

June 2017 Storm Trysail Club Newsletter

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June
Newsletter



Vol. 79, No. 6 June 2017

In This Issue...

Upcoming Events

Block Island Race Week

June 18-23, 2017

AJ Evans, Chair

*Contact: Whitney
Kneisley*

(914) 834-8857

Members Party

Commodore's Column - Report from the Bridge

I hope everyone by now has their boat in the water and you are enjoying the summer, if it ever warms up here on the East Coast. So let me get right to my "Report from the Bridge."

The lead story will be our withdrawal from **Key West Race Week**. Maybe you

have heard, if not let me bring you up to date. The **Flag Officers**, Treasurer **Jamie Anderson** and the Event Chairman, **PC John Fisher**, realized that, in spite of the event's committee's immense



Block Island Race Week

Narragansett Inn

*Wednesday June 21,
1800 hrs.*

*Contact: Whitney
Kneisley*

(914) 834-8857

Marblehead Station Gatherings

Maddies Sail Loft

*6:00 pm - July 3rd &
August 8th*

Jamie Noyes

Rich Wilson

Celebration 6:00 PM

Thursday July 6, 2017

Old Town House

Marblehead, MA

Sponsored: Marblehead

Station & Town of

Marblehead Contact:

Jamie Noyes

Junior Safety at Sea Seminars

Various Times And

Places See List In This Letter

Contact: Lisa Schinella

Grandmasters Team Race

NYYC Harbour Court

August 24-27, 2017

Fisher, realized that, in spite of the event's committee's intense efforts, the trend for Key West Race Week was downwards. As we all know sponsorship is the key to our Club having a successful event, by that I mean cash positive. At the same time we have discussed this situation with our great group of sponsors. As the participation declines so does the interest that our sponsors have in an event like Key West Race Week. Therefore, this analysis was shared with the Board and it was agreed that the Club should be prudent and NOT expose the Club to a financial nightmare. It was very difficult for me as the Commodore and for the Event Chairman, PC John Fisher, to sign the letter we sent out as a press release regarding our withdrawal for this great winter time event in sunny south Florida. The Flag Officers and the Board will continue to work to bring back Key West Race Week, maybe in 2019, maybe as a biennial event, to make it more attractive to the sailors and more financially successful.

I must thank all the Club Volunteers who have made this event a great success in the past years. And also I would like to thank all our outstanding Sponsors who have helped the Club make this a memorable and successful event.

Now for some GOOD NEWS. The Club has held our annual Hands-on Safety at Sea Seminar on May 20, 2017 at SUNY Maritime College at Fort Schuyler under the Throgs Neck Bridge. We had over 200 participants. This year we not only offered Level 100 as usual, but we also added Level 200 for those students who were qualified and interested in getting certified for the more advanced qualification. For those Members who are unaware of Level 200 let me bring you up to date with the Level 200 experience.

For this course we had real swimmers in the water for our Man Overboard Exercise, this alone demonstrates to the participants the difficulty of retrieving a real person being overboard, we used a drogue to simulate heaving to, the drogue was also used to demonstrate steering the boat without a rudder. And for our grand finale, we did an abandon ship exercise. This involved placing a real life raft in the water, having the participants (the

Crew) enter the raft, between nine and ten souls and then sailing the boat away from the victims. While in the raft the students set off smoke and hand held flares. The abandon ship crew were later rescued by a safety boat and then returned to the yacht. I hope that everyone who participated in the course took the time

August 24-27, 2017

Call for STC Racers

Skippers - 60 or over

Crew - 50 or over

Casey Nickerson, Team Captain

(603) 387-5427

STC Ted Hood Regatta

August 25-27, 2017

*In Cooperation With
Boston, Corinthian &
Eastern Yacht Clubs*

Clarke Smith, Chairman

(781) 462-7040

tedhoodregatta.com

2017 LIS Championships

Sept. 16 - 17, 2017

Riverside Yacht Club

Contacts:

Nick Langone

Ty Anderson

STF Intercollegiate Offshore Regatta

October 7 & 8, 2017

Larchmont Yacht Club

*To Volunteer Your Boat
Or To Coach*

Contacts:

to really learn these important lessons, lessons which may someday save their lives and the lives of their shipmates.

I have been part of the SASS for at least the past 10 years and every time we hold this seminar, I find something new and improved to supplement the training we conduct on *Vamp* prior to starting any buoy or distance racing.

