

A young boy with brown hair, wearing a red and black sailing jacket, is seated on a white sailboat. The boat has a large white sail and a blue number '9' on its hull. The background shows other sailboats and a hilly coastline under a clear sky.

LI Sail

MARCH/APRIL 2012

**JUNIOR
SAILING:**

**BEYOND
YACHT CLUB
PROGRAMS**

LI Sail

Sailing in Long Island Waters

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PHOTO BY BRIDGET WALTER

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EDITORS NOTE



BRIDGET WALTER
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Frostbiters took advantage of the warmest winter on record in many years. I was thankful that I did get one day to photograph them sailing with snow on the ground for a backdrop. Some series have been completed and others are in their final weeks. In the JY15 Fleet #38 1st and 2nd place are separated by just 6 points after 62 races sailed on 12 racing days. Their final day of racing is this Sunday. Good luck to everyone.

High school sailors here in the area have been making the most of the conditions. Above normal temps and great wind have had them flying across the bays. In this months issue we'll explore high School sailing and some of the other non-yacht club programs in the region that junior sailors participate in.

I'm putting together the schedule of events that *LI Sail* will be covering this summer. Please make sure to send me information on your events. While you're at, add Bridget@LISail.com to your group's email list to keep me up to date. Unfortunately with so much going on in the region I can't get to every event, but within each group there is at least one writer, photographer, and play-by-play commen-

tator. Get together and tell the story of your event and share it with everyone thru *LI Sail*. It's also a great means of creating a historical record for you organization.

I'm looking forward to see you on the water once again.



Bridget

Did you go cruising this winter?

If so, share your
story and
pictures with
the rest of us!



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DOYLE SAILMAKERS LONG ISLAND'S WINTER WEEKNIGHT SAILING SERIES

CLASS 40's: HEARING THE ROAR OF THE CROWD

Professional sailor, Preparateur, Rigging Specialist and Long Island native Rob Windsor returned to Doyle Sailmakers Long Island on March 15th not to resume his position as a sail maker but to share with those attending the third presentation in the Winter Week Night Sailing Series his experiences as a

Class 40 sailor.

Mark, owner of [Doyle LI](#), introduce Rob by telling the story of how Rob, with the goal of building the necessary skill set to become a professional sailor, walked into the loft one day a number of years ago and said, "I'm going to work for you."



The spectacle that is Class 40 Racing. Wear sailors are treated like superstars and spectators gather by the 10's of thousands to greet their heroes.



Rob Windsor, along with Skipper/Owner of **DRAGON**, Mike Hennessy during the 2011 Atlantic Cup.

[Photo By Bill Black](#)

Pretty bold, ha? Well bold is what you need to be to succeed as a professional sailor on a Class 40 boat.

Bold, daring and self reliant would be the adjectives that I would come away with at the end of the evening to describe a Class 40 sailor. "These boats are built for speed," said Rob. going on he said "around the clock racing in unforgiving conditions means that total concentration and being a jack of all trades during single and/or double-handed racing is a must for success in this very competitive class."

The Class 40 Rule is a "box" rule as apposed to a one-design rule. While the boats in the class all meet the rule requirements, they are not duplicates of one another as is the case

with Etchells, J-105s or the Melges 24s. As long as your boats fits within the minimum and maximum design stipulations you may compete in the Class.

The most basic components of rule stipulate:

Hull (not inc. Bowsprit)	≤ 40'
Draft	≤ 10'
Beam	≤ 14.4'
Max Freeboard	≤ 3'7"
Mast	≤ 62'4"
Bowsprit(past hull)	≤ 6.5'
Weight	≤ 9820 lbs.
Water Ballast	≤ 396 gals.
Sails	max of 8 while racing

Interestingly, the length measurement came about due to slip lengths in the European venues where the

Class 40 races are held and the desire of the organizers to be able to fit the maximum number of boats in the venues.

With 16 scheduled races this year, the Class races year round through out Europe and the Caribbean in a mix of off-shore distance and in-shore buoy events. The Class 40 worlds are being held in La Rochelle, France in October and will be a series of Windward/Leewards. A most

challenging format for boats that are really designed for distance racing.

Last Year Rob sailed several different races on **DRAGON**, a Class 40 owned by Mike Hennessay. During the **Transatlantic 2011** their water maker broke about 200 miles into the race leaving them 5 gallons of water to last the rest of the race. Being that the meals they had onboard were freeze-dried they survived



DRAGON Rounding Fastnet Rock August 16, 2011 during the Transatlantic Race.

on what was intended to be snack food and this also meant there was no coffee to warm them or keep them alert. A local boater, whom they had not met before, had heard of their plight during radio transmissions, was there to greet them, as they finished second in their class, baring gifts of food, water and beer. As thanks for his kindness he became crew during a race later that season.

At the [Fastnet](#) they were the only American Class 40 to finish the race. Finishing 12th in the 20 boat Class 40 fleet 2 hours and 45 minutes behind the 1st, 2nd and 3rd place finishers who crossed the line within less than 2 minutes of each other. A very close finish for a 600 nm race.

