

# MRYC *Tidings*

SUMMER 2011 VOLUME EIGHT ISSUE THREE

## *View from the bridge*

*By Philip A. Shreffler, Commodore*

For the first time, this really is a view from the bridge — specifically from the bridge of Ted Morgan-Busher's yacht *Amazon* during the SU4C Regatta (the Breton cap was a gift from Ted, a duplicate of his, salty and appropriate to the vessel). The vantage point from *Amazon's* bridge is a perfect one from which to contemplate the past nine months under the current club administration.

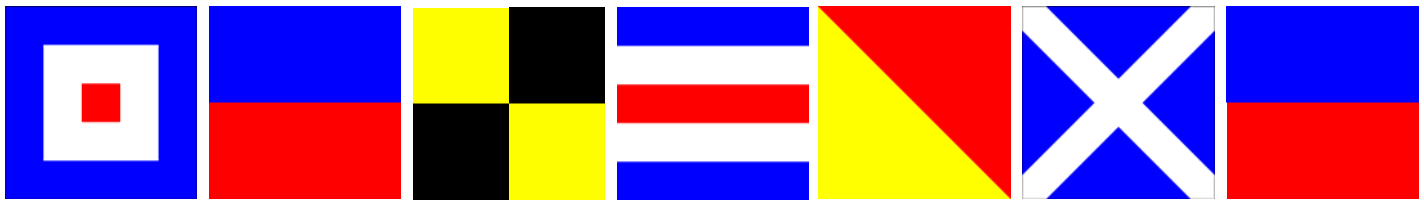
This year has been one of some really positive - even historic - changes for MRYC, all in response to the will of the membership. Due to the on-going hard work of the Officers and Board (and to the membership outside the Board), we have been able to:

- Lower the rent on our clubhouse substantially, while shifting to seasonal clubhouse use.
- Cut our annual dues in half.
- Cut our initiation fee more than in half.
- Set up a system allowing members access to the clubhouse ad lib.
- Guarantee water access to the clubhouse by means of the dinghy dock on the Shipyard's D Dock.
- Increase our membership with a goodly number of excellent new members, an increase that continues to occur at this writing.
- Set up a new MRYC website ([mysticriver yachtclub.com](http://mysticriver yachtclub.com)), thanks to Anne-Marie Foster.
- In cooperation with Sails Up 4 Cancer, stage a major ECSA-sanctioned regatta.
- Establish a full-fledged Junior Sailing Program by partnering with Chance Sailing.
- Provide, as always, a seasonal schedule of club cruises to great destinations.
- Continue to offer the fine social events that our membership has come to expect.



That's a lot to have accomplished. And, of course, it's only August. We still have on tap social events, cruises, junior sailing and (given enough willing seniors) a Seniors' Regatta coming up. But we simply wouldn't have had such success without our very able Officers and Board, who expended considerable perspiration and psychic energy to achieve it, as well as a membership that cares deeply about MRYC

To all of you, then, I would like to extend this Commodore's great gratitude and congratulations on a job very well done indeed. And it is, therefore, with tremendous optimism that I believe we can all look toward an even better future for Mystic River Yacht Club in the years to come—together!



W E L C O M E

MRYC would like to extend a hearty and heart-felt welcome into our yacht club family to these new or returning members: Nancy Apthorp and Michael Friedman; Sally N. Dowling; Danielle

Hinton and James Harmon; Lauren and Rob Kapell; Michelle and Michael Ryan; Shannon and Paul Weigle; and Elena Latici and Avi Zilz. Welcome aboard!

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### MRYC'S SENIORS' REGATTA

*By Philip A. Shreffler*

A new feature at MRYC will be the Labor Day Seniors' Regatta to be sailed on September 5, 2011, in the Mystic River aboard the club's JY-15 dinghies. The series is open to all MRYC members and friends over the age of 55. Proof of age must be verified with an AARP card, cancelled Social Security check or some other valid form of I.D. (It's fair to say that the club will also



accept a dated driver's license, hoping that the bearer will be pleased to be carded). The age of the second crew member in each boat is of no significance. Entries will be accepted and skippers assigned to JY-15s at the discretion of the Race Committee. For full information, see the Notice of Race on the MRYC website: [www.mysticriveryachtclub.com](http://www.mysticriveryachtclub.com).