The Club held the 72nd annual around Block Island Race, we had 66 yachts participate in various classes. The weather was fine if you could avoid finding a hole along the way to Block Island. Most boats finished sometime on Saturday. The prize giving party at Stamford Yacht Club was well attended. The trophies were great looking and the friendship was outstanding. American Yacht Club won the Team Trophy. I believe that a good time was had by all.

I represented our Club at American Yacht Club and at Riverside Yacht Club commissionings. American Yacht Club recognized **PC Jim Bishop, Sr.** along with me as Past Commodore and Commodore respectively. At the Riverside Yacht Club commissioning, at least twenty-five Flag Officers from other Yacht Clubs present. The Storm Trysail Club was mentioned along with me as Commodore with regard to the relationship the Club has with Riverside Yacht Club and the Long Island Sound Championship for both IRC and PHRF boats. That event takes place on September 16 & 17, 2017. Again, if any Members are in the area, please sail in the regatta and attend the party on Saturday the 16th or on Sunday the 17th for the prize giving. This is a great time to see a number of fellow Members for a cocktail.

The Storm Trysail Club has established a new station. This is being called the **New Jersey Station**. A few of the PC of our Club thought that since we have about twenty-five Members in New Jersey that a station would be appropriate. I selected Atlantic Highlands Yacht Club on Sandy Hook Bay as our partner Yacht Club. I have appointed **Bob Behringer** as the Station Captain.

I'm sure we will hear good things from our new station. AHYC has extended Club privileges to our Members both of the Clubhouse and the waterfront. So if you are passing Sandy Hook and the tide is not fair for your trip up the East River, stop in at our new station and enjoy the hospitality of Atlantic Highlands Yacht Club for a few hours or overnight on a courtesy mooring.

I have received copies of the sailing and social calendars for both

Barry Gold, Chair

Lisa Schinella

(914) 813-0233

**2017 STC
Annapolis Fall
Regatta**

October 19-20, 2017

*Competition in One
Design and ORC Classes
with*

*Farr 30 International
Champs*

*ORC Chesapeake
Champs*

Contact: Dick Neville

(410) 268-8400

HOLD THE DATE!

ANNUAL MEETING

**Saturday January 6,
2018**

Naval War College

Officer Club

Newport RI

Call For Articles

Do you have an
adventure you'd like
to share with fellow
Storm Trysail Club

the Annapolis Station and the Marblehead Station. I would hope that our other Station Captains take a look and see what can be done with a little planning to enhance our Member experience at our stations. I salute both Captains **Jeff Goldring** at the **Chesapeake Bay** Station and **Clarke Smith** at our "new-ish" **Marblehead** Station for jobs well done.

I have used up my 1,000 word allotment for the newsletter. See you all at Block Island Race Week. Fair winds and following seas.

Lenny Sitar, Commodore

Commodore Sitar's Photo Credit: Gary Martin

Key West Race Week 2018

LARCHMONT, N.Y., May 25, 2017 - After extensive discussion and deliberation the Storm Trysail Club has decided not to organize and hold Key West Race Week in January 2018. Many factors led to this difficult decision. The bottom line is that with declining participation, the event has become heavily dependent upon sponsorship making the event unsustainable in its current format. Our primary sponsors remain very supportive and the Storm Trysail Club is committed to exploring alternative formats for the future that address changing conditions in our sport. The club anticipates that this could lead to another edition as soon as 2019.

The Storm Trysail Club wishes to thank especially Quantum Sails (the title sponsor for the last six years) as well as the city and community of Key West for their gracious hospitality and help in underwriting this event, which has spanned the last 30 years.

Many thanks as well to all our other sponsors, supporters and past participants for their support of the event and of the sport of sailing. Most importantly we wish to thank the countless volunteers, Storm Trysail Club members and others who made Key West Race Week possible and produced a world-class event.

Leonard Sitar
Commodore Storm Trysail Club

John Fisher
Quantum Key West Race Week Event Chairman - 2016 & 2017

Members? A book you've written you think other club members would enjoy?

Send your article, 650 words or less with a good photo or two, to

- Lee Reichart, Editor

Block Island Race Week, June 18-23

Block Island Awaits The Return Of Storm Trysail Club

If you cannot make it to your club's signature event this year to race, volunteer or the members party on June 21st, you'll enjoy reading the program.

