

## Chesapeake Spring Cruise 'One of best ever'

**.Great weather; excellent organization; interesting ports.**

BY SUSAN THEUNS AND DAVID SHINKFIELD

The Chesapeake Spring Cruise took place over two weeks, June 4th – 18th. The Cruise Director, Hank Theuns, together with his team—Denise Gill, Neil Ross and Rich Tull, planned voyages to the southern Bay and with daily legs of 25 to 35 miles. Twenty-nine boats and 71 participants in total were registered to take part in the two week adventure for some or all activities or ports.

Our spring cruise kicked off at the Baltimore Yacht Club on Saturday, June 4th, with a great dinner in the clubhouse overlooking Middle River. During the evening, Cynthia Pyron, Awards Committee chair, took the opportunity to present Jenny Shinkfield with a long awaited Mates Special Citation for her innovative work in past years for her burgee design mixer.

The second day, originally slated for Whitehall Bay, was redirected to Mill Creek due to the impending bad weather. As we all know, being flexible is a must in the Chesapeake with its notorious quick weather condition changes. True to Maryland weather dictums, the originally scheduled raftup party was for the exact time that a nasty front blew through. Eleven boats rode it out together.

Day 3 opened with a perfect sailing breeze and blue skies, and twenty boats had a glorious reach down the Bay to Lecompte Bay off of the Choptank. This was the first race day. First place went to Mojo (Julian & Jill Bigden), second place to Excalibur (Keith & Helen Drewett), and third place to Carpe Diem (David & Jenny Shinkfield).



**John Butler replaces masthead bulb on First Point of Aries at the Tides**

Following Lecompte Bay, we spent two days in Solomons—a wise choice as the second day produced 30–50 knot winds. Two additional boats sailed down to Solomons during these winds—Pinnacle with Bob and Ann Whitcomb, and Walt Parsons sailing single handed on Echo Lima. Great credit to them both.

Philadelphia fleet member Rich Tull initiated a new tradition for a limerick contest held at the tent party at Zahniser's. Sixteen limericks were presented to rousing applause. Limerick winners were Sharon Bell, Jill Bigden, Jenny Shinkfield, Penny Watridge, Rich Tull, and Brian Lazarow. Of the winning limericks, three, suitable for printing, are included on page 5.

During the evening, "Distinguished Member" lapel pins were presented to Bob Heidenreich, New England fleet, Dick Tudan,

*Continued on page 4*

## NEXT ISSUE & BEYOND

Friday – Saturday, 1-8 July 2016

**Little Ship Club/The Corinthians**

**2016 LSC/Corinthians Channel Islands Rally (UK)**

Contact: Larry Blount [larryblount@verizon.net](mailto:larryblount@verizon.net)

Saturday, 16 July 2016

**Annapolis Fleet**

**Bastille Day Celebration on the Corsica River**

Contact: Larry Blount [larryblount@verizon.net](mailto:larryblount@verizon.net)

Saturday – Friday, 30 July – 5 August 2016

**The Corinthians**

**2016 Corinthians Acadia National Park**

**Centennial Cruise in Maine**

Contact: Bill Burnham [bill.burnham@deltanow.com](mailto:bill.burnham@deltanow.com)

Saturday, 13 August 2016

**The Corinthians**

**Beat the Heat Rendezvous, Port Jefferson, NY**

Contact: Dick Marsh: [richardcmars@msn.com](mailto:richardcmars@msn.com)

Saturday, 20 August 2016

**Annapolis Fleet**

**Crab Feast with Live Music at the Sailing Emporium, Rockhall, MD**

Contact: Hank Recla [hjrecla@comcast.net](mailto:hjrecla@comcast.net)

Saturday, 27 August 2016

**Annapolis Fleet**

**Rhode River Raft-Up – Chesapeake Bay**

Contact: Mike Zoll [mrzoll@verizon.net](mailto:mrzoll@verizon.net)

Friday – Sunday, 9 – 11 September 2016

**Mystic Fleet**

**Shelter Island Fall Rendezvous**

Contact: Sharon Bell [sharonsbell@aol.com](mailto:sharonsbell@aol.com)

Saturday – Saturday, 24 September – 1 October 2016

**Annapolis Fleet**

**Chesapeake Fall Cruise**

Saturday, 1 October 2016

**The Corinthians**

**Fall Rendezvous, Port Jefferson, NY**

Contact: Dick Marsh: [richardcmars@msn.com](mailto:richardcmars@msn.com)



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## Master's Message

### All Together

Last summer, Corinthians Dave Morris and Kathy Powers decided to rename *Blue Diamond*, their Westerly 35, and made it a family project. After they had considered and rejected several proper and formal British-sounding names, their young daughter Hannah suggested that when the family was on the boat, they were all together and that should be the boat's name. And so they now proudly sail *All Together*. I love their story.

