continued through the canal and into the mouth of the Delaware River.

We had a flood tide and a soft NE wind and were able to sail up the river with a good push from the current. It's about 75 miles to the Chesapeake /Delaware Canal which then cuts through Chesapeake City and eventually into the Chesapeake Bay. We had intended to anchor off the river about half way up but we were having such a good run, we kept moving. We entered the canal and then had an ebb tide that was sucking us through the canal making about 7 knots with sails up and engine running just off idle. We came out the other end into the Elk River. We were all pretty tired and just off Elk Neck State Park, we dropped the anchor for the night at around 3:00PM. In hindsight, we should have just kept going as a strong front was scheduled for the morning. We had traveled 225 non-stop miles in 29 hours which was an average of 7.75 mph or 6.9 knots.

We woke up to a very different day. The skies were very overcast and a southerly breeze was picking up. We pulled anchor by 7:00AM and put the main and jib up. Our destination was Annapolis, about 55 miles. We were on a beat and pointing as high up the wind as possible. The river was pretty choppy but we were making about 5.5 knots. Once we reached Poole Island, we were forced to turn more southerly and the sails began to luff loudly. At that point, we dropped the sails and turned on the Yanmar. We were punching right into a 25 knot wind and with all the fetch from the huge Chesapeake, the waves were high and steep. It was a pounder right to the Chesapeake Bay Bridge and HERON was lurching up and down those steep waves but still hanging in there with 4-5 knots under power. As we got beyond the bridge we turned to starboard to enter the Severn River and were taking the waves right on our port side. We put up some of the jib to give us a smoother ride and once we got beyond the entrance to the river, we were out of the fetch and winds fell to about 15 knots.

Like Newport, coming into Annapolis is a great sight with the Naval Academy coming into view and then the city as you turn up the Trent River. Of course having two retired navy guys on board added to the excitement. We went through the Compromise Street draw bridge and grabbed a mooring for the night. We hastily launched the dinghy and headed for the closest pub! The crew was feeling pretty great as we had accomplished a lot for three strangers. I don't think I could have found a better crew given their willing personalities, great sea experience and camaraderie. I wish we could have hung out together longer in Annapolis but the crew was now anxious for the finish line and we were only one and a half days from our destination, Deltaville, VA.

The next morning we were up early and off the mooring at first light. The skies had cleared over night and the northerlies were back in place. Optimistically, we hoped to make Mill Creek off the Great Wicomico River near Reedville. This was going to be at least 85 miles. The problem is that once you pass Solomons Island off the Patuxent River, there is no place to hide until you get beyond the Potomac River, which in itself is a 8 mile crossing. We were going to have to access our progress once we reached the Patuxent at 55 miles to see if we will have enough daylight to come off the bay for the night. Going into the rivers at night is extremely challenging as the markers twist and turn to keep you off the shallows. Fortunately, the winds were blowing hard and with a reefed main, staysail and jib, we were again moving at 7.5 knots. If the winds kept up, we could make Mill Creek. We were at the Patuxent by 2:00. We were still making over 7 knots so we pushed on. Upon entering the Great Wicomico, the winds really picked up and we were forced to drop the main and most of the jib and relied on the diesel to snake our way through the shallows and into the safe harbor of Mill Creek. This was not my first time here but it took a lot

of concentration in a setting sun to get through the narrows. We were rewarded by seeing my close friend Greg who was anchored in Mill Creek on his 46 foot Cal. We had talked during the day and said dinner would be ready for us if we could make it to Reedville. We had a delicious Italian hot dinner in the spacious saloon of his huge vessel. Greg has been sailing solo for about 4 years from the Bahamas to New England.

Last day together was pretty uneventful. Coming out of the Wicomico was tricky and the winds were howling again. But once we got out on the bay, we were rewarded by another great sail and made our destination by a little after noon. The crew was down below packing their gear while I sailed HERON to her final destination. They had called their respective airlines and both had flights home late this afternoon out of Richmond. This trip was over and now the next adventure was about to begin with the new crew; me, Margaret and our cat Tiller. Stay tuned!

