Clubhouse Improvements

—Norman Marsilius

The soon-to-be completed renovation of the Senior Clubhouse dining room will include significant improvements, some of which will be unseen. The catalyst for all of this work was the existing second floor framing. Many members had noticed a bouncy feeling in the second floor. A review by structural engineers found that the floor joists, which have supported our annual meetings for quite a few years, did not meet requirements for floor load values (referred to as “live load”) under the current State Building Code.

To remedy this situation, we elected to “sister” new joists along side the existing ones. These new joists differ from the existing solid wood ones. The new joists are composed of small strips of wood laminated together with glue. Known as “LVL’s”, laminated veneer lumber, they can support higher loads than solid timber can. Installation of these joists required removal of the dining (Continued on page 8)

PYC’s New Sailing Director

—Nancy Foote

The Club’s new Sailing Director brings an ocean of experience in sailing, racing, teaching and maintaining boats.

Christopher German comes from a Fairfield County boating family who were members of East End, Cedar Point and Fayerweather Yacht Clubs. Growing up in Stratford, Chris attended the U.S. Coast Guard Academy before transferring to the University of Connecticut where he received his undergraduate degree in journalism in 1999. He then went on to Boston University where he earned a Masters in broadcast journalism in 2005.

Chris has sailed for 20 years, beginning his collegiate racing career in New London where he sailed on the Coast Guard big boat squad before moving on to Coventry Lake in Coventry, CT where he resurrected the UCONN Sailing Club in 1995. Chris has also taught and managed locally at Longshore Sailing School as well as at Coura-

(Continued on page 10)

New Boat Afloat

In a move to expand our capability to consume spirits while enjoying our scenic harbor, members of the Bachelor’s Comfort and Married Men’s Retreat (a.k.a., BC&MMR) have anonymously donated their power cruiser to the Club on the condition that it be utilized for the comfort and respite of members. Outfitted with his and her heads, air conditioning, a coin-operated pool table, thermoelectric wine cellar, and horseshoe-shaped bar, the Club’s newest addition also sports plenty of lumbar-support seating on its sun-exposed after-deck.

Hefty contributions have provided BC&MMR with an extra slush fund to keep the cruiser’s (Continued on page 11)

LVL joists “sistered” to existing solid wood ones.
Mark Your Calendars

APRIL
1, Saturday — “The Big Easy” Party, 6:30 p.m.
15, Saturday — Rabbit Day, 10:30 a.m.
29, Saturday — CPR Seminar, 9:00 a.m. to 4:00 p.m.
30, Sunday — 2006 Sailing Kick-off Party, 5:30 p.m.

MAY
5, Friday — Cruising Dinner, 6:15 refreshments, 7:15 dinner.
21, Sunday — COMMISSIONING

Name That Boat

Behind every boat name, there’s a story. And sometimes the story is interesting enough to be told and published.

To illustrate: What’s behind Alta Dame, Curragh, Dispute, Galadriel, Nanone or Hiri?

So, The Pilot invites all boat owners or their agents to produce a paragraph or so telling the unknown story behind their boat’s name, and send it to Steve Galpin at sgalpin@optonline.net or by snail mail to 350 Harbor Road, Southport.

For the Archives

An effort to document past officers of PJYC, has exposed a gap spanning from 1937 when Charles P. Stetson was Junior Commodore (other officers from that year unknown) to 1947. A news clipping documents the officers for 1938: Bob Gordon was Commodore, Bill Watkins was Vice Commodore, Henry Arms was Rear Commodore, Hop Perry was Secretary and Bill Wheeler, Treasurer. Then the 9-year gap.

If your memory serves you well or you have documents that might help, please email Helen Watkins at hwwatkins@optonline.net or give her a call.

Marine Electronics

—Kimberly Smith

On a blustery February morning, with a background of halyards clanging against masts, Peter James, President of Jack Rabbit Energy Systems, presented two hours of fascinating information about marine electronics. This seminar was set up by Fleet Captain Jonathan Thompson and was attended by approximately twenty Pequot members.

