

# THE WATERLINE

## KOLLEGEWIDGWOK YACHT CLUB Blue Hill, Maine

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### COMMODORE'S CORNER

#### Hidden Shoals.... Closer to home

I suspect we're all, in one way or another, going to bump up on the financial markets shoals so recently exposed by the receding economic tides. (May the damage to your bottom be slight.) The analogy suggested to me that I might use the Commodore's Corner this issue to roam among the closer-to-home hidden shoals of Blue Hill Bay. Perhaps we can take some collective comfort that we've all been on one or more of these ledges and survived to sail another day.

The most omnipresent hazard in our home waters are the Middlegrounds, between the Martin's house and the two green cans. Only the westerly one ever shows. I wish I owned a "credit default swap" for every craft our family has pulled off one or the other of these three ledges. Living on Sculpin Point is a great ring-side seat for nautical mishaps, but it also imposes special obligations. The most famous such incident involved Bobby Kennedy who fetched up on the middle bump of the three in the 60's in their chartered classic schooner. My brother, Jeff, and I raced out in *Blue Jean* and eventually succeeded in pulling him off amidst a hail of swear words and flying chicken bones from the cockpit. We learned that a navigational embarrassment does not necessarily put the skipper in a generous frame of mind.

On the other side of the channel, half-way to the green cans, is what we call "Seaweed Rock." While it's usually not hidden, it's been the nemesis of several famous vessels. When I was a teenager, General Patton's classic 70 ft plus schooner, *When and If*, fetched up at dead high tide. The Coast Guard was summoned. While the hull was intact, the Coast Guard experts were worried that when the tide went down, and she settled on her sides,

the pressure on her hull would stave her in. To prevent this a large hawser was run from the top of her mainmast to the bottom of a large white pine on the shore. All night a searchlight played on the hawser. She stayed upright and survived, only to be wrecked in a winter storm in Massachusetts years later. (She's since been restored.) In that case the Patton descendants on board became friends and we corresponded for a number of years.

In more recent memory there was the famous wreck of the *Paraiso*, owned by the head of Mexican television, Emilio Az-



*Paraiso, high and dry off Sculpin Point*

caragga. It was the beautiful 152 ft sister ship of the Forbes' yacht, *Highlander*. Late one foggy afternoon they approached the harbor. Having not seen much other

than white/grey for some time, Emilio's wife asked the captain to go closer to shore so they could see the "pretty houses." It was dead high water, and Seaweed Rock was submerged. The result was a sickening 14 foot gash in the hull. The *Paraiso* was sinking. The Blue Hill volunteer fire department with its strong pumps was called to the rescue.

My father, brother, and I had been away all day racing in the 'Round the Island' Race. We pulled into our driveway only to be stopped by Alan Mello from the volunteer fire department. As we rolled down the window he cautioned us, "You cayn't go down theyah!" Then he saw my father's face and sheepishly recanted, "Well, I guess, YOU can go down theyah!" The driveway was full of sightseers and yellow official tape blocked off access to the shore. Eventually the receding tide marooned the *Paraiso*, and we joined the flotilla of kayaks and outboards swarming around the exposed hull. The sight of the international jet setters on board being saved by the Blue Hill volunteer fire department is one we'll long remember!

On the south side of the bay there are numerous hidden hazards. Southeast of the major ledges off the Messex/Blagdon cove



“Ellsworth American” photo

## THE BATTLE OF THE ATLANTIC(S)

The soul of the late Stephen Ambrose might smolder at the thought, but the detailed preparation for “Operation Overlord” pales in comparison to what Tom Richardson wrought in the execution of the 2008 Atlantic Nationals that the Kollegewidwok Yacht Club hosted. The weather cooperated, too, in that it threw the summer extremes at the fleet; starting with a gear busting blustery northerly, followed