## **NYC Member of the Year for 2009**

The Fred Martin Member of the Year award is given every year to a deserving club member who has served the club highly in that year and over time as well. Given the volunteer nature of our club this is a difficult task to single out one person to be recognized. Indeed the award has sometimes been shared recently, and there are always many candidates who come to mind when the subject comes up. The 2009 award was given to Jackie Facey who has really stood out in her recent commitment to the club. She has worked tirelessly as the social chair making sure that our Thursday night and weekend post-race socials have been first class affairs. Attendance at these events has been way up and she gets a lot of the credit for that. She has been the sailing school Registrar, Bursar and de-facto Dean of Discipline for three years now and she is vital in helping the sailing school to operate smoothly. I'm not sure if this is where she got the nickname "Mother Nature", but it fits the way she runs the registration and the sailing school "homeroom" period. If you have ever been at the clubhouse at about 9:15 on a Monday morning, when there are thirty children waiting for sailing lessons to begin and a dozen or so parents clamoring to register their kids for sailing before 9:30, you understand what an undertaking it is. She handles it with grace, humor and aplomb. Jackie also undertook the clubhouse gardens and window boxes the last couple of years. Her efforts really complemented the physical improvements we've made to the clubhouse, a project she also played a significant role in, both in design and execution. Jackie took on the job of club secretary, has helped run our races with the Dock Crew and she even made the red cushions for the benches in the clubhouse. I am neglecting other contributions she has made, but in the interest of brevity, this year's award was an easy and unanimous decision. Congratulations again Jackie!

## **The NYC Annual Cruise - 2009**

The club held its second revival of official annual cruises, from August 17 through the 21st. Ten boats participated in some form; with a high overnight count of 9 boats. There were brief stops at the Crotch Island quarry, Stonington, and Isle au Haut village, with overnight stays at Pickering Island, Seal Bay in Vinalhaven, Frenchboro and Horseshoe Cove. It was a very successful cruise which included some fine sailing, no rain, swimming weather and some great rafting parties and camaraderie. This year there were lobster pots were snagged (very tough to avoid this in some areas), and a couple of keels found the bottom, but no damages were reported except that *Banshee* will need a little bit of epoxy work on her keel next spring. Best of all, we were all over this

beautiful bay of ours. The weather was so good that for the first time on any cruise of length that I have been on, we did not deviate at all from the planned itinerary. Keep the third week of August open next year and join us. Some highlights of the cruise:

- Memorable sailing on legs from Bayside to Pickering island and Stonington to Seal Bay.
- Being greeted by David Lunt at Frenchboro, who said “Glad to have the Northport Yacht Club back again; it’s been too long”
- Everybody swimming in the very warm water at Pickering island
- Spectacular boat raft-ups at Pickering Island and Seal Bay
- An equally spectacular and unplanned raft break-up in the dark at Seal Bay, where we all got to improve our anchoring techniques
- Al Fresco lobster dinners on the dock at Lunt’s in Frenchboro
- Cockpit happy hours, memorable for both the company and the food
- Sailing through the New York Yacht club’s race start in Jericho Bay
- Walking around in the granite quarry on Crotch island
- A Lewis and Clark style expedition up the creek at Horseshoe Cove which involved both towing and poling the dinghy through some tidal shallows and then towing the dinghy downstream against the current of the reversing falls on the way back as the tide filled
- A promising new tradition began of having evening visitors from Bayside by way of fast motor boats. This works for those timid souls who prefer sleeping in a comfortable bed on dry land to the gentle rocking of a boat at anchor.

**The 2009 NYC Cruise Roster** (sailing vessels except where noted)

**Alibi:** Pearson 30, Paul and Janet Gaudette

**Banshee:** Ranger 29, Jim Facey

**C Dory:** 22 foot motor boat, Jerry, Graham & Lucas Lowry

**Ceilidh:** Ranger 33, Drexell White and Gayle Koyanagi We really enjoyed Drexell’s company for that five minutes that he put his tools down and stopped working on the boat Ceilidh went back more organized and in better shape than she went out.