Batteries and Basics

Marine technology has pushed past the wet batteries of old, lasting four to five years, to the preferred gel batteries, lasting 20 years. Peter noted that usually only the house battery is monitored. He mentioned an echo charger, as another wonderful piece of equipment, which goes between the two batteries, and serves as a one-way switch, to allow the flow of current between the batteries. (Good for when you start your boat once a week and forget to charge one of the batteries) Along these lines, Peter reminded the group that an engine should always be run under load, not just started to charge the boat. Running a boat while not under weigh is dangerous for your engine, and even showed a graph to demonstrate, in most
A Dream Come True
—Gibney Patterson

As part of the ongoing work at the Club, your Acquisition Committee is in negotiations to acquire a centuries-old submersible vessel from the City of Milford. A generous friend of the Club has stepped forward to help in this effort. The vessel will be placed on the front lawn between the Flagpole and Perry Green.

It is hoped that this work can be completed early this summer, possibly in time for the Blessing of the Fleet ceremonies.

This submersible was designed and built by Simon Lake, Bridgeport’s own Jules Verne. Verne himself actually sent Lake a congratulatory telegram in 1908 for “making his dream come true.” A sister vessel was used by the English in their successful effort to raise the S.S. Lutine from the bottom of the Zuider Zee. So, it is quite significant that the Pequot Yacht Club will have a truly historic vessel as the frontispiece to its collection of maritime memorabilia.

The Committee visualizes the use of the entire waterfront as a showcase of local vessels of the past together with other marine objects. It is expected to make a great maritime tourist attraction, located halfway between South Street Seaport and Mystic.

For those who wish to see the Club’s newest acquisition, it is on view in Milford on the West side of the harbor from Rogers Avenue adjacent to the Milford Boat Works.

The Pequot Pilot is indebted to the Connecticut Post for material used in this article. The fascinating tale is contained in an article in the Connecticut Post, January 24, 2006, available at the Fairfield Main Library or online.

The submersible in Milford harbor.

Frostbite Sailors Enjoy a Banner Season
—Dan Nash

The frostbite season ended the weekend of March 26, concluding a spectacular Fall and Spring Series. The 2005-2006 season was the first in four years that the frostbiters were not kept from their favorite Sunday pastime due to never-ending weeks of ice cover or oversized dredging barges on their race course. Frostbiters were busy during the Spring Series, sailing 9 of 10 weekends and missing only one day due to the February 12th snowstorm.

On February 5th the Frostbite Committee with Charlie Sherts at the helm hosted the Super Bowl party. More than 50 adults and 20 children of all ages enjoyed an evening of fierce competition in the 2nd annual Chili and Chowder cook-off. Andrew Claflin set the stage with his entry of “Jumpin Jack Flash Chili... it’s a gas, gas, gas”, borrowed from the Rolling Stones who played at half time. The music theme took hold and the winner of the night was Dan Nash with his “Stolen from the Sea” chowder, edging last year’s winner, John Levinson, and his “Mick’s Chick” chicken chili entry.

Division I sailors in need of a better understanding of Rule 18, Rounding and Passing Marks and Obstructions, looked to the Frostbite Committee for advice. Mary von Conta came to the rescue by running a clinic in the parking lot. Mary handed sailors a 10’ pole to simulate the length of a Dyer including the rudder. Mary discussed Rule 18 in an effort to clarify who has rights and possible courses of action when approaching a crowded mark rounding. All that attended the clinic were more confident of their mastery of the sailing rules and put their newfound knowledge to the test that afternoon.

On March 12th the Frostbite Committee hosted Erin Maxwell. Erin and her crew were the top US Women’s team at the US 470 Nationals and represented the US at the 470 World Championships. Erin, who is currently campaigning to earn a spot at the 2008 Olympic Games in Beijing agreed to come to PYC and run a clinic for the Frostbite fleet. Erin focused her discussion on how the effects of current should play a very important role in racing strategy. More than 20 sail-