Among the other races they sailed together was the inaugural [Atlantic Cup](#). This is the only Class 40 event contested in the United States. After



Rob and Mike at the start of the distance sprint from NYC to Newport, RI at the 2011 Atlantic Cup on *Dragon*, designed by Merf Owen. [Photo by Billy Black](#)



Dragon and her six person crew during the in-shore buoy racing in Newport during last years inaugural Atlantic Cup.

[Photo by Billy Black](#)

a day of Pro/Am racing in New York Harbor, Mike and Rob set off on the shortest of the distance races they sailed together last year. At the start of the 240 nm race to New Port, RI they were the last boat to cross the starting line and the first to cross under the Verrazano-Narrows Bridge in and the first to cross the finish line in Newport capturing 1st place in the off-shore leg of the event. However, they did not fair as well in the in-shore portion of the event and

finished second overall in the event.

This year the Atlantic Cup, Presented by [11th Hour Racing](#), will consist of two double-handed distance races. The first is from Charleston, SC to New York City, which starts Friday May 11th. The boats are expected to arrive in NYC Monday Night into Tuesday. The Next event, a double-handed sprint from NYC, starts on Saturday May 19, and the boats are expected to arrive in Newport, RI on

with a weekend of inshore racing on, Saturday and Sunday, May 26th and 27th. This year Rob is expected to be sailing in the Atlantic Cup on **Geodis**.

As Class 40 Racing in the United States grows Rob's hope is that sailors will hear the roar of tens of thousands of spectators like he does when

he is overseas racing and that all the pomp and circumstance that is given to other professional athletes in the US will one day be bestowed on the highly trained, dare-devil sailors who risk life and limb to race one another around the buoys and across the vast oceans of the earth.