the largest one design fleet that has ever crossed a Kollegewidwok Yacht Club starting line. It was also one of the most aggressive fleets the Club has seen, given the quantity of bargers and “over early” starters. The aggressiveness stayed on the water, however, and by all accounts our visiting Atlantic crew truly appreciated the amenities the Club provided. Indeed, one didn’t have to listen too closely to hear mutterings from the auslanders to the effect “Hey, we gotta come back.” There was talk of making KYC part of a three year cycle for the Nationals! But if a good time was had by all, some were had by a good time. Butchers, bakers and sandwich makers worked virtually 24/3 to make sure everybody was properly fed, and were they ever! Race days began with a continental breakfast at the Clubhouse at 0900, bag lunches were provided for the racing crew and race officials. The après race teas outdid the famous Milliken teas of yore, popovers with jam no less on the first day. The days ended with the haute cuisine dinners of Ben Wells and Kitty Clements.

So let’s have a thunderous volley of applause for Tom Richardson, Vice Chairman of the Regatta Committee Wil Taylor, meal provider Rosie Moore, Regatta gear provider Debra Marsteller, launch and retrieval overseers Ian Evans and Terry Britton, shelter co-ordinators Marcia Fenn and Jennifer Cecil. And let’s not forget Dave Danielson, for doing triple duty as Club Manager, race timer and can-



Ace line setter Mark Cluett with Polly Hedron



Race Officer Eric Robbins awaits Race Committee

noneer, and his Yacht Club crew for driving the mark boats. A detailed list of all the players follows *TWL*



Jockeying about in lively conditions



Taicoon, winner of the first (1929) Atlantic National

by a day of drifting match conditions and ending with a day of an 8 to 12 knot southerly for which the Bay is famous.