That's what we Corinthians are all about, coming together to enjoy in good company the pleasures of sailing and socializing, all together. When this issue of the Mainsheet is published, Corinthians will have completed the Chesapeake Spring Cruise, returned from our joint Rally with the Little Ship Club in the Channel Islands, or will be on our way to Maine to begin our Annual Race/Cruise in and near Acadia National Park. Some will do all three. All of these events offer

superb oppor-  
tunities to be  
among excellent  
sailors in beauti-  
ful and chal-  
lenging settings,  
racing, cruising,  
and socializing  
with some of  
the friendliest  
people I have  
ever known.

When Carol and I were new Cor-  
inthians, we were advised that the  
best way to know the Corinthians  
and to be one, would be to go on  
cruises. We have followed that ad-  
vice and are delighted we have.  
Our only regret is that we have  
not done more. This community of  
sailors has nurtured us as we have  
learned and explored and laughed  
with them in so many settings. I  
pass along Carl Larsen's excellent  
advice: go on the cruises, and take  
others with you. Better yet, offer to  
help. Know you will be welcome—all  
together.

Fair winds,

*Leigh*



## The Corinthians

### OFFICERS AND DIRECTORS

MASTER W. Burleigh (Leigh) Seaver (A)  
MASTER'S MATE Lawrence M. Mead III  
PAYMASTER Domenic L. De Gaetano  
SECRETARY Kevin W. Hughes

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Lawrence C. Blount  
Mary M. West

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Sanders Davis  
Mark Ellman  
Eric Nietsch

### APPOINTED

Linda C. Pasley (*Crewing, Website*)  
Kevin Hughes (*Finance Chairman*)  
J. Jay Mautner (*Membership*)  
William Post Thomas (*Nominating*)  
David R. Shikfield (*Mainsheet*)  
W. John Pasley, (*Yearbook*)  
Mary M. West (*Race*)  
W. John Pasley (*Racing, Handicap*)  
Cynthia Pyron & Richard M. Woods (*Trophy*)  
Nancy B. Rinaldi (*Shore Activities & Seamanship*)  
Paul Jagger (*Ship's Store*)

(\*Heads of italicized committees are voting members.)

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THE OFFICIAL PUBLICATION OF THE CORINTHIANS

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# Single-Handed and Double-Handed Race

BY LAWRENCE M. MEAD

This year's Single-Handed and Double-Handed Race was held at Norwalk Yacht Club on June 4. The event, which goes back to 1946, is designed to promote short-handed sailing skills, but also to dramatize how desirable it is on big boats to have competent crew. It is open to Corinthian members and non-members alike.

The race committee was headed by Sarah Starkweather assisted by Master's Mate Larry Mead. Operating out of the *Edgar S. Raymond*, NYC's venerable RC craft, the committee set the start at bell 28, just south of Sheffield Island. Since only a weak southerly was blowing, the course was short—two miles south to Cable and Anchor, bell 28C, and return, about four miles. The contest was a pursuit race, where boats receive their handicaps at the start rather than at the finish. This means that the smaller, slower boats start first, then the larger and faster ones, and the finish order is also the order

on corrected time. First boat home wins!

There were no Single-Handed entries. The Double-Handed fleet consisted of *Elan* (Kent Holden), *Glim* (Bill Klein), *Habanero* (Bill Merten), *Sea Star* (Rich Nietsch), *Participant II* (John Krediet), and *Tenacity* (Sam Fuller). Another seven boats from NYC's Saturday Series also raced but were scored separately.

After crossing the starting line, the fleet beat fairly smartly to weather, when the wind was at its strongest. But then it faded and boats ghosted downwind to the finish. *Tenacity*, a racy Beneteau 44.7, won easily, followed by *Glim*, *Sea Star*, *Elan*, *Habanero*, and *Participant II*. In the Saturday fleet, *Air Express* (Chris Fesenmeyer) was first in the spinnaker division and *Celebration II* (Norwalk Sea Scouts) was first in non-spinnaker. The cruising class was unable to beat the time limit.

Back at NYC, Past Master Lisa Jewett staged a pleasant

post-race party for all participants. The skippers talked of the race and, in a couple of cases, their coming adventures in the Newport Bermuda Race. A good time!



*Celebration II and Habanero finishing*



*Sarah Starkweather, Sam Fuller, Bill Klein, Will Klein, Rick Nietsch, John Hilton, Larry Mead*

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## Chesapeake Spring Cruise cont'd

Annapolis fleet, and David Shinkfield, Philadelphia fleet, to recognize their contributions to the Corinthians and having earned a perpetual award. Dock master Terry Walters made sure we had the perfect venue and incidentals for a successful evening. The excellent "potluck" food provided by all boats kept us talking and drinking until dark.

While in Solomon's Island, we took advantage of the opportunity to have a private tour of the newly expanded exhibits at the Calvert Marine Museum, complete with Drum Point Lighthouse tour. Another unexpected treat was the tall ship *Kalmar Nyckel* docked at the Back Creek entrance to the town.

