



# LI Sail

JULY 2012

*Off  
Soundings  
Spring  
Series*

*Etchells  
Lasers  
& J24s*



## *Sailing in Long Island Waters*

Publisher	Bridget Walter	Art Director	Mike Trimmer
Editor	Brie Fowle	Contributing Photographers	Michael Alex Ted Cremer Jon Deutsch Captain John Jamieson Bridget Walter
Feature Writers	Michael Alex Ted Cremer Captain John Jamieson Carolyn Shearlock Bridget Walter	Cartoons	Douglas Hannan
		Video	Captain John Jamieson
		Advertising	Bridget Walter 516-429-9060 bridget@lisail.com  Scott Walter 516-429-9060 scott@lisail.com



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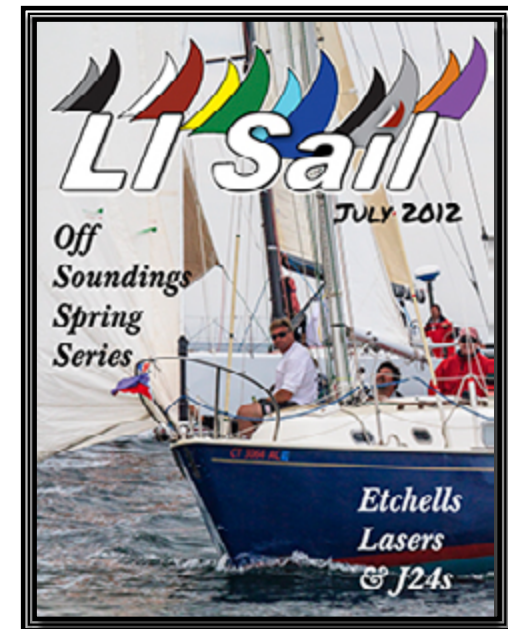
## **ON THE COVER**

Doug McDonald and his crew on **EUPHORIA** nearing the finish line during racing on day two at the Off Soundings Spring Series.

Photo by Bridget Walter

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## EDITORS NOTE



Bridget Walter  
Editor LI Sail

[Bridget@LISail.com](mailto:Bridget@LISail.com)

The Summer sailing season is in full swing. Junior sailing programs have started and at their regattas we have seen sailors switching to new boats and those continuing in the same classes as last year are seeing great improvements in their performances.

Off Soundings is celebrating it's 75th year of Spring Series Regatta. This year's regatta held many contrasts to last spring's

and continued to deliver great competition and fun for all despite the lite air conditions.

This month we welcome many new advertisers. Remember to thank them for their support of LI Sail's coverage of sailing in the region by visiting their websites and utilizing their products and services.

Along with our new advertisers we welcome Carolyn Shearlock who will be sharing her vast knowledge about provisioning, setting up and cooking in the galley. This month she's starting with what I consider to be the most important item that comes out of the galley, coffee.

Enjoy your summer and be sure to pray for wind, it's been really lite all-around the region so far this season,

*Bridget*

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# Laser District #8 Championships

Story and Photos by Ted Cremer except where noted

**Sayville Yacht Club** once again hosted the annual District <sup>8</sup> Grand Prix Saturday & Sunday, June <sup>9</sup> & <sup>10</sup> and contrary to tradition, it was a light air regatta! Friday night we welcomed back our good friend District <sup>11</sup> Secretary Jon Deutsch and the club set up a bonfire to welcome him back to town. Kudo's to Jon for this great shot!



In all <sup>8</sup> races were completed over the two days and PRO George Becza did a fine job keeping the course square despite some rather dramatic shifts. The breeze was mostly easterly . . . we live on a SW sea breeze here, so a lot of mark moving was needed over the weekend. The tricky and fluky conditions ended up being to Ryan Schmitz's liking. Could it be all that Charles River sailing that Ryan is doing at Boston College is starting to pay off? Ryan sailed a perfect regatta dropping a first. I had asked him what he had learned at BC this year "Sail faster than everyone and make high percentage decisions". Ryan had clean starts and essentially sailed all the

shifts up the middle of the course and had great down-wind speed. Ryan won last year's regatta so he is our



Regatta Winner Ryan Schmitz

only back to back winner we have had in recent history.

Perhaps the most interesting part of the regatta was how close second through fifth was. Past D8 Secretary Lindsay Hewitt and current D<sup>11</sup> secretary Jon Deutsch sailed a statistically even regatta with the tie break being determined by who beat who in the last race! Lindsay's 3<sup>rd</sup> in Race 8 was the deciding factor. Jon gets the repeat third as he finished 3<sup>rd</sup> in 2011! The same applied to 4<sup>th</sup> and 5<sup>th</sup> where it came down to Geoff Loffredo's 2<sup>nd</sup> place finish in Race 8 to just pass Brian Raney who finished 5<sup>th</sup>. The radial fleet was domi-

nated by LISOT sailor Roger Dorr who also sailed a near perfect regatta dropping a 2<sup>nd</sup>. Sayville Yacht Club's Kia Olsson was the top female sailor of the event and she finished second, just ahead of South



Full Rig Winners – Jon Deutsch, Lindsay Hewitt, Ryan Schmitz

old's Sydney Mandelbaum. Special thanks to Sayville's Aiden Campbell for racing on Sunday so we could get the needed number of radials so the fleet could qualify for grand prix points. In all a great event, and congrats to the winners! The Master's ACC's is scheduled at Sayville for July 7- 8th and

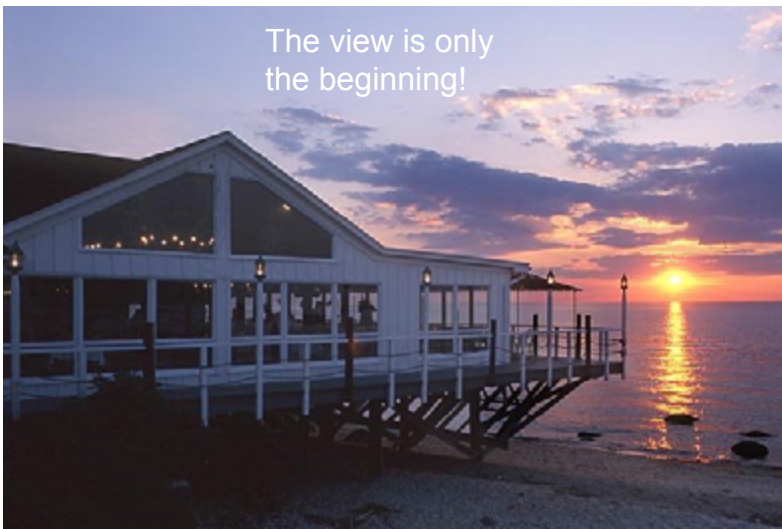
that will certainly be a great event! Hoping for the SW Sea breeze and you can count on Blue Point White IPA on tap, some acoustic music on the deck, and an awesome barbecue! Please make the trip . . . You won't regret it!



Radial Winners - Sydney Mandelbaum, Kia Olsson, Roger Dorr with Commodore Ed Behan(L) and District 8 Secretary Ted Cremer (R)



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### **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)

# The Boat Galley

getting the most out of your boat Kitchen

By Carolyn Shearlock

## ***Making Great Boat Coffee:***

### ***9 Things to Consider***

### ***And How 8 Systems Stackup a***

### ***As the Best Coffee Maker for Your Boat.***

Who doesn't enjoy sitting in the cockpit, watching the birds and dolphins play in the early morning, sipping a cup of steaming hot coffee? But how exactly does one make a great cup of boat coffee?

Actually, there are plenty of ways to make good coffee on a boat. The only method that I don't recommend is trying to use a 12 volt



coffee maker. Everyone I've ever known who has tried one, and every review I've ever read, says that they take way too long to brew a pot of coffee. One friend said that when she switched from a 12 volt to a 110 volt coffee maker with an inverter, she actually used less power since it went so much more quickly.

## **Considerations in Making Boat Coffee**

***There are a number of things to consider when deciding how you'll make coffee in your boat's galley. No one system is right for everyone.***

### ***How much coffee do you need to make at a time?***

A typical ceramic mug or insulated cup holds 12 to 16 ounces, while most coffee pots are labeled in 6-ounce cups (a few consider 4 ounces to be "one cup"). So if there are two coffee drinkers on board, and each wants two mugs of coffee in the morning, that's equivalent to 8 to 10 "cups."

***Are you a fanatic about coffee made one particular way?*** Some people are hard-core French press fans, others want drip coffee and still others think perked coffee is best. If you have a strong preference, you're going to want to stay with that system. I'll give tips below on how to make any system work about a boat.

***How much space is available?*** Both for storing coffee making equipment and for making it? Some methods take much more space than others.

***Is electricity available and are you willing to use it***



***for coffee?*** Electric coffee makers typically draw 800 watts (more on initial start up) and so won't run off the small inverters that you plug into a cigarette lighter. You need at least a 1000 watt inverter, a generator or access to shore power in order to have an electric coffee maker.

***Will you primarily be making coffee at a dock, at anchor or while underway?*** Some methods will make coffee in almost any conditions, while others are best only in calm waters.

***Are you willing to have a glass pot?*** If so, you'll have to protect it from breakage whenever underway or in a rocky anchorage.

***How often will you be making coffee?*** There are some methods that you might be willing to use occasionally (say if you spend one weekend a month on the boat, or a backup method that you use when underway) and others that you'd want if you're living aboard full-time.

***Do you want a hands-off operation or are you willing to be more active in making your coffee?*** Some methods require constant attention, others require

timing, and others can be started and left.

***How long are you going to want to keep your coffee hot?*** Will you have a cup or two in the morning and that's it, or will you want to have another cup hours later, perhaps in the middle of a watch?

### **How Do Various Boat Coffee Systems Stack Up?**

There is no one method of making boat coffee that's right for everyone. Below, I discuss how eight systems stack up on each of these considerations, and show recommended models for a boat galley.

But first, a safety issue: with any of the stovetop methods, you really need a gimbaled stove and pot restraints to boil water if the boat is moving at all – the dangers of a pot of boiling water tipping or sloshing are just too great. And for the same reason, I prefer to use a tea kettle instead of a saucepan – water doesn't slosh and it's easier to pour accurately.

And for the best cup, grind your own beans, either with an electric grinder (cheaper but takes electricity) or a manual grinder (more expensive for one that really works

— that is, isn't just a decorative piece — and will last)!

### **Instant Coffee**

**Pros:** Can make any number of cups, fast, very low space required, no electricity needed, no glass involved, easy to make underway

**Cons:** Just not as good a cup of coffee Keeping it hot  
Put hot water in a good Thermos and make more as needed

**Cost:** very low — can use any pan you already have, although a tea kettle is safer for handling boiling water.

Most instant coffee isn't really that great. But it's quick, easy and there's little expense. As long as you can heat water and have something to drink it from, you can have a cup of coffee pretty quickly. Most boats actually carry some instant coffee onboard as a backup method for times when it's just too rough (or there's no electricity) for making coffee any other way. For use underway, put (or wedge) mugs in the sink, then pour the water into them. If you only spend a few nights on your boat (or don't drink coffee



very often), instant might meet all your needs. By far the best instant I've heard of is the new Starbucks VIA, which reviewers say is way above other instant coffees, but can't compete with fresh-ground premium coffee. It comes in single-serving packets, ready to mix with 8 ounces of boiling water, in both Colombian (regular) and Italian (bold) roast.