Save for Optimists regattas, it was

## Atlantic Class 2008 80th National Championship

Number of Boats Entered in Series: 34

Number of Races in Series: 5    33    30    33    33    28

**PROVISIONAL RESULTS**

PLACE	Sail#	Boat	Club	Skipper	Crew	Race	Race	Race	Race	Race	Base Pts	Throw out	Final Points	Prize
						1	2	3	4	5				
1	142	Shucks	CPYC	George Reichhelm	Jim Marron, Carole Reichhelm, Dave Solway	6	2	2	18	1	29	-18	11	1
2	44	Try Again	KYC	Ian Evans	Sam Evans, Frances Barbour, Bill Melbostad	3	1	5	8	2	19	-8	11	2
3	127	Scamp	NEH	Henry Brauer	Will Welles, Molly Brauer, Elizabeth Brauer	7	4	3	3	3	20	-7	13	3
4	128	Cassidy	NYC	Adam Walsh	Steve Benjamin, Lauren Gineo, Tony Pascone	5	5	4	2	ocs	51	-35	16	4
5	137	Nonesuch	NBYC	Norm Peck III	Dave Samson, Don Landers, Rob Wylie	2	3	10	21	6	42	-21	21	5
6	130	Miss April	NBYC	Norm Peck Jr	Diane Rothman, David Peck, Tom Peck	11	8	1	10	7	37	-11	26	
7	49	Transit	KYC	Tim Britton	Bill Kubicek, Bill Fastiggi, Suzie Coburn	9	6	19	6	5	45	-19	26	
8	25	Carin III	CPYC	Chris Wittstock	Gordon Dailey, Hugh McBride, Halsey Bullen	1	12	9	9	12	43	-12	31	
9	32	Questra	KYC	Ben & Tim Wells	Bill Barton, Mark Adames	12	7	6	7	ocs	67	-35	32	
10	38	Thea	KYC	Terry Britton	Joe Raynes, Sam Vaughn, Katherine Lardner	4	15	12	4	14	49	-15	34	
11	84	Redfish	KYC	George Atwood	T J Baker, Jose Soriano, Massimo Soriano	8	18	13	14	4	57	-18	39	
12	147	Miss Edie	NBYC	Brian Carey	Karl Smizer, Ted Sherman, Sydney Sewall	13	22	7	16	10	68	-22	46	
13	109	Raptor	CPYC	Larry Liggett	Georgiana Silk, Pamela Pollak, Alex Liggett	20	9	27	5	13	74	-27	47	
14	148	Alliance	CSHBC	Stephen Jay	Mark Feck, Alden Winder, Al Loomis	10	19	20	15	11	75	-20	55	
15	139	Nevermore	CPYC	Hank Mergenthaler	Arvid Brandstrom, Christian Balotescu, Ken Terry	24	16	8	28	9	85	-28	57	
16	132	Dancer	KYC	K Guinness	Brennan Starkey, Laura Lamb, Zac Martin	16	10	11	22	24	83	-24	59	
17	103	Fantome	KYC	Ann Luskey	Christine Guinness, Sean Guinness, Pat Starkey	14	17	16	13	26	86	-26	60	
18	104	Yoda	CPYC	Michael O'Neill	Bill Walker, Lucy Walker, Jen Yantosh, Mehan O'Neill	19	11	29	19	16	94	-29	65	
19	135	Pizzazz	KYC	Will Taylor	Wing Taylor, Charlotte Taylor, Blair Taylor, Terry Moulton	15	13	32	20	17	97	-32	65	
20	68	Madcap	KYC	Patrick Wilmerding	Bill Smith, Peter Smith, Mark Kozak, Patrick Wilmerding	17	ocs	23	11	18	104	-35	69	
21	12	Sequoia	KYC	Matt Newton	Alex Newton	29	25	14	17	19	104	-29	75	
22	102	Rival	CPYC	Jim Doyle	Markel Elortegui, Brad Child, Drew Chieda	22	14	17	25	23	101	-25	76	
23	2	Brute	CPYC	Charles Langalis	Christian Langalis, Dan Scovel, Lisa Thomson	33	20	26	23	8	110	-33	77	
24	145	Liberty	NBYC	Dick Morris	David Houseman Jr, James Barone, Tom McDonald	21	21	22	30	15	109	-30	79	
25	146	Inspiration	CPYC	Kerry Dawson	Chris O'Farrell, Allen O'Farrell, Peter Evans	26	dns	24	12	22	119	-35	84	
26	42	Squall	KYC	Carroll Connard	Dana Leonard, K Lietz, A Connard	23	24	18	24	21	110	-24	86	
27	6	Silverfish	KYC	Steve White	Tom Morris, Klaus Muller, Lili Heidel	27	29	15	29	25	125	-29	96	
28	108	Dragon	CPYC	Mike Virr	Henry Muscia, Sam Gen, Alex Charmoz	28	27	28	27	20	130	-28	102	
29	136	Lucero	NBYC	Hal Peatfield	Dave Ayers, Matt Dowd, John Power	25	23	25	31	dnf	139	-35	104	
30	140	Thistle	CPYC	John Foster	Thurston Hartford, Ed Rickard, Sharon Bernd	dns	dns	dns	1	ocs	141	-35	106	
31	91	Relish	KYC	Tom F Richardson	Tom M Richardson, Lincoln Heilner, Justin Smith	31	26	21	32	28	138	-32	106	
32	113	Ucello	KYC	Henry Clews	Mary Clews, Springer Huseby, Bob Huseby	32	28	30	26	27	143	-32	111	
33	73	Ranee	CSHBC	George Lindsay	Laura Schoonejans, John Rousmaniere, Tom Carroll	18	dnf	33	dnf	dns	156	-35	121	
34	78	Sangria	KYC	Andrew Baldwin	Bill Grindle, Cullen Schnider, Aimi Baldwin	30	30	31	33	ocs	159	-35	124	

Note: As some of the more astute have noticed, Shucks and Try Again appear to be tied, as their final scores are each 11. They are not. What breaks the tie is Shucks' performance, which is consistently better than Try Again's in that she had two second places to Try Again's one.