Dragon during the start of the distance race last years inaugural Atlantic Cup. [Photo by Billy Black](#)

~~~~~  
For more insight on the 2011 Atlantic Cup Race use the links below to video by 11th Hour Racing.

[Dragon Atlantic Cup 2011 Post Distance Race Interview](#)

[Atlantic Cup 2011 Dragon Distance Recap](#)

[Atlantic Cup 2011 Rob Windosor Inshore Preieview](#)





## **2012 Knickerbocker Cup Qualifier for the 2012 Argo Group Gold Cup in Bermuda -- Requests for invitation now open**

2012 marks the 30<sup>th</sup> Knickerbocker Cup regatta, and officials of Manhasset Bay Yacht Club, the organizing authority for the Knickerbocker Cup, announced today that the Grade 2 Match Race event winner will be invited to the 2012 Argo Group Gold Cup in Bermuda. The Argo Group Gold Cup is a World Match Race Tour event and will be held at the Royal Bermuda Yacht Club, Hamilton, Bermuda on October 1 - 7, 2012.

The Knickerbocker Cup will take place on Manhasset Bay August 29 - September 2. The prize purse of up to \$19,000 will be won by the top competitors of the Knickerbocker Cup. Ten invitations will be issued to skippers who will compete in Swedish Match 40s loaned by the Oakcliff Sailing Center for the event. Competitors are invited by MBYC and requests for invitations to the match race are now open at <http://regatta.manhassetbayyc.org/>. The 2012 NOTICE OF RACE has been [posted](#).

The Knickerbocker Cup has one automatic qualifier, the winner of the 2011 US Match Race Championship. Dave Perry, the 2011 USMRC has received an invitation.

Manhasset Bay Yacht Club and the Royal Bermuda Yacht Club, the organizing authority of the Argo Group Gold Cup, have a long history of a close relationship, including years of team racing in Bermuda. RBYC has won the Manhasset Bay Challenge Cup several times.

For more information: [www.knickerbockercup.org](http://www.knickerbockercup.org)

Contacts: Sue Miller or John Lobley

Email: [KCup@manhassetbayyc.org](mailto:KCup@manhassetbayyc.org)

## Nautical Checkmate:

Now that we are in last place, time to execute "NAU'B."  
...We will never ever be the 1st to Finish; so hook a 180° back the Yacht Club, moore up; and be the first to size up those interesting hunks with big sail boats; ...at the club bar!

Remember, you ASK how you put a kite in a painter and won't he object?

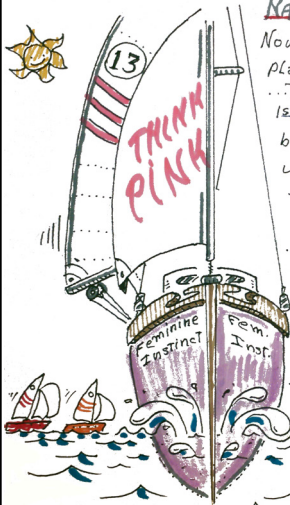
And I'll ask How much should an ANCHOR weigh, when you weigh Anchor? And is it a CLASS Rule?

They left EVERY body else; in their wake!

Wow! Talk about OUTFOXING the competition to the Finish Line; ...in the only game that counts!  
...Really!

you're Right, ...There are no 2nd or third place trophies in this GAME!

DOUGLAS HANMAN  
POV.  
1-1-72 B.W.  
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Regatta Images in LI Sail are available at

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



## HOW TO SAIL TO WINDWARD WITH *BLAZING SPEED!*

Story and Images by Captain John Jamieson

**If you are anything like me, it can be confusing to try to remember just what your Genoa luff telltales are telling you.**

These small pieces of yarn or ribbon can help you learn to sail a boat better, faster, and with more power. Learn a new way to use telltales for close hauled sailing with these *three easy secrets!*

Genoas and jibs often come from your sailmaker with telltales already in place. Look along the luff in the lower third, halfway point, and upper third of your boat sails.

Racing sailboats use telltales to help beat the competition on race day. Small cruising boats can use them to get to windward destinations faster.



## TRIM BEFORE GOING TO WINDWARD

Before you use telltales, make sure to trim your sails. In moderate winds, tension the halyard to keep the Genoa draft about 40% aft of the luff; tension the halyard or Cunningham to keep the mainsail draft about 45% aft of the luff.

Set the mainsail boom close to the centerline. Allow the mainsail leech to twist a bit (falloff to leeward). Sight up the leech and ease the mainsheet an inch at a time to induce twist.

Watch the top batten as you ease the mainsheet. In light air, keep the top batten parallel to the boom. In moderate air, keep the top batten open a bit to leeward. This helps the air exit the leech without turbulence.

Trim the Genoa so that it matches the mainsail. The Genoa leech should lie within about 1" to 2" of the spreader tips. Now, you are ready to use your luff telltales.

## HOW TO USE GENOA LUFF TELLTALES

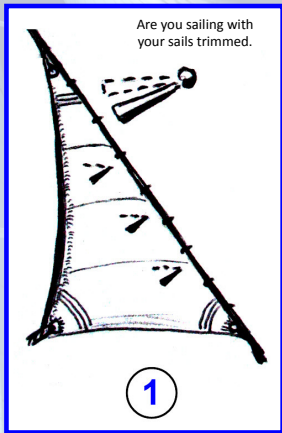
You want your telltales to stream in a "V" pattern on the windward and leeward side of the Genoa (or headsail) when going to windward or reaching.

This shape indicates that you have an even flow of air on both sides of the sail. But if one side of your sail gets more air flow than the other, one side will stream while the other flutters.

It's easy to forget which way to turn the boat to get those yarns or ribbons streaming again. In this new method, concentrate only on the windward side telltales.



First, ask yourself what the windward yarns are doing. Compare their action to the telltales on the leeward side. Use these memory keys below to know which way to turn the boat...



Concentrate on the windward side telltale. Compare it to the leeward telltale to know whether to point higher or fall off for best performance.

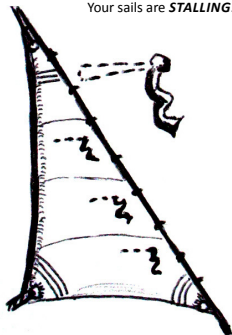
In all the illustrations in this article, you are looking at the windward side of the Genoa.

## ***1. Windward Telltale Streaming--Leeward Telltale Streaming***

**What does it mean?**

***Perfect Sail Trim.*** Good air flow on both windward and leeward side.

Your sails are ***STALLING***.



2

## ***2. Windward Telltale Streaming--Leeward Telltale Fluttering***

**What does it mean?**

***STALLING***. If most of the wind blows onto the windward side, this blocks the air from the leeward side. This causes that leeward telltale to flutter, fly around in wild circles, or hang down like a limp noodle.

**What will happen?**

***STALLING*** causes the boat to slip sideways more than it should. This reduces your speed.

**What action do you take?**  
**"Streaming = Head Upstream".**

Streaming means you need to sail "up-stream"--or closer to the wind.  