### **Drip Cone**

**Pros:** Can make as much at one time as your container will hold, makes good coffee, moderate space required, no electricity, easy to buy components without glass

**Cons:** Have to keep pouring in, Thermos or pot with the cone on top can be tippy and cause a big (wedging it in the sink for best results), can spill boiling water on yourself

**Keeping it hot:** Can let coffee drip right into a Thermos.

**Cost:** \$15 to \$30 or more, depending on whether you drip coffee just into a mug, a glass pot or Thermos (and then it depends on the size of





the Thermos)

A drip cone (often called a Melitta cone, for one of the biggest makers of the cones) is simple – put a filter in the cone and ground coffee in the filter, then place the cone over a mug or carafe and pour boiling water through.

While it really doesn't take longer than other methods, it seems like it does because you have to monitor the flow and keep pouring more water through (and changing the grounds if you want more than a few cups of coffee). But it doesn't take electricity and can be set up without glass. I really like the newer cones that have a funnel that sticks down into the Thermos as you're making coffee – they're far less likely to tip over and make a mess, although I'd still wedge it into the sink when making the coffee. This can be dangerous in rough weather, due to the chance of spilling boiling water on yourself.

### **French Press**

**Pros:** Some think it makes better coffee, since oils aren't filtered out, moderate space required, no electricity, can buy a thermal carafe press without glass which keeps coffee hot for one to two hours.



**Cons:** Some attention required to time how long coffee has steeped; largest presses produce about 50 ounces; less expensive setups have glasspots.

**Keeping it hot:** Can get a system that makes the coffee right in a thermal carafe, or buy a separate Thermos to keep coffee hot up to 12 hours (depending on the Thermos)

**Cost:** \$15 for a small press made of glass to \$100 for a stainless steel press with thermal carafe that will make 50 ounces (4 mugs)

With a French press, you pour coarse ground coffee into the bottom of the unit, then fill with boiling water and let it steep. After the recommended time, you slowly depress a plunger attached to a mesh filter, which traps the grounds

at the bottom of the pot. The biggest gripe is getting grounds in your coffee if you use too fine a grind. No electricity but less expensive units all have glass pots. The more expensive ones have a thermal carafe that will keep coffee warm a few hours and I really prefer these as there's no danger of broken glass. In rough seas, this is probably the easiest system to wedge into the sink without it



tipping over while the coffee is brewing but you still have to be careful not to spill boiling water on yourself when pouring it into the pot.

### **Stovetop Percolator**

**Pros:** Can make 10 to 12 cups at a time (also lesser amounts), takes little space, no electricity, inexpensive

**Cons:** Takes attention to keep the pot perking but not so hard that grounds are getting in the coffee, little glass dome prone to breakage, need a separate Thermos to keep coffee hot, messy clean up

**Keeping it hot:** Need a separate Thermos

**Cost:** \$20 to 30 for a good stainless percolator, plus the cost of a Thermos if desired



The stainless stovetop percolator has been a camping classic for years. The trick is getting the water to come up to a boil so that it begins perking, then turning the heat down so that the basket with the grounds does not overflow with water and dump grounds into the coffee – and

then letting it go just until it's as strong as you like it. With a bit of practice, and a timer, it's not hard to do if you're not distracted. But if you're fixing the rest of your breakfast, listening to the net and so on, you may not like the results. One way to improve your chances is to use a wrap filter designed for percolator baskets (or use basket filters or a paper towel and poke a hole in the center and fold the edges over and stick them on the perk tube, too), so that the grounds don't escape – it also makes clean up less messy.

Also, a stovetop percolator is a little more dangerous than some of the other methods if the boat is moving much as the pot is on the stovetop (as opposed to being wedged into the sink) for a longer time – and forget about making coffee if it's too rough to have a pan on the stove.

The biggest problem may be the little glass dome that is prone to breaking – and without it, you can't perk.

### **Electric Percolator**

**Pros:** Smaller than the other electric options, start it and forget it, all stainless, no glass perk dome to break

**Cons:** Uses electricity (800 watts), clean up can be messy if you don't line the perk basket with a filter, need

separate Thermos to keep coffee hot

**Keeping it hot:** Need a separate Thermos

**Cost:** \$45 for a good stainless pot, plus the cost of a Thermos if desired

A percolator is smaller than a drip coffeemaker for the same number of cups and the detachable cord can also be a help in stowing it. An electric percolator makes good coffee with the same “start it and forget it” ease as a drip coffeemaker. Clean up can be messier if you don’t use a filter to line the perk basket. In rough conditions, wedge the percolator into the sink – with this, you can probably still make coffee in conditions where stovetop methods can’t.

Try to get one where even the basket and perk tube are stainless for the longest life. Also be sure to check out the electric draw if you’re going to use it on an inverter and make sure it will work with yours.

### **Coffee Maker for Gas Stove**

**Pros:** No electricity, start it and for get it



**Cons:** Tall so it can be tippy, large to stow, glass pot, need a separate Thermos to keep coffee hot

**Keeping it hot:** Need a separate Thermos

**Cost:** \$40 plus the cost of a Thermos if desired

Coleman recently came out with a drip coffeemaker for use with their camping stoves. People quickly realized they’d work with any gas stove and boaters began using them on board. The Coleman Camping Coffee Maker is getting rave reviews from everyone who wants the ease of a drip coffeemaker, but without the electrical usage.

I have not seen one or used one, so don’t have first hand experience. It looks like it would be great in a calm anchorage, but hard to keep balanced on a swinging stove on passage.



Additionally, the base is made of steel, instead of stainless — I’m not sure how well it would last in a salt water environment. I’d love to get an e-mail from someone who has used one. Makes 10 “cups” which translates to 5 mugs.



### **Electric Drip Coffeemaker** *(conventional glass pot)*

**Pros:** Can wedge it in the sink, start it and forget it, inexpensive (some models)

**Cons:** Electricity required (800 watts or more), glass pot, stowage space, need separate Thermos to keep hot

**Keeping it hot:** Need a separate Thermos or have enough electricity to keep it plugged in

**Cost:** \$20 plus the cost of a Thermos if desired

A basic drip coffeemaker can be had for \$20 or less for smaller sizes. Programmable ones cost more, but are useful only if you're in a marina with shore power so that you can leave it plugged in. And if you're thinking about getting an electric drip coffeemaker and intend to use it on an inverter or 1000 watt generator, make sure to check the specs on the electrical draw.

They're easy to operate and you can get the filters in most towns of any size (in a pinch, use a paper towel or a piece of cotton cloth). Stowage, both in terms of protecting the glass pot and the overall space required, the possible glass breakage, and the electricity required are the down sides.



### **Electric Drip Coffeemaker** *(stainless thermal carafe)*

**Pros:** Can wedge it in the sink, start it and forget it, no glass pot, stays hot without additional electricity or a separate Thermos (although not forever)

**Cons:** More expensive, uses electricity (800 to 1025 watts), does not keep coffee as hot as a good Thermos, large to store

**Keeping it hot:** Included

**Cost:** \$45 to \$85, depending on size and insulating properties of the carafe

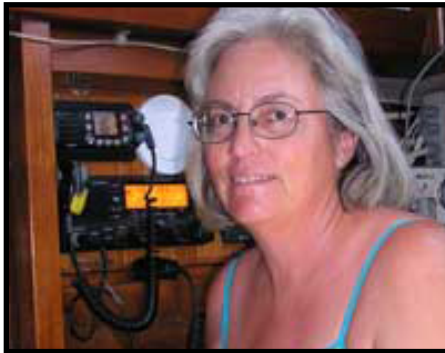
A thermal carafe drip coffee maker works like a conventional one, but it drips directly into a keep warm container and there isn't any hot plate. The biggest drawback is that users complain that the thermal carafes generally aren't up to the task of keeping coffee piping hot for very long. They're also large to stow. The real selling point (particularly for use in a boat galley) is that the carafe is unbreakable.



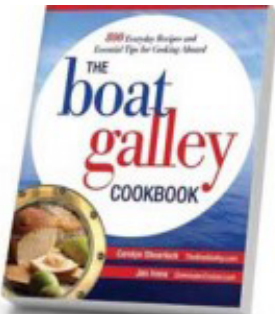
## \*About the Author

*Carolyn Shearlock, along with her husband Dave and dog Paz, spent 6 years cruising the Sea of Cortez and Pacific Mexico south to El Salvador aboard their Tayana 37 Que Tal.*

*Carolyn's web site [TheBoatGalley.com](http://TheBoatGalley.com) focuses on practical ways to cook on board without prepared foods and electrical appliances, with ingredients you can actually find and store on a boat. There are over 300 in-depth articles on galley cooking techniques, food storage and gear. You also may have seen her articles in Cruising World, SAIL magazine and Blue Water Sailing, amongst others.*



*Her book, The Boat Galley Cookbook (written with Jan Irons – learn more about the book) will be published in September 2012 and is [available for pre-order now on Amazon](http://Amazon.com).*



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# EAST COAST WINDSURFING FESTIVAL

Story and Photos by Michael Alex



The forecast looked nonexistent, the drive was long, so despite many great days at East Coast Wind Surfing Festival past when the winds were light, some

windsurfers decided not to go.

This was the wrong answer. Plenty of people went, and had a great time!

mother nature was uncooperative in the wind department those who attend the festival even though condition as weren't optimal had a great time and with quick thinking " Lemonade was made from the lemons that mother nature served up in the wind department."

While day one saw very light wind, we raced despite all odds. The Nonplaning Freestyle and North East Windsurfing Journal Board tossing. Stand Up Paddleboard relay racing rounded out the days events. And if you think SUP racing doesn't sound exciting, check out Phil Rizutto's call:







*"Bill DeGeorge and Joe Natalie came storming into the finish line neck & neck, pumping away, veins popping, paddles digging, absolutely in a nose to nose tie for the last 50 yards of the race. They both hit the beach at the same exact second, jumped off their boards together, and a slight stumble by Bill De gave Joe N just enough of an edge to eak out the win by a paddle, with Mike Burns in a close 3rd."*

Day two brought slightly better winds. A steady light northerly was on hand it was "A perfect day for light wind freestyle and course racing. Everything from a pile of Fanatic Megacats to the top of the line 2012 Fanatic Falcon were lined up along the beach ready to race. And race they did!! We were able to get off 3 races and 2 more full rounds of freestyle along



with the freestyle finals on Sunday.