Other notable ports were Coan River (Potomac) and Mill Creek (Great Wicomico) with various raftups and social activities. Week two race winners were *Adagio* (Neil Ross and crew John & Diane Butler) with second place going to *Glory* (John & Kazue Wickens). We had two days at the Tide's Inn up the Rappahannock River where we filled their marina

with Corinthian sail and power boats. The Tide's offered a taste of luxury with bike riding, golf, pool facility, and several restaurant options. Roger Fortin, Master from 1968-1969, visited the fleet during our stay and was awarded a Distinguished Member pin for his many accomplishments as a Corinthian. Many of us enjoyed a private showing of the Steamboat Era Museum in Irvington, which was opened just for our group.

Day 10 took us back across the widest part of the Chesapeake to the historic town of Onancock—always a pleasant visit with their friendly dock service and townsfolk. Next stop Crisfield, where new members Bob and Ann Whitcomb served as unofficial port captains and ambassadors. Master Leigh Seaver offered them a Corinthian burgee in appreciation of their deeds and efforts. Somers Cove Marina welcomed the fleet and provided well-appointed facilities for our seafood feast with live music provided by Chris Sengstacke and Bud Brueggemann of Harford County. This party was definitely a high point of the cruise and eat-

ing, drinking, crab picking and dancing were enjoyed by all. The after-party on Dock G hosted by Erin Brie (special thanks to Greg and Vicki Shea and Dire Straits) lasted well into dark. The leftovers were so plentiful that we were able to have an additional impromptu dinner party at our next port of call at Calvert Marina. Here we took advantage of our surplus of Smith Island cake to celebrate Master Leigh Seaver's birthday with song.

We spent the final two days of the cruise in Oxford, where many of us attended the one-night-only performance of the play "Brilliant Traces" held at the Community Center by the Brown Box Theatre. The culminating event was the closing dinner held at the Tred Avon Yacht Club on June 17th. Cruise chair Hank Theuns remarked that the fortnight was a testament to the sailing community with many assists and much comradery among participants on land and on sea. Former sailors on power boats and current sailors in the group all had a challenging and memorable time as we reminisce and plan for the 2017 Spring Cruise.



*Corinthians honor Past Master Roger Fortin (center) at the Tide's Inn, Irvington, VA*

## Chesapeake cont'd



*Line Dancing during the Crab Feast. L to R. Mary Yancey, Carol Seaver, Vicki and Greg Shea*



*Leigh Seaver and John Butler getting serious about crabs.*

## Chesapeake Spring Cruise Limerick Competition.

Sixteen limericks were presented for our Limerick competition and were judged by the level of applause. Some were not fit to print, and some got meagre applause. However, here are three that might entertain. Remember that there is a limerick competition during the Maine Cruise, so you have a high bar to reach. Get "limericking" now!

Winner: Sharon Bell: *First Point of Aries*  
We sail on the *First Point of Aries*,  
Because none of us do marry.  
We like it that way,  
Because we can say;  
We date every Tom, Dick and Harry!

Rich Tull: *Patriot Dream*  
There once was a sailor called Finian,  
Who fancied a cute mermaid named Vivian  
When she finally said "Yes",  
She did humbly confess,  
I would really prefer a Corinthian.

Jill Bigden: *Mojo*  
We are an old group called Corinthians  
Who act like we come from St. Trinians  
We booze and we sail  
In fair winds and gale  
While wishing our lives could begin again!  
(Note: If you don't know of St. Trinians, Google it!)



*Enjoying the crab feast. L to R; Deb Kuba, Henry Meneely, Denise Gill, Carol and Leigh Seaver, Diane and John Butler,*



*Liar's Bench in Onancock!! L to R Hank Theuns, Leigh Seaver, Rich Tull, Bob Heidenreich, and Pat Reardon*

# Next Boat" wins Storm Trysail Block Island Race - Doublehanded Division

BY WILL DONELAN

Mark Ellman on his Morris 45 racer/cruiser *Next Boat* with Corinthian crew Will Donelan finished 1st in the highly competitive Doublehanded IRC division of the Storm Trysail Block Island Race.

The race, first held in 1946, is one of the most challenging on the East Coast. The course is a 185-mile loop from Stamford CT around Block Island and return. In each direction the navigator must choose one of three tricky passages, The Race, Sluice, or Gut, all with strong swirling currents and each having different times of slack water. Wind and wave conditions vary widely from normally lighter conditions at the start and finish to heavy air and

large ocean waves mid-race east and south of Block Island. All of these combined require constant trim adjustments and frequent sail changes.