Sail toward the wind just enough to get the "V" pattern  
that indicates perfect sail trim.



**3. Windward Telltale Fluttering--Leeward Telltale Streaming**

**What does it mean?**

**PINCHING.** If most of the wind blows onto the leeward side of the sail, this blocks the air from the windward side.

**What will happen?**

**PINCHING** causes the boat to slow because it's sailing too close to the wind.

### **What action do you take?**

**“Fluttering = Fall Off”.**

Fluttering means you need to fall off the wind. Turn away from the wind just enough to get the nice “V” pattern that shows perfect trim.

Notice in each action step, you concentrated on the windward telltale to know what action to take. If it streamed by itself, you sailed upstream, or closer to the wind. If it fluttered by itself you fell off, or farther away from the wind.

## **CAPTAIN JOHN'S SAIL TRIM SECRETS**

Telltale on a Genoa should ‘break evenly’. That means if one telltale starts to flutter, then all telltales on the sail should flutter at the same time. If they don’t, you’ll need to adjust your Genoa sheet block position.

### **Make this easy test:**

Sheet your sails for beating and make a super slow turn toward the wind; pinch just enough until the telltales start to flutter. If all telltales break at the same time from top to bottom, you’re good to go. If not, see the next step...

### **Top telltales dance first?**

Move the sheet block toward the bow (Top = Toward).

### **Bottom telltales dance first?**

Move the sheetblock back. (Bottom = Back).

These actions apply tension to the leech (toward) or foot (back).

When you move your sheet block, slide it just one or two holes at a time up or down the track. Lock it into position. Repeat the ‘break even’ test. Once you find the perfect block position, duplicate the position with the block on the opposite side of your boat.



With these secrets, you will learn how to sail a boat on close hauled courses with more speed and power. Add these memory keys to your sailing skipper skills today to gain the advantage on the race course or make faster passages to windward when wherever in the world you choose to sail! 🏆



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# Man Sail From Maryland in Winter... Some Kind of Crazy

Story By Conrad Brown

Photos By Conrad & David Brown

*This is an abridge version of the book by the same title  
available in print and for Kindle at [Shipyard Press](#)*

**Nirvana** left the Cambridge dock on the Eastern Shore of Maryland about nine a.m. on a bright, clear, cold, windless December morning, for our first time. She was a Tartan 34 that had been sailed hard for thirty five

years then donated to a charity. David Brown (48) is the master of the classic 1929 Alden Schooner sailing out of Sag Harbor, Long Island and he bought **Nirvana** on a whim, something to refurbish during his winter down time. The



David Brown at sea off Cape Canaveral, FL.

idea was to sail her down to Florida and find someplace warm for the winter. He'd asked me, his 77 year old father to help with the delivery. Of course, I said yes, even though I'd had some surgery on my knee just two weeks before and was still hobbling around.

Anyway, I was propped up in the cockpit, at the helm trying to steer due south down the Chesa-

apeake while watching our compass card jump around with every beat of the diesel. Apparently, there was no damping oil in the binnacle. Suddenly, David yells from below, "There's water over the floorboards Pop, quick steer for shore!"

Putting the wheel hard over and opening the throttle, I start looking for a dock. We are about a half



***Nirvana*** at southern end of Great Dismal Swamp.



mile offshore and several miles away from Cambridge. There are no docks visible, but grounding is a better option than sinking in 40 degree water and where are the life jackets anyway? Meanwhile, David was flinging up floorboards, and turning off thru-hull fittings, but the water kept coming in. After several false leads, he discovered the bilge pump had not activated automatically, and after turning it on manually, the water flow slowed and then stopped. Slowly the water started going down, the bilge pump was doing it's job. In a few minutes the bilge was dry. But where was the leak?

I slowed the boat to a crawl and turned back south. No obvious leaks, no water. Where did it come from? When our heart rates slowed back nearer normal, I bumped the speed up to cruising again while David continued looking for the source of the water.

Suddenly, water was coming in again through the bilge pump. We had a back-flowing siphon because there was no anti-siphon fitting nor high loop in the bilge discharge line. That was a huge relief, we weren't sinking, he'd

found the problem. David rigged a loop in the discharge line which, temporarily, solved the problem. This was no sooner fixed than we had water over the floorboards again. Now what? This time it was the head overflowing from the forward pressure of the water getting past the choker valve. Turning off the head seacock fixed that problem and the bilge pump emptied us out yet again. All this... and we are not even an hour from Cambridge with over a thousand miles to go. Nirvana just may not be the best name for this boat.

That first day we made only about thirty miles to Solomon's Island to a dock at a closed up marina. David filled the compass with white vinegar hoping to cure the flutter. The next morning we got an early start in dense fog by following the wake of a big diesel boat we could hear but not see. The fog cleared out in the bay and then we motored nearly sixty miles to Deltaville, Virginia and the best dinner of our entire trip, Red Fish caught fresh by the cook that morning (he said). From there we made Norfolk on December 7th, 2011. Seventy years to the day after Pearl Harbor, we

are entering Norfolk, Virginia and have to move out of the channel for a U.S. Navy Submarine departing for sea duty. Giving her an all standing salute, we think gratefully about all our service brethren working this day to keep us safe and secure, particularly

those who sail under the sea.