An action packed day indeed! In both events, the top spots were changing hands, but Bill DeGeorge and Pete Roesch were just dominating every race.

After the competition was over, the raffles were

held and everyone was waiting to see if Deniz Kallayuglo would win the No-Limitz mast for the 3rd year in a row. This time it was George Kellner who took home the beautiful mast. Makani also donated some fins, hats and t-shirts that the winners were stoked to have received. And Triple 8 Helmet Company donated

a couple helmets for prizes. With an overwhelming amount of thanks from both competitors and bystanders I'm looking forward to planning the event for 2013."

Special thanks go as always to Mike Burns for organizing the event and coordinating the free style



competitions. Thom Hering for planning the racing events, and Chrissy Burns for her assistance planning the ECWF and handling scoring.

Scoring for course racing is based on a low point system just as dingy and keel-boat racing.

EAST COAST  
WINDSURFING FESTIVAL  
RESULTS

**KING OF THE EAST**

Alex Hering

*(Determined by combining Freestyle and racing scores)*

**QUEEN OF THE EAST**

Jeanne Bauman

**MENS FREESTYLE**

- 1) Alex Hering
- 2) George Pav
- 3) Peter Richterich
- 4) Jake Agoos
- 5) Pete Roesch

**MEN'S 7.5 LIMITED RACING**

- 1) Pete Roesch
- 2) Joe Natalie
- 3) Dennis Grunbeck
- 4) Peter Richterich
- 5) Joe Giordano

**WOMEN'S FREESTYLE**

- 1) Nina Schweikardt
- 2) Jeanne Bauman
- 3) Deniz Kalaycioglu

**WOMEN'S RACING**

- 1) Jeanne Bauman
- 2) Thandi Bradix
- 3) Deniz Kalaycioglu

**MEN'S OPEN RACING**

- 1) Bill Degeorge
- 2) Dean Oleksiak
- 3) Dan Cresci
- 4) Alex Hering
- 5) Florian Feuser







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**An Unusual Day:  
J24s On the  
Great South  
Bay**







Saturday morning June 16th an easterly wind blew 10 to 12 knots on the Great South Bay in front of Sayville Yacht Club. There

were big puffy white clouds floating over head like those of a departing north westerly and I could sense that it was going to be an

unusual day.

Six of the seven crews registered for the Sayville Yacht Club Keel Boat Re-

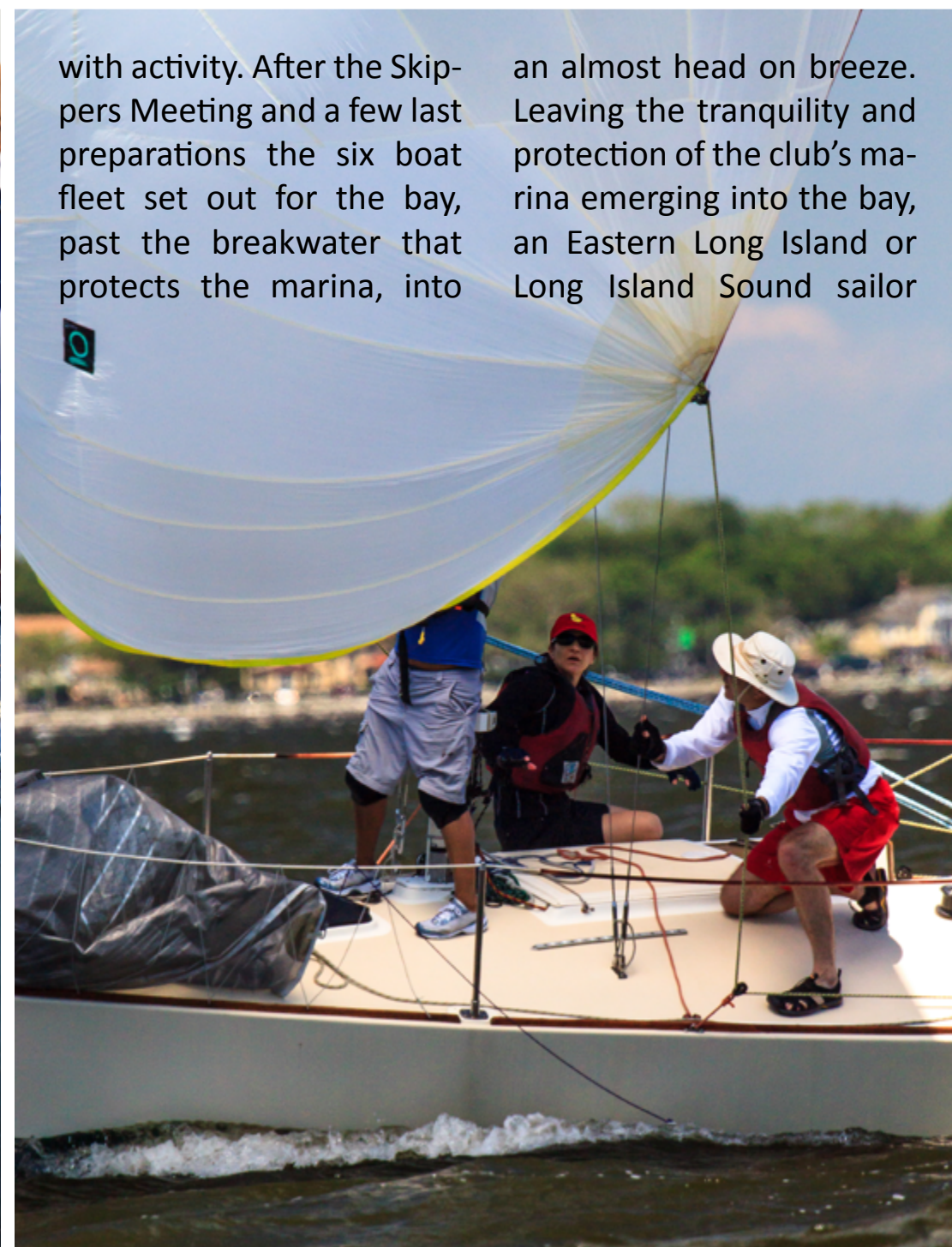
gatta readied their J24s for the days events. Stepping masts, tuning rigging, and splashing boats at the hoist, the boat yard was a buzz





with activity. After the Skip-  
pers Meeting and a few last  
preparations the six boat  
fleet set out for the bay,  
past the breakwater that  
protects the marina, into

an almost head on breeze.  
Leaving the tranquility and  
protection of the club's ma-  
rina emerging into the bay,  
an Eastern Long Island or  
Long Island Sound sailor







would have looked at the water and seeing the rollers would have thought it's blowing 20 plus knots. With the depths of the wa-

ter ranging for 30 to well over 100 feet it takes a very strong wind to create the rollers in these regions that you see in the Great South



Bay when its blowing in the mid to low teens.

The Great South Bay is extremely shallow. There

are very few places where it's more the 11' deep. With an approximate 10 nautical mile fetch across the bay from the east the





wind had plenty of time to churn up the chop and rollers before it reached the race course in front of the Yacht Club. With a wavelength of about 15 -16 feet the J24s found themselves entering the next wave before they were completely through the first wave and as any good sailor knows

this made for a very sloppy ride through the water. Sail trim and boat handling played a huge a part in a teams' level of success that day most likely more than tactics did. For the most part the fleet played the same sides of the course at the same time. Seeing the pressure differences





and direction shifts. What stood out were the differences in the way sails were set. Differences in halyard and backstay tensions gave rise to different sail shapes

and therefore the greater or lesser ability of the boats to travel through the wave formations with power and speed. Note the difference in the location and depth of

the draft on the two main sails in Figure 1A and Figure 1B. Figure 2A and Figure 2B shows the difference in halyard tensions on the jibs.

The series of 6 - W DF-2 courses run on a course that was a little over 6 tenths of a mile from the leeward to windward mark took between 30 and 40





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minutes each to complete were contested in winds that ranged from 13-17 knots of breeze that was fairly steady in direction, only isolating through 10 or so degrees.

The conditions were demanding on the sailors. A steady footing was heard to keep. In the last leg of

the third race a head injury, due to a boom impact during a jibe, forced #1382 to resign from the race to get medical care for the crew member. Luckily the injury was not severe enough to end the teams racing for the day and they returned to racing for the fifth and sixth races later that afternoon. As I said I thought it





was going to be an unusual day.

Later that day **OUTRAGEOUS**, Chris Olsson would also find himself covered in blood from a grazing

wound, again from a boom. He too was fortunate it was not serious but the timing could not have been worse as his daughter Kia Olsson, who had finished second in the Junior Radial division in

the recent 2012 Laser District 8 Grand Prix, was driving and had won the start of the race and was proving that her talents were easily transferring to the J24. Talent in the fleet didn't stop

there Austin Anderson, a past Opti National Champion, from Centerport Yacht Club, was on board # 2784, Journey, sailing with his father Warren. To top the talent pool off Aidian Glackin,





also from Centerport Yacht Club and past District #88 J24 Champion was sailing his boat **MENTAL FLOSS**. During the sixth and final race of Saturday's sailing Paul Able's **AXAP** had to retire from the race due to a

torn spinnaker.

The strangely beautiful and bright blue skies with a strong easterly breeze and two head injuries due to boom impacts in one day, yes it surely was an unusual

day on the Great South Bay.

Racing continued Sunday as four more races were contested. A shaky mid fleet finish in the first race by **MENTAL FLOSS** did not deter the team at all as they

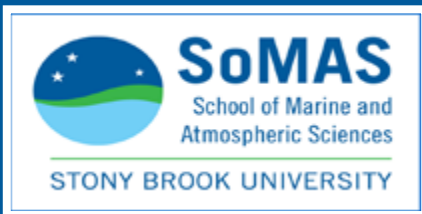
went on to take 3 consecutive bullets earning them the win for the regatta with a total of 7 first place finishes during racing that weekend.