(Continued on page 9)
Frostbiting 2006
**Frostbite Awards Dinner,** March 26th. Clockwise from upper left. Division I sailor Ann Cathcart shows her skills; Mary von Conta being recognized for her contributions by Frostbiting Chair Dan Nash and daughter Victoria. Winners of Division I Fall Series, Rick Laferriere (with son Max), David Smith, John Dumke and sons Henry and William, Dan and Victoria; two dyers reflected in calm water; Division II Fall winners Ed Lalanne, and Jeff Warren with Dan; Div. II Spring Series winner David Rosow and daughter Grace holding the trophy with Dan, Victoria and son Tyler. Abijheet Lele being presented the Hugh H. Estes Award by Lynn Estes. Swim Team members Tim Clarke, John Dumke, Damien Brier, John Wilcox and Rick Laferriere (with Luke). Each received a cocktail glass engraved with an upside down dyer dhow, and John Dumke’s back-flip, known amongst Div. I sailors as the “Dumke Dunk”, received mention. Pam Toner being recognized for her contributions. Center, John Donovan, Damien Brier, Jay Lipp and Andrew Graham de-rigging. Also recognized but not pictured here was Charlie Sherts, Super Bowl party organizer.
CPR Program
— Joel W. Kunkel, M.D.

Register now for the chance to be shipshape and ready
For that “it could happen” moment when nerves must be steady.
The course itself takes just one day of your life;
And it’s one day spent that could save a loved one’s life!
So let’s climb aboard and be the captains of our fate;
For by knowing what to do, we just might save a mate.

Every parent, grandparent and skipper should know what to do if a loved one or crewmember should suffer a cardiopulmonary arrest. The cause of the arrest may be a heart attack, stroke, trauma or submersion in the water – the cardiopulmonary resuscitation (CPR) is the same in all cases. Last year approximately 500,000 Americans suffered sudden cardiac arrest with death. About two-thirds of these deaths could have been prevented, if the patient had received prompt help – that is, if someone trained in CPR provided life-saving measures, until trained professional help became available.

Today, a victim’s chances for survival are even more dramatically improved with the use of our Automated External Defibrillator, (AED). Defibrillators must be used in the first few minutes after cardiac arrest to be most effective. In the past, defibrillators were only used in the emergency department, but now we can use our own AED right here at Pequot Yacht Club where it will be much more effective in saving a life, if needed.

Please join us on Saturday, April 29 from 9 a.m. to 4 p.m. on the second floor of the Senior Clubhouse for an American Heart Association Certified CPR course. This program will cover CPR for the heart attack patient and near drowning victim. Also, we will cover first aid for the choking patient and the use of our Automated External Defibrillator. Instruction will be with both pediatric and adult mannequins and participants will be provided with a reference manual and a certification card. The cost will be $ 40.00 per person. Please make your reservation before April 16 by contacting Joel Kunkel, M.D. at (203) 261-5753 or jwklerkim@earthlink.net

Rigging Seminar
— Gibney Patterson

Mike Lloyd of Atlantic Yacht Rigging and Supply LLC., Norwalk, was the guest speaker on Saturday, March 18th. He conducted a seminar on the subject of tuning and maintaining boat rigging for service, safety and speed (the last being a subject of interest to a small majority of those present – not to mention any specific individual). Mr. Lloyd, known to some of the audience, had samples on hand of various wire ropes, braided lines and blocks which he used to illustrate his talk.

He began at the bow with a simple description of checking and maintaining the roller furling gear for the jib. By raising the torque tube, you can clean and lubricate the gear mechanism inside. To the question of using WD40, the answer was an emphatic “No!”. Use only a dry lubricant such as “Sailkote”, or CRC “DryLube”. These products will provide the lubrication needed without leaving traces of oil which will pick up dust and dirt.

From the bow, the Mr. Lloyd moved to the back stay to discuss the desirable rake in the mast. The optimum rake can be found in the owner’s manual, or from the sail maker, and, of course, by trial and error.

To make the lateral adjustment to the mast, first check the shrouds by hanging a line from the top of the mast, checking the length of the line to the rail on both sides. If the lengths are different, adjust the mast accordingly. In addition, check all fittings on the mast. If the mast is out of the boat, this is easy. Otherwise, up you go!

In general, all stays should be checked for

At the Rigging Seminar, Mike Lloyd of Atlantic Yacht Rigging. Fleet Captain Jonathan Thomson and Governor Frank Scholan.
russ at the swaged fitting. If rust appears excessive, consideration should be given to replacement.