**Meg-Gen:** Hunter 30 (Cherubini), Rick Parkhurst

**Morningstar:** Petersen 34, Dick and Lou Wiken

**Seabird:** Bristol 35.5, Bruce and Nancy Montgomery

**Skedaddle:** Seafarer Swiftsure 30, Jon Linn and guests Graeme Wilson and Rob Boteler

**Snoopy:** Webbers Cove 22 (motor boat), Jim Kelly; Charlie Kelly, Jake Kelly

**Sizzling Sal:** ‘Grady White motor boat, Steve & Sally Trenholm, Tricia Ruggles, Jackie Facey, Bill Haverty, Gordon Fuller Sizzlin Sal only came for dinner and then left. This shows the lengths Sally will go to avoid cooking.

**The Down East Challenge** *hosted by the Marblehead Yacht Club*

All good tales have a beginning and this one starts on a Friday July 24, 2009, when we left Bayside to deliver the boat to Marblehead, MA, where I was participating in my first single handed offshore race the “Downeast Challenge”, hosted by the Marblehead Yacht Club.

Accompanied by my good friend Dick Wiken, we left Bayside with fog and no apparent wind. We used the time to replace some deck hardware and had all repairs complete by the time we passed Rockland. After reviewing the forecast we decided to press on to Port Clyde and grab a mooring,

after the usual downpour all night we left heading south in the fog, hot coffee and Dick's cooking in hand. The weather was not our friend again and we had nothing but fog and little to no wind. Dick and I decided that we would go late into the night to make the last day a short one and motor-sailed all the way to Portsmouth NH, where we found a mooring at 3:30 am at the Portsmouth Yacht Club. The only drama was the auto pilot's premature demise; this would prove to be problematic later on. After enjoying almost 2.5 hours of sleep I was ready to get out of the incredible current that flows down the river. I don't think the knot meter went below 1.5 the whole time we were tied up.

The next day was right out of the movies, 15-18 from the West clear sky and dry air; it reminded us of what summer normally is! After hearing what time we had reached the mooring in Portsmouth, Dick promptly went below for some needed sleep.

In no time we had crossed the bay area and made the turn at Cape Ann and headed to the Marblehead Yacht Club, I must say I was impressed with the approximately 300 sailboats that were sailing merrily about the Boston area. We don't see this many boats in Maine too often and the sight was impressive. The locals thought it was a small turnout with the economy and all; whew!

After very little thought I decided that a new auto pilot was in order as doing a 130 nm race single handed was basically impossible without one. On Friday the following weekend with a new Raymarine SPX-5 autopilot I stepped aboard Mainstay 5 in rain, and 20 knots of wind in the anchorage. The weather gave me a new opportunity to battle nausea while squeezed into the rear compartment installing the components. After a delightful 4.5 hours and two Bonine pills all was complete! The weather was truly a harbinger as the new system refused to calibrate. After some thought I decided the skippers' meeting and subsequent libations were a good alternate and changed into my new NYC polo and matching belt (thank you Jim Kelly!). After swapping lies and enjoying the home cooked meal at the Marblehead Yacht Club I headed to the boat for a bouncy night.

The next morning was glorious with sunny skies and you guessed it; no wind! I know we can't have everything; but sun AND wind would be nice for a change. After a frustrating 2 hours of trying to get the unit to calibrate, I decided to leave well enough alone and get with the racing program. The race started in very light air and the big buck boats headed out quickly. Mainstay 5 was holding her own and rounded Cape Ann in fourth behind a Reichel Pugh Super 30, a J130, and a Beneteau 456. The next leg was a 70 mile close reach down the rhumb line to Monhegan; I stayed east of the rhumb line looking for the big ocean breeze. On board was my secret weapon, a home made "code zero" which was the right sail at the right time. I flew this for 15-20 miles until the wind clocked to the beam and then had to drop it. A Lyman Morse 46 with a spinnaker the size of Rhode Island got past me and a Sabre 426 was getting too close for comfort. Fortunately the wind clocked back 10 more degrees and it was time for the A-sail.

Once I got this big son-of-a-gun up and pulling it was hang on time for 6 straight hours of high 9 knots and low 10 knots, max speed registered was 10.8 knots. From the start of the race I was having to hand steered the boat since the old auto pilot wouldn't hold a course when the boat was loaded up (sailing). Around 10:30 pm I was getting pretty tired and hadn't been able to get much food water or rest without "Britney Steers" (autopilot). Lacking the ability to move around the boat and make adjustments I had to head up into the wind let go of the tiller trim sails and then grab the tiller and steer to the sail setting, needless to say the headsails never were trimmed properly. I dropped the A-sail after 6 hours of exciting sailing in the twilight in 18 knots of true wind; which in itself was an exciting experience. I think the sail got bigger in the dark!