This year's race was no different, with frustrating, on-again off-again light breezes scattered with blasts of 20-25 knots. The doublehanded boats were the first class off the line and we were beating into a light ENE breeze. Three hours out, we were with the leaders and in position to be one of the first 10 boats out of Long Island Sound when we fell into a hole and parked for 2 hours. Later starting boats found the new wind line south of us and more than 40 boats passed before the wind filled. As the breeze built and went S and SW, we

hoisted the A3 in 12-20 knots. After sunset the winds became more unpredictable, dropping to as little as 6 knots and then in a matter of minutes building to 20 knots. We took a knockdown about 2 a.m. near the Gut and after that changed tactics, socking down the kite in the blasts and hoisting again in the lulls. Once into Block Island Sound the wind steadied to SW at 15-25 knots and we ran with the A3 until we reached the north end of Block Island at 6 a.m. The forecast was for 20-25 knots SW from early morning till noon. In these conditions the east side of Block Island is notorious for the amplified downdrafts off the high cliffs. So before rounding "1BI", we doused the kite, set the #2 and while rounding immediately put

in the 1st reef. We were rewarded with gusts in excess of 25 knots and at the southeast side of Block Island large ocean waves. These were perfect conditions for *Next Boat* as she was designed for blue-water racing and we had up the right sail combination passing boats all along. We tacked about 3 miles south of Block Island on the rhumb line driving hard for Plum Gut. On AIS, 3-9 miles ahead, we could see most of the boats who'd passed us while we parked the day before. We shook out the reef to power up as wind and seas subsided inside Montauk and changed back to the #1 as the wind lightened 6 miles from The Gut. Arriving at the lighthouse we witnessed the surreal sight of more than 40 racers becalmed in washing machine currents just west of The Gut. This was



*Next Boat at the start*

*Photo credit: Chris Wentz , Corinthian and owner of Z-Sails, Stamford CT*

## Block Island cont'd

a total race reset. We were back in contention but owed time to all but one boat in our division. With only 60 miles to the finish we needed to overcome the handicap of a 185-mile race. Passing the lighthouse we saw the early zephyrs of a sea breeze to the south and drove into the beach short tacking and rock hoping within 60 yards of the sand for the next 7 miles. By then the SW sea breeze had filled across the fleet and though we were ahead of our main competition, we were not saving our time. For the next 6 hours it was a drag race close reaching and trimming into the 15-18 knots SW sea breeze. Seven miles from the finish the weather returned to unpredictable again; low black clouds and clashing cool sea breeze fighting hot blasts from the shore with sudden 20-degree shifts and steadily decreasing velocity.

Every boat in the fleet suffered light and heavy conditions, rain and sunshine, good luck and bad. With no sleep we held on to finish in 30 hours, beating the 2nd place *Mireille* by 5 minutes on corrected for a hard-won win for Mark and crew.

Mark is one of the early doublehanded enthusiasts. With his previous yacht, a Morris 36 also named *Next Boat*, he took 1st place in the Newport Bermuda doublehanded division in both 1996 and 2000. He also finished in 1st place doublehanded in the 1998 and 2000 Storm Trysail Block Island Race. His 36' and 45' Morris *Next Boats* have been regular entrants in these and other doublehanded events including Marblehead/Halifax, Annapolis/Newport, the Vineyard Race and the Stanford Doublehanded Regatta.

Doublehanded sailing is rapidly growing in popularity

and race organizers have added this division to most major events. It requires the mastery of every position on the boat and the physical stamina of standing long watches in solitude. Doublehanded teams have usually sailed together on crewed boats for 10 or more years and are looking for the next challenge. Most begin short-handed against fully crewed boats in local races and then progress to doublehanded as they gain experience and confidence.



*Mark Ellman and Will Donelan with their awards. Photo Credit: Krissi Donelan*

# The 2016 Frostbite Regatta

BY JAY KISZKIEL; PHOTOS BY LINDA PASLEY

Our 24th consecutive Corinthians Frostbite Regatta was held at Mystic Seaport on Saturday, April 2, 2016 in a day of pouring rain. Temperatures hovered around



*A rainy day, but racing was close*

50°F with winds for most of the day between 0 and 5 knots. This facilitated lots of drifting around the race course. We managed to run four races in the morning and five races in the afternoon. The last race of the day finally saw 10 knots of air and as the fleet headed for the barn, the rain stopped and the breeze freshened.

The event was attended by approximately 45 Corinthians and guests with 12 participants opting to race, and 11

surgeries. Hopefully, we can motivate some of our younger members to get on the course next year. Racing this year was quite demanding given the lack of wind. (A 10-year-old in the Seaport sailing program was over-

heard one day to say "Real sailors don't need wind!") Despite the lack of wind, we did manage to have one participant test the water temperature in the Mystic River (a tepid 48°F). Ted Corning's attempt at a "rolling jibe" at the leeward mark resulted in a very slowly executed 10° "down bubble" and a fine water entry. In all fairness to Ted, we discovered that his centerboard

had broken off a couple inches below the hull. Not good!

Heidi Steinmetz and Jay Weissman once again headed up the food services at the Seaport. Panic set in when it was discovered that the grill temperature was being suppressed by the continual downpour of rain. However, moving the grill to cover facilitated lots of burger flippin' and Heidi's clam chowder was a definite warmer upper. Continental breakfast and a lunch of chowder, burgers, chips and condiments kept all participants well fed. The hardest part was getting back on the water for the afternoon racing but hearty Corinthians "Aaaarghed" and attacked!

