A Lot to be Thankful For

Thanksgiving is coming and I’m already in the mood, so bear with me while I give thanks…to all of you:

I am thankful for your patience and understanding as I stumbled through my first year as Commodore. I am thankful for the wonderful Membership Committee for ensuring that our 130-year old institution remains as thriving and as alive today as it ever has been. I am thankful for our Mooring Management Team for devoting countless hours on "De Barge" doing the hard work required to keep our boats safe all season long. I am thankful for the Entertainment and Activities Committees for making the AYC such a fun place to hang out. I am thankful for the Nominating Committee and the Audit Committee for their diligence and professionalism. I am thankful for all of you who serve on the Landscape, House and Yard Committees for keeping our clubhouse and grounds both beautiful and functional. I am thankful for the Executive Committee for their sage guidance. I am thankful for the staff of the Sailorgram for keeping us all of us connected. I am thankful for all of you who showed up for our various work parties throughout the year.

You are why the AYC is such a special place.

By now, you will have received your invitation for AYC’s Annual Celebration on Saturday November 21st at the Ashworth by the Sea in Hampton, New Hampshire. If you are planning on attending (and I certainly hope that you are), please be sure to RSVP by email to Pam Mertinooke.

Have a very Happy Thanksgiving, everyone!
Circumnavigating Narragansett Bay: Chartering Southern N.E.  
Part II  
Submitted by Peter Flynn

In the October Sailogram I described how Marsha and I enjoyed a foreshortened week-long charter to New England's southern realm: Narragansett Bay, Block Island, Watch Hill Passage, Mystic and Stonington. Readers may recall that, after only five days of sailing in August, we abandoned the 30 foot Pretty Slick in Stonington, due to a combined fuel and electrical problem. After generously compensating us for the missed portion of the trip, Rob Lawnsby of Narragansett Yacht Charters, Brokerage, and Sailing School, offered a free weekend sail should one of his boats become available in the fall.

Having enjoyed our first sail, and foreseeing perfect weather as Labor Day approached, I proposed that, if the offer of a "free weekend" was still on the table and a boat available, I'd pay a prorated day-rate and abbreviated "turn around" fee for a three-day Labor Day weekend charter.

Rob approved the proposed mini-charter.

When Marsha and I arrived at Rob's place, I commented that we had northerlies for both charter starts allowing a run down the bay. A dockhand wryly commented, "Read your contract. There's an extra charge for that. Northerlies are far and few between at this time of year!"

At 2:00 p.m., with gear on board in minutes and eager to make our getaway, I failed to unplug the shore power when casting off lines. Que c'est embarrassant! Once unplugged, we followed the narrow, dredged channel to Conimicut Reach where we raised sail and caught a 15-knot northerly to G-13. Once there, we left the channel and headed southwest toward Patience Island.

Passing between Patience and Warwick Point, we entered Narragansett Bay's western passage. Two large islands—Prudence and Conanicut—divide the Bay. We headed for the historical, salty port of Wickford, part of North Kingston, RI, a town on the western shore. We chose this destination based on the repeated recommendations of sailors we had met in August.

We passed Quonset Point, home of the Rhode Island Air National Guard. It was a United States Naval Base opened in 1941 and deactivated in 1974. At R#8 a 270-degree magnetic took us directly to the jetties outside Wickford. The recessed shoreline and glare off the water made westward visibility tricky late in the afternoon.

We arrived in Wickford about 4:30 p.m. We had a coupon from Narragansett Yacht Charters for a slip at its affiliate, the Brewer Wickford Marina. The Friday of the Labor Day weekend was electric! The place was rockin' and rollin' with lots of large and fancy vessels surrounding us. Our little 30 footer, Pretty Slick, was diminutive by comparison.

Wickford, the site of Roger Williams original land purchase from the Narragansett people, is one of the most well protected natural harbors on the eastern seaboard. It features one of the largest collections of 18th century dwellings to be found in the northeast. The majority of the village's historic homes remain largely intact and sit on their original foundations.

After a walking tour of the village we had dinner at Tavern by the Sea which seemed to be the only non-Italian themed restaurant in town. The wind came up early on Saturday morning. Sabre designer Roger Hewson originally created the left offset propeller to diminish the effect of torque caused by the rotation of the propeller. This design also made it possible to remove the propeller without also having to take off the rudder. I got turned around by a gust in the narrow alley and had neighbors shouting advice as I, not by design, backed out the length of the alley without, fortunately, making contact with anything hard:

A 31-year-old, chrome-plated bronze Lewmar winch handle, 105 feet due northeast of R#2 outside the Wickford breakwater, sits in about 13' of water.