Storm Trysail Hands-on Safety At Sea Seminar



Storm Trysail's Annual Hands-On Seminar was held Saturday, May 20, at the SUNY Maritime College at Fort Schuyler in the Bronx, NY. This is the fifth such Seminar and we continue to evolve the concept of a one day seminar to achieve World Sailing

certification. We also added a level of training above the World Sailing level. **Charles "Butch" Ulmer** chaired this challenging event and mobilized over 60 members and an armada of boats.





"**Level 100**" is the designation Storm Trysail has given its World Sailing qualification program. In the 75 minute opening session, Moderator **Rich du Moulin** emphasized seamanship and leadership "Shackleton style" with the goal of "Don't Give Up the Ship!" Then **Lt. Tim Anderson** of the USCG presented Sea Air Rescue and STC member **Martha Parker** of Team One Newport demonstrated proper offshore attire on super models **Scott Steele** and **Ann Myer**.

After the opening session, the 180 Level 100 students were assigned to four color groups and rotated through four 90 minute hands on sessions (lunch break in the middle):

A) **Pool Session - Dan O'Connor** ordered everyone in the pool with foul weather gear and boots, with and without PFDs. After learning survival techniques, the swimmers then boarded life rafts. Coast Guard rescue swimmer **Mario Estevane** then approached the rafts as if he were just lowered on a wire to instruct the occupants how to prepare for helicopter evacuation.

B) **On the Water-** Chair **Kelly Robinson** organized 7 borrowed 40-48 foot boats each with an owner and two coaches. The crew practiced with storm sails, MOB pickups with tall boys, reefing, and drogue steering.

C) **Fire/Pyrotechnics - Brook West, Carl Lessard, and Joe Richter** taught a half hour classroom session and then headed to the "Point" near the Throgs Neck Bridge to fire rockets, light flares and smokes, and fight a diesel fire. As usual the police and fire department paid a visit despite being notified!

D) **Damage Control - John Storck, Eric Goetz, Will Keene** started with a classroom session followed by hands on patching, rod cutting, steering system demo, and pump demonstrations. This session was greatly improved over the past with a better connection of the hand skills to preparations and immediate responses. Chair John Storck was well qualified by his 45 years keeping his Erickson 39 Jonrob afloat.

At the **Closing Session**, Moderator Rich du Moulin provided a summary of high points of lessons learned, and power points of heavy weather sails, sailing and tactics. Courtesy of Switlick, **Ryan Taffett** inflated a Life Raft.

About half the Level 100 also signed up for the US Sailing ten chapter lessons and quizzes. They also had access to Storm Trysail's great video library and will take our online test during the next two weeks. About half the group were racers and half cruisers (non Bermuda Race Year). All members should consider the very inexpensive purchase of unlimited access to our video library.





Level 200 - For the first time ever, Storm Trysail offered this higher level program which was originally developed for junior sailors by STC's **Joe Cooper**. For the adults we required that they had done Level 100 or the equivalent previously. 30 signed up which we think will dramatically grow next year, since we now have about 600-700 Level 100 "graduates" from past years. Level 200 Chair **Peter Becker** organized Level 200 and recruited some of STC's top talent as coaches.

Level 200 sailors attended the opening and closing sessions but not the four 90 minute portions. Instead they had half a day of classroom work, and sailed half a day on three J/44s, each with three very experienced racing sailors. Each boat had a support rib following it - America's Cup style.

On the water the crew did MOB recoveries with actual men in the water with Gumby suits. They practiced Quick stop and close approach (we teach 15 feet off the bow and a crew uses the throwbag from the foredeck - safer than alongside approach). They also practiced the Lifesling recovery method. The ribs stood closely by; one rib driven by **Matt Marciano** had medic **Mary**

McKiege with an AED, **Peter Kelly** solo in a rib and **Lee Reichart, Ryan Taffet** and **Frank Stagliano** in another with **Howie McMichael** and **Peter Fackler** in *Puff* as the photo boat.

Other Level 200 activities included: reefing/unreefing, drogue steering, damage control scenarios, storm sails, and near the end of the session the crews abandoned ship into Switlick provided rafts! This had never been done at any safety seminar anywhere. The sailors stayed in the rafts for about 20 minutes, firing rockets and setting off flares and smokes.