Sayville Yacht Club  
Keel Boat Regatta  
June 16-17 2012  
Final Results

PLACE	Sail #	Skipper	From	1	2	3	4	5	6	7	8	9	10	TOTAL PNTS	T O	FINAL PNTS
1	5257	A. Glackin	Centerport YC	1	2	3	1	1	1	4	1	1	1	16	4	12
2	2314	P. Frisch	Manhattan SC	3	1	1	3	3	2	3	2	2	2	22	3	19
3	3922	J. Scarpulla	Centerport YC	2	3	2	4	2	3	2	6	5	3	32	6	26
4	2784	W. Anderson	Centerport YC	5	4	4	2	4	4	1	4	3	4	35	5	30
5	1327	C. Scheuing	Sayville YC	7	6	6	6	8	8	5	3	4	6	59	8	51
6	2716	P. Abel	Sayville YC	6	7	5	5	5	8	7	5	7	5	60	8	52
7	1382	C. Fischer	Sayville YC	4	5	8	8	6	5	6	7	6	7	62	8	54







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	19' Grady White Tournament '93, walk thru BR, trailer, no engine (owned by others)	\$ 3,700
082	20' Cruisers, cuddy, '79, NY7703PP, NO ENGINE	\$ 1,400
079	Boat Trailer, Shoreline, 1984 for ' boat 2100 lbs cap.	\$ 700
	2 Mushroom Anchors, about 100 lbs.	\$ 75 ea

<i>Boat #</i>	<i>SAIL BOATS</i>	<i>Asking Price</i>
081	14' Flying Tern, Main and Jib	\$ 800
080	14' Blue Jay '85, 2 sets sails good cond., trailer 2003	\$ 1,700
083	17' O'Day, day sailor II, sails, trailer, good cond.	\$ 1,200
084	19' Hunter '93, swing keel, 4 HP outboard and trailer	\$ 5,800
	24' Hunter '93, swing keel, roll furl, trailer, 8HP Honda (owned by others)	\$ 15,000
076	27' Hunter '81, NY2616PE, Yanmar 11 HP inboard, wheel steer, roller furl, spin.	\$ 8,900
	27' Hunter, Completely refurbished	\$ 16,000

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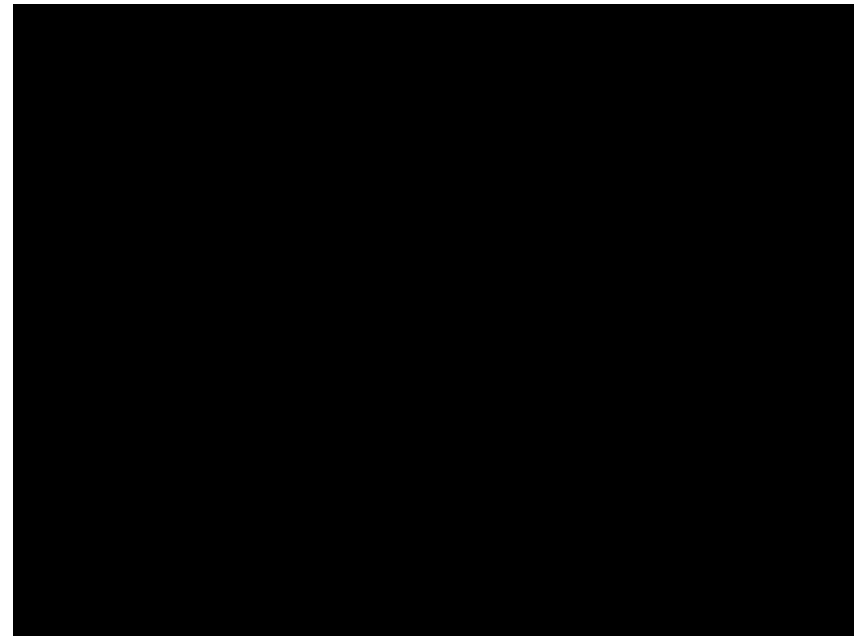
## SkipperTip

By Captain John Jamieson

*Sailing at night is a magical experience whether you are a first timer or a seasoned sailor the following tip by Capt. John Jamieson will help you quickly determine your course of action when you encounter Lights in the Night.*

## How to Use Side Lights to Avoid Collisions

*Click the Box Below to View Video on The Basics of Running Lights*



# How to Use Masthead Lights to Pass Ships in the Night



Nightfall. Calm, peaceful, light winds from the southeast. Picture perfect with an awesome canopy of stars above your head. What was that? Just off the port bow? There it is again! Two white lights just over the horizon. A freighter? A super tanker? It's too far away to see the side lights. It's your call, skipper!

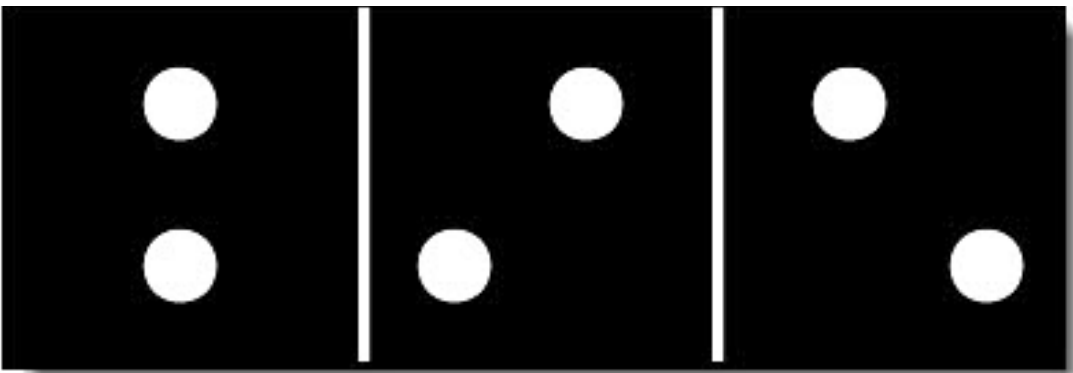
During nighttime or periods of reduced visibility, ships are required to show white masthead lights. Large ships 50 meters or more in length must carry two white masthead lights, one forward and one aft and higher. You can use these two lights to assist you in determining risk of collision.

You will pick up a ship's white masthead lights (also called "range lights") at about twice the distance of red or green sidelights. Focus your attention on both white masthead lights to determine the ship's direction of movement relative to your own boat.

Follow these three easy steps to find out how the ship will pass you when you find yourself in a meeting situation (both vessels on reciprocal or nearly reciprocal courses) or a crossing situation (one vessel will cross ahead of the other). Determine if risk of collision exists (see "Related Articles" below for previous articles on how to determine risk of collision).

As a sailing vessel, do not assume that the ship sees you. Remember it will take you a lot of time to maneuver if necessary to clear out of the way of a high speed ship. Take action early and make it substantial to avoid collision. (note: Overtaking situations will be covered in a future article).





Concentrate on the position of the lower masthead light relative to that of the upper masthead light. Use the steps below to help you determine the direction of the vessel and risk of collision.

**MASTHEAD LIGHTS IN LINE**

*(far left illustration)*

When you see both of these in line (in range), that means you are on a collision course with the ship. You need to take action right now! Turn right 90 degrees and increase speed. When both masthead lights show a wide horizontal separation, you have eliminated all risk of collision.

**LOWER MASTHEAD LIGHT**

**TO THE LEFT**

*(middle illustration)*

***Ship to the left:***

If you sight the ship off your port bow with the lower light to the left, he will pass down your left (port) side. Maintain your course and speed.

***Ship to the right:***

If you sight the ship off your starboard bow with the lower light to the left, he will cross your bow from right to left. You must change course, speed, slow down, or stop to allow the ship to pass ahead of you.

**LOWER MASTHEAD LIGHT**

**TO THE RIGHT**

*(far right illustration)*

***Ship to the right:***

If you sight the ship off your starboard bow with the lower light to the right, he will pass down your starboard side. Maintain your course and speed.

***Ship to the left:***

If you sight the ship off your port bow with the lower light to the right, he is moving from left to right. You have the right of way and should maintain your course and speed. If the other ship fails to allow you to pass ahead, take immediate action to avoid collision (change course, speed, slow down, or stop).



### **CAPTAIN JOHN'S SAILING TIP**

Track any ship you see with drift bearings. Use your hand bearing compass to shoot a bearing once a minute to one of the masthead lights. Make sure you shoot the same light each time. Does the bearing change to the left, to the right, or remain steady? Steady bearings warn of imminent collision. Better take action right now!

As a sailing skipper, you need to be able to determine within seconds how a ship will pass your small cruising sailboat at night. Use these simple methods to keep your sailing crew safe and sound when sailing near the busy shipping lanes of the world.



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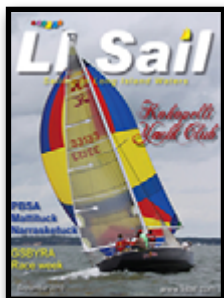
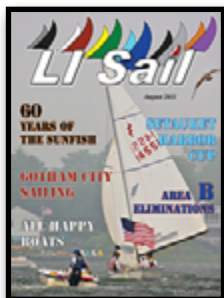
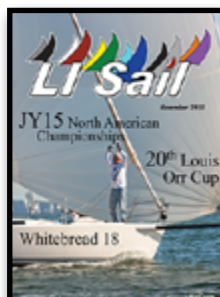
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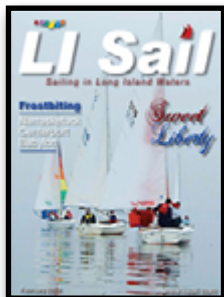
## Related Articles

- [How to Avoid Collision in a Deadly Crossing Situation](#)
- [Sailing Safety Tips - Keep Clear of a Ship's "Blind Spot"!](#)
- [Sailing Offshore Part VII - Are You Ready for Watch standing under Sail?](#)
- [Sailing Skipper's Safety Guide to Passing Ships in the Night](#)





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# ***Etchells Atlantic Coast Series: Long Island Sound Championship***

Story and Photos by Bridget Walter





On almost any Saturday, except during the winter months, if you drive out the causeway in Orient, NY you will see a fleet of Etchells racing on the bay, but not on Saturday, June 2. The Previous night's storm brought in a fresh 15-18 knot southerly breeze so they were in Noyac Bay for the Long Island Sound Etchells Championship were

conditions were more favorable for racing.

20 teams from the UA and Canada gathered to race the thirty and a half foot long, six foot eleven inch wide keelboats. With their 22 and a half foot water line and relatively small wetted surface the are fast, sleek and stable. Powerful enough to handle big air





yet graceful enough to have good speed in light air, the Elwood Widmer "Skip" Etchells design has been a part of Shelter Island Yacht Clubs fleet since their inception in the late 1960's.

The Long Island Sound Championships the second of four events in the 2012. Etchells Atlantic Championship Series and the second to be hosted by SIYC. The first was the "King of the Bays" ([see the June 2012 Issue for "Etchells: King of the Bays"](#) was sailed in late May. The final two events will be sailed in Newport Rhode Island in the end of June and







early July.

Steve Girling's **LION HEART** with crewmembers Ched Proctor and Dave Lutian were in the lead at the end of Saturdays racing with a bullet, two thirds and a fifth place finish and along with **TEAM DOYLE'S, USA 1085** led by Tomas Hornos bullet, two seconds and a eighteenth place finish set the stage for what would be an exciting conclusion to the regatta on Sunday.

Conditions the following day were more consistent. The 10 - 12 knot westerly oscillated a bit. The strong currents of the out go-













ing tide were a force to be wary of during early the racing that day. Those with local knowledge played the south side of the race

course for most of the afternoon where the effects of the current would be minimal and the breeze more consistent due to the

less erratic land formations of Jessobs Neck. A total of three race were contested. With most all of the boats having at least one top five

and one upper teen finish over the weekend there was no doubt that it was a competitive fleet. While **LOIN HEARTS** performance was









not as impressive as Saturdays, Girling and his crew were able to defend his 2011 title. **TEAM DOYLE** fought hard to over take Girling but fell short, finishing 1 point behind Girling and Hank Lammens, the

reigning National Champion, with his team on **CAN-ADA** <sup>1396</sup> held their third place position from the day before and finish the regatta just one point behind **TEAM DOYLE**.