After raising sail, we were again blessed with northerlies that carried us toward the Jamestown Fixed (Continued on page 3)
The wind died as we arrived at Beavertail Point, southern most end of Conanicut. I cranked the iron spinnaker to round Newton Rock at the GR "NR" bell. Lots of fisherman and tourists were scrambling over the rounded rocks, and day trippers filled the parking lots at the parks around Beavertail Point. After a few minutes of maneuvering for a photo capturing the light, the bell and a couple of other boats, the wind filled in from the south. Off with the engine and out furled the headsail. We had arrived.

Literally hundreds of sail craft of every vintage and rig crowded the passage along Newport Neck toward Newport. There were vintage 12-meter America's Cup craft, head-boat schooners, high-tech craft with see-through sails, crews of blonde WASPs, and varnished wood classics sailed by cranky Yankees. It was Labor Day weekend in Newport!

We rounded Fort Adams and called the harbormaster. He said he had one mooring available, Mooring #23. It was in the outermost corner of Brenton Cove near the beach. When the affable Harbor Master's staff person arrived for the $40 mooring fee, he asked if we'd been here before. I told him I stop in about every 20 years.

Then I asked him if Taylor Swift was in town. He said "I don't know. I've only approached this place in my car." Finally, a large sailing vessel exited the channel: the assurance I was seeking.

Ship's Store and Rigging is in the East Passage Yachting Center; New England Boatworks is in Portsmouth. Inside the harbor, there are extremely narrow channels between boats and my heart was in my throat navigating to the fuel dock where Nick had directed me. At one juncture, I needed to exercise a reversal when a 40-footer rounded out toward me. His 15' beam and my 10' would not have passed in the narrow channel.

After tying up I found my way to Nick and gave him $50 for an exact replacement winch handle.

On a parenthetical note, Ship's Store and Rigging was originally the Melville Cove PT-Boat training center. My father trained here in 1943 for a gunner's mate designation. He also received electrical and mechanical training. During World War II, PT boaters were heavily cross-trained because in a small crew of 10-12, numerous casualties were expected. PT 617, an Elco (Naval Division of Electric Boat Company) boat nicknamed "Dragon Lady," was restored in Melville and is now exhibited at Battleship Cove, Fall River.
Chilifest/Apple Pie Bake Off

Submitted by Shannon Hewey

You may make a great chili, but if you label it "Dangerous" you may scare off votes! 12 chilies were entered in the 2015 Chilifest, including white chili, chicken chili, chocolate chili, home grown tomato chili, and Peter Flynn's famous Hatch Green Chile Rellenos, which people almost hurt each other trying to get to them.

The attendee's samples until they were stuffed and then voted for the one they thought was the best. Deb Bailey was voted the crowd's favorite, winning first place. Lisa Christine Summerville and Marlene Switzer tied for 2nd place and 3rd went to Donna Johnson. No award was given for honorable mention as it was a three way tie between Judy Raycroft, Lyn Grenier, and Joe Buschini. It was a very close competition, thank you to all who spent time making these delicious chilis!

The 3 top chili winners were selected to judge the pies. There were 7 pies, all delicious except the one entered by Arthur Demoulas :, which, however, was the first one completely consumed by the club. Even though the judges were stuffed to capacity they were gracious enough to eat more. Marcia Edson won this taste-off, taking home first place. Deb Bailey, having a good night, came in second, and Nancy Cornell defending last year’s first place win, took home third. Dave Hewey received Honorable Mention.

There being no chili or pie left everyone waddled to their cars by 9pm. A great year end event, thank you Marlene Switzer and Ali Santariasci — nice job!

The first place winners names will be added to the plaque in the clubhouse.

Chartering

(Continued from page 3) In an hour, we were calling ahead for a mooring in Bristol, a large, south-facing harbor with a lot of history. Mike, the launch operator for Bristol Marine, directed us to a $40 mooring. Mooring #690 off downtown in the front of the mooring field. Bristol Marine advertises a mooring field in the northwest corner of the harbor out of the wind.

Marsha struggled with hauling up a mooring loop of 1.5' line covered with slimy algae in 20- to 25-knot winds. On the third attempt, we dropped the boat hook into the water. Luckily we had a second. Two more approaches, and we were on. The extra thick line had to be strapped into the chalks and cleats.

One lesson learned: Don't be the last boat in a marina on Labor Day weekend without a reservation.

(Continued on page 6)
Thank You
From the Yard Committee

Paul Morin, Yard Committee Chairman

On Saturday October 24th and 31st, the Yard Committee, in conjunction with the Executive Committee, implemented a new policy for Yard Storage. In the past, we were never able to account for everything in the yard and much of the property went unidentified. We therefore were unable to contact owners about their responsibilities which resulted in some dead storage.

I am very pleased to announce that the two-day registration went very well and was a complete success with about 99.98% of the items in the yard identified. All boats in the yard are identified and tagged including kayaks, dinghies; we even tagged all the mast on the mast rack. I still don’t have a dollar amount on the revenue, but I can assure you that anyone who is using the yard to store personal property is paying their fair share.

We have about 6 dinghies that were not accounted for (they haven’t moved in years and I don’t think anyone will claim them), one mast, and a couple of sun fish sail boats that have not moved in years. These items will be hauled off the property to an impound location. If someone is looking for their property, they will have to pay a haul charge and storage fees to recover said property.

So in summary, the two-day registration was a complete success thanks to you to all the members who stopped by and filled out the forms. Thanks, too, to the Yard Committee members who took two days out of their schedules to help make this happen. I would also like to thank the Executive Committee for their support in this effort. This should help better utilize the yard and make it fair to all members using the Club.

Going Forward

In the spring, we will have two registration days as we just had this fall to reserve and identify summer storage. We will go over the summer storage rules and tag the boats. All winter boats will be given a final day to be in the water, off site, or an assigned slot in the yard. There will be no boats stored around the club house during the summer. Any boat out of compliance will be removed and hauled to the impound location. The two registration days will be the Saturday before opening day and opening day (still TBD). Please watch for the announcements in the spring.

Again, thanks to all that participated and we will see you in the spring.

Boat Portraits Available

Homer Shannon has been taking photographs of club boats for years. His collection of quality boat portraits, “boatraits”, numbers in the hundreds. The images are now available on his website at http://anythingbutawedding/boatraits. The collection includes photos from dozens of club races and cruises.

The web site is offering these images printed on high quality, gallery wrap, canvas prints, available in sizes up to 32” x 48”. Canvas gallery wrap prints are lightweight and durable. They are printed with automotive grade inks and require no framing. The images will dress up any room or office and make wonderful Christmas presents.

For more information, contact Homer at 603-305-5200 or email homershannon@hotmail.com. All orders will include a pre-production consultation to assure correct sizing and wrap style. The prints are shipped directly to the purchaser and are delivered in about seven days.

ERRATA

In last month’s issue of the Sailorgram, we inadvertently referred to the boat manufacturer Sabre as Saber in Peter Flynn’s article. We apologize for any confusion this may have caused.
Chartering

(Continued from page 4) After showering at Bristol Marina, Mike took us across to town where an orchestra, somewhat smaller than the Boston Pops (no cannons for the 1812 Overture), welcomed us at Independence Park. After a leg stretcher down Main Street, where the center lines are painted red, white, and blue, we returned to dine at Redlefsen's Rotisserie and Grill (German themed) near the waterfront. We were back to Pretty Slick at 8:15 p.m.

We left at 7:45 a.m., motoring south around Popasquash Point, and then raised the headsail at RG"PP", taking the short cut across Ohio Ledge at 5.5 knots. The land was foggy on both banks, but our route remained clear.

We were on the fuel dock at Brewer Cove Haven before the 10 a.m. designated return. After debriefing, Rob steered the boat backwards down the lane and into a slip as I yelled, "Show off!"

We decided to drive back to Bristol to see the Herreshoff Museum that featured eye-popping, spectacular boats all highly varnished—from dinghies and steam vessels to America's Cup contenders. Gracious guides and documentary movies make this a must-see destination for any sailor interested in the history of sailing in New England. Have lunch Aidan's Irish Pub if you're ever in town. Lovely.

Originally, when Marsha and I chartered in August, our float plan was based on getting in and out of Narragansett Bay as quickly as possible. I couldn't imagine why a charter center would be so far north in the bay, and figured that there probably was little of interest there. How wrong I was! After our wonderful Labor Day weekend circumnavigation, I'm now dreaming of getting back to explore the numerous ports, coves and anchorages I saw in passing and on the charts. Narragansett Bay is beautiful, has good breezes, lots of options for entertaining stops, and offers lots of refuge at close intervals.

Try it yourself sometime

AYC Hero Dog

submitted by Chris Kealey

Here is a cool pic for the Sailogram. I was perusing the latest People magazine and saw the attached picture as a part of an article about Hero Dogs in the October 19th 2015 edition.

The caption reads “VADER, Newbury, Mass. Patrick Mulligan (center) suffered a leg cramp while swimming in the Ocean last August as his sons Ryan, 12, and Lucas, 9, waited onshore. Luckily his 22-month-old English black Lab—who was wearing a life jacket with a handle—was able to tow his owner to safety. “He got a big steak bone that night,” says Mulligan, 54.”

Editor’s note: I heard this story directly from Patrick. He was actually swimming off of Woodbridge Island (not the ocean), trying to retrieve his boat when the tidal current made things difficult. He wasn’t wearing a life jacket and started getting into trouble quickly. He saw his boys on the shoreline and hoped they didn’t have to see him drown. When Vader jumped into the water, Pat thought the dog might make things even worse, being still a bit of a pup, always wanting to play. But the dog approached him, swam a circle around Patrick, letting him grab the handle on the dog’s life vest. Vader then paddled straight back to shore.
The Mooring Committee Puts In A Day’s Work

Photos by Dan Streeter

Tying off a pot warp for the winter.

The vessel and its crew - left to right: Jeff Stoehr, Sam Giarrusso, Don Sestini, Ron Perkins
AYC Sketchbook

*Dawn*, oil study, oil on board, 4" x 6" by Robert Brun.

Online links to the American Yacht Club's Constitution, Bylaws, House Rules and member Directory are available online. To access these documents, go to [http://americanyachtclub.org/private](http://americanyachtclub.org/private), enter the name “AYCmember” and the password “ayc2015xxxx” (where “xxxx” is this year’s gate code found on the back of your membership card).

<table>
<thead>
<tr>
<th>Office</th>
<th>Name</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commodore</td>
<td>Barry Gluck</td>
<td>603-382-8302</td>
</tr>
<tr>
<td>Vice Commodore</td>
<td>Joe Puleo Jr.</td>
<td>603-876-4012</td>
</tr>
<tr>
<td>Rear Commodore</td>
<td>Dan Pratt</td>
<td>978-388-3401</td>
</tr>
<tr>
<td>Secretary</td>
<td>Joyce Stoehr</td>
<td>978-462-9083</td>
</tr>
<tr>
<td>Treasurer</td>
<td>Len Johnson</td>
<td>978-388-0501</td>
</tr>
<tr>
<td>Collector</td>
<td>Homer Shannon</td>
<td>603-880-4328</td>
</tr>
<tr>
<td>Measurer</td>
<td>William Caron</td>
<td>603-437-3902</td>
</tr>
<tr>
<td>Membership Committee</td>
<td>Tom Lochhaas</td>
<td>978-462-6311</td>
</tr>
<tr>
<td>Mooring Committee</td>
<td>Don Sestini</td>
<td>978-682-1624</td>
</tr>
<tr>
<td>House Committee</td>
<td>Dave Hewey</td>
<td>978-373-6038</td>
</tr>
<tr>
<td>Yard Committee</td>
<td>Paul Morin</td>
<td>978-462-6533</td>
</tr>
<tr>
<td>Landscape Committee</td>
<td>Nancy &amp; Doug Cornell</td>
<td>978-474-4323</td>
</tr>
<tr>
<td>Regatta Committee</td>
<td>Dan Pratt</td>
<td>978-388-3041</td>
</tr>
<tr>
<td>Entertainment/Activities</td>
<td>Lon Sherman</td>
<td>978-388-3434</td>
</tr>
<tr>
<td>Sailorgram</td>
<td>Jim Grenier</td>
<td>978-388-4445</td>
</tr>
<tr>
<td>Sailing School</td>
<td>Jackie Morin</td>
<td>978-462-6533</td>
</tr>
<tr>
<td>Steward/Club House</td>
<td></td>
<td>978-465-9053</td>
</tr>
</tbody>
</table>