Three Level 200 one hour classroom sessions included: USCG SAR (with more detail than the opening session); **Frank Bohlen** on weather, and the NYYC team of **Juan Corradi, Gary Forster**, and **Bro Uttal** on scenarios for flooding and abandoning ship.

For the event we produced a 24 page pamphlet compressing all aspects of SAS. Every attendee received one. These are intended to be kept aboard and read by crew. Storm Trysail will try to get this online for everyone to read.

The Maritime College is a fantastic venue for all these activities. We expect in 2018 to have about 250-275 Level 100 and 50-75 Level 200. We had about 60 volunteers, including friends from CCA and NYYC. **Nathan Titcomb** represented USSailing. **Rob Cafra** represented SUNY Maritime College throughout the day making sure that all of the event planning came smoothly to fruition. Sponsors included **AIG Insurance, UK Sailmakers, McMichael Yacht Yards, Landfall Navigation, Team One Newport, Switlick Marine Safety, Sea Safety International, DP Sailcloth,** and **Brewer Yacht Yards & Marinas.**

Special thanks to the owners of the training fleet:

<i>Vamp</i>	Lenny Sitar
<i>Maxine</i>	Bill Ketcham
<i>Froya</i>	Briggs Tobin
<i>Rocket Science</i>	Rick Oricchio
<i>Christopher Dragon</i>	Andrew and Linda Weiss
<i>Second Boat</i>	Mark Ellman
<i>Inisharon</i>	Jim Murphy

<i>Glory</i>	US Coast Guard Academy
<i>Charlie V</i>	SUNY Maritime College
<i>Faith</i>	Kory Breitel

Thanks to all the other volunteers not mentioned above:

Peter Bauer	John Troy
HL Devore	Jed Kelly
AJ Evans	Nick Langone
Josh Reisberg	Lawrence Cutler
Doug Lynn	Mark Ploch
Bill Padin	Will Donelan
Hiro Nakajima	Wes Oliver

Peter Overzat	Kelly Robinson
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Bob Monro	Adam Loory
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Gordon Dailey	Buttons Padin
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Gerard Girstl	Tig Smith
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Todd Aven	Tom Young
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Jim Binch	Kristin Murphy
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Bud Heerde	Colin McGranahan
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Bob Behringer	Randy Needham
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Roland Schulz	Brook West
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Ed Cesare	Rand Milton
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Rich du Moulin, Moderator

Storm Trysail Club

Photos courtesy: Howie McMichael, McMichael Yacht Yards

Classic Spring Races

Storm Trysail Club's Block Island Race

"One never knows, do one?"

STAMFORD, CONN, May 29, 2017 - With the planned start of the 72nd edition of the Block Island Race on May 26 off of Stamford, CT, conflicting weather models had navigators and skippers scratching their heads as they planned their strategies. Hiro Nakajima - the highly experienced owner of perennial entrant

Hiro Maru - made a comment along the lines of "The only thing the weathermen can agree on is that the race starts on Friday!"

Even under the best of circumstances, the 186 nm Block Island Race is a complex one given the number of exits from (and re-entries into) Long Island Sound, the significant currents that occur at multiple points along the course, local thermal winds, other geographic effects, etc. This year's race promised to be one of the more challenging outings for the 66 entrants.

The breeze at the first start was a shifty 4 knots, but by the third start, settled into a stiff northwesterly of 15 knots with significantly higher gusts. Most of the fleet popped their kites right at the start, with the majority paralleling the CT coast for the first 15-20 miles.

A number of forecasts predicted a big wind hole in the middle of

L.I. Sound in the Bridgeport-to-New Haven area, and soon the leading boats in the fleet began to see the first signs of its unwelcome appearance. The quandary was which side of the Sound would be better for getting around the hole - the CT shore, or the Long Island shore - and it was likely that this decision was of the "bet the whole race" variety.

Custom 40 Desperado.

©Rick Bannerot & Storm Trysail Club

Some gybed toward the LI shore, and others decided to stay the course along the CT side. Cutting across the Sound carried an additional risk of not making it to the other shore before the wind shut down. Getting caught in the "Death Zone" between two competing breezes is a common-enough circumstance in this part of the world.