*As with the "King of the Bays Regatta" two weeks earlier the races were tracked via*  
**[KATTACK AND ARE AVAILABLE FOR REVIEW.](#)**

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# ***2012 Long Island Sound Etchells Championship***

## ***Final Results***

<i><b>PL</b></i>	<i><b>SAIL #</b></i>	<i><b>BOAT NAME</b></i>	<i><b>OWNER/ SKIPPER</b></i>	<i><b>1</b></i>	<i><b>2</b></i>	<i><b>3</b></i>	<i><b>4</b></i>	<i><b>5</b></i>	<i><b>6</b></i>	<i><b>7</b></i>	<i><b>T OUT</b></i>	<i><b>TTL PNTS</b></i>
1.	USA 1200	Lion Heart	Steve Girling	1	3	5	3	11	3	16	16	26.0
2.	USA 1085	Team Doyle	Tomas Hornos	2	18	2	1	3	2	17/Prt	18	27.0
3.	CAN 1396	CAN 1396	Hank Lammens	5	4	13	2	12	4	1	13	28.0
4.	USA 1397	Raging Rooster	Peter Duncan	3	14	10	8	5	5	2[	14	33.0
5.	USA 1221	Riva	Wade Edwards	4	5	12	4	8	7	6	12	34.0
6.	USA 1199	USA 1199	Mills / Constant	6	6	20	13	2	1	7[	20	35.0
7.	USA 1185	USA 1185	Robert Allardice	8	1	17	17	6	9	3	17	44.0
8.	USA 1198	America Jane	Scott Kaufman	16	2	1	19	13	10	9	19	51.0
9.	USA 1341	USA 1341	Timothy Keyworth	10	12	11	11	10	6	4	12	52.0
10.	USA 944	Firefly	Peter Carroll	15	7	9	14	1	11	11	15	53.0
11.	USA 1139	USA 1139	Andrew Wolf	13	11	4	20	7	16	5	20	56.0
12.	USA 1322	Hogzollia	Steve Schram	7	13	8	6	16	13	10	16	57.0
13.	CAN 398	kanky Jane	Jay Cross	9	16	18	7	9	8	8	18	57.0
14.	USA 659	Kinship	Martin O'Neill	12	10	6	18	4	14	13	18	59.0
15.	USA 1212	Carina	Jonathan & Kari Nye	11	22/OCS	3	5	18	12	12	22	61.0
16.	USA 1266	Ice Nine	Sandy Weil	14	9	7	9	19	17	22/DNS	22	75.0
17.	USA 1096	Moment	Andrew McFarland	18	17	14	12	14	15	22/DNS	22	90.0
18.	USA 791	Kattack	Mark Fortin	19	8	19	16	20	18	15	20	95.0
19.	USA 1342	Zehn	Fleckenstein	22/DNC	22/DNC	16	10	15	20	14	22	97.0
20.	USA 1206	Frisbee	John McConnell	17	15	15	15	17	19	18	19	97.0



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*Off  
Soundings  
Spring  
Series  
2012:*

*Keeping  
Your  
Head in the  
Game*







With 136 boats registered and 118 who actually competed, this year's Off Soundings Spring Series was the 75th running

of the regatta. Friday June 9 the 118 boat, 12 class fleet converged on the start area, 0.8nm bearing 090 magnetic from the

Watch Hill Lighted Buoy, in other words just southwest of Watch Hill Point and approximately 3.75nm southeast of *The Portuguese*

*Holy Ghost Society in Stonington, CT*, the traditional gathering place of the out-of-town boats and their crew's who arrive the night









before racing begins.

*Off Soundings Club* was founded in 1933 by Edward

Southworth for those who were interested in sailing and only sailing. With no shore side "club house"

the group meets in various places in Branford, Stonington, and Mystic, Connecticut and also at a yearly lun-

cheon in New Suffolk, New York. Participation in Off Soundings events is limited to members or non-mem-









bers who have been invited by two guests and have shown that they possess the experience, knowledge and competence to handle the sometimes difficult weather conditions in the exposed waters in which the their races are held. Safety of the competitors in this ever growing fleet and membership of about 500 sailors is the main reason for the limitation.

Fortunately as the annual migration of sailors to Stonington started Thursday morning, the weather was very different than the year before. But to be safe I kept my eye to the sky and the weather maps so that if the weather started turning bad I could give warning to friends who had headed up













that day. Last spring the trip was fraught with violent storms, gale force winds and for some many pit stops along the way. (*see "All Happy Sailboats" by Paul Pomerantz in the August 2011 issue of LI Sail*) While thunder storms dotted inland Connecticut and were dropping down on the eastern end of Long Island Sound, I heard no reports of storms like the ones that were experienced last spring. I would be heading to the start area the following morning with Ellen and Jim Sanders. Thanks to their generosity and hospitality I would be traveling with them from Greenport along with their crew on Team Tonic to meet the designated "photo boat" before the start of the race.

After a short postponement Friday morning, the marks were set and rolling starts began shortly before 10:30 as the Nonsuches headed upwind on the first leg of





the 18.75 nm course. The mild temperatures were once again in stark contrast to day one of last year's Spring Series, however the light 5 knot southwest breeze was not. By 11:20 am the 12 classes were all on there way and by 11:45 am the entire fleet had rounded the first mark of the course set 1 mile out at a bearing of 225 degrees from the Committee Boat. The fleet made it's way, at a somewhat slow but steady pace, to the "X" mark dropped slightly southwest of Grace Point, Block Island. The modest breeze began to strengthen as the fleet headed downwind to a drop mark to the northwest of the entrance to Great Salt Pond returning to the "X" mark. By the time the fleet was head-

ing downwind for the last time to the finish line, just out side of the entrance to "The Pond," the wind had reached it's peak for the day, about 10 knots.

The steady stream of sailboats at the end of racing that day heading into Great Salt Pond for the rendezvous at *"The Oar"* was no less spectacular then the fleet working it's way downwind during the race. Like a precision drill team, the almost 125 vessels involved in the days racing maneuvered their way to slips and moorings with great purpose. Their goal, the bar at the Oar, and then one of the favorite after parties of the region's sailors before spending the evening on Block Island. As with Las Vegas, what hap-





pens on Block Island stays on Block Island. Merriment, dinner, more merriment and a good nights rest was

on the agenda for all.

I've always enjoyed the early morning dock walk at

multi-day regattas. Wake-up, quietly crawl through the companionway, at tempting not to wakeup

anyone else, trying to shine as you walk to the facilities hoping you don't look as ragged as the people you

















pass on your way. All the while wondering if they had as much fun as you did the night before. Walking by the first few it's all you can do to muster a nod and some awkward sounding

grunts to wish them a good morning. With each passing step and breath of fresh air it gets easier. Nods become smiles and unintelligible sounds become pleasant greetings. Get a shower,











some coffee, breakfast and the obligatory aspirin and before you know it your ready to get back out on the race course, hopefully repeating yesterdays results or to redeem your self, as the case maybe. Either way it's another day of yacht racing and there isn't much else we'd rather be doing.

As crews regrouped and headed out to the starting area another contrast to last years Spring Series was evident. There was NO wind on day two.

Saturday's postponement would be a little longer than Friday's, but by 11:05 the first classes had crossed the starting line and racing was underway. The course

set was a counter-clockwise circumnavigation of Block Island starting just outside the entrance to the Great Salt Pond. Fighting the adverse current in the very lite and dying breeze is a trying way to race. Non the less the fleet continued to the first mark, the bell at Dickens Point on the southwest corner of the island. Encountering the strong

adverse current in the dieing breeze, the first boats to arrive at the mark found themselves within a few hundred yards of it for over an hour and a half. Many of those who managed to round it, but not on the outside of the course found themselves being pushed back behind the mark and eventually passing it a second time on their way to







the next mark.

Sailing and racing in a big breeze requires great physical abilities and experience, but in my opinion, the true

test of a racer is their ability to do so in very light to no wind. Keeping your head in the race is much more difficult in these conditions. The slow pace and often





hot muggy air is a huge hurdle to get over and the frustration level rises with each passing moment as you stare at boats and marks that you just can't get past. The monotony of the rise and fall of the boat as it bobs upon the water reeks havoc on a sailor's mind and body. For some it means certain seasickness and for others it's the straw that breaks the camels back and leads them to retire for the day. However, for those who commit themselves 110% to the task of getting around the buoys before everyone else, the results can be nothing short of spectacular.

As the "photo boat" I was on rounded the southeastern corner of the island passing the light house out on

the horizon I could see three boats. **BRIGAND, SETTLER** and Spectre all from the C-1 Class, it was pretty much expected that they would be out in front. but as we approached the boats and our vantage point changed what I saw was nothing short of astonishing. Hidden behind the sails of **BRIGAND**, a Cookson 50 was the Pearson 30, **EUPHORIA**. The crew of Euphoria and owner Doug McDonald had kept their heads in the game watching carefully for what little wind there was, reacting to the shifts and avoiding the worst of the adverse current. The result was nothing short of a horizon job, finishing over a half hour before the next boat in the C-6 start group and well over an hour before the rest of the boat in the

class. With their corrected finish time of 3 hours, twenty-six minutes and 51 seconds, which included a 20% penalty carried over from previous races, they were less than 20 minutes behind the first place boat. They finished the race third overall for the day.

Even with the stark contrast to the high wind fast paced round the island race of day two of last years Spring Series, it was still a drama that unfolded with each passing moment, but at a much slower pace.

