



# KOLLEGEWIDGWOK YACHT CLUB



Blue Hill, Maine

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September, 2015

## Commodore's Corner



Outgoing Commodore Tom Richardson at the helm of the Richardson Herreshoff 12 1/2 Whippoorwill in a photograph by member Bowman Gray, framed and presented to Tom at the closing dinner by incoming Commodore Bob Shepley.

With our deepest gratitude, we recognize Tom for the many notable achievements of his three year term as commodore: significant improvements to buildings and grounds, exciting growth in KSEA, continuity of excellent staff, vibrant racing and boating programs, nearly full membership, healthy financial condition, and a strong culture of volunteerism.

All of Tom's work at KYC has been done in his admirable style of thoughtfulness, diligence and empathy, reflecting how deeply Tom cares about all the people in this KYC community. Our thanks and best wishes to Tom and Joy!

Bob Shepley on behalf of the KYC Membership

## KYC Skippers Score at Atlantic Nationals

This just in: six skippers from the KYC Atlantic fleet raced in the just concluded 2015 Atlantic Nationals with outstanding results. There were 26 boats racing, representing each of the five active Atlantic fleets. Complete results can be seen on the Atlantic Class website:

Tim Britton, <i>Transit</i>	2nd
Ian Evans, <i>Try Again</i>	3rd
Ben Wells III, <i>Cassidy</i>	5th
George Atwood, <i>Redfish</i>	8th
Martha Fay, <i>Black Manx</i>	14th
Terry Britton, <i>Thea</i>	15th

## New Member Reception and Blessing of the Fleet



Above: KYC Membership Chair Ted Johnson surrounded by new members prior to the July 23 Cook's Night Out dinner. Left to right in the rear: Larry Flood (Mrs Flood, Tyler Knowles, was away at a GSA trustee meeting), Steve and Tami Ayers (on either side of Ted), and Derek and Ellen van Bever. Front row, from left: Richard and Ginger Dietrich, Niki Lawton, and three van Bever children (Owen, Graham, and Grace). Missing from the picture was John Jeffrey.

Following introduction of the new members Club Chaplain Sandy McCurdy delivered the blessing of the fleet (see page 3 for the full text of Sandy's blessing), and then all hands enjoyed pulled pork, ribs, slaw, and hush puppies, courtesy of Libby and Lee Buck.



### Report from the Power Fleet

Enthusiastic power fleet skippers participated in two successful cruises during the summer. Jim Darby, Club secretary and power fleet scribe, reports:

#### Islesford Power Cruise 2015

The first of the season Power Fleet Cruises had elegant Woody, noble Esprit, speedy Foxy, and no frills Puffin joining dependable Main Course on a jaunt to Little Cranberry Island July 10<sup>th</sup>. Calm seas and warm weather made the trip a breeze. Even the early morning lobster boat day was calmer than usual as I heard one go out at 4 who actually slowed down a tad when passing us. Unheard of!

But this year it was actually the tale of two voyages as the Bacons bravely joined the Clements on a courageous circumnavigation of MDI a day earlier. I'll let Captain Tom tell it in his own words: Woody (Clements) and Foxy (Bacon) decided to do a circumnavigation of Mount Desert Island (MDI) and spend the first night in Sorrento after transiting the MDI nar-



Tom and Kitty Clements's *Woody*

rows under the causeway bridge leading to the island from Ellsworth. The challenge here is the necessity to pass at nearly high tide to clear the mud flats on the east side while the clearance under the bridge height is at its minimum – 25 ft. – at high tide. Woody clears easily with an air height of 13 ft.

Foxy not so much. Denny and Bitsy measure it at 23 ft. but there are always humps and lumps on a boat as one measures its height above water so maybe a two foot clearance isn't really 2 feet when passing under.

Clements has his nose in navigation treatises deciphering Mean High Water, Mean Higher High Water, and the like. The Bacon's are far more pragmatic. They jump into a small boat at the day's high water and skedaddle over to the bridge itself for a first hand inspection. However, both end up agreeing that Foxy should make it under the bridge at high water without much problem. Time will tell.



Denny and Bitsy Bacon's *Foxy*

Day 1 — Thursday July 9<sup>th</sup>: Off from Blue Hill in mid-afternoon to reach the bridge at the 4:45pm. This is an hour before high tide but that leaves a little rising tide left should a boat ground out softly on the far side of the bridge. Foxy leads the way. Hooray. All calculations were spot on and Foxy has a good 3 feet clearance. She then pulls to the side a bit so Woody can pass and lead the way over the shallows. Again, success. Fifteen minutes from start to finish and both boats are back in 20+ feet of water.

The night was spent in Sullivan Harbor just north of Ingalls Island and to the west of Sorrento. To say it was calm is an understatement. The boats might just as well have been up on stands in a boatyard. The anchorage is protected from all directions. The anchoring depth was only about 8 ft. at low

tide which means little wave height, the bottom labeled on the chart as sticky, and being mud, no lobsters and ipso facto, no lobster boats working at 5am. Unless you need to go ashore, this is an ideal anchorage.