Andrew Weiss, skipper of *Christopher Dragon*, the 2nd place finisher in IRC Class 3, said "We had to make a decision whether to go hard north or hard south, and we were only able to get three-quarters of the way south. We were passed by a few boats (on the other shore), but then recovered the lead." They then continued along the LI shore carrying a fractional Code 0 in a northerly breeze and went out through Plum Gut where the current was still favorable for them.

As it turned out, there were boats on both sides of the hole that did well, but having the fleet divided as the sun sets leaves navigators feeling lonely and nervous. The key - in hindsight - was being close to either shore: It mattered less which shore you were on, as long as you weren't out toward the middle.

The hole, however, didn't last nearly as long as some of the gloomier forecasts had predicted and the fleet made good progress toward buoy 1BI off the north end of Block Island, with most flying spinnakers all the way to, and then around, the island. As they passed the south side of the island, the fleet was faced with a NW breeze and back toward Long Island Sound. The

forecasts indicated a good chance the wind would shift toward the SE, with a light and fluky transition period...yet another potential "make-or-break" decision point.

After the fleet leaders re-entered the Sound (most through Plum Gut), the wind from the NW faded to a period of calm before the southerly wind began to fill in, but somewhat erratically. Back in Long Island Sound, the age-old battle between the Northerly and Southerly winds was playing out once again.

"We had to play the currents and swirls to keep the boat moving," said Brian O'Farrell, navigator aboard Justin Bonar's YYZ, the winner of PHRF Class 4. Leads in several classes shifted back and forth as the winds of fortune veered and backed.

On Scott Weisman's RP-45 *Pterodactyl* - who took 2nd Place in IRC Class 4, navigator Steve Minninger saw a clearing sky and positioned the boat for the southerly that would be spurred by the heating of the land. As the wind died, Steve Benjamin - owner of the TP52 *Spookie* - sent a crewman to the top of the mast to look for the wind, and from his lofty perch the crewman saw the southerly coming, but they could also see some competitors near the CT shore "motoring" in a northeasterly. Decisions, decisions!

Eventually, the southerly took precedence and by Saturday afternoon (May 27) the lead competitors began to reappear on the Stamford horizon. The first yacht to cross the line was *Prospector*, a Mills 68 that finished at 14:38:17 Saturday afternoon - 23 hours and 13 minutes after her start.

Spookie finished 24 minutes later and corrected over *Prospector*

for 1st in IRC Class 4. *Lir* - John McNamara's Swan 45 - took First in IRC Class 3 and took a second on corrected time in the IRC fleet overall. First place overall on handicap in the IRC fleet went to Jay Turchetta's xp38 *Amadeus V*, who captured the William Tripp Junior Memorial Trophy.



Storm Trysail Club Commodore Leonard Sitar (far left) and Storm Trysail Club Fleet Captain, Block Island Race Chair, and Principal Race Officer Ray Redniss (far right) present the Harvey Conover Award for Best Overall Performance perpetual trophy and the "keeper" trophy to Jay Turchetta and the proud crew of *Amadeus V* to go along with their trophies for Best Corrected Time in the IRC fleet and First in IRC Class.

Copyright 2017, courtesy of Rick Bannerot & Storm Trysail Club

In the PHRF fleet, *Libertas* - a J/111 skippered by John Donovan - took first place on corrected time, followed by James Coffman's Hanse 375 *Gemini*. The double-handed Class was led by Gardner Grant's J/120 *Alibi*, winner of the Gerold Abels Trophy, and who also managed a fifth overall within the fully-crewed IRC fleet.

Of special note was American Yacht Club's "Young American Juniors' Big Boat Team", continuing its collective winning ways

with a first place in the Double-handed PHRF Class with *Jazz* - a J/88, a first place in PHRF Class 3 with their J/105 *Young American*, and rounding out their Roddie Williams Team Race Trophy win was *Varekai* - a J/120 that finished 5th in IRC Class 2. This truly is an excellent example of the results of fostering the next generation of world-class blue water big boat sailors.

At the post-race awards ceremony, the crews were relieved that despite their fears of a drifting contest, the race ended up being a moderately fast one. As jazz great Fats Waller once famously said, "One never knows, do one?"

Report submitted by Ron Weiss, STC Communications Committee Chair

Hampton Bay Yacht Club and Storm Trysail Club -

Down the Bay Race

Jeroboam Sails Away with Virginia Cruising Cup Givry is overall winner in Down the Bay Race with Farr 400

ANNAPOLIS, Md., May 29, 2017 - When Laurent Givry decided to take up the sport of sailboat racing, he was very organized and methodical in his approach. After doing extensive research, Givry purchased a Farr 400 high-performance racer then enlisted some of the top industry professionals to get the boat prepared.

Mike Beasley of Beasley Marine oversaw the commissioning with Jay Corcoran of Annapolis Rigging and Willy Keyworth of North Sails assisting with their areas of expertise. When the boat was launched, Givry brought veteran professional sailor Dee Smith aboard as tactician.

The Farr 400 arrived from Dubai in December and Givry's crew has been learning to sail the boat, which he named *Jeroboam*, since March. "We've been practicing regularly and Dee is a very good teacher," said Givry, whose racing debut came in the North Race Rally as part of the Annapolis National Offshore One-Design regatta.

Givry and his crew have proven quick studies, evidenced by their performance in the 68th Down the Bay Race. The Fairfax Station resident skippered *Jeroboam* to overall victory and captured the prestigious Virginia Cruising Cup that is presented annually by

East Hampton Yacht Club

nost Hampton Yacht Club.

"It was an amazing race and we were very, very happy with the result," Givry said. "The team was highly motivated and pushed like crazy from start to finish. Dee was onboard running the boat

and did a tremendous job. It is a tremendous accomplishment to win such a famous race. This is what I wanted to do when I got into sailboat racing."

Organizers with The Storm Trysail Club-Chesapeake Station started the 2017 Down the Bay Race on Friday morning in 20 knot winds out of the west-northwest. It was gusty for most of Friday with some competitors reporting readings in excess of 30 knots on the anemometer.

The Farr 400 is an all-carbon lightweight speedster and simply reveled in the downwind conditions that prevailed for most of this year's Down the Bay Race. "This was the perfect race for *Jeroboam*," said Bob Cantwell, owner of the XP44 *Rival* that was runner-up on corrected time. "We lost sight of the Farr 400 after about 40 miles."

Smith said *Jeroboam* moved out on the fleet quickly while sailing under the A2 spinnaker during the early portion of the race. "I think the real advantage was having the only light boat in the fleet. We were able to plane away from people," Smith said.

Jeroboam stayed in the main shipping channel for most of the trip down the Chesapeake Bay to take advantage of a strong ebb tide.

"We knew we were having a good one. We were seeing between 14 to 17 knots of speed quite often and the current was with us the whole way," said Givry, who berths his boat at Jabin's Yacht Yard in Annapolis.



***Jeroboam* shortly after the start.**
of Willy Keyworth

Photo courtesy

Jeroboam hit a top speed of 20 knots while sailing in wind gusts of 33 knots when the only setback of the race occurred. "We blew out the backstay so we took down the spinnaker and did a quick check of the rig," Givry said. "We lost about 20 minutes while sorting things out."

Crew members fashioned a jury rig by bringing the spinnaker halyard around the top of the mast and hooking it up to the block and *Jeroboam* was back in business.

Smith made the call to have *Jeroboam* sail deeper angles while reaching under the asymmetrical while going for maximum speed. Crew members then put up the jib and tightened up whenever it was time round the various turning marks on the course.

Jeroboam completed the 120-nautical passage with an elapsed time of 11 hours, 9 minutes and 30 seconds. The Farr 400 took first place in PHRF A with a corrected time of 13:47:18, which was almost two hours better than Rival (15:36:55).

"It is definitely a great boat, very fast downwind. If you look at our average speed I think we were just shy of 11 knots for 120

miles," Givry said. "It was a great team effort. I have great people onboard."

Givry spent a lot of time on various boats while growing up in the south of France and served in the French Navy. He moved to the United States in 1991 and is the owner of Elite Wines, an importer and distributor of fine wine.

Cantwell and the crew of *Rival* had a great battle with *Sitella*, another XP44 owned by Ian Hill of Chesapeake, Virginia. *Sitella*, which captured the Virginia Cruising Cup last year, crossed the finish line off Fort Monroe just 67 seconds after *Rival*.

"It was pretty much a straight-line drag race down to the lower bay. We did just one gybe in 116 miles," said Cantwell, an Eastport Yacht Club member who resides in West Chester, Pennsylvania. "We had *Sitella* off our stern for the last four miles so got into covering mode."

Rival and *Sitella* got into a major tacking duel down the stretch and Cantwell got a bit concerned when the latter boat took a hitch into the shallows near Fort Monroe. The XP44 draws seven feet and the depth finder was showing a six-foot shoal just to the south.

"It was an upwind finish and we laid the pin end of the line and that was probably the difference," Cantwell said.

Entourage, a Corsair F-27 trimaran owned by Ben Carver, captured line honors with an elapsed time of 10 hours, 35 minutes and 31 seconds. *OrgaZmatron*, a Corsair F-31 skippered by Josh Colwell, came across 23 ½ minutes later. Colwell figured out the next day that the main hatch seal on his boat's float had failed, causing it to take on a thousand pounds of extra weight in water and explaining why the F-27 passed the F-31 toward the end of the race.

Both multihulls started last and Cutter admitted the crews "took perverse pleasure" in close reaching through the entire fleet at 17 knots of speed, passing *Jeroboam* about a half hour in. Carver said it was "sailing on the edge" as the trimaran was seriously loaded up with the "weather shrouds screaming in the wind and the lee bow submerging on each wave."

"I didn't think my heart could handle 10 hours of that level of stress," said Carver, who finally put in one reef then another.

stress," said Carver, who finally put in one foot then another. After stuffing all three bows in gusts of 25 knots, the skipper decided it was too dangerous to sail with the spinnaker.

Danger Paws, a Melges 24 owned by Neil and Lis Biondi Ford, took first place in PHRF B with a corrected time of 19:58:10. It was a tight battle as runner-up *Nanuq*, a Sabre 426 skippered by Glenn Doncaster, was just 41 seconds astern after handicaps were figured in.

"We had an absolutely fantastic ride for the first 100 miles or so. We were seeing a sustained 13-15 knots of boat speed," Neil Ford said. "It was blowing the dog's off the chain for sure. We're lucky the wind was coming from aft of the beam. The Melges 24 is real powerful in those types of conditions."

Ford previously did Down the Bay with a J/24 named *Rocket J*, capturing class honors in 2012 and finishing second in 2013. The Hampton, Virginia resident took delivery of the Melges 24 in February and is still figuring out how to maximize its performance.

Danger Paws saw top speeds of 16 knots under spinnaker reach and Ford said the crew was struggling to keep the boat stable. Unfortunately, the wind died and the current turned against the Melges 24 near the channel marker off Yorktown.

Ford took *Danger Paws* into the beach off Grand View to avoid getting swept out by the current in the light air, sailing about 50 yards from shore on approach to the finish.

"We were up with the big boys right up until the end and were thinking really good thoughts," Ford said. "Unfortunately, the wind shut off and the bigger boats sailed right past us, which was frustrating. It took us 10 hours to cover the last 10 miles."

Diablo, an Andrews 28 skippered by Greg Cutter, was winner of the Double-handed Division. This was the 12th Down the Bay Race for Cutter and his first class victory.

"It was a pretty exciting race. The wind just built and built. We were across the Potomac River by five in the afternoon, which is the fastest I've ever done that," the Old Dominion University professor said.

Cutter was instrumental in getting a double-handed class offered by Down the Bay organizers and it debuted last year. Dave Godwin, who met Cutter when both were members of the C&C

Yachts Association, served as crew aboard Diablo.

This was an ideal race for the Andrews 28, which excels in heavy air when it can plane and light air as well.

"We were able to get the boat on a plane during the downwind run in strong breeze," Cutter said. "I'd guess the wind died around midnight when we were near Stringray Point off the Rappahannock River and we went into ghosting move. Fortunately, after 35 years of sailing on the Chesapeake Bay, I've gotten pretty good in light air. This boat is also good in those conditions so we were able to keep it moving the whole time."

This year's race attracted five double-handed entries and Cutter is encouraged about the future of the class for Down the Bay.

Restless, an Irwin 38 owned by Jay Thompson of Virginia Beach, was the lone finisher in PHRF Non-Spinnaker Division.

Report submitted by Bill Wagner, Annapolis Capital Gazette

Annapolis Junior Safety at Sea Seminar

Chesapeake Bay Station Shines!

Dobbs Davis produced and delivered a very successful show for twenty-one students with contributions from twenty STC members and one nonmember.