Another overnight at a marina in downtown Norfolk, found us surrounded by working shipyards, mothballed ships and heavy industry of every kind. Stealing away early, we are held up by a



US Navy sub departing Norfolk on Dec 7, 2011.

railroad bridge they can't seem to get up. Finally making it through, we turn the corner into the Great Dismal Swamp Canal, one leg of the ICW that dates back to George Washington's time. He apparently surveyed part of the

route prior to founding our country, then invested in the company that was digging the canal to bring out timber from a large swampy area of a concession of Crown Land.

A lovely day motoring along this fresh water canal brought ducks flying, fish jumping, turtles sun-bathing on logs and trees lining both sides of the canal, sometimes nearly touching overhead. One side was completely wild forest and woods, while a highway

with rural houses lined the opposite side. Our cockpit began to smell like vinegar. The cold front that was following us from Cambridge was still blocking our wind, we have yet to raise a sail on this trip, now four days old. But tied to the lock wall at the southern end



Conrad Brown layered up for sailing the Chesapeake.

of the canal that night, everything changed. The cold front blew through, showering us with leaves and branches and releasing the wind so we can sail. Another day sailing down Albemarle Sound to free city dockage on Elizabeth

City waterfront, then on to Roanoke Island and Manteo, a lovely little town with interesting things nearby, Nag's Head, Cape Hatteras Light, and the Wright Brothers memorial at Kill Devil Hill. We would love to see them but no

time to sightsee.

Leaving early, we sailed Croatan Sound to Pamlico Sound and the Neuse River, then a short hop down Adams Creek to Beaufort NC (pronounced “bo-fort”)---Beaufort SC is pronounced

“bue-fort”). Repairing gear and buying supplies in Beaufort, we spent two days at expensive city docks downtown. David refilled the compass binnacle with the last of our white vinegar, bypassing the expensive compass fluid at the marine store since it would

*“Uninhabited” ICW with birds at sunset.*



only leak out anyway.

From Beaufort we went outside, planning a jump to Charleston South Carolina. Once clear of Frying Pan Shoals though, our cold front held to our quarter and with reefed main and jib, we car-

ried on for two nights and most of three days to put in at Harbour Town, on the Savannah River. It was still cold out there. So, we just layered up and carried on. Compass dry again. Lacking vinegar David refills the binnacle with water. Hopefully we are too

far south for it to freeze.

Leaving Harbour Town on high tide with a large contingent of Dolphins escorting us, we went offshore again hoping to find wind to carry us to St. Augustine Florida. The seas were up, but

the cold front kept easing south, keeping wind on our quarter until we made a dramatic entrance into St. Augustine, almost surfing down swells piling up on the shifting sand on either side of the entrance. Another great downtown marina just inside the new



Bridge of Lions. Cross a street and you are in the heart of the old city. After a great dinner and swapping stories, father and son learned much more about each other than most fathers and sons ever do, we strolled back to the boat in the crisp evening air and

turned in, rejuvenated for the sail tomorrow which would carry us past Cape Canaveral to some point in Florida. Alas it was not to be. After a late start back out to sea from St. Augustine, we had good wind and seas on our quarter and were still making good

time south until about midnight when the winds shifted southerly and the seas got very confused. A rough few hours followed and we made for the canal at Cape Canaveral to get in out of the cold and wet at a marina fuel dock for the night. With the wind outside on our nose, we entered the ICW again, dealing with lift bridges, friendly and not friendly bridge

tenders, mostly courteous power boats and a dock-n-dash at a restaurant called Squid Lips. (I think I could pick a better name for a restaurant.) We were on our way at daybreak to make a date with home and family for Christmas.

However, Nirvana was not finished showing her stuff yet, nearing the first of twelve bridges



David Brown (L) & Conrad Brown (R) on the dock in Ft. Lauderdale.

Photo taken by an unnamed friendly sailor

approaching Ft. Lauderdale, our trusty diesel began to slowly falter and die, only to be revived by gentle tapping with a small hammer on the fuel pump. We transited all those bridges, dodging go-fast boats, waiting for bridges to open, tapping the fuel pump as required, finally arriving at a friends dock, just shy of Pier 66

at nine in the evening, the dock crowded with family and friends. 1,173 miles in nineteen days. No big deal, thousands of boats have made that trip, but this one was ours!

Anyone want to buy a fast boat in Florida?

**David Brown**

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

*USCG 200 ton license with two hundred thousand sea miles under his belt. He's been from Nova Scotia to South America and most every port in between. He has Atlantic crossings to England, Portugal, Spain, Southern France and Italy. David was born in Oklahoma but raised in Puerto Rico and is fluent in English, Spanish and conversational Italian. He loves sailing, flying and classic vehicles, boats and aeroplanes.*

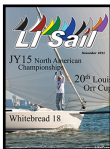
*STCW 95 certified, ASA certified sailing, coastal cruising, sail instruction, PADI open water, pvt. pilot license, SEL*

**Conrad Brown**

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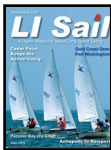
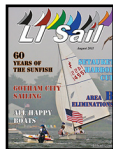




Missed  
One?  
Read  
Anyone  
Anytime.







SAIL # 2653: Skipper Skipper Tom Talbot and Crew Dan Pawlik of the Mattituck/Cutchogue team racing against their teammates during practice in early March.



**STORY AND PHOTOS  
BY BRIDGET WALTER  
EXCEPT WHERE NOTED**



**THE  
COURSE  
LESS  
TRAVELED:**

**JUNIORS  
SAILING  
AFTER  
SUMMER  
PROGRAMS**

SAIL # 2653: Skipper Tracey Grim and Crew Declan Lynch ... SAIL #14: Skipper Tylor Rochon and Crew Liam Shurford ... All are members of the Mattituck/Cutchogue team out in Cutchogue Harbor having a great time at their second practice in early March.