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Several of the Eastern Connecticut Sailing Association members had [WWW.KATTACK.COM](http://WWW.KATTACK.COM) GPS trackers onboard for the weekend. All but classes C-3 and

*C-6 had at least 1 boat with in the class with a tracker on board and 4 classes had two boats with trackers. The replay of Sundays race is quite remarkable as you can see those boats which were most heavily effected by the currents. With the pace of the race as slow as it was I'm sure you'll remember who was around you at what time and can there for see a fairly reasonable depiction of how your boat was effected. The links for the 2 races are below as well as the link to the reports that went with the tracking.*

### [KATTACK TRACKING RACE 1](#)

### [KATTACK TRACKING RACE 2](#)

### [REPORTS FOR SPRING OFF SOUNDINGS 1 AND 2](#)




PROVISIONAL RESULTS


| <div><div></div><div>A - ALPHA</div></div>   |                  |               |                    |           | RACE ONE       |               |             | RACE TWO       |               |             |            |
|----------------------------------------------|------------------|---------------|--------------------|-----------|----------------|---------------|-------------|----------------|---------------|-------------|------------|
|                                              | <i>BOAT NAME</i> | <i>SAIL #</i> | <i>SKIPPER</i>     | <i>PE</i> | <i>ELAPSED</i> | <i>CRRCTD</i> | <i>PNTS</i> | <i>ELAPSED</i> | <i>CRRCTD</i> | <i>PNTS</i> | <i>TTL</i> |
| 1                                            | PETREL           | 4550          | Jonathan Gibbs     | 0         | 04:05:03       | 03:38:09      | 1           | 04:48:55       | 04:17:12      | 1           | 2          |
| 2                                            | ROGUE            | 206           | Seville H. Simonds | 15        | 03:38:34       | 03:44:56      | 2           | 04:35:54       | 04:43:57      | 3           | 5          |
| 3                                            | XAPIEMA          | 42499         | Tom/Rob Welsh      | 25        | 04:03:52       | 03:59:29      | 4           | 04:48:04       | 04:42:53      | 2           | 6          |
| 4                                            | NEPENTHE         | 22535         | Robert W. Read     | 20        | 03:45:00       | 03:52:21      | 3           | 04:46:09       | 04:55:30      | 4           | 7          |
| 5                                            | SPINDRIFT        | 4457          | Bill Rich          | 20        | 03:51:59       | 04:05:03      | 5           | 04:55:29       | 05:12:08      | 5           | 10         |
| <div><div></div><div>C-1 - HOTEL</div></div> |                  |               |                    |           | RACE ONE       |               |             | RACE TWO       |               |             |            |
| 1                                            | SETTLER          | 31200         | Jim/Tom Rich       | 5         | 03:03:44       | 03:28:00      | 3           | 02:56:34       | 03:19:53      | 1           | 4          |
| 2                                            | SPECTRE          | 28990         | Brian Prinz        | 0         | 02:58:29       | 03:27:08      | 2           | 02:54:54       | 03:22:59      | 2           | 4          |
| 3                                            | JAZZ             | 64            | Rod Johnstone      | 0         | 02:58:57       | 03:25:41      | 1           | 03:11:48       | 03:40:28      | 7           | 8          |
| 4                                            | JAMMY BEGGAR     | 200           | Tom Lee            | 0         | 03:01:10       | 03:35:40      | 6           | 03:01:15       | 03:35:46      | 4           | 10         |
| 5                                            | SECRET           | 87620         | Bruce Kuryla       | 15        | 02:58:28       | 03:34:10      | 5           | 03:01:19       | 03:37:35      | 5           | 10         |
| 6                                            | FURY             | 83449         | Ray Gincavage      | 0         | 03:04:28       | 03:29:37      | 4           | 03:28:13       | 03:56:37      | 10          | 14         |
| 7                                            | SCREWBALL        | 51404         | Kevin Carse        | 10        | 02:59:54       | 03:36:19      | 7           | 03:07:12       | 03:45:05      | 8           | 15         |
| 8                                            | BRIGAND          | 52120         | Sean Saslo         | 0         | 02:46:34       | 03:38:41      | 8           | 02:52:38       | 03:46:39      | 9           | 17         |
| 9                                            | NEXT WAVE        | 31113         | Stephen Clarke     | 5         | DNC            |               | 16          | 03:00:16       | 03:32:55      | 3           | 19         |
| 10                                           | WILD HORSES      | 123           | Bill Canniing      | 40        | 02:57:58       | 04:02:41      | 13          | 02:41:15       | 03:39:53      | 6           | 19         |
| 11                                           | BRAVO            | 60909         | Sedgwick A. Ward   | 0         | 03:11:01       | 03:39:34      | 9           | 03:34:06       | 04:06:06      | 12          | 21         |
| 12                                           | HOOLIGAN         | 42242         | Peter Brinckerhoff | 15        | 02:58:24       | 03:39:48      | 10          | 03:21:32       | 04:08:18      | 13          | 23         |
| 13                                           | BLACK ICE        | 122           | Zia Rahman         | 0         | 03:16:51       | 03:54:21      | 12          | 03:23:57       | 04:02:48      | 11          | 23         |
| 14                                           | BAD WHISKEY      | 64994         | Fred Mears         | 0         | 03:18:23       | 03:43:44      | 11          | 04:01:38       | 04:32:31      | 14          | 25         |
| DNC                                          | RINGLE           | 52762         | Robert Rodgers     | 0         | DNC            |               | 16          | DNC            |               | 16          | 32         |



PROVISIONAL RESULTS


|  | C- 2- OSCAR      |              |                    |           | RACE ONE       |               |             | RACE TWO       |               |             |            |
|----------------------------------------------------------------------------------|------------------|--------------|--------------------|-----------|----------------|---------------|-------------|----------------|---------------|-------------|------------|
|                                                                                  | <i>BOAT NAME</i> | <i>SAIL#</i> | <i>SKIPPER</i>     | <i>PE</i> | <i>ELAPSED</i> | <i>CRRCTD</i> | <i>PNTS</i> | <i>ELAPSED</i> | <i>CRRETD</i> | <i>PNTS</i> | <i>TTL</i> |
|                                                                                  |                  |              |                    |           |                |               |             |                |               |             |            |
| 1                                                                                | FREIGHTRAIN      | 40926        | Dick Hyd           | 0         | 03:22:43       | 03:33:23      | 3           | 03:39:16       | 03:50:48      | 1           | 4          |
| 2                                                                                | CALIENTE         | 43663        | Joel Green         | 0         | 03:10:24       | 03:27:43      | 1           | 03:35:58       | 03:55:36      | 3           | 4          |
| 3                                                                                | HAYRIDE          | 260          | Roger Bauman       | 0         | 03:28:43       | 03:32:37      | 2           | 04:06:06       | 04:10:42      | 6           | 8          |
| 4                                                                                | SCORPION         | 40320        | Larry Hennessy     | 0         | 03:29:12       | 03:37:10      | 8           | 03:46:11       | 03:54:48      | 2           | 10         |
| 5                                                                                | PATRIOT          | 42422        | Toby Halsey        | 0         | 03:29:39       | 03:39:09      | 10          | 03:50:55       | 04:01:23      | 5           | 15         |
| 6                                                                                | TEAMTONIC        | 7            | James Sanders      | 5         | 03:13:48       | 03:34:56      | 5           | 04:00:24       | 04:26:37      | 10.5        | 15.5       |
| 7                                                                                | SNOWBIRD         | 73407        | Paul Von Maffei    | 0         | 03:16:46       | 03:33:53      | 4           | 04:05:58       | 04:27:21      | 12          | 16         |
| 8                                                                                | MELTEMI          | 51103        | Gene Festa         | 10        | 03:30:46       | 03:38:02      | 9           | 04:14:47       | 04:23:34      | 8           | 17         |
| 9                                                                                | WOLVERINE        | 41354        | David/Kathy Nauber | 25        | 03:25:37       | 03:45:08      | 14          | 03:38:42       | 03:59:27      | 4           | 18         |
| 10                                                                               | THOSEGUYS        | 33133        | Vicent Sweeney     | 0         | 03:26:25       | 03:35:23      | 6           | 04:16:16       | 04:27:25      | 13          | 19         |
| 11                                                                               | AUDACIOUS        | 40852        | Robert S. Farnum   | 0         | 03:38:53       | 03:43:21      | 13          | 04:15:10       | 04:20:22      | 7           | 20         |
| 12                                                                               | HEARTBEAT        | 42992        | Bob Connell        | 0         | 03:32:15       | 03:36:35      | 7           | 04:23:22       | 04:28:44      | 14          | 21         |
| 13                                                                               | SAGACIOUS        | 73048        | Manfred Noack      | 0         | 03:34:19       | 03:42:05      | 12          | 04:14:56       | 04:24:11      | 9           | 21         |
| 14                                                                               | PACHYDERM        | 42451        | Edgar Smith        | 15        | 03:28:41       | 03:42:00      | 11          | 04:10:37       | 04:26:37      | 10.5        | 21.5       |
| 15                                                                               | ODRACCAS         | 40070        | Chuck Saccadro     | 0         | DSQ            |               | 16          | 04:15:59       | 04:28:59      | 15          | 31         |
| DNC                                                                              | LINDY            | 31346        | Dave Dickerson     | 10        | DNC            |               | 19          | DNC            |               | 19          | 38         |
| DNC                                                                              | GREMLIN          | 43564        | Bruce Cathcart     | 0         | DNC            |               | 19          | DNC            |               | 19          | 38         |
| DNC                                                                              | BAGATELLE        | 51403        | Tom Doyle          | 0         | DNC            |               | 19          | DNC            |               | 19          | 38         |

PROVISIONAL RESULTS



|                                                                                                        |                    |               |                     |           |                 |               |             |                 |               |             |            |
|--------------------------------------------------------------------------------------------------------|--------------------|---------------|---------------------|-----------|-----------------|---------------|-------------|-----------------|---------------|-------------|------------|
|  <b>C -3 - FOXTROT</b> |                    |               |                     |           | <b>RACE ONE</b> |               |             | <b>RACE TWO</b> |               |             |            |
|                                                                                                        |                    |               |                     |           |                 |               |             |                 |               |             |            |
|                                                                                                        | <b>BOAT NAME</b>   | <b>SAIL #</b> | <b>SKIPPER</b>      | <b>PE</b> | <b>ELAPSED</b>  | <b>CRRCTD</b> | <b>PNTS</b> | <b>ELAPSED</b>  | <b>CRRCTD</b> | <b>PNTS</b> | <b>TTL</b> |
|                                                                                                        |                    |               |                     |           |                 |               |             |                 |               |             |            |
| 1                                                                                                      | SHEARWATER         | 256           | Hugh McLean         | 0         | 03:18:01        | 03:34:51      | 2           | 03:13:26        | 03:29:52      | 1           | 3          |
| 2                                                                                                      | DRAGONFLY          | 201           | Skip Young          | 5         | 03:09:25        | 03:30:51      | 1           | 03:21:49        | 03:44:39      | 2           | 3          |
| 3                                                                                                      | TBD                | 52278         | Julia O'Dowd        | 0         | 03:18:23        | 03:37:36      | 5           | 03:25:18        | 03:45:12      | 3           | 8          |
| 4                                                                                                      | LEDA               | 115           | Chris Field         | 0         | 03:26:06        | 03:36:57      | 4           | 03:43:03        | 03:54:47      | 4           | 8          |
| 5                                                                                                      | RECKLESS           | 625           | Steven Marenakos    | 0         | 03:30:47        | 03:40:43      | 7           | 03:50:11        | 04:01:02      | 5           | 12         |
| 6                                                                                                      | ALLIANCE           | 500           | Stephen Guyer       | 5         | 03:27:07        | 03:39:57      | 6           | 03:49:22        | 04:03:35      | 6           | 12         |
| 7                                                                                                      | DARK 'N<br>STORMY  | 77            | Michael<br>LaChance | 0         | 03:21:58        | 03:36:00      | 3           | 04:11:42        | 04:29:12      | 10          | 13         |
| 8                                                                                                      | QUANTUM<br>LEAP    | 25359         | Pat Dillon          | 15        | 03:32:04        | 03:50:05      | 10          | 03:48:19        | 04:07:43      | 7           | 17         |
| 9                                                                                                      | VAMANOS            | 83143         | Paul Hughes         | 10        | 03:36:16        | 03:48:03      | 9           | 03:58:40        | 04:11:40      | 9           | 18         |
| 10                                                                                                     | AVALON             | 11            | Michael Byrne       | 0         | 03:35:29        | 03:46:49      | 8           | 04:18:33        | 04:32:09      | 11          | 19         |
| 11                                                                                                     | ECLIPSE            | 43            | Peter Bergendahl    | 30        | 03:27:42        | 03:58:44      | 13          | 03:35:39        | 04:07:52      | 8           | 21         |
| 12                                                                                                     | SANIBEL            | 334           | Gerry Keeler        | 0         | 03:32:12        | 03:50:14      | 11          | 04:26:13        | 04:48:51      | 12          | 23         |
| 13                                                                                                     | ROXANNE            | 225           | Wayne Morse         | 15        | 03:32:19        | 03:52:02      | 12          | DNF             |               | 14          | 26         |
| DNC                                                                                                    | NUNNEHI            | 261           | Mark Dixon          | 0         | DNC             |               | 16          | DNC             |               | 16          | 32         |
| DNC                                                                                                    | ONE RING<br>CIRCUS | 304           | Paul Pomerantz      | 0         | DNC             |               | 16          | DNC             |               | 16          | 2          |