This year, the Mystic Seaport exhibits were in full operation and the events of the day were open to all our registrants—one of the benefits of registration in our event. Given the weather, it was not surprising to see the spectator group going for the indoor

exhibits.

Following racing and hauling boats, the group moved on to nearby Mason's Island and the home of Dan and Betsy Van Winkle for cocktails and awards. A feast made for a very convivial afternoon, and no one went away hungry or thirsty. Of course, the best part was all the chatter regarding who should have done what and when on the race course!

With the crowd warmed up and lubricated, our Race Committee head and "master roaster," Dave Bradley, presented the awards. Third place honors went to Todd Williams with a total of 30.75 points, while second place honors went to Tucker Bragdon with a total of 28.75 points. First place trophy went to Chris Sinnett with 16.25 points. Chris also received the "Ed Colie" Frostbite Trophy.

Our special thanks go to Hallie Payne, director of the Mystic Seaport Community Sailing Program. Hallie and her staff once again facilitated the event, providing personnel, mark boats, crash boats, and a fleet of Dyer Dhows. We especially congratulate Hallie since she has recently been elected to membership in The Corinthians. She will definitely be an asset to our club. Give a shout out when you see her!

Race committee participants were Dave Bradley, Fred Chester, Ray Huber and Jay Kiszkiel. Our special appreciation and gratitude to the Team that makes it all happen and especially to all The Corinthians who come out to support the event.

Mark your Calendars for April 1, 2017, The 25th Corinthian Frostbite Regatta. Imagine—a Frostbite Regatta on April Fool's Day! Hope to see you all there. We have 55 boats so there is a boat for you!



*Even the Race Committee look cold!*





# NEW YORK AREA



## 2016 New York-Vendee solo transatlantic race

BY MEGAN MCCARTHY

Surprise! Largely unannounced and unpublicized, a fleet of magnificent IMOCA 60s magically appeared in Manhattan's North Cove Marina, adjacent to the World Financial Center. Those of us lucky enough to stumble on this sight were amazed at the beauty and high-tech design of these boats. In four days' time, on Sunday, May 29th, they would be departing NY Harbor for the 2016 New York-Vendee solo transatlantic race. Over three thousand nautical miles nonstop solo, did you say? Oh my.

France's affinity for long-distance sail racing was evi-

dent in the preponderance of these vessels built and skippered by the French. Of the 14 boats which departed Ambrose Light Sunday, 9 of the skippers were French, and this year, all male. Other nations represented were Great Britain, the Netherlands, New Zealand, and Japan.

The Open 60's are among the fastest racing monohulls; maintaining speeds of 30-35 knots is not unusual. Thanks to their foils, they can literally "fly" downwind. They measure 60 feet in length, 20 feet wide, with masts 95 feet of height. Made of composite materials, they are both lightweight (6.5 - 8 tons) yet can withstand

wild seas. The upwind sails measure 3,122 square feet, and downwind 5,300.

We were among the few spectators treated to a "Round the harbor to Lady Liberty and back" charity regatta on Friday. Winds were steady between 10-15 knots, and the start was exciting. Course obstacles included the Staten Island Ferry, commuter ferries, water taxis, and many thoughtless motorboats and jet skis.

To learn more, check out the IMOCA Ocean Masters website. On November 6, follow the action of the Vendee Globe, a non-stop single-handed round-the-world race

*For spectacular photo see page 16.*

## Norwalk Gams

BY RICHARD (DICK) MARSH

The Corinthians returned to a longstanding tradition of informal winter monthly gams last held at Manero's steak house in Greenwich quite a few years back. This winter it was O'Neils pub in Norwalk.

On February 10, Ian MacMillan, the Greenwich CT Harbor-master, told us of his widely varied racing experience, his boat prep work, and the travails of at last dredging the Mianus River, in part to accommodate rowers. He has 21 guest moorings in the seven harbors of Greenwich.

Ian worked hard on Emily's Law which comes from a sad story but is a great step in the right direction to prevent boaters from inadvertently striking those in the water, notably after tubing overturns. Corinthian Gary Silberberg introduced Ian to 15 members and guests.

Bill Burnham hosted the March 9 dinner. Bill lined up Mark Fowler, son of Jim Fowler

of *Animal Kingdom* and Director of the Explorers Club, to talk about his deep-water research with NOAA and more specifically his discovery of a German U-Boat off the shores of the Carolinas. Mark's talk was enjoyed by about 25 Corinthians and guests.

On April 13, at Dick Marsh's invitation, Norwalk Harbormaster Mike Griffin spoke about his more than 20 years in this unpaid position. Like Ian MacMillan, Mike is appointed by the Governor of Connecticut. Mike told us of the planned re-routing of the Amtrak railroad bridge just south of its present position. The new route eliminates the IMAX Theater of the Norwalk Seaport and the strip of stores on the

opposite side of the river which includes a well-known master of repairing boat plexiglass. Mike also explained the replacement of the street and pedestrian bridge immediately south of the railroad bridge.