At the close of junior sailing programs each year most of the sailors de-rig their boats, make any necessary repairs and then pack their boats up for a long winters rest, hopefully in a space protected from our sometimes harsh winters. They head back to school and onto football and soccer fields or maybe into a dance studio, bringing with them great memories of their adventures on the water during the summer at their yacht clubs junior sailing program. However, a growing number of junior sailors are merely pulling on dry suits and boots, and heading back on the water to sail in programs that aren't run by their yacht clubs.

For those junior sailors who just can't get enough time on the water to quell their lust for competitive sailing there are three basic options: high school sailing teams, private foundations and community sailing centers.

**High School Spring Opener on March 17,2013 - The two stacks rising high in the sky let you know that your in Port Jefferson Harbor.**

The fastest growing sector of these in our region is high school sailing. Governed by the [Inter Scholastic Sailing Association \(ISSA\)](#) there are seven districts within North America divided up by geographic location. The high schools our in region belong to the [Mid Atlantic Sail-](#)

[ing Association \(MASSA\)](#) which encompasses, New York, Pennsylvania, New Jersey, Delaware and Virginia. The district is further divided up into 5 leagues and include schools from the states listed with a few variations:



A leeward mark rounding at the March 24 NE League event. The regatta was the qualifier for the MASSA District Mallroy Cup Eliminations for the spring double-handed championship event on May 12 &13 in Seattle,WA.

- 1. NORTHWEST LEAGUE** - Western New York including Canadian schools,
- 2. NORTHEAST LEAGUE** (with a new name in the works) - Long Island and the surrounding areas of Southeast New York,
- 3. EAST LEAGUE** - New Jersey and Eastern Pennsylvania,
- 4. CENTRAL LEAGUE** - Maryland, Northern Virginia and Delaware,
- 5. SOUTHERN LEAGUE** - Virginia except the most northern part.



Blue skies, temperatures in the mid 50 and an ENE 12-15 knot breeze made for excellent conditions for the first high school regatta of the 2012 season.



Harborfields enjoys a slight advantage over Stony Brook at this reaching mark rounding during the Mallroy Cup qualifier.



While ISSA had it's beginnings in preparatory schools in the northeast it has spread nation wide and includes both public and independent high schools. There are no age limits, but sailors must be in ninth thru twelfth grades to qualify for competition., although many teams welcome seventh and eighth

grader to practice with the team. Contested in Club 420 in the Spring and Lasers in the Fall. Regattas vary between fleet and team racing events. Dual meets, races between two local teams, do occur however, they are the exception to the rule. The majority of high school racing in the area occurs in





George Linzee aka Captain George addressing the sailors at the skippers meeting on March 17th.

Port Jefferson Harbor, where up to 18 teams can be hosted by [The Stony Brook School](#), not to be confused with Stony Brook University.

Affectionately known as 'Captain George' to his sailors, George Linzee is the Director of Marine and Environmental Programs at The Stony Brook School and the Director of the Sailing Team. However, his involvement in high school sailing does not end there. He also

serves as a Member-at-Large of the Board of Directors of the Inter Scholastic Sailing Association and is the MASSA Northeast League Director. MASSA has 106 active teams this year, and 55 other teams who have been registered members of the league at one time or another. This year there are 23 registered teams in the Southeast New York/Long Island region (NE League) and 12 other schools who have participated in the league at one point or another.

This is the fastest growing league in the Mid Atlantic District as well as the fastest growing league in the Inter Scholastic Sailing Association. The teams are comprised of three types: parent driven teams, which are totally funded by entities out side of the school with parent advisors; club teams, which get a bit more official involvement from the school; and varsity teams which are overseen by the Athletic Department of the school. The first two types being the

most common, as most schools do not have the budget to fund a sailing team. The benefit to the sailors of being a Club team and not a varsity team is they are then still eligible to play a varsity sport at their high school. Sailing is not a section XI sport as defined by the New York State Public High School Athletic Association like Football, Golf, Baseball and Swimming and therefore does not fall under the guidelines

Sailing under the Eastern bluffs in Port Jefferson Harbor requires great concentration to anticipate the changes in the breeze as it funnels down through the breaks in the bluffs.





and restrictions placed upon section XI teams and their athletes.

The formation of a high school sailing team often has it's difficulties. Most school administrators are not sailors themselves and therefore not familiar with

the sport, making them often apprehensive about forming a sailing team. 'Captain George' has been helping sailors and parents create high School sailing teams for many years and has learned that the schools need to be educated to the benefits and the rather safe na-



The blooms on the cherry trees, the open dry suits during rotation breaks and everything in between, all signs pointed towards spring, which wouldn't officially arrive until the following week

ture of the sport. He strongly suggests that anyone who wishes to form a team [contact him](#) before presenting the concept to their school administrators so that he can advise you on and/or accompany you when meeting with school officials about forming a sailing team. Unfortunately

there is little statistical evidence to prove it, but sailing is in fact one of the safest high school sports and imparts more life lessons on it's participants than most others.

The high school sailing season starts in early March. All sailors