# PROVISIONAL RESULTS

| <div>  <b>C- 4 - WHISKEY</b> </div> |                         |                      |                       |                  | <b>RACE ONE</b>       |                      |                    | <b>RACE TWO</b>       |                      |                    |                   |
|---------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------|-----------------------|------------------|-----------------------|----------------------|--------------------|-----------------------|----------------------|--------------------|-------------------|
|                                                                                                                     | <i><b>BOAT NAME</b></i> | <i><b>SAIL #</b></i> | <i><b>SKIPPER</b></i> | <i><b>PE</b></i> | <i><b>ELAPSED</b></i> | <i><b>CRRCTD</b></i> | <i><b>PNTS</b></i> | <i><b>ELAPSED</b></i> | <i><b>CRRCTD</b></i> | <i><b>PNTS</b></i> | <i><b>TTL</b></i> |
| 1                                                                                                                   | LOKI 3                  | 73042                | Richard Correll       | 0                | 03:36:29              | 03:32:14             | 1                  | 04:23:24              | 04:18:14             | 3                  | 4                 |
| 2                                                                                                                   | ZIG ZAG ZOOM            | 45                   | Prescott Littlefield  | 10               | 03:25:36              | 03:34:32             | 5                  | 03:47:51              | 03:57:45             | 1                  | 6                 |
| 3                                                                                                                   | FALCON                  | 229                  | Charles Stoddard      | 0                | 03:38:51              | 03:33:31             | 2                  | 04:29:15              | 04:22:41             | 4                  | 6                 |
| 4                                                                                                                   | ELYSIUM                 | 32911                | John Nevin            | 0                | 03:38:24              | 03:34:07             | 3                  | 04:29:40              | 04:24:23             | 7                  | 10                |
| 5                                                                                                                   | MAGAN                   | 389                  | Joseph J. Buydos      | 0                | 03:46:48              | 03:41:16             | 11                 | 04:23:15              | 04:16:50             | 2                  | 13                |
| 6                                                                                                                   | MAST TRANSIT II         | 50195                | David A. Kelly        | 5                | 03:36:30              | 03:34:21             | 4                  | 04:28:47              | 04:26:07             | 9                  | 13                |
| 7                                                                                                                   | CORONA                  | 44                   | Brad Washburn         | 0                | 03:44:00              | 03:39:36             | 8                  | 04:28:15              | 04:22:59             | 5                  | 13                |
| 8                                                                                                                   | PURSUIT                 | 33672                | Dennis Marron         | 0                | 03:44:48              | 03:40:24             | 9                  | 04:29:05              | 04:23:48             | 6                  | 13                |
| 9                                                                                                                   | LUNATIC FRINGE          | 401                  | Peter McGreevy        | 0                | 03:38:31              | 03:35:17             | 4                  | 04:28:31              | 04:24:33             | 8                  | 15                |
| 10                                                                                                                  | EN CHARETTE             | 14514                | Paul Jennings         | 15               | 03:33:09              | 03:34:56             | 6                  | 04:27:56              | 04:30:11             | 12                 | 18                |
| 11                                                                                                                  | MADCAP X                | 40766                | Daniel A. Bullard     | 0                | 03:45:07              | 03:42:31             | 13                 | 04:31:12              | 04:28:04             | 10                 | 23                |
| 12                                                                                                                  | GOOMBAY-SMASH           | 25338                | Stu Craig             | 5                | 03:40:36              | 03:40:58             | 10                 | 04:39:07              | 04:39:35             | 13                 | 23                |
| 13                                                                                                                  | ALTERED STATES          | 33900                | John Brousseau        | 0                | 03:42:26              | 03:42:04             | 11                 | 04:29:04              | 04:28:37             | 11                 | 23                |
| DNC                                                                                                                 | ROCKIT                  | 11                   | Lance Ryley           | 20               | DNC                   |                      | 16                 | DNC                   |                      | 16                 | 30                |



# PROVISIONAL RESULTS

| <div>  <b>C - 5 - TANGO</b> </div>   |                         |                      |                       |                  | RACE ONE              |                      |                    | RACE TWO              |                      |                    |                   |
|---------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------|-----------------------|------------------|-----------------------|----------------------|--------------------|-----------------------|----------------------|--------------------|-------------------|
|                                                                                                                     | <i><b>BOAT NAME</b></i> | <i><b>SAIL #</b></i> | <i><b>SKIPPER</b></i> | <i><b>PE</b></i> | <i><b>ELAPSED</b></i> | <i><b>CRRCTD</b></i> | <i><b>PNTS</b></i> | <i><b>ELAPSED</b></i> | <i><b>CRRCTD</b></i> | <i><b>PNTS</b></i> | <i><b>TTL</b></i> |
| 1                                                                                                                   | CRYSTAL SLIPPER         | 40877                | Mike Cavanaugh        | 0                | 03:33:48              | 03:35:36             | 4                  | 04:00:11              | 04:02:12             | 3                  | 4                 |
| 2                                                                                                                   | ARABESQUE               | 31550                | Robert Bruno          | 0                | 03:39:58              | 03:32:32             | 2                  | 04:14:14              | 04:05:38             | 4                  | 6                 |
| 3                                                                                                                   | PARK PLACE              | 41976                | Richard Mentelos      | 15               | 03:36:47              | 03:35:42             | 5                  | 04:04:14              | 04:03:01             | 2                  | 6                 |
| 4                                                                                                                   | OSPREY                  | 13812                | George Martin         | 0                | 03:27:30              | 03:28:54             | 1                  | 04:25:49              | 04:27:36             | 7                  | 10                |
| 5                                                                                                                   | DEFIANT                 | 30036                | Matt Champney         | 0                | 03:43:58              | 03:39:35             | 6                  | 04:09:56              | 04:05:02             | 3                  | 13                |
| 6                                                                                                                   | ACK-IVA-VIT             | 32639                | Paul Grady            | 5                | 03:38:56              | 03:34:38             | 3                  | 04:30:30              | 04:25:12             | 6                  | 13                |
| 7                                                                                                                   | LEAGACY III             | 464                  | John P. Read          | 5                | 03:46:54              | 03:41:00             | 7                  | 04:36:15              | 04:29:04             | 8                  | 13                |
| 8                                                                                                                   | BRER RABBITT III        | 20201                | D. Strang/B. Loweth   | 20               | 03:50:57              | 03:52:07             | 12                 | 04:06:58              | 04:08:12             | 5                  | 13                |
| 9                                                                                                                   | ARROW                   | 22610                | Paul Harren           | 0                | 03:44:05              | 03:44:05             | 8                  | 04:43:15              | 04:43:15             | 10                 | 15                |
| 10                                                                                                                  | PHOENIX                 | 12247                | Bruce H. Cox          | 10               | 03:45:15              | 03:44:08             | 9                  | 04:36:13              | 04:34:51             | 9                  | 18                |
| 11                                                                                                                  | 2nd CHANCE              | 42482                | Jon Bewabe            | 10               | 03:41:34              | 03:48:49             | 11                 | 04:42:52              | 04:52:07             | 12                 | 23                |
| 12                                                                                                                  | PEARL                   | 52358                | Robert M. Lee         | 0                | 03:44:34              | 03:44:12             | 10                 | DNF                   |                      | 14                 | 23                |
| 13                                                                                                                  | TOPAZ                   | 121                  | John Ciaarelli        | 0                | 04:15:30              | 04:08:52             | 13                 | 04:59:22              | 04:51:35             | 11                 | 23                |
| DNC                                                                                                                 | SPIRIT                  | 14796                | Norman/David Peck     | 15               | DNC                   |                      | 15                 | DNC                   |                      | 15                 | 30                |
| <div>  <b>C - 6 - ECHO</b> </div> |                         |                      |                       |                  | RACE ONE              |                      |                    | RACE TWO              |                      |                    |                   |
| 2                                                                                                                   | SPARTAN                 | 11445                | Mark Cika             | 10               | 03:46:40              | 03:35:11             | 2                  | 04:11:53              | 03:59:08             | 2                  | 4                 |
| 1                                                                                                                   | MARIONETTE              | 14312                | Ron Breault           | 0                | 04:13:38              | 03:27:54             | 1                  | 04:54:16              | 04:01:12             | 3                  | 4                 |
| 3                                                                                                                   | EUPHORIA                | 14186                | Doug McDonald         | 15               | 03:55:35              | 03:44:22             | 5                  | 03:37:12              | 03:26:51             | 1                  | 6                 |
| 4                                                                                                                   | CALLI                   | 170                  | Kevin Horne           | 0                | 04:06:13              | 03:39:11             | 3                  | 04:47:58              | 04:16:21             | 4                  | 7                 |
| 5                                                                                                                   | ALL PAWS ON DECK        | 40194                | Marc Bartek           | 0                | 03:55:59              | 03:40:12             | 4                  | DNF                   |                      | 6                  | 10                |
| DNC                                                                                                                 | CHECKERED DEMON         | 10999                | Neal S. O'Connell     | 30               | DNC                   |                      | 7                  | DNC                   |                      | 7                  | 14                |