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### SAILS UP 4 CANCER REGATTA A SMASHING SUCCESS

*By Robert S. Davis*

Following a two year hiatus, Mystic River Yacht Club is back in the regatta business. On Sunday, June 26, 2011 MRYC held a Regatta in support of Sails Up 4 Cancer, a Mystic-based charity whose mission statement is to fund education, prevention and research in cancer through the art and enjoyment of sailing. It began back in February of 2011 when a delegation from MRYC attended the Eastern Connecticut Sailing Association's annual scheduling meeting. With attention to available dates and coordination with clubhouse availability, the 26<sup>th</sup> was requested and permission was granted by ECSA. The Notice of Race (NOR) was approved and MRYC was on the calendar.

Preparations began in early May with the publicity blitz by Sails Up 4 Cancer around the Mystic sailing community. Posters, blasts to neighboring yacht clubs, and press releases touting the Sails Up 4 Cancer Premier Regatta sponsored by MRYC were out and about. As the date drew closer, careful



consideration was given to the sailing instructions, race committee, committee boats, trophies, and most important of all, the post-regatta shore party. We were lucky to have MRYC's own Bob and Janet Andrew reach out to their good friends from the Stamford Yacht Club, Jerry and Patti Rockhill, both Principal Race Officers, to head up the Race Committee. With Bob, Janet, Jerry and Patti on board, we were close to completion.

What was now needed was a committee boat and chase boat. Our friends from the Mudheads reached out and asked if we needed any assistance. When it was mentioned that we may need some signal flags, the Mudheads suggested we take the entire boat. We now had the popular and fully equipped committee boat, *Eddie Maxwell*, along with past Mudhead Commodore Bob LaFrance as operator. Good friend Frank Gavigan provided the chase boat and all was good to go. As an added perk, friends Wendi Fox and Howard Taylor volunteered to be the Official Photo Boat. Their photos were also used for the framed trophies, a unique and treasured gift for those sailors in the "money." In appreciation for the use of the *Eddie Maxwell*, Sails Up 4 Cancer and MRYC made a donation to the Eddie Maxwell Fund, once again illustrating MRYC's commitment to the sailing community.

The fleet comprised fifteen boats, six in cruising canvas, six in spinnaker class, and three Shields from Mason's Island Yacht Club, who dedicated their Sunday race to Sails Up 4 Cancer. With a nice nine-knot southerly breeze the race was on schedule at 1100 hours. The race committee selected a once around, windward/leeward for cruising canvas, and to spice it up added a wing mark for the spinnaker class, a nice touch which was given a thumbs up from the sailors. All in all, the race lasted about two and a half hours, which was just fine for those who were anxious to get

over to the much-hyped shore party that met and exceeded all expectations. (The race results are posted on the MRYC website.)

A special and rare sight for both the competitors and spectators alike was the presence on the course of the venerable 102-foot screw schooner *Amazon*, which served as the yacht club commodore's flagship for the event.



*Amazon*, built in 1885 in Southampton, England, by Tankerville Chamberlayne was often used by the Chamberlayne family for viewing yacht races off the south coast of England. So she was very much in her element at the SU4C Regatta.

The imposing, white-hulled ex-steam yacht is owned and skippered by Ted Morgan-Busher, a very active honorary lifetime member of MRYC. The vessel, a familiar sight at Mystic Seaport for the past year and a half, put to sea for the first time in a year especially for the regatta. A severe lightning strike and subsequent lengthy repairs to electronics had kept her in port for far too long. But the SU4C Regatta was the swan song for *Amazon* in our area. The ship departed in July for its home port in Malta via the North Atlantic route to Ireland and then south into the Mediterranean.

The shore party was a stellar success. Over two hundred people attended the first Complementary Alternative Medicine





Expo, chaired by Dr. Megan Marco, with over a dozen exhibitors. All attending could be found quenching their thirst at one of the bars or kegs or the most-popular Dark 'n' Stormy Station, with MRYC's Fleet Captain, Jay McKernan, along with beautiful friends, Erica and Allie Gourd from SHYC, tending bar. Of course the food was a tremendous hit. MRYC's own and famous Holly Phelps provided only the best culinary delights, continuing to amaze everyone as she pulled off another catering success. Music was provided by Stonington's nationally-recognized country music star Zach Lockwood. Silent auction items from massages, to helicopter rides over Newport, to week long charters for the daring bareboater kept the crowd busy. Trophies were awarded by Commodore Philip Shreffler and PRO Jerry Rockhill. Thanks and kudos need to go out to all

the volunteers from both MRYC and SU4C who responded so well to make the Regatta such a tremendous success. And by the reviews of all who attended, it looks as if next year will be twice as big and twice as grand.