The Stoney Brook' School's fleet of 18 Club 420's, along with sail and gear lockers, and an awning for shade and food service are maintained on a 100+ foot floating dock. Restrooms, on shore, are a quick boat ride away. The dock quite comfortably held the group of approximately 60+ sailors, coaches, parents and support staff.







are required to wear dry suits while on the water as well as [US Coast Guard](#) approved flotation devices. The Stony Brook School, with it's fleet of 18 Club 420s, along with sail and gear lockers, and an awning for shade and food service are maintained on a 100+ foot floating dock in Port Jefferson Harbor, tenders launch just west of the ferry terminal is host to most of the high school sailing events

in the NE League. The dock is moved throughout the harbor as the number of private boats moored changes during the spring and fall, allowing for the optimal placement of the float for setting race courses without obstacles balanced against the distance from shore. Sailor's, coaches, advisors, parents and guests are tendered from shore to the float with the schools fleet of small powerboats which are also used as safety boats on the race course.

A high school regatta has the same format as a college regatta and is usually the first 'Round Robin' type of event junior sailors experience. As in college sailing, the [Club 420](#) is raced without a spinnaker due to the very short nature of the course and the host team supplies the boats for the day. Each race is staged to take no more than 15 minutes to complete. The schools each

send two teams to the event, team 'A' and team 'B'. Each school's team 'A' heads out on the water first and sails two short races, then they return to the dock and the 'B' teams sail two races, then they return to the dock. Each time the teams return to the dock they switch boats according to a 'boat rotation schedule.' While the goal of a true 'Round Robin' is to have





The normally shore-to-shore boat-filled Port Jefferson Harbor was nearly empty for the first two high school regattas this season. In fact, the only traffic was for the hourly passing of the Port Jeff to Bridgeport ferry and one passing tugboat.

each team sail in each boat once, this rotation is very seldom completed. With an average of 12 schools competing at each single day event there isn't enough time to complete a full rotation. Each year there are league and district events leading to the national championships for both single and double-handed sailing in both fleet and team racing.

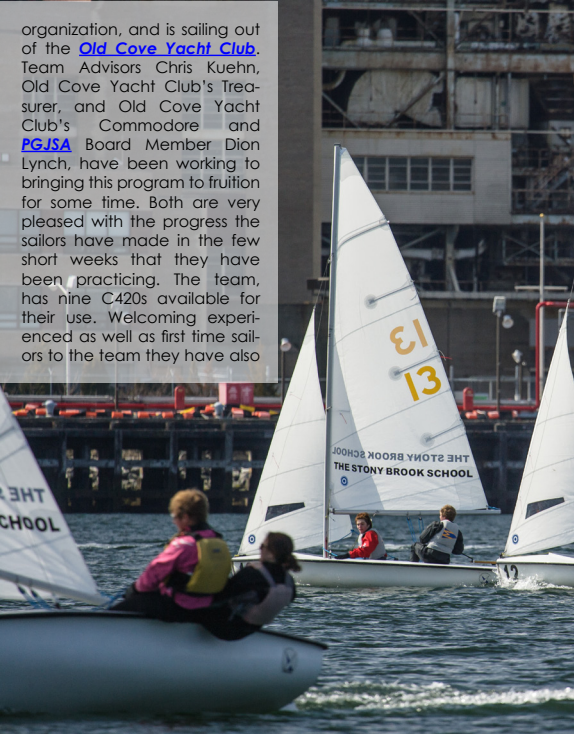
The newest team to join the NE League of MASSA is from the [Mattituck/Cutchoque High School](#). It is a club team. In just the few short weeks since it's first practice the team has grown to number 16 sailors and has attended two regattas. The 'Tuckers' are being backed by the [Old Cove Youth Sailing Foundation](#), which is a 501(c) not-for-profit charitable





Great care was needed to avoid hitting the windward mark that was set under the bluffs due to the fluctuating breeze and the strong currents.

organization, and is sailing out of the [Old Cove Yacht Club](#). Team Advisors Chris Kuehn, Old Cove Yacht Club's Treasurer, and Old Cove Yacht Club's Commodore and [PGJSA](#) Board Member Dion Lynch, have been working to bringing this program to fruition for some time. Both are very pleased with the progress the sailors have made in the few short weeks that they have been practicing. The team, has nine C420s available for their use. Welcoming experienced as well as first time sailors to the team they have also





As if someone had flipped a light switch on, there was a radical wind shift from the NE to the SE bringing with it a fresh 12 to 15 knots of steady air at 2:15 during the Mallroy qualifier on March 24th.

Stony Brook uses one of its three ALBERG 30s  
for the Race Committee boat



their doors to other schools in the area to join them at practices. They are planning to host scrimmages with the other East End high school sailing teams in the future. The first scrimmage Mattituck/Cutchogue will participate in will take place at the Shelter Island Yacht Club, which is the host facility for the

Shelter Island High School Sailing Team.

Another of the non-yacht club sailing programs for junior sailors in the region is the [Long Island Sound Optimist Training Sailing Foundation](#), better known as LISOT. In 2003 the program was started for motivated





young sailors who wanted to improve their Optimist sailing abilities. The program has now grown to include, Lasers, C420s, I420s, and last year the 29er was introduced to the program. With practices scheduled on the South Shore of Long Island and on both the New York and Connecticut Shores of Long Island

Sound, there are many options as to where and when sailors can practice. As a completely open and inclusive team, there are members from all over Long Island and the New York Metro area. Competing in regional, national and international regattas, and participating in practices and clinics



Above: LISOT & PT. Washington YC sailor Matt Lyons at the Orange Bowl Youth Regatta in Miami, FL this winter.

Below: LISOT & PT. Washington YC Sailor Colin Kennedy at the Lauderdale Yacht Club Boomerang Regatta.





Above: LISOT & Shelter Island YC sailor Emma Davis at the Lauderdale Yacht Club Boomerang Regatta.

Below MCSC Sailor Andrew Puopolo at the Orange Bowl Youth Regatta in Miami, FL.  
All Photos by Larry Kennedy





sailors, who have a strong desire to succeed at racing, can receive the coaching and monitoring they need year round. LISOT is a pay as you go program, so participants can sail as much or as little as they like.

[The WaterFront Center](#) in Oyster Bay, a community sailing center founded in 2000, is a not-for-profit 501(C) (3) organization and has been the host facility to several high school teams in their area since 2009. This year St. Anthony's,

Crew Maisey Claudio and Skipper Stephan Kuehn screaming across Cutchogue Habor at their second practice with the Mattituck/Cutchogie High School Sailing Team.