PROVISIONAL RESULTS

|  NS - 1 - UNIFORM |               |        |                     |    | RACE ONE |          |      | RACE TWO |          |      |     |
|---------------------------------------------------------------------------------------------------|---------------|--------|---------------------|----|----------|----------|------|----------|----------|------|-----|
|                                                                                                   | BOAT NAME     | SAIL # | SKIPPER             | PE | ELAPSED  | CRRCTD   | PNTS | ELAPSED  | CRRCTD   | PNTS | TTL |
| 1                                                                                                 | VENTURE       | 31484  | Al Girard           | 0  | 03:36:47 | 03:31:50 | 2    | 04:15:54 | 04:10:04 | 1    | 3   |
| 2                                                                                                 | ARROW         | 30610  | Bruce Lockwood      | 0  | 03:17:55 | 03:24:02 | 1    | 04:24:38 | 04:32:49 | 3    | 4   |
| 3                                                                                                 | TRIUMPH       | 60211  | John McCallum       | 0  | 03:43:12 | 03:43:12 | 5    | 04:23:27 | 04:23:27 | 2    | 7   |
| 4                                                                                                 | ARIRANG       | 33     | Craig Schrauf       | 15 | 03:19:54 | 03:34:11 | 3    | 04:27:53 | 04:47:01 | 6    | 9   |
| 5                                                                                                 | FREE SPIRIT   | 43851  | Jim Francis         | 10 | 03:46:03 | 03:50:16 | 6    | 04:32:57 | 04:38:03 | 5    | 11  |
| 6                                                                                                 | CARPE DIEM    | 514    | Joseph Kaplowe      | 0  | 04:00:11 | 03:56:38 | 8    | 04:41:31 | 04:37:21 | 4    | 12  |
| 7                                                                                                 | TOUCAN        | 41263  | Martin Abrams       | 5  | 03:42:09 | 03:39:14 | 4    | DNF      |          | 9    | 13  |
| 8                                                                                                 | ANEMONE       | 52859  | Tom Lincoln         | 10 | 03:44:50 | 03:53:23 | 7    | 04:39:56 | 04:50:35 | 7    | 14  |
| DNC                                                                                               | CALAMITY JANE | 42638  | Dirk Lewis          | 0  | DNC      |          | 10   | DNC      |          | 10   | 20  |
|  NS - 2 - GOLF    |               |        |                     |    | RACE ONE |          |      | RACE TWO |          |      |     |
|                                                                                                   | SPLASHDANCE   | 51181  | Harlan Fredericksen | 10 | 03:45:16 | 03:33:31 | 1    | 05:02:17 | 04:46:31 | 3    | 4   |
| 2                                                                                                 | CURLEW        | 14860  | Mark Andrews        | 10 | 03:49:45 | 03:36:04 | 3    | 05:02:35 | 04:44:34 | 2    | 5   |
| 3                                                                                                 | TYNAJE        | 2222   | Peter Ross          | 20 | 03:40:23 | 03:35:43 | 2    | 05:00:07 | 04:53:45 | 5    | 7   |
| 4                                                                                                 | IZZY MAY      | 20140  | Luke Georgian       | 0  | 04:08:47 | 03:47:33 | 6    | 05:10:33 | 04:44:02 | 1    | 7   |
| 5                                                                                                 | MAINSHEET     | 23     | Bill Plunkett       | 15 | 03:57:11 | 03:42:22 | 5    | 05:07:33 | 04:48:20 | 4    | 9   |
| 6                                                                                                 | HORNET        | 22839  | Bob McLellan        | 15 | 03:40:25 | 03:36:48 | 4    | 05:00:00 | 04:55:05 | 6    | 10  |
| 7                                                                                                 | TRUE BLUE     | 41731  | Richard Lind        | 0  | 04:26:59 | 04:11:29 | 7    | DNF      |          | 8    | 15  |
| DNC                                                                                               | VARUNA        | 1026   | Peter Dinkel        | 0  | DNC      |          | 9    | DNC      |          | 9    | 18  |

|    | NS - 3 - 3RDSUB |        |                      |    | RACE ONE |          |      | RACE TWO |          |      |     |
|----------------------------------------------------------------------------------|-----------------|--------|----------------------|----|----------|----------|------|----------|----------|------|-----|
|                                                                                  | Boat Name       | Sail # | Skipper              | PE | Elapsed  | CRRCTD   | PNTS | Elapsed  | CRRCTD   | PNTS | TTL |
| 1                                                                                | JOLLY MON       | 37     | S./G. Porter/Loveday | 25 | 04:02:53 | 03:41:49 | 3    | 04:54:37 | 04:29:03 | 1    | 4   |
| 2                                                                                | PIPER TOO       | 3771   | Robert J. Almeida    | 0  | 04:08:12 | 03:39:00 | 2    | 05:11:45 | 04:35:04 | 4    | 6   |
| 3                                                                                | RUSTY NAIL      | 30010  | Jackie Fisher        | 5  | 04:02:40 | 03:38:57 | 1    | 05:05:42 | 04:35:49 | 5    | 6   |
| 4                                                                                | MENTOR          | 14569  | Mark Kondracky       | 15 | 04:16:52 | 03:43:41 | 5    | 05:13:48 | 04:33:16 | 2    | 7   |
| 5                                                                                | ILLUSION        | 30029  | John Bourget         | 10 | 04:06:01 | 03:42:38 | 4    | 05:03:47 | 04:34:55 | 3    | 7   |
| 6                                                                                | BUCCANEER       | 43804  | Richard Tiernan      | 0  | 04:29:50 | 03:50:38 | 6    | DNF      |          | 8    | 14  |
| 7                                                                                | WINDSONG        | 52604  | Edward Coss          | 0  | 04:39:41 | 03:54:03 | 7    | DNF      |          | 8    | 15  |
| DNC                                                                              | GRACIE          | 4      | Thomas J. Beggins    | 0  | DNC      |          | 11   | DNC      |          | 11   | 22  |
| DNC                                                                              | KRISTINA        | 575    | Roy N. Guile         | 0  | DNC      |          | 11   | DNC      |          | 11   | 22  |
| DNC                                                                              | OUR TERN        | 43740  | Jack Washburn        | 20 | DNC      |          | 11   | DNC      |          | 11   | 22  |
|  | NONS - NONSUCH  |        |                      |    | RACE ONE |          |      | RACE TWO |          |      |     |
| 1                                                                                | CRINGLE         | 44     | Bob & Brian Gibbs    | 0  | 04:15:16 | 03:57:27 | 3    | 04:10:55 | 03:53:25 | 1    | 4   |
| 2                                                                                | BEARCAT         | 82     | Jack Lombard         | 20 | 04:04:12 | 03:52:12 | 1    | 05:04:22 | 04:49:25 | 5    | 6   |
| 3                                                                                | SLOW CAT        | 210    | Steve Bosco          | 0  | 04:34:13 | 04:05:56 | 6    | 05:02:28 | 04:31:16 | 2    | 8   |
| 4                                                                                | HALCYON         | 199    | Bob Cornell          | 0  | 04:28:07 | 04:02:38 | 5    | 05:13:27 | 04:43:40 | 3    | 8   |
| 5                                                                                | MONTROSE        | 301    | Bevan Crighton       | 10 | 04:10:58 | 03:52:44 | 2    | 05:14:49 | 04:51:57 | 7    | 9   |
| 6                                                                                | STRAY CAT       | 50778  | Dan Ferrier          | 10 | 04:18:15 | 03:59:29 | 4    | 5:13:35  | 04:50:48 | 6    | 10  |
| 7                                                                                | BANANAQUIT      | 360    | Bill Wigglesworth    | 0  | 04:33:48 | 04:07:47 | 7    | 05:14:30 | 04:44:37 | 4    | 11  |
| 8                                                                                | GIMLET II       | 14     | Barbara Melanson     | 0  | 04:44:04 | 04:24:15 | 12   | 05:15:39 | 04:53:38 | 8    | 22  |
| 9                                                                                | BARBCAT         | 50874  | Allen R. Perrins     | 15 | 04:25:02 | 04:08:51 | 8    | DNF      |          | 14   | 23  |
| 10                                                                               | BORN TO RUN     | 42     | Michael E. Passero   | 0  | 04:29:14 | 04:10:27 | 9    | DNF      |          | 14   | 24  |
| 11                                                                               | CRYSTAL         | 121    | George Krug          | 10 | 04:29:14 | 04:18:02 | 10   | DNF      |          | 114  | 25  |
| 12                                                                               | IRISH MIST      | 6      | Peter DePascale      | 0  | 04:44:22 | 04:22:05 | 11   | DNF      |          | 14   | 27  |
| 13                                                                               | BLISS           | 197    | Addison B. Marsh     | 0  | 04:54:38 | 04:26:38 | 13   | DNF      |          | 15   | 30  |
| DNC                                                                              | AT & IS         | 300    | James Eastland       | 0  | DNC      |          | 15   | DNC      |          |      |     |



PROVISIONAL RESULTS

|  D - DELTA |                    |        |                   |    | RACE ONE |          |      | RACE TWO |          |      |     |
|--------------------------------------------------------------------------------------------|--------------------|--------|-------------------|----|----------|----------|------|----------|----------|------|-----|
|                                                                                            | BOAT NAME          | SAIL # | SKIPPER           | PE | ELAPSED  | CRRCTD   | PNTS | ELAPSED  | CRRCTD   | PNTS | TTL |
| 3                                                                                          | MILK & HONEY III   | 10     | Michael Devon     | 0  | 02:51:49 | 03:46:34 | 3    | 02:58:46 | 03:55:44 | 2    | 5   |
| 1                                                                                          | BLUE MOON          | 026    | Jay Spalding      | 0  | 03:04:29 | 03:51:34 | 4    | 03:07:20 | 03:55:09 | 1    | 5   |
| 2                                                                                          | TRITIUM            | 118    | Peter Vakhutinsky | 0  | 03:12:51 | 03:31:32 | 1    | 03:52:35 | 04:15:07 | 4    | 5   |
| 4                                                                                          | GLOWBOAT           | 299    | Ed Sinofsky       | 0  | 03:23:43 | 03:34:26 | 2    | 04:04:11 | 04:17:02 | 5    | 7   |
| 5                                                                                          | MILAGRO            | 70     | Dennis Neumann    | 0  | 02:54:49 | 03:53:05 | 5    | 03:10:04 | 04:13:25 | 3    | 8   |
| 6                                                                                          | SKEDADDLE          | 57     | AndY Houlding     | 0  | 03:24:11 | 03:59:45 | 6    | 03:54:29 | 04:35:19 | 6    | 12  |
| 7                                                                                          | ZOOM               | 153    | Harry Whittelsey  | 0  | 03:04:25 | 04:11:29 | 7    | 04:03:36 | 05:32:11 | 7    | 14  |
| DNC                                                                                        | THREE LITTLE BIRDS | 2985   | DNC               | 0  |          |          | 11   | DNC      |          | 11   | 22  |

Race 1: Course 18.75 miles  
W X T X 220 1.0 NM Wind 5-10



Race 2: 4 5 B shortened at 5  
11.75 NM Wind 0-7 knots

Additional Images at:  
[NorthForkMemories.com/lisail](http://NorthForkMemories.com/lisail)