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## JUNIOR SAILING PROGRAM AT MYSTIC RIVER YACHT CLUB

Mystic River Yacht Club has partnered with Team Chance, the Mystic-area youth sailing education organization (under the umbrella of Connecticut Community Boating), to establish a Junior Sailing Program on Monday and Tuesday evenings, which began on July 18 at the MRYC clubhouse and will run through August 17—open to kids age 8 and up. Directing the program are Team Chance's US Sailing-certified instructors, Jay Greenfield and Taylor Walker, and students sail in MRYC's fleet of JY-15 dinghies. Since Team Chance is a charitable organization, this joint Junior Sailing Program is open to the public and free of charge, although Team Chance gratefully accepts donations.

This more formal sailing education program replaces the informal Family Sailing

nights that have been a summer week-night feature at MRYC for the past few years.

On Monday nights the program offers sailing lessons to junior sailors on a first-come, first-served basis. The curriculum is designed based on the skill level of the students. Topics covered include safety on and off the water, basic sailing skills, and seamanship.



During Team Race Tuesdays, a more advanced option is offered in which beginner sailors are mixed with

experienced team racers to introduce a higher level of competition. Team Racing is sailed with two-to-three boats on a team using a low-point scoring system. Teammates work together to get the lowest cumulative score to win. It's a





faster-paced race that helps a sailor develop better boat handling and tactical skills.

The program reflects both MRYC's commitment to the local community and Connecticut Community Boating's motto, "No child left ashore."

### MRYC YACHT WINS AWARD IN MYSTIC SEAPORT'S CLASSIC BOAT PARADE

As a part of Mystic Seaport's weekend-long Antique and Classic Boat Rendezvous on July 23-24, more than thirty classic vessels participated on Sunday the 24<sup>th</sup> in a parade down the Mystic River from the Seaport to Noank, led by the Museum's 108-year-old steamboat *Sabino*. Each boat was announced from the shore as it passed through Mystic's famous bascule bridge on the way down river and into Mystic Harbor.

Craft runabout. In fact *Bantam* garnered the event's Judge Emeritus Award presented based "purely on the beautiful design features and eye appeal of this classic yacht."



Mystic River Yacht Club is proud to have been well represented in the parade by Dick Dixon and Anne-Marie Foster's 1932 32-foot, Alden-designed cutter *Bantam*, as well as by Bob and Janet Andrew's 1959 24-foot Chris



Cheering our club's yachts in the parade were Suzanne and Past Commodore Forrest Cramer, aboard *Suzy Sea II*, moored at the Noank Village Boatyard, along with passengers Commodore Philip Shreffler, M.E. Rich, and Philip's two sisters and brother-in-law visiting from the Midwest. What a treat it was to see our club's burgees fluttering bravely aboard two such remarkable classics.







By Richard Dixon & Anne-Marie Foster

MY WIFE (yes, it happened) Anne-Marie said there was not room enough to tell my part of the story, so I will skip the part where Mike Rogers of Warren, Maine, boat builder/repairer of old wood boats, superior, put in a new port broad strake (plank above the garboard) and a half dozen short sister frame heels. I will also skip the part about the old Volvo MD 2 not starting on a cold dark day in November and the four hours it took me to remove one pesky, inaccessible bolt on the water pump while practically standing on my head with my feet sticking out the engine room hatch so that Pat Ricci, of Thomaston (*Bantam's* birthplace) Boat and Engine Works could recondition the water pump and starter over the winter.

I will mention that we were a little late in getting that new plank work going this spring due to the glacial lake surrounding *Bantam* as Rockland slowly warmed from the long Maine winter. And that the real problem continued to be the old engine. It turned over by hand, but would not start. Cleaned the internal governor and throttle control – behind the water pump and even harder to get at. I was ready to apply for a Houdini reprise, escaping from tight places, when the engine finally kicked over.