[Cold Spring Harbor](#), and Harborfields are the only teams practicing at the Center that are registered with ISSA and participating in area events. There are other teams who practice there but they are not actively competing this

year. The Center also plays host to NE League events. In addition to high school sailing The WaterFront Center offers a wide range of both sailing and non-sailing water based activities for people of all ages, from boat rentals and lessons

to environmental educational programs for both public and private groups. The Center offers something for everyone.

The newest entry in the non-yacht club based junior sailing programs sector is [SailStrong](#). Started by Peter Strong, former Executive Director of the US Sail-

ing Center of Martin County in Jensen Beach, Florida. Currently SailStrong is for Optimist Red, White and Blue sailors who want to get the most out of competitive sailing. SailStrong provides training for, as well a support, at regional, national and international regattas. The only requirement for joining SailStrong



is the desire to improve and the belief that the process of learning is as important as the result. SailStrong members currently practice in Bellport and Oyster Bay in New York, Island Heights and Brant Beach in New Jersey and in Maryland and competes both nationally and internationally.

The goal with all of these programs is to help these sailors with strong competitive desires reach their sailing potential while having fun and learning true sportsmanship. The sailor to coach ratio is low allowing for more one-on-one attention. The coaches are very successful competitive sailors themselves

**Left:** LISOT & Old Cove YC sailor Madeline Higgins at the Orange Bowl Youth Regatta in Miami, FL.

**Below:** LISOT & Wet Pants sailor Nic Valente at The Laser Midwinters East

**All Photos of LISOT Sailors are by Larry Kennedy**





**Left:** Shelter Island YC Sailor, Amanda Sommi sailing a Laser with a Radial rig at Lauderdale Yacht Club's Boomerang Regatta

**Photo by Larry Kennedy**

and are all very well trained instructors. The expense that a yacht club program would incur to hire one of these coaches to work with may be two or three sailors in their summer programs who truly wish to race at the national and international level would put a very real strain on their budgets and be a real hardship on their summer sailing programs.

Each summer these sailors re-

turn to their yacht clubs to race with their friends and represent the organizations who gave them their earliest experiences on the water. They bring with them the new skills they have learned and share that knowledge with old friends to help them improve their sailing and racing skills. Many of these sailors will become the well trained instructors that we all search for each winter to teach at our club's summer programs as we





The view from the end of the pier at The WaterFront Center in Oyster Bay.  
The huge pier and dock system has room for most of it's fleet and is a great place to view regattas from.

all strive to bring new generations of sailors to the sport we all love so much. Some will go onto club and varsity sailing teams in college and even fewer will go as far as campaigning for the Olympics. While only a handful will make it to the Olympics each of the participants will come away with a life long love for the sport and go on to be the Board Members at our yacht club and the individuals who "get

the job done" in the future.

So when your summer programs are ending this year, encourage your junior members to pull on a dry suit and boots and continue sailing, by joining or creating their high school team or joining one of the other great non-yacht club junior sailing programs available here in the Long Island region.

## Results for March 17, 2012 'A' Fleet

| SCHOOL               | TOTAL PNTS. | PLACE |
|----------------------|-------------|-------|
|                      |             |       |
| Harborfields         | 40          | 1     |
| The Stony Brook Sch. | 42          | 2     |
| Bellport             | 49          | 3     |
| Rye High School      | 54          | 4     |
| St John Baptist      | 60          | 5     |
| Cold Spring Harbor   | 63          | 6     |
| Mattituck-Cutchogue  | 80          | 7     |
| Easthampton          | 81          | 8     |
| Saint Anthony        | 93          | 9     |
| Shelter Is. Sch.     | 98          | 10    |

## Results for March 17, 2012 'B' Fleet

|                             |    |   |
|-----------------------------|----|---|
| Harborfields 2              | 31 | 1 |
| Rye High School 2           | 33 | 2 |
| Mattituck-Cutchogue 2       | 43 | 3 |
| St John Baptist 2           | 44 | 4 |
| Cold Spring Harbor 2        | 51 | 5 |
| Stony Brook Sch.            | 55 | 6 |
| Pierson/Easthampton<br>Comp | 87 | 7 |

# Results for March 24, 2012

| <i><b>SCHOOL</b></i>   | <i><b>TOTAL PNTS.</b></i> | <i><b>PLACE</b></i> |
|------------------------|---------------------------|---------------------|
|                        |                           |                     |
| The Stony Brook School | 36                        | 1                   |
| Harborfields           | 41                        | 2                   |
| Bellport               | 47                        | 3                   |
| Mamaroneck             | 55                        | 4                   |
| Rye High School        | 66                        | 5                   |
| Cold Spring Harbor     | 78                        | 6                   |
| St. John Baptist       | 88                        | 7                   |
| St. Anthony            | 97                        | 8                   |
| Shelter Island School  | 99                        | 9                   |
| Easthampton            | 110                       | 10                  |
| Ross                   | 111                       | 11                  |
| Mattituck-Cutchogue HS | 119.3                     | 12                  |
|                        |                           |                     |

First, Second and Thrid place have quali-  
fied for the MASSA District Mallroy Fleet  
Qualifier in Toms,River, NJ on April 21 &  
22 for the Mallroy Cup (Double-Handed  
Spring Championship).






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