Day 2 — Friday July 10<sup>th</sup>: The rest of the fleet was going to meet in Islesford on Little Cranberry Island just south of MDI at about 4pm so there was no hurry. Woody and Foxy took the scenic route down the western shore of Schoodic Peninsula. Perusal of Active Captain, a crowd sourced guide book, indicated that if one arrived at the Winter Harbor Yacht Club between noon and 2 PM, lunch was available. This proved to be the case. We went ashore and were warmly welcomed to WHYC. Lunch on a sunny deck was delicious and delightful. Afterwards, a very kind member invited us to take a quick auto tour of Grindstone Neck. The views from land are even more spectacular than from sea level.

After the tour Woody and Foxy again got underway for MDI. After a very smooth crossing we arrived at Little Cranberry about 4 PM.

And then the second chapter of this voyage occurred. Hors d'oeuvres and cocktails on lovely Foxy were as good as could be imagined. As we left our boats to go in for dinner at the Islesford Dock Restaurant a huge dark blue hulled



The Villain

triple decker yacht rumbled into the harbor. It seemed as if its freeboard almost exceeded its length. The bullet proof black glass in its windows shimmered in the evening light as it headed down our little line of KYC craft directly towards Main Course's mooring. One mighty blast of its horn shook the harbor. Then its foredeck disgorged a twenty foot tender which immediately pulled alongside Main Course and tied onto her while her Captain was already ashore. A somewhat shaken Jim Darby witnessing this scene called Peter Linder's cell phone ashore only to be reassured by a calm Peter that the situation was being handled by restaurant owner Dan Lief who had directed Peter to take that mooring in the first place.

Denny and Bitsy Bacon had kindly offered to take us into the dock in their dinghy and as we approached land the large yacht's tender pulled astern and its helmsman asked for the whereabouts of Main Course's Captain. To the reply that the Captain had been told to take that mooring, the tender gentleman replied briskly "Well, we're bigger!" He really only meant that his master's craft required a lot of depth and swing room, but at the time it sounded to me like the kid who punched me in the nose back on the sandlot in fourth grade! As it turned out, not only was the huge yacht bigger, but its owner actually owned the mooring which perhaps explained the inscription painted on it in upper case Geneva Black Script – "PRIVATE". Dan Lief uttered some soothing words and a remarkably relaxed Linder took the tender out to his boat and brought her in to tie up to the dock for the night.

Thus passed the only excitement of the evening. A calm morning greeted us the next day as we separately cruised home. Another great evening and yet another fun cruise. And yarns to be enlarged upon with each telling. The next expedition in early September seems too far away!

*Continued on page 3*

Power Fleet Summer Cruises, *continued*

### The September KYC Power Cruise

With Power Fleet Maestro Peter Linder on leave in Alaska researching possible new cruise destinations, the rest of his coddled crew became anxious about the fate of the September Cruise. But then Mark Cluett was deputized as interim leader of the flock and seized the whole affair in his iron grip. Carefully coordinating the moorings with laid-back Brown's Boat Yard, and the dinner at Nebo Lodge, we began to really get excited about the whole affair. Joining us this fall were Jeff and Hillary Becton, Jim and Linda May, and Rich and Susan Gurin, with the Mays and Gurins deciding to spend the night ashore at the Nebo Lodge.

Tom and Kitty Clements staged the cocktail party on graceful Woody in grand fashion as is their style. Watching the sun go down and sharing old stories with new friends while gently



Mark and Libby Cluett's *Esprit*  
(photograph from an earlier cruise)

bobbing in the wake of passing boats was nearly magical. Then off to the town we puttered in our various little craft. Deputy Interim Leader Cluett had wisely poled us for our dinner wishes to be pre ordered as the restaurant is extremely

busy and only open on weekends in the fall. The choices were ample and excellent and the ensuing dinner just flowed.

There has to be at least one wacky happening which sets apart each power cruise "event" and when we sauntered back down to the dock in the September early evening darkness it emerged. There, partially hung up like plump butcher shop sausages, were two of our inflatable dinghies. The float had no cleats so we had loosely tied the painters to the piling guides for the dock and – well – you know the rest. Yes, we could have used really loose

loose bowlines instead of something more resembling either a clove hitch or double half hitch, but even then it might not have mattered. The fact that two grown men who had spent most of their lives in Maine waters with 12 foot tides had tied up these craft while six others of us had numbly watched this whole process was stark testament to the rousing success of the earlier cocktail party.

"Guess we're here till the morning", was the general feeling of the group until gallant Jim Noyes, flexing his four year



Jim and Linda May's *May Flower*

old knees, scaled the partially vertical craft while ignoring the varied suggestions from the half dozen of us below. Risking life and limb, he managed to slip both knots enough to drop the boats back into the water. "Tis the stuff of which true heroes are made"

A blissfully quiet night followed with no boat wakes to rouse us. The morning was brilliantly Maine like and cloudless. Flat waters made avoiding lobster pots easy, and the various navigation aids in the narrows stood out in three dimensions as we happily steamed home. Oh why has the summer ended so soon?



Intrepid power cruisers attempt to deal with the effects of an outgoing tide on a dinghy tied to a pole

### Blessing of the Fleet, 2015

Let us pray

Almighty God, we stand here this evening, in this beautiful spot, before the blue waters of Blue Hill bay, looking out on our various boats of sail and power upon which we ask Your blessing. We stand here asking this, of course, as those who are last in line, behind the many people in urgent and desperate need in the world. Therefore, we ask your blessing in great humility as we ply these waters, in gracious acknowledgement of all that we have been given. These waters, whose pleasures we enjoy, but also whose threats we also know, even if distantly as we walk through our cemetery over there across the harbor, with memorials to many, even young people, with the words: "Lost at sea" carved in their weathered stone.

So please God, bless our ships, bless our young people in KSEA, bless them that they learn the joys of your creation in boats, but also give them due respect and awe for your Glory as they look up at their filled sails, as they hear the fresh gurgling of the waters against the hull and feel the touch of the winds against their cheeks.

Give us modesty, generous hearts and especially the wisdom to be ever thankful for the "intimations of immortality" and Glory we glimpse on the shores of the KYC.

So, I ask this in pronouncing God's blessing on you our members new and old, and on our vessels, magnificent and humble; in the name of the Father, Son, and Holy Ghost. Amen

The Rev. Alexander McCurdy III, KYC Chaplain



Into the water at sailing class

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## The Waterline, p.3½

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### KYC Racing Results

The 2015 KYC racing season started with Herreshoff 12.5 races on July 4 and ended on August 24 with a cruising class Pursuit Race. In between those dates there were 31 H12.5 races, 23 Atlantic Class races, and 4 Cruising Class races for 58 races altogether (which compares to 43 in 2014. Results:

#### H12.5s—July Series

First: Chimera, Jim May  
Second: Afterthought, Wendy Brown

#### H12.5s—August Series

First: Chimera, Jim May  
Second: Whippoorwill, Joy Richardson  
Third: Baby Doll, Rufus Peabody

#### Atlantics—July Series

First: Thea, Terry Britton  
Second: Sangria, Andrew Baldwin

#### Atlantics—August Series

First: Try Again, Ian Evans  
Second: Thea, Terry Britton  
Third: Rascal, Peter Smith

#### Founder's Cup—H12.5s

First: Chimera, Jim May  
Second: Sowelu, Karen Milliken  
Third: Whippoorwill, Joy Richardson

#### Founder's Cup—Atlantics

First: One 4 All, Bill Barton  
Second: Lunasa, K Guinness  
Third: Questra, Ben Wells III

#### KYC Cup—H12.5s

First: Chimera, Jim May

Second: Thyme Bomb, Julie Cluett

Third: Karibu, Randy Curtis

#### KYC Cup—Atlantics

First: Questra, Ben Wells III  
Second: Rascal, Peter Smith  
Third: Thea, Terry Britton

#### Gitana Cup

First: Caerulean III, Butler Smythe

#### Danforth Cup

First: Arrow, Bob Shepley  
Second: Pudding, Will Taylor

#### Danforth Cup—Atlantics

First: Sangria, Andrew Baldwin

#### Nevin Cup

First: Arrow, Bob Shepley  
Second: Lark, Patrick Wilmerding

#### Pursuit Race—August 24

First: Lark, Patrick Wilmerding  
Second: Arrow, Julie Cluett

### KSEA Racing Results

#### Optis—Summer Series

First: Tommy Norgang  
Second: Marshall Rodes  
Third: Ana Huseby

#### 420s—Summer Series

First: Karina Steenberg and Jackson Lardner  
Second: Flynn Hill and Sam Keyes  
Third: Cecily Page and Nathaniel Keyes

#### Optis—Becton Cup

First: Marshall Rodes  
Second: Tommy Norgang  
Third: Khai Buttner

#### 420s—Becton Cup

First: Karina Steenberg and Nathaniel Keyes  
Second: Flynn Hill and Sam Keyes  
Third: Jackson Lardner and Sarah Bunney

#### Optis—Founder's Cup

First: Ana Huseby  
Second: Brin Huseby  
Third: Gemma Hill

#### Founder's Cup—420s

First: Karina Steenberg and Nathaniel Keyes  
Second: Cecily Page and Jackson Lardner  
Third: Hattie Slayton and Katie Forrest

#### Optis—KYC Cup

First: Roddy Atwood  
Second: Jordan Briskman  
Third: Dani Labrum

#### KYC Cup—420s

First: Karina Steenberg and Nathaniel Keyes  
Second: Jackson Lardner and Camille Britton  
Third: Hattie Slayton and Katie Forrest

#### Becton Award—Most Outstanding Junior Sailor

Karina Steenberg

#### Commodore Seth M. Milliken Award—Seamanship, Respect for Boats and the Sea, Fairness

Roddy Atwood

#### Niehoff Award—Most Improved

Exie Clements