## 2008 Atlantic Nationals Samuel Plimsol Awards

### *Tropical Fresh Water (Highest Honor)*

Tom Richardson, Rosie Moore and their peerless, indefatigable cadre of volunteer slave laborers (See below)

#### Rosie Moore's Shore Crew,

Robin Wilder: Prepared breakfast ALL three mornings.  
 Linda May and Joy Richardson: Assembled a crew to prepare the box lunches on the race days Joy also handled the Welcome Committee and Duty Desk.  
 Brinley Hall (our most active non-member): Handled the bar needs all four days, with the assistance of Denny Bacon.  
 Ben Wells and Kitty Clements (Chef masters of long standing): Prepared the dinners, with help from Gina Lewis.  
 Bitsy Bacon (!), Laurel and Zac Martin: Prepared the two teas.  
 Jeannie Messex: Set up the final cocktail party and bought enough food to feed an army regiment.  
 The beach picnic cadre: Joy Richardson and Kitty Wells  
 Tom and Kitty Clements: For graciously opening their house for a sit-down dinner for just about everybody. The meat was prepared by Jon Chase, the blueberry cake by Tina and Jeff Allen and the rest was prepared and served by: Nancy Hoppin, Diane Lyon, Elsie Wilmerding, Phyllis Taylor, Jeannie Becton, Thurmond Smithgall, Jennifer Cecil and, of course, Kitty Clements.  
 The Ladies Guinness and Pat Starkey: Supplied the hors d'oeuvres.  
 The providers for the final night: Nancy Hoppin, Joan and Jim Darby, Maureen Baker, Margot Semler and Libbie Cluett.

#### Tom Richardson's Sea Support Crew Committee Boat

Operator and Time Keeper	Dave Danielson
Principal Race Officer	Eric Robbins
Flag Officer	Charles Hoppin
Starting Line Spotter	Ethelbert Nevin
Score Keeper	Mary-Margaret Poster

#### Mark Boats

Boat 1	Mark Cluett,
Boat 2	Denise LaTour
Mark Boat Drivers:	Dan Moran, Parker Simon, Chris Garcia

#### Judges and Protest Committee

Robin Tattersall	Larry White
Charles Hoppin	

#### Regatta Committee

Regatta Chairman	Tom Richardson
Vice Chairman	Wil Taylor
Regatta Gear	Debra Marsteller
Boat Logistics	Ian Evans, Terry Britton
Lodging	Marcia Fenn, Jennifer Cecil

TO YOU ALL: YOU WERE KOLLEGEWIDGWOK YACHT CLUB AT ITS BEST!

### *Fresh Water*

The Long Island Sound owners/skippers who took the time and expense, to travel to Blue Hill. Thanks to their number, they made the Nationals the success that it was. A great group of skippers and crew. Even when they were barging (see below) they did it with style!

### *Winter*

The abundance of aggressive Atlantic skippers who "barged" the Committee Boat end of the starting line and the fleet of "over earlies. Naughty naughty!

#### *North Atlantic Winter (A Dishonor to Avoid)*

This Atlantic skipper who missed all the good food because he was too busy competing in the Jeffrey C. Becton Beautiful Face Contest



*"You mean they actually handed out bag lunches to the contestants?"*

### SALTY NOTES FROM ALL OVER

WINTERS OF DISCONTENT? Well no, at least not for Club Manager Dave Danielson. Some years back, he told an acquaintance who was looking for a child's violin that he had such an instrument, along with a number of grown-up violins, languishing in the family attic that his great grandfather had produced when he emigrated to Minnesota from Sweden. A cabinet maker by trade, the senior Danielson's real desire was to be a maker of violins but he was unable to earn enough money at it to support a family. As a favor to the friend, Dave took the violin to a maker in Bangor and was told it would not be cost effective to repair it. Better to buy a new one. But the experience got Dave interested in violins and he