There was an interesting discussion regarding the use of vinyl-covered life lines, which most boats have. Under recent changes to ocean racing rules, this type of life line is not allowed; plain wire rope is the rule, with 1x19 recommended. The reason for this is that the vinyl wrap may conceal any rust or other imperfections in the wire.

Mr. Lloyd then led a discussion of the running rigging. Most of the ropes today are composed of a core covered by woven polyester. The core comes in various compounds of synthetic materials which provide the strength. The ropes are so strong that those of even a small diameter (3/8") will hold the weight of a car. Due to the weight factor, the cost and the problem of a rope-to-wire splice, boats today are using all rope halyards.

One of the prime considerations in choosing a rope is how much stretch can be tolerated for the application. For example, a rope made entirely of polyester will stretch as much as 5%, while some others never exceed .01%. In between are composite ropes such as Spectra, UMHP and Zestram, which can be used to balance the cost with the function. All new woven ropes are made with a tracer, the color pattern woven into the cover. This color code not only identifies the manufacturer but also the function of the line for the crew. And it is also a good indication of the age of the line: no color: old and ready for replacement.

Following the seminar, small groups could be seen discussing how far the various boat owners would go in replacing rigging on their boats. Regardless of who takes what action, everyone agreed that it was an interesting and informative presentation which gave all much to think about between now and commissioning.

### Team Racing Like (and When) We’ve Never Seen It

For the first time, the One-Design Committee is proud to offer an exciting new team racing program that will match the best sailing minds of Pequot in a season-long series. All interested sailors are invited to participate in the 2006 Team Race Series where four teams will square off against each other in May, July and September. Our four captains, Dave Dellenbaugh, Dave Rosow, Ben Kinney and Phil Hood, will coach their teams both on and off the water as commanders in a wind-driven chess match. Special care will be given to divide the teams equally and in a twist unique to Pequot, coaches may coach *during* the races. Think of this as your opportunity to learn team racing from the best! With this special coaching format, skipper and crew are both full participants in an exciting real-time classroom of racing fun.

The Spring Series begins May 2nd and runs into early June with the most advanced skippers at the helm with their crew. It’s no-holds-barred racing!

Then intermediates take the field in June and July with the Summer Solstice Team Racing Series. This popular program offers our sailors the chance to square off against Stamford, Noroton and New York Yacht Clubs. This series continues our Tuesday schedule in June with our first two appearances at home and our last two away.

Intermediates come back to home waters in July for a midsummer rotation that finishes in September. And finally, on October 7th, teams square off for the Pequot Team Racing Finals to see who’s really king of the hill at Pequot.

Please sign-up now, as coaches are working to divide the participants into four equal teams by May 2nd. Members may sign up by either snail mailing or emailing a One-Design registration card to the Sailing Director. Cards were mailed out in March or may be downloaded at [www.pequotyc.com](http://www.pequotyc.com) under the fleet information.
Cruising Notes

Your Cruising Committee has been very busy putting together an activity-filled schedule.

**Club Cruise: July 21st – July 28th.** The itinerary has been finalized. We will be kicking off the cruise at Essex Yacht Club, finishing at Mystic Seaport, with stops at Shelter Island, Block Island, Newport and Watch Hill in between. Events at Essex, Newport and Mystic are open to any members who would like to join in the fun.

**Out of harm’s way.** We have planned several activities that are geared toward safety.

Would you know what to do if a loved one’s heart stopped? Your ability to administer CPR could prevent a tragedy. Register now for the CPR course being offered on Saturday, April 29th. Also see pg. 6.

Do you have your Safe Boating Certificate? Without it you cannot legally operate any boat with an engine, or a sail-boat longer than 19 ½ feet in Connecticut. We are offering a one-day course with Karl Koch of Sea Safe Boating on Saturday, May 6th. Successful completion of this course – yes, there’s a test – will allow you to apply for your Safe Boating Certificate. Register by contacting Jonathan Thomson.

How good are your MOB procedures? Ever tried to recover someone from the water? On Sunday, July 16th, we will be practicing MOB drills, including recovery of a person from the water!