By June 6<sup>th</sup> we were finally ready to launch, only a week behind schedule! She looked good and tight. 3 p.m. launch on the rising tide. The regular bilge pump was keeping up nicely. Engine started and we did not need to stay in the slings to swell up. I put her in reverse and backed out of the ways. Then forward to head over to the floating dock, but she was stuck in reverse! Seems that the “spindle” in the transmission must have rusted and was sticking. With luck, warming up and changing the oil might free it. So we lined over to the dock to let her swell. A little more water coming in than I liked, but well within tolerances. With a second pump added for insurance, I set off to dinner.

About 9:30 p.m. both pumps clogged and the water was just floating the floor boards. By 10 p.m. both pumps were clear, and then she tightened up considerably so only the bilge pump was on about ¼ of the time. Looking good, but still a little too much flow from the starboard side of the mast step. Nevertheless, a good night sleep and, no, I did not keep one foot on the floor board all night. Breakfast at 6 a.m.; 7:45 a.m. engine started, but still would not shift. A little more throttle - didn't like that sound! Shut down; look. Restart - really didn't

like that sound or the black goo out the forward air intake. By 8:15 a.m. I knew a new engine was the only fix. The problem was, how to get a new engine in and get *Bantam* down to Connecticut for the July 15<sup>th</sup> wedding. Spring in Maine is “all wrought up” with too much work and none the rest of the year.

At 8:18 a.m. Capt. Neil called on his way down with a cup of coffee. Neil was the one that reminded me last fall that Anne-Marie was a “keeper” after she didn't jump ship. He had kept an eye on *Bantam* over the winter and he was also my source for all things Rockland and marine. He thought that Ed, the Harbor Master, might have a used Kubota engine that was about the right size. At 8:20 a.m., I called Ed (he was the one who rigged the pump with Anne-Marie last October that led to the cozy dinner that led to the proposal that led to needing to put in an engine ASAP) and asked him if he had a spare engine. He did and it was a Volvo MD 11! Now not too many of you will really appreciate this stroke of luck. It is a newer, better engine *and* almost a drop-in, so it eliminated a full rebuilding of the engine bed and made getting the alignment (a critical aspect) just that much easier.

So now I have to skip how we hauled her again to make the engine replacement easier and that I asked Mike to reef out the starboard seam, which turned out also to have no cotton next to the mast step on the starboard side (remember the mice nests?) I'll skip that Pat was too big to do the engine install and the yard could drop it in but not install it until ‘sometime’, so it was left to me to raise 500 lb. of cast iron in that wee engine room, rebuild the upper bed to take the new engine mounts, and align it all to .005”. Pat gave good instructions and designed an improved exhaust system for the now fresh water cooled engine. So just three weeks later we were ready to launch again.

Knight's shifted the launch schedule so we got over just before the tide was too low, 11:30 a.m. on June 29<sup>th</sup>. After 5 minutes, I checked the fuse in the pump, as it had not come on. Fuse was fine, pump was fine, she was just not leaking! Mike's recaulking on the starboard side had done the trick. Pat and I finished hooking up the engine and we motored over to the town dock. After a few days of final prep work, we were set to “test” the engine and my installation with what turned out to be 60 hours and five days of hard driving.

**July 4, 2011** – LEFT ROCKLAND in thick fog around 8 a.m. It lifted after a couple hours, settled back in and then lifted again in time for us to



navigate into our first port, Orr's-Bailey Yacht Club, in Harpswell, ME. We moored after chatting briefly with the friendly yacht club members gathered for their 4<sup>th</sup> of July celebration. A bit before "colors", Richard shot off the canon and after a beautiful sunset and a leisurely dinner, we were treated to fireworks displays in nearly every direction.

**July 5, 2011** – After fuel and ice we left Harpswell behind and continued south along the long coast of Maine. With the wind constantly on our nose and a deadline looming, we remained under power and after dark were treated to the sight of fireworks up and down the coast, still celebrating our nation's birthday – or perhaps our voyage home! After more than 12 hours underway we sighted something even better - the lights of Portsmouth. We'd nearly left Maine behind us and were zeroing in on our destination, the Isles of Shoals. I don't know which side of the state line Richard dropped the hook, I'm just glad we didn't end up *on* one of the isles, anchoring in the dark at 10 p.m.

**July 6, 2011** – We navigated around Isles of Shoals under calm seas, and made it to Cape Ann by about noon and Captain "Dick" was able to end-splice the painter while at the helm. As the forecast was for two foot seas and ten knot winds, we elected to cross Stellwagon Bank and motor the 43 miles to Provincetown. But conditions can change quickly when you are "out to sea". The seas became a bit livelier and while Richard studied charts, I did my best to stay on course and keep our nose into the waves. Talk about rocking and rolling! Good thing we had realized we'd forgotten our foul weather gear and had bought new ones. And also a good thing that Richard had let the line on the dinghy out a bit. She was doing her darndest to surf onto our stern.

Richard took over and, of course, things soon calmed down a bit. By the time I could take a picture of the dinghy without falling over, she was up on a wave crest about 5 feet above us, surfing well, but the whitecaps and seas had subsided and the wind had moderated to only 15 knots, on the nose! All that motoring up and down really slowed us down - we were only making 1.5 knots forward which resulted in a 16+ hour day at sea. We dropped anchor in Provincetown at about 1:30 a.m., after an incredible 12+ hours with up to 25 knot winds and 4 to 6 foot waves. Not so bad if you're sailing - but we were motoring, head on.



**July 7, 2011** - Leaving P-Town behind and heading across Cape Cod Bay, our goal was to catch the perfect tide/current at the Cape Cod Canal at about 2 p.m. Today's crossing was flat, calm and sunny. Instead of foul weather gear and white knuckles (mine), we needed sunblock aplenty and double hats to protect the bride from sunburn on her face! We made it to the canal with time to spare for the current, but missed the web cam at both ends by about 3 minutes. After an uneventful passage we arrived in time for a beautiful pre-sunset at our next port of call, Mattapoissett. What a delight to not be anchoring after dark! Richard rowed ashore for ice while I attempted to re-create the famous spaghetti dinner under slightly less arduous conditions. With crescent rolls in the oven, Richard returned with ice and a bouquet of beautiful flowers! Isn't life grand?



**July 8, 2011** – Richard had the anchor up and was underway by 6 a.m., just as I woke up. We ate an early breakfast underway - coffee, juice, scromelettes with Canadian bacon, and left over crescent rolls with strawberry jam. Too bad the weather was mist to light rain. With any luck it would clear in time for our long awaited arrival in Mystic this evening! But no such luck; soaked in passing Point Judith, thank heavens for our hand-held GPS. Mystic River "red on right returning" never felt so good! The railroad bridge opened like magic just as we rounded the bend and the Bascule Bridge shortly followed suit. The bridge operator seemed pleased to see a new boat as he asked our name. And then, we were there - Schooner Wharf, Mystic, Connecticut. *Home Sweet Home.*

**July 15, 2011** – After one short week to finalize preparations - on the boat for the impending nuptials, at the house for the incoming family, and at the yachting center for the upcoming PARTY - all systems were a go! The weather was beautiful – not too hot and not too humid; the moon was full. The wedding went off without a hitch – oh, wait, I guess there was a hitch! We motored to the MRYC on *Bantam* to a share a fabulous evening with family & friends, dancing to amazing music & eating delicious food. Thank you to all who made it so special by sharing and being a part of our adventure!





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# MRYC CALENDAR FOR 2011

## MRYC 2011 EVENTS CALENDAR – August to October (Subject to modification or change)

August 1-6 – MRYC Multiple Ports Summer Cruise  
(continued from July)

August 1 - Junior Sailing Monday Night Lessons 5-  
6:30 pm

August 2 - Junior Sailing Team Race Tuesdays 5-7  
pm

August 8 - Junior Sailing Monday Night Lessons 5-  
6:30 pm

August 9 - Junior Sailing Team Race Tuesdays 5-7  
pm

August 12 – Clubhouse Social 6:30 pm

August 13-14 – Block Island Cruise

August 15 - Junior Sailing Monday Night Lessons 5-  
6:30 pm

August 16 - Junior Sailing Team Race Tuesdays 5-7  
pm

August 20 – Flat Hammock Day Cruise and Bonfire

August 26 – Clubhouse Social

September 5 – SENIORS' REGATTA AND LABOR  
DAY BBQ

September 9-11 – Shelter Island Wine Cruise

September 23 – Clubhouse Social

October 7-10 – Cruise to Essex Yacht Club &  
Hamburg Cove

October 16 – ANNUAL MEETING

October 28 – DECOMMISSIONING SOCIAL

\*Note: More events may be added. Check back often.