*Continued on Page 6*

# THE 80th ATLANTIC CLASS NATIONAL CHAMPIONSHIP A Pictorial Essay

FIRST, THERE ARE THE LAUNCHINGS THAT LEAVE SOME ATLANTICS HANGING



THEN THE BAPTISM OF WATER WITH A GEAR BUSTING, SOUL DRENCHING NORTHERLY



*A thrash to windward*



*Try Again sails to victory in the second race*

FOLLOWED BY TWO ACTION PACKED, TENSION FILLED DRIFTING MATCHES



*K. Guinness and crew take a breather between races*



*as does Patrick Wilmerding in Madcap*



*NE Harbor's Scamp (127) barely leads Cassidy (128)*

AND ENDING WITH THE GENTLE, WARM SOUTHERLY, FOR WHICH THE MAINE COAST IS FAMOUS, AND CULMINATING IN A KOLLEGEWIDGWOK SOCIAL BASH



*A nondescript spectator fleet looks on*



*A skipper ducks under the KYC stem for a "perfect" start*



*Tappy Wilder and Dan Coit firing pre-sunset shots*

*Continued from Page 4*

started taking lessons from Bill Schubeck, a music teacher at the Consolidated School. Summers are usually too busy for him to practice but when winter comes he has time to burn. For the nonce, he favors classical and popular music; folk and country music being more difficult to play. While he may be no Isaac Stern yet, he has learned to sight read and he can play simple melodies by ear. So rest assured that Dave will have no frets this winter because he will be happily playing his violin.



LES JEUX (DES MOTS) SONT FAIT? Too bad there's no award for this but the owner/skipper of the Atlantic with sail number A-2 deserves plus marks for naming his boat *Brute*. He may not have placed well—his cumulative score was 77—but he did finish 8th in the fifth race, thus showing his stern to 26 boats, some of whose crew must have appreciated the oblique reference to the Shakespeare play "Julius Caesar." Or maybe he didn't have that in mind at all. Perhaps he was just getting back at Starling Burgess for his other design that was the bane of many a young sailor in the late Thirties, the "Brutus Beast."

POOP SCOOP: Manager Dave Danielson reports that *Clearwater* serviced about ten yachts this season, with an almost equal divide between locals and vessels "from away." Not bad for her first year but various interested parties are working on ways to spread word in the yachting community that the service exists.

RICHARD HENRY DANA, JOSEPH CONRAD, HERMAN MELVILLE: EAT YOUR HEARTS OUT! For a truly gripping narrative of the sea, one needs to look no farther than the Kollegewidgwok Yacht Club web site. Simply go to the site and then let your mouse do the clicking; first on "Special Events" and then on to "1958: Kollegewidgwok's Introduction to the Glass Atlantic."

EVERYTHING YOU WANTED TO KNOW ABOUT END-OF-SEASON SERVICES BUT WERE AFRAID TO ASK: How long will the docks stay in? Until 11/1, although some sections will be removed earlier. Will services available? Don't count on it.

### 2009 CLUB OFFICERS

Commodore  
Henry Becton, Jr

Vice Commodore  
Rich Gurin

Rear Commodore  
Jose M.Soriano, Jr.

Treasurer  
Peter Linder

Secretary  
Jim Darby

#### Committees

Grounds	James Kenney James Markos
Race	Mark Cluett Charlie Hoppin
House	Jennifer Cecil Joy Richardson
Prize/Store	Deborah Marsteller Jim Modisette
Jr Program	Ann Atwood Will Simon
Membership	Marcia Fenn
Atlantic FC	Sean Guinness
Cruising FC	Dan Dennett
Power FC	Peter Linder
12 ½ FC	Joy Richardson

#### Members at Large

Term ends 2009	Terrance Britton Ann Atwood
Term ends 2010	Tom Richardson Laura Lock Lamb
Term ends 2011	Ann Lusky Patrick Wilmerding
Honorary	Richard Gibson

### THE UNBROKEN CIRCLE OF ROCK STAR WINNERS

Cruising Class  
Nevin Cup

*Hoi Ann* Mark Heilner

#### Atlantic Class August Series

1. <i>Questra</i>	Tim Wells	18
2. <i>Thea</i>	Terry Britton	20
2. <i>Try Again</i>	Spencer Evans	20
3. <i>Fantome</i>	Ann Luskey	30