**Saving you money.** Hopefully, you took advantage of the discounts at West Marine’s Fleet Night. If you missed it, we are planning another Fleet Night in the Fall. But, here’s another opportunity to save. Atlantic Rigging will be bringing their trailer to the Club on Sunday, June 4th. Replace those tired lines with a 20% discount on all parts and service.

**Let’s get Sailing!** Wednesday Night Races for the Cruising Class begin on Wednesday May 17th, and weekend races will start with the Memorial Day series on May 27th and 28th. On June 3rd we will hold PYC’s inaugural “Stratford Shoal race” (spinnaker and non-spinnaker divisions expected). Overnights are planned at Zieglers Cove (June 17th), Price Bend (July 8th) and “Where the Wind Blows” (August 12th). And the Rat Race… Saturday, August 26th.

**But first, the Cruising Dinner …** Friday, May 5th. Mark your calendars now.

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**Clubhouse Improvements**

*(Continued from page 1)*

room ceiling. The engineers had made only a few inspection holes in the ceiling to investigate the size and spacing of the existing joists. When the ceiling was removed at the beginning of construction, there was an opportunity to verify the engineers’ assumptions and to assess the condition of all the framing members. Suspicions of the engineers were confirmed, though on a positive note, the condition of the existing framing was found to be good. Other concerns needed to be addressed. The existing joists are set in pockets in the exterior brick walls. Moisture present in the masonry can cause the wood to rot. New blocking was attached to the wall between the joists. This allows the joists to be secured with metal straps, providing more secure bearing and a more stable connection to the walls. Numerous connections in the existing framing were not up to current standards. Metal hangers were added at these locations. The steel channels that span the center of the room are in good condition and able to support the required loads. Essentially, we have doubled the amount of wood framing and improved all the connections.

With the ceiling opened up, we had the ability to make a number of improvements in the dining room. Though the existing chandeliers will remain, additional recessed lighting fixtures will light certain areas. These fixtures are adjustable and dimmable to allow the mood to be set for various events. The existing heating system was set up to supply the entire room from a grille above the corner trophy case. Now ducts have been installed to supply heat through ceiling-mounted grilles around the perimeter of the room for more even heat levels. New heating equipment will be located in the attic to supply this system. Ducts and equipment are sized to allow the addi-

*(Continued on page 9)*
A Spectacular Sailing Season Kick-Off!

Meet our new Sailing Director, Chris German, and inaugurate the 2006 sailing season in style at our Sailing Kick-Off Cocktail Party at 5:30 p.m. on Sunday, April 30th. You won’t want to miss this evening of frivolity and salty sea sagas. All Pequot sailors are invited to celebrate (finally!) the beginning of the summer sailing season.

Our One-Design sailing begins the day after this event, as the fleet will be ready from that day onward for recreational sailing. Our first Wednesday night race and our first team race event are scheduled for later that week, making this our earliest launch ever.

Please bring your SAMs and learn about the great season that Chris has charted out for our sailors. It’s casual yacht club attire, and BYOB. Come prepared to enjoy the camaraderie of your fellow sailors in the most beautiful setting on the East Coast!

Frostbiters Enjoy Banner Season

(Continued from page 3)
orors attended the chalk talk and the on-the-water session in the afternoon.

The Spring Series concluded on March 26th with the awards ceremony and dinner. In Division I, there was very close competition going into the last day of racing with Ann Cathcart and Jay Lipp fighting for second place, having been separated by 1/100th of a point. John Dumke in fourth place was not out of it yet, and in the end, a persistent wind shift had come across Division I. David Smith held his commanding lead in first place, followed by Ann Cathcart in 2nd and John Dumke in 3rd.

The Division II sailors enjoyed fierce competition at the front of the pack with Dave Rosow finishing 1st, followed by Treef Rosow in 2nd and Phil Hood in 3rd. Ed Lalanne ended up in 4th, and considering his 1st place in the Fall Series, requested that the Rosow brothers return home and Phil Hood return to sailing Lasers so he may once again regain his spot at the head of the fleet! Congratulations to Dave Rosow and David Smith for taking first place in their respective divisions. The Hugh Estes award, presented by Lynne Estes, was awarded to Abhijeