

Mama Tried: Winner in Class G

Top of Class A

while Ted Naughton's Difthe wind veered and dimi-

By Bruce Paulsen After more than two hours In Division C, Jim Holof postponement, the race ton's Little Bit Better committee sounded the gun for the Harbor Start at 1020 yesterday morning. A light southeasterly began to fill in when the decision was made and the Empress proceeded once again to starting mark "W." There was a short beat from the committee boat to the weather mark, followed by a broad reach, got off to clean starts, a tight reach, and then another beat. That is, before the wind shifted.

Three boats crossed the line early in A division, including Counterpoint. Cygne came up with a good start at the starboard end of the line, but her immediate tack to the right proved to be unprofitable. Tried reaching the first Evelution, a new Evelyn 41 mark with a two-length sailed by Carl Fast and . lead. the Mudheads (a yacht club, not a punk rock band), started at the port end, which turned out to be the out on her class right beplace to be. The B Division start was unusual in that no boats were recalled. The Olson 30 Time Bandit won the start and crossed the fleet on port tack, but quickly lost ground after

the first wind shift. with designer Mark Soverel aboard, took the start at the port end and looked good as the wind shifted to the left on the first half of the beat. The J/29's Oceans Ahead and Night Flight also moved themselves into good position early in the going. Both E and F Divisions with those who started mid-line jumping out front. In the J/24's Mama Tried started at the left end, getting the first shift and crossing most of the fleet. A tight battle ensued between Mama Tried and Gunther Buerman's Partial Eclipse with Mama

nished. Due to the magnitude of this shift, the last boats around the first mark were forced to jibe set their spinnakers, and many on the second reach had to drop theirs. The shift also made for a fetch on the final leq, making it difficult for the boats in the rear to .come back. Evelution was the first boat over the line at around 3:22 PM followed by Joseph Darling's Jingo, who won on corrected time. At least four protest flags were flying as the top B Division boats came across the line. David Slikkers' S2-10 Superstition finished first on both elapsed and corrected time followed by Spitfire and Neil Griffin's Shock wave. Bob Johnstone's Night Flight crossed the line in front of Oceans 'Ahead in Division C, but both were beaten out on corrected time by Bill Baxter's Pirate. Bob Bavier skipperec his J/30 Fox to a convincing first place finish in D.

ferent Drummer took the honors in F.

Ken Read's Mama Tried became the only 2-time winner with a victory in the J/24 class beating out Partial Eclipse and Telluride (the latter of which was holed at yesterday's start and hastily repaired between races).

Randolph Richmond's Rampage took Division H, beating out IOMA, a boatload of crossword puzzle enthusiasts.

Today's racing saw some dark horses rise to the forefront, setting the scene for keen competition the rest of the week.

Monday's Protest Results 20942 v 23821 23821 DSQ 30835 v 4747 4747 DSQ 12010 v 30835 Protest WD 32129 v Class C See below 1348 v 2424 2549 DSQ 2424 v 2549 2549 DSQ 31509 v R. Comm. Disallowed 22336 v 21141 22336 DSQ 30146 v 22715 Disallowed 22479 v 2567 2567 DSQ 11256 v 4806 4806 DSQ 1348 v R. Comm. Denied 2024 v 14328 14328 DSQ 32044 v R. Comm. Disallowed 23949 v R. Comm. Change Class C DSQ to DNF

Nickelodeon, yesterday's Division H winner, took the final start and was moving fore the big shift.

As the boats from the final division approached the weather mark, the shift to the right occurred. The boats on the right side of the course in Division H made out well as

Neal O'Connell's C&C Dundee, finished first in E,

June 23, 1982

## Local Knowledge: Block Rocks, Current and Fog **By Benn Hall**

You will certainly encounter some of the most interesting and challenging sailing conditions of anywhere in the world while racing at Block Island. Preparation for the prevailing conditions (especially considering the Race Week time of mid June) is of utmost importance for those competitors who expect to win.

The key to success at Block Island is navigation. Considering the complexity of wind, current, geographical and weather conditions, the navigator's role is of much greater importance than in most other racing.

The prevailing wind direction at this time of year is southwest. The usual race course in this breeze has been counterclockwise around the island. The first part of this race (the beat from the harbor entrance to the southwest tip of Block) is usually where the race is won or lost. The wind seems to bend with the shoreline as you proceed up this beat. No matter if the tide is inthe beach. The boats that are able to execute (especially sea room) so I would suggest that every skipper review all the rules that would apply here. One of the general characteristics of the southwester is a gradual building in velocity in the afternoon. Races that begin SW eight to 10 knots will oftentimes end up with a solid 18 to 20 knots at the finish.

many newcomers off guard. If it is blowing 16 at Southwest Point, hold onto your hats going past the old harbor.

The southwester is a fairly steady breeze, however. You can expect oscillations of five to 10 degrees when the wind is not directly affected by the geography of the island itself.

#### Current

There are two marks around Block Island where the current runs very strongly and they must be carefully considered in your tactical plan. These are at the southwest corner - "R24" - and on the northeast tip of the island at the outer end of the sand reef - "1BI." Currents of three-and-a-half knots

around the island and how far out they extended in the critical areas. This should be a prerequisite for all serious skippers and navigators. See notations on the chart for dangerous areas and geographical affects on the wind.

### Weather

Constant monitoring of weather forecasts is a must. Use both marine weather forecasts of VHF weather stations and also the aviation forecasts. I suggest going to Block Island airport before each race to get the latest update.

Getting a forecast on the wind conditions will help you to evaluate what sails to use and might help in

tactical decisions.

Fog is a condition which may be a big factor in this year's racing. Certainly a must for any serious competitor who wants to be "totally" prepared is having a Loran C. Navigation in the fog by any other method is just too inaccurate for a demanding skipper expecting to place well. Dead reckoning and RDF are the only alternatives if you are unfortunate enough not to have Loran C.

If you must resort to using these methods in the fog at Block Island, be prepared to bring out your favorite rabbit's foot or golden horseshoe.





Division C gets off to a disputed start



first start a few facts became apparent - that the Telluride and Gusto were port end of the line was heavily favored, and with bone-cracking collision the long anchor rode on the stake boat starting was going to be very difficult indeed. As the time

the line. Two of the boats, forced to retire after a right after the start. Ken Read, this year's collegiate sailor of the year, steering Mama Tried, got clear and jumped out into an early lead. As for the finishes, they're still in question. As of press time last night 11 protests were still pending. There were a few sure things, however.

Division A winner Counterpoint

## Many Start, Few Finish Feeders

Periods of light and heavy air, as well as rain, from the Essex Yacht Club, fog and generally inclement only 9 of the 20 starters weather forced the majority completed the course. .arof the competitors to aban- ry Scanlon's Tartan 10 don the feeder races. Of What's Happening won over- Ralph Toon's Serendipity the 60 starters in the Am- all, posting a time of just 43 hailing from Hilton erican YC race, which was under five hours. William marked by fog and light air, Lieber's J/24 Popinjay took lead. Moving on starboard only seven actually crossed B division honors. the finish line. Ted Stead- Most skippers elected to man's J/36 Store Bought Wo- play it safe in the adverse erpoint took command of the man won overall, as Michael conditions, retiring from Frank's C&C 34 Jiminy took the races and proceeding

In the heavy upwind race

wore down it appeared that a few boats were going to be over the line early and that at least one or two were going to get caught in the coffin corner.

Six boats were recalled from the first division, and it looks like several fouls

Six boats were recalled and it looked like several fouls were committed as boats attempted to tack over to port to clear the anchor line. Counterpoint, Head, jumped into an early tack towards the right. side of the course, Countfirst leq.

The second division start turned into a melee as well, Thumper in F. With four boats over the line early and several caught in the corner. But the real trouble began with division C. The committee signalled a postponement at the start of that division, with most of the division continuing upwind unknowing of this development. As a result 16 of the 26 starters were

Counterpoint finished first in Class A quite handily.

In the second division Ron Levine's Bounty Hunter just edged out Ellen LaBanca's C&C 39 Hustler on corrected time. Obstreperous crossed the line first in the J-30 division, in a race which saw David Cooper's Sand Pebble dismasted.

William Cook's Tartan 33 Merry Ann took Class E, while Tramp Steamer beat out Allan Jarvis'

Contraction States States	e second division. Sex Feeder Race Yacht What's Happening Hooligan Bounty Hunter Cygne Nirvana Sea Oats Firebrand	$   \begin{array}{l}     Corr \\     3.91 \\     3.79 \\     3.83 \\     3.93 \\     4.04 \\     4.17 \\     4.21 \\   \end{array} $	on with caution. American YC Feeder I Cl Yacht I StoreBoughtWoman Eagle II Jiminy Top Secret Splash Charlie III Defice	$\frac{21}{21}$ . 21. 21. 21. 21. 21.
R	Popinjay Savage	3.41 3.42	Defiance III No Reported Fini	27.

Ken Read steered Mama Tried to a strong victory in the J-24s, while Nickelodeon, Guy Rodemich's Evelyn 26 topped Class H.

From the start to finish there was solid racing throughout the day, with those doing best at the start and maintaining good speed on the first weather leg coming out on top.

#### June 22, 1982

# **Local Knowledge** Finding the Five-Fathom Curve

In my experience, the most common course during race weeks at Block Island in the past is around the island counter clockwise, owing to the prevailing south to southwest winds in late June. It generally pays to stay close to the island as far as "R4" Bell, tacking frequently on the shifts which usually occur. The breeze is customarily stronger near the shore and there are occasionally some strong port tack lifts. If the current is ebbing, you should tack to the west just short of "R4" bell, almost to the starboard layline. If the current is flooding, tack immediately back onto the starboard around "R4" bell, go to the port layline and overstand a bit to allow for the strong set on the final tack for the mark. Not only is the current angle better, but there is less of it inside the five-fathom curve. After rounding "R2" bell (or "R2A" as the case may be) stay low, no matter what the current is doing and get back to the five-fathom curve as quickly as possible. This is particulary important if the wind is light. Your course should take you very close to "N2." There is usually a thermal in by the bluffs and, because this leg is a spinnaker reach, you also have good reaching angle into the big wind hole that usually parks itself off Southeast Point. Staying on the five-fathom curve to "C1" has the added benefit of keeping you from getting lost if it's foggy. After rounding the cans at Southeast Point, success smiles on ose who tack downwind - first on a port tack in past Old Harbor (magnetic north), and then out to the BW "NE" whistle, when you will have a good reaching angle on

starboard. In a southwest wind you will get more wind and will have an inside position at the "NE" whistle. In a southerly or southeasterly this course could be disastrous and a rhumb line course is probably best. The leg from "NE" whistle to "1BI" is influenced mostly by the current. If it is ebbing, get in toward the island and cross over to the west of North Reef as soon as you dare before approaching the buoy. The current is fierce on the rhumbline and to the northeast. If the current is flooding you should stay on the rhumbline, or east of it. After rounding "1BI" get out of the area immediately. Go one way or the other on a long tack. In a southwester it almost always pays to go immediately onto a starboard tack and keep going until you must tack to get to the west of North Reef. There are less current swirls, smoother water and more wind. It does not seem to matter which way the current is going. Once on the west side of the island, tack up the beach. You will generally lift out on starboard tack against the boats offshore, then might receive some strong puffs out of Great Salt Pond which normally results in a nice port tack lift to the finish line. In summary, hug the island all the way around except in the situations where strong favorable current dictates otherwise off Southwest Point and near "1BI." The inside lane is most often the fast lane. It also gives you inside position at the buoys.

## **Block Island By Bike**

Aside from the beaches, ponds, and grand old Victorian buildings, one of the most common sights on Block Island is bicyclists. Partly because there are very few cars, and partly because the Island's mildy rolling hills lend themselves to it, bicycling is one of the best ways to travel. Nothing can beat the pure joy of self-locomotion, and the pace on a bicycle is ideal for sightseeing.

While cycling around the Island with no particular destination in mind can be a refreshing, laid-back experience, a circuit from Old or New Harbor around the southern end and back makes a nice trip. With Mohegan bluffs and the Southeast light as a destination, there's plenty you'll see when you get there as well as along the way, and the time it takes is just right for a midmorning-to-mid-afternoon trip. Heading out from Old Harbor, take Ocean Avenue to New Harbor, and go west and south on West Side Road. Turn east on Cooneymus, south on Lakeside Drive, east on Mohegan trail to Southeast Light Road (off of which are the bluffs and the Lighthouse), and back up into Old Harbor on Spring Street. In this counter-clockwise direction, you'll hit your destination about three quarters of the way through the trip, and can relax knowing you don't have a long haul ahead of you. The other benefit of doing the circuit counter-clockwise is that the last leg north from Southeast Light Road to Spring Street is down hill and a lot of fun. Watch out for a few sharp turns, though.

birds (especially redwinged blackbirds), deer, and elusive wild turkey, depending upon the time of day.

As you ride east on Cooneymus Road, you'll come upon Rodman's Hollow on the right. This "miniature canyon," as it has been called, is a fascinating wildlife preserve of hills and valleys, with trails interwoven through its blossoming thickets. In addition to a variety of wildflowers,

Finally, keep your eyes open. Wind holes are numerous but you can usually see them coming.

Rod Johnstone

Along the way, you'll see the Island Cemetery, numerous fresh water ponds, green fields and stone fences, New England houses, and a variety of wild life. You might see swans, ducks, freshwater fish, turtles, hawks, a myriad of wild it contains the only stand of white berch on the Island.

After Lakeside Drive turns east and becomes Mohegan Trail, look for two narrow dirt roads on your right. Both lead to Mohegan Bluffs, but the second one will get you closer to the Southeast Lighthouse. Take your bike in along the dirt road as far as you can, then leave it and walk out a few feet for a beautiful view of the coast, the cliffs and the Lighthouse. (There are several spots along here that are really exceptional for a picnic lunch.)

Stay well back from the edge, however; erosion has been estimated at 2½ to three feet per year, and you wouldn't want to be standing on the edge when it decides to contribute to the yearly total. For this reason, the Coast Guard does not allow you to visit the Southeast Light, which is still in operation. A pair of binoculars will enhance your sightseeing of this powerful structure, built in 1874 at a cost of \$75,000, and towering 204 feet above the sea.

The ride back into town from the Southeast Light, not more than 15-20 minutes, affords a scenic panorama of the southeastern coast. Back onto Old Harbor or New Harbor, and you'll have completed a route sure to draw you back again for what you missed the first time around.