Mike also oversees a marina style town dock on the west side of the Norwalk River, a short walk over a soon-to-be-rebuilt bridge to the many fun restaurants of South Norwalk.

Some 20 Corinthians and guests enjoyed Mike's insights and their own good company.

*Corinthians enjoying dinner at O'Neills*





# NEW YORK AREA



## America's Cup Races in New York

BY LAWRENCE M. MEAD

On May 7-8, the America's Cup returned to New York, where it was first contested in the 19th century. Master's Mate Larry Mead, Elissa Henebry, and Vivian Warner viewed the action live from Battery Park City in Manhattan. The esplanade on the Hudson was lined with thousands of people, and associated displays surrounded the North Cove marina.

These were not the final races for the Old Mug; they were preliminaries held in New York and other cities among the syndicates competing to challenge for the Cup, in the run-up to the final races next year in Bermuda.

The races were held in high-tech 45-foot catamarans, similar to the 50-footers that

will race for the Cup next year. Six boats competed, from the U. S., Britain, France, Japan, New Zealand, and Sweden. The craft were essentially one-designs, with only details controlled by the teams.

On May 7, there was no wind, but on May 8 several races were completed. The wind was northwest and puffy, ranging from zero to over 25 knots. One race was abandoned because the wind exceeded the 25-knot maximum for these boats. The races used mostly windward-leeward courses, with the boats beating toward New Jersey, then tacking downwind back toward Manhattan, with short reaching legs at the beginning and end.

Lightweight and high strung, the boats reacted sharply to the shifting air. The lead

changed often depending on which boat had the most wind or guessed the favored side of the course. Several boats tipped in gusts, but none blew over. The boats' centerboards are also wing-like foils that, in enough wind, can lift them clear of the water. In the puffs; some achieved this and briefly reached speeds well over 20 knots.

The winner was New Zealand, followed by Oracle, the American team that will defend the Cup next year in Bermuda, and then France. Prospects for a successful American defense thus appear fairly good.





## A Corinthian Tradition Reintroduced.

BY LAWRENCE M. MEAD

The Spring Rendezvous—the first in several years—was held on Western Long Island Sound on June 18. The traditional format is to have an informal race, and then a party either afloat or ashore. This year we followed that tradition.

The event was organized by Activities Chairman Dick Marsh. He and wife Tina sallied forth from the Five Mile River in Darien, aboard *Bluebird*, their much-cruised Catalina 30. Dick and crew Master's Mate Larry Mead changed the working jib to the larger #1 jib, in anticipation of racing. As arranged by Race Chairman Rick Nietsch, the contest was to start at bell 32A, a fabled starting mark at mid-Sound off Stamford. Boats were to round a buoy to the east off Eaton's Neck and then double back to finish at Target Rock gong, at the entrance of Huntington Bay. But the forecast southerly breeze failed to fill in, so the race was cancelled.

*Bluebird* then motored into Huntington Bay, whereupon wind from the northeast appeared. The forecast had not predicted this at all. We speedily hoisted sail and had quite a good romp north and then south along the long Sand City sandbar that stretches south from Eaton's Neck deep into the Bay. Hardening up around the southern tip of Sand City, we were able to fetch half the way east into Northport before resorting again to the iron mainsail.

Four boats showed for the party—*Bluebird*, Jim Drinane in *Encore*, a Sabre

36.2, Gary Silberberg in *Silver Eagle*, a Freedom 32, and Elliot Storm and his son Jeremy in *Sybaris*, a Westerly 40.5. All are quality craft with interesting design features. Cruise Chairman Bill Burnham had also signed up to come—but *Panda*, his Sabre 426, was stuck in harbor behind a railroad bridge that could not be raised! She has since been sprung.

In Northport, the boats arranged moorings from Seymour's, a local provider, whose launch enabled all the crews to gather aboard *Bluebird*. There beer, wine, and munchies materialized. Gary Silberberg brought along two friends he has met through Singles Under Sail. A fine time was had by all. No party can beat an after-sail gathering on so splendid a day in so fine a harbor.

Around 6:30, the launch took everyone ashore, and we contended with the crowds flocking to Northport's water-side restaurants. Larry had reconnoitered the possibilities the previous week. While all the spots seemed packed, we managed to get into Skipper's Pub, just across from the town dock, after only a short wait. A fine seafood dinner followed.

Afterwards, the group returned to their boats and, next morning, departed for their home ports. Each boat came by *Bluebird* to thank Dick and Tina for hosting the affair. We needed a bit more wind, but otherwise the occasion succeeded on all counts. Our next on-the-water event will be the annual cruise down East.



*Gary Silberberg, Jim Drinane, Dick and Tina Marsh*



*Elliot Storm, Jeremy Storm, Dick Marsh*



## Spring Gam at Port Washington Yacht Club: Offshore vs. Onshore

BY LAWRENCE M. MEAD

The New York area's Spring Gam was held at Port Washington Yacht Club on Long Island on April 10. It was the first Corinthian event to be held at this venerable club, founded in 1905. We are much indebted to Dave and Leslie Wollin, who are PWYC members and made the detailed arrangements.