David Shaeffer deserves a shout out again this year for the PowerPoint slide deck that he created for our program last year. The value proposition from his effort is three fold: 1) quality assurance - all of the required elements for the classroom sessions are succinctly outlined and aptly illustrated with pictures and materials furnished by the USNA Offshore Sailing Program (Jon Wright) and US Boating. 2) Our membership can present from the slide deck extemporaneously! 3) it is reusable - annually.

Sally Sachse and **Sally Sarales** checked students in and set up a cafeteria line for the students and volunteers to pack box lunches.

Dobbs lined up **Dawn Riley** as the keynote speaker. Dobbs and **Dee Smith** presented and added color to the classroom

presentations.

Peter Sarales and **Jeff Goldring** were the masters of dockside demonstrations. They inflated a life raft donated by Vane Brothers Marine Company. They set fire to cardboard and denatured alcohol in paint trays and the students took turns putting the fires out. The students lit expired flares. A baseball bat striking a watermelon on a guitar stand offered a lasting impression of a boom striking a head.

Pen Alexander, Jim Praley, Kevin McNeil, and non-member **Angelo Guarino** provided a J-105, J-120, Alerion 28, and J-105 respectively. Dee Smith and **Angus Phillips** trained a team of six girls, five affiliated with the North East River Yacht Club and one from Annapolis Yacht Club, aboard one of the J-105's. **Brad Cole** and **Andy Hughes** trained a team of six boys from the North East River Yacht Club on the other J-105. The girls out dueled the boys in a match race. **Jeffrey Gibbons-Neff** and **Ross Dierdorf** organized nine students into a port and starboard watch for training on the J-120.

Dick Neville and Dobbs served as safety officer and ringleader, respectively, for on the water training aboard a sporty cruiser borrowed from **Ed and Molly Freitag**. **Jeff and Carol Goldring** anchored their lovely cruiser, *Melody*, in the middle of the training arena. Peter Sarales joined them. They took pictures, offered encouragement, and started the race.

Ross Dierdorf

Seminar Leader

Upcoming Junior Safety at Sea Seminars

The Storm Trysail Foundation Junior Safety at Sea program is an important outreach for the Club, its Foundation and the sport. For 2017 the Committee has scheduled 10 seminars with 8 still to run. But without your help the seminars can't go on. Contact the local leader to offer your expertise or to lend a boat. Both appropriate sailboats, 30 to 40 feet set up for offshore sailing are ideal, and safety boats are needed.

Date	Club/Host	Storm Trysail Foundation Leader	Local Leader
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Saturday, May 20	Annapolis YC, Annapolis, MD	Ross Dierdorff:	Same
Saturday, June 10	Newport Sea Base, Newport Harbor, CA	Kelly Robinson:	Peter Macdonald
Weds., June 28	Shelter Island YC, Shelter Island, NY	Ed Carey:	Same
Monday, July 17	Maine Maritime Academy, Castine, ME	Bob Scott:	John- Michael Payne
Friday, July 21	Larchmont YC, Larchmont, NY	Rich du Moulin: rtdumoulin@gmail.com	Same
Thursday, July 27	Grand Traverse Yacht Club, Traverse City, MI Lake Michigan Sail Racing Federation	Kelly Robinson:	Gail Turluck, LMSRF

Thursday, July 27	Raritan YC, Perth Amboy, NJ	Kelly Robinson: Ann Myer:	Same
Monday, July 31	Courageous Sailing Center, Boston, MA	Clarke Smith:	TBD
Thursday, August 3	Ram Island YC, Noank, CT	Peter Rugg:	Same
Thursday, August 17	Sail Newport, Newport, RI	Pat Kennedy	Dawn 401- 849-9400

2017 Schedule

STC Ted Hood Regatta

**The Storm Trysail Club
Marblehead Station Presents:**

Ted Hood Regatta



Marblehead 2017





The First Annual Ted Hood Regatta will be hosted by the Storm Trysail Club's Marblehead Station August 25-27 at The Boston Yacht Club. Racing will be managed by the Boston, Eastern, and Corinthian Yacht Club Race Committees.

Storm Trysail will host several shore-side parties at the Boston Yacht Club during the weekend, and over 1,000 participants and guests are expected. Registration is open at YachtScoring or by clicking [HERE](#).

Information at tedhoodregatta.com