The wind started to die out around 1:00 am and by 4:00 am it was down to very light wind, which was ok by me as I could then use the old auto pilot. I brought a kitchen timer on a lanyard and hung it around my neck, when the wind would die out I would set it for 5 minutes and try to rest. After many attempts I found out you can't go to sleep on command, and when the timer went off it would quickly bring things into focus. By 5:00 am I had been awake for 24 hours, and hand steering for about 18 hours; I was dragging! The race course required the boats to go east of Monhegan Island. In the twilight I could see the masthead lights on three boats ahead of me and decided; no guts no glory and split from the pack heading north going east around Monhegan cutting through the Southeast Breakers around the west side of Metinic Island hoping to get the southerly that was forecasted for early morning. The visibility was never more than 100 feet the whole time, thank goodness for great electronics from MAPTECH navigation. The plan was a good one if the weather would cooperate, but Mother Nature can be a fickle friend and this day was no exception. Once into Two Bush Channel the wind died completely and the boats that stayed in the main channel were able to get just enough wind to keep moving. At least I had the incoming tide and was able to make the main channel around noon. By now I had been up without any real sleep for over 31 hours, (don't get up early for a 130 nm race) and was unable to concentrate enough to do simple math, frequently having to look at the compass rose on the paper charts trying to figure out tacking (drifting) angles.

A green channel marker kept appearing every time I saw a dark lobster pot. I knew from my Air Traffic Controller days that sleep deprivation can do strange things to the mind, and right then I was the poster boy for these symptoms. I decided that if the Hindenberg flew by I was calling it a day! At 4:00 pm and after 30 hours of racing I was able to call in my finish time with the Rockland Light house 2 tenths' of a mile away, this was enough for a first in the single-handed class. Mother Nature showed her approval by giving me one more torrential rain shower on my slow motor back to Bayside. I tied up to the mooring at 8:30 pm, in bed at 10:00 pm after pizza and some cold Corona from Mom and Dad. Total time awake; 41 hours!

Would I do it again..... without a doubt! I'm already planning the 2010 assault!

Next race; Maine Rocks Race hosted by the Rockland Yacht Club, but that's another story,,,,,,

Safe Sailing

Jim Coughlin

Mainstay 5

Jeanneau One Design 35

*Northport Yacht Club Website*    [www.northportyachtclub.org](http://www.northportyachtclub.org)

We are striving to make the NYC website a bit more useful. We plan to post this issue of the Tell-Tale and other useful documents such as Membership Application / Renewal forms, racing results and Around Islesboro Race information. We have a great guy, my son in law, Walt Irby, that has agreed to do the maintenance. If you have any ideas for the website, contact:

[ArtHall123@gmail.com](mailto:ArtHall123@gmail.com).

*Finally*

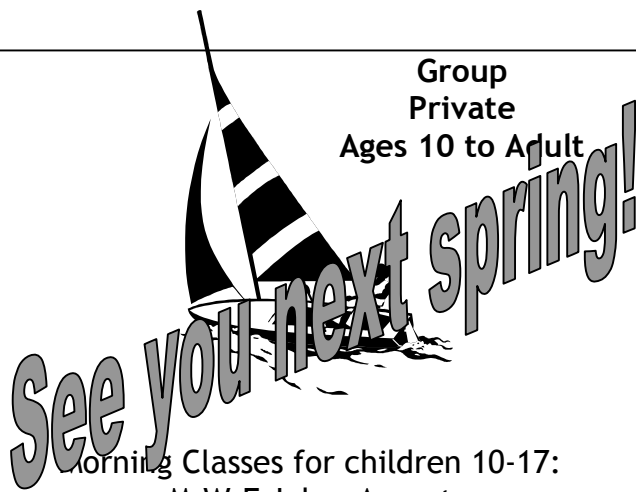
Many thanks to all the folks that contributed to this issue of the Tell-Tale. We hope you enjoyed it!



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