PWYC is situated on the eastern shore of Manhasset Bay. The gathering was held on the upper floor of the clubhouse, which commands a striking view out over the Bay. From there, on a flawless day, the water was sparkling. But for the chilly weather, one might almost imagine it was midsummer, with club's active youth programs in full swing.

Twenty-eight members and guests signed up, the largest turnout yet for any event this year in the New York area. The attendees included Master Leigh Seaver, Master's Mate Larry Mead, and two former Masters—Bob Ebin and Sohier Marks. Several guest evinced an

interest in joining The Corinthians, a good omen for expanding our membership. After a social hour, the club chefs and staff served an excellent brunch.

The subject of the program was "Sailing Offshore vs. Onshore." That is, how does sailing change when one goes over the horizon, leaving the land behind? What challenges become more testing—and which less so? To get people thinking, Larry Mead posed this puzzle: suppose you come aboard your boat and discovered water in the bilge? Should you prefer to find that the water was fresh or salt—and how should your answer change if you are close inshore—versus well offshore? He offered no answer.

The speakers included Juan Corradi, Anne Kolker, and Leigh Seaver. Juan, who chairs the seamanship committee for the New York Yacht Club, has skippered many long voyages, including several trans-Atlantic passages. He emphasized the need to develop sailing skills

before going offshore, and also to choose a boat that was strongly built and with a minimum of fancy gear to break. Anne asserted that to go offshore takes good preparation, but also an element of daring that is not every sailor's cup of tea. One must get ready, but one must finally just do it. She illustrated her talk with pictures from her several Bermuda races, sailed with all-women crews.

Leigh recounted his epic 2010 cruise to Newfoundland in his 40-foot cutter with his wife Carol and other crew. His pictures included stunning shots of the Newfoundland coast, with huge cliffs plunging into the sea. To him, offshore meant challenging passages involving tougher weather than one usually encounters closer to shore. An essential skill was judging whether to push off and dare current conditions, or to wait for better ones.

From different perspectives, all the speakers conjured up the adventure of leaving land and later finding it again. Arthur Beiser called offshore the "stronger wine" of sailing. In the discussion, several veteran sailors in the audience recounted their own adventures. What came across was the huge variety of what people experience "out there." Hence the difficulty of drawing definite conclusions. Preparation and prudence are essential—but one must always expect the unexpected.



*Larry Mead, Leigh Seaver,  
Anne Kolker, Juan Corradi*





## *The Annapolis Fleet*

### **What's a Rainstorm and 30kts among Friends? The Annual New Member Weekend**

BY DENISE GILL

The Annapolis Fleet held its annual New Member Weekend on May 14/15 in Clements Creek on the south shore of the Severn River. Twelve yachts hung on three moorings as about 25 Corinthians gathered and visited amongst the tethered boats, catching up and opening our sailing season.

Fleet Captain Hank Recla and his wife Susan hosted all of the new members on board their Catalina 42, *Bay-Tripper*. If the goal was to put our best "yacht" forward (so-to-speak), then the event was a rousing success. Seasoned members joined in and as is The Corinthian way, warmly embraced the new members. This warm embrace was crucial as the temperatures really took a nose dive once the front arrived. We were very lucky to be in an enclosed cockpit, but even so, the storm tried its best to interrupt the

gathering. Who aboard kept repeating "roll the enclosure down now" before the storm began?

None of the appetizers blew away, in fact if you found yourself hungry later, you just did not try hard enough. There was so much food consumed it seemed like we might have been a bunch of bears awakening from a long winter's nap. Appropriate then, that this event was held in Clement's Creek—NAPtown! The only attendee that did not consume any of the delectables was Dory, the boat dog from *Willoway*—though try she did!

So lots and lots of stories and laughter! What a great way to begin what promises to be another terrific Corinthian season.



*Fleet Captain Hank Recla entertaining members new and old aboard Bay-Tripper*



*Food and drink keeps flowing. L to R: Susan Recla, Sandy Thompson (Guest), Denise Gill, Lisa Thuman, Valerie Tudan.*



*Party begins*



## *New England Fleet*

### **Coast Guard Station-Boston**

BY BLASDEL REARDON

Late on a May afternoon, about 25 Corinthians and guests gathered at Coast Guard Station-Boston, for a tour of the base and the Cutter *Escanaba* USCGC (WMEC-907). She is a 270' Medium Endurance Cutter, commissioned into service in August, 1987, and recently returned from a two-month deployment to the "Eastern Pacific," i.e., the Panama Canal Zone. The ship and her crew of 100 travel not only our shores but also assist other countries with coastal defense matters such as detecting contraband, chasing criminals or other routine shore patrol matters. On these patrols the crew assists disabled fishing vessels, conducts gun shoots, refuels at sea, and practices damage control. In enforcing fisheries laws, they issue

violation citations. Unlike touring a Navy ship open to the public, our tour was special as the crew was busy doing their work and we saw a realistic afternoon shipboard routine. However, CIC (Combat Information Center) is a restricted space not open to any visitors. The helo deck has a spacious enclosure not only to shelter the helicopter but to also serve as a secure confinement for drug traffickers taken onboard.