#### Founder's Cup, Atlantics

1. <i>Questra</i>	Tim Wells
2. <i>Fantome</i>	Ann Luskey
3. <i>Pizzazz</i>	P. Wilmerding



*A Committee Boat view of spinnaker action*

#### Founder's Cup, 420's

1. Tom Peabody
2. Emily Pet
3. Caroline Atwood



*Future KYC rock stars prepare for a day of training*

#### Founder's Cup, Optimists

1. Dave Carr
2. Paloma Soriano
3. Ethan Petno

*Continued from Page 1*

is one known as Crocker's Rock. This ledge never shows, and most Atlantic skippers sooner or later find its location to their embarrassment as they try to beat in towards the shore for a favorable lift after thinking they are safely past the visible obstacles.

There's a similar hazard for cruising racers between the north end of Bartlett's Narrows and Black Island. It's right on the rhumb line and never shows. The bigger boats with deeper keels have been known to lose several places as their smaller competitors sail around their arrested progress. The hazards in Bartlett's Narrows itself would fill their own Commodore's Corner!

I could go on. For example, don't go too close to the Arcady shore after passing Blue Hill Falls, or too close to the Long Island shore after passing Jim Point. Mark these on your charts, and may your next season be free of hidden shoals! *HPB Jr*



*An unidentified schooner sails down Blue Hill Bay, c.1937. The rig, not often seen these days outside of Camden and whose earlier spelling was scooner, was so called because an observer of the rig (c.1713) once commended, "see how she scoons!"*

From Rogers [Origin of Sea Terms](#)

## Letters

### More Atlantic History

I am contributing several small items to the Waterline, a fine little newsletter put out by the Boothbay Harbor One-Design Association. (You can Google Waterline.)

Starling Burgess, who designed the Atlantics, did about five one-designs which were raced in Maine waters. This does not include a prototype of the Boothbay Harbor OD's - dating about 1936 or 37.

As I understand it, Mrs. Camp brought the first Atlantic to Blue Hill and may have been one of the original 1929 owners. ?? Five Atlantics were built new for the Portland Yacht Club that year and I have a photo of nos. 66 and 67 racing (with club booms, by the way) there.

Does anyone know if the Portland fleet was bought up by KYC members? (If so, when?) When did the KYC begin racing Atlantics?

It seems reasonable that #69 (once *Folome* owned by Henry Warning) was a Portland boat? Ditto others?

The Blue Hill Brutal Beasts were another Burgess design. As I recall, Dr. Milliken brought the first ten of that class to Blue Hill in 1922. These were gunter rigged. At least two of these survive; #1 is in the Penobscot Maritime Museum and #7 in the Peabody Museum, in Salem. (I own a 1946 Webber Cove model.) Last I knew a 3rd was kept in a Parker Point garage by descendants of its original owners.

However, I digress. Any contact names for the history of the Blue Hill Atlantics would be helpful.

The next issue of Waterline comes out in October and I would need the information in coming weeks.

*Sturgis Haskins*  
Sorrento

*Unfortunately, we may have missed Sturgis's deadline for "that other Waterline" (and be the way, we've been unable to find either on Google) but whatever information anyone can provide on the early Blue Hill Atlantic and Brutal Beast fleets is most welcome. TWL*

*"Salty Notes," continued from Page 6*

MAYBE NOSTALGIA'S AIN'T ALL IT'S CRACKED UP TO BE, but while we're on the



subject of Atlantics, here are a couple of shots dating to the Thirties, when the "O Boats" were the viable class that preceded the Sound Juniors, showing the two classes, each locked in a drifting match



with no one seemingly going anywhere. Of greater interest may be the shot of Alida



Camp's *Meadows* performing ferry services. Note the driver decked out in a sailor suit. A holdover from the Gilded Age of yachting? *TWL*