Our hosts were Lt (jg) Alexandra Rennie and Ensign Luke Carani, both deck watch officers and U.S. Coast Guard Academy graduates. Both are also assigned boarding party duty. The *Escanaba* is the third so named vessel after a city in Michigan. The first was destroyed in WW II and its replacement was retired in the 1970s. Each year the current

crew contacts the family of its late first skipper on the anniversary of its loss in WW II.

In addition, we also toured/climbed aboard several large RIB (Rigid Inflatable Boat) utility and port security boats which are used in Massachusetts Bay and Boston Harbor.

Coast Guard Station-Boston occupies expensive real estate in downtown Boston, in the heart of the North End. (Part of the appeal of this outing was the free on-base parking in the North End.)

Later we walked to one of the numerous restaurants in the North End (Assagio) for a delicious Italian dinner. Included in our group were Master's Mate Larry Mead (and his identical twin brother Corinthian Kirt Mead). Larry made a special trip from New York and spoke to us at evening's end on the overall status of the Corinthians and discussed some of our immediate goals. We thank Larry very much.



*Corinthians aboard the cutter  
Escanaba*



## *Philadelphia Fleet*

### **Learning from the Experts: Varnishes and Finishes at Cherubini Yachts**

BY DAVID HALL

On 30th April, the Philadelphia Fleet met at Cherubini Yachts in Delran, NJ, to learn from the experts. Dave Cherubini, President and CEO of Cherubini Yachts and a member of the Fleet, shared his knowledge and experience on "Brighten up your Boat—Finishes and Re-Finishes".

The event drew 20, including many local Corinthians, guests from New York, Corinthians Master Leigh Seaver and guest Janie Meneely, editor of *Chesapeake Bay Magazine*.

Cherubini Yachts is well known for building extraordinary yachts and for the exceptionally fine finishes on those they build and refurbish. Dave Cherubini discussed materials, applications, and techniques in the art and science of finishing and re-finishing both interiors and exteriors of wood, metals, and fiberglass above and below the waterline. Of special interest was his explanation and discussion of the use of a new thin penetrating epoxy as a base for conventional clear varnishes. He showed us ex-

amples of his boats that had been in the Florida sun for months at a time on which the varnished decks gleamed like new. We all learned the secrets of achieving a long-lasting and beautiful finish.

After the presentation we saw examples of the craftsmanship in progress in his Delran workshop. Under construction were two new Cherubini 44 ketches, plus examples of some beautiful smaller motorboats being built or serviced. Many of us boarded one of the almost completed ketches.

The standards to which Dave and his staff work are second to none, and it was inspiring to see such elegant boats being created from scratch and truly worthy of the name "yacht".

At 1 p.m. we convened at the "Best of the Worst," a local German restaurant looking out on Rancocas Creek. We enjoyed good food and were regaled by the talented Janie Meneely with Chesa-



*Enthusiastic Students; Charlie Dixon, Tony Singleton and David Hornback with Dave Cherubini*

apeake themed songs sung to her own guitar accompaniment. The songs, recounting the goings on between Chesapeake watermen and local mermaids, were amusingly risqué!

Sincere thanks to Dave Cherubini and all those who attended for this interesting and enjoyable event

*This event was the last in a series of four winter Gams organized by Roy Vollmer with advice and support from recent Fleet Captain David Shinkfield. I thank them for their dedicated work in giving the Philadelphia Fleet all these opportunities to have some fun together.*



*Janie Meneely regales us with songs of the Chesapeake.*

*Philadelphia Fleet* *cont'd***The Sassafras Weekend**

BY DAVID SHINKFIELD



*Philadelphia Fleet Captain David Hall with his wife, Ros, apologizing for the weather.*

In 2015, the Philadelphia Fleet arranged a weekend on the glorious river with dinner at the Granary Restaurant in Georgetown. As luck would have it, the weather was appalling with tornados forecast plus several inches of rain. Despite the conditions, 25 of us and five boats had a great week-

end, so we decided to repeat the event in 2016.

As luck would have it, another Nor'easter affected our plans for this year. Four boats got to Georgetown, and twenty of us enjoyed another great dinner at the Granary. We probably should rechristen it the Nor'easter weekend!

We moved the planned dock "drinks and appetizers" to the Granary, and we all stayed dry. During the dinner, Dick Bumstead, whose son-in-law owns the restaurant, spoke movingly of the Corinthians being about friendship, and the many friends that he has known through the Corinthians. He reinforced our Master's Message in this edition of Mainsheet.

We will continue to plan for Sassafras Weekends, but perhaps let others choose the dates, hoping for better weather.



*Dick Bumstead describing "Friendship in the Corinthians".*

**2016 New York-Vendee solo transatlantic race (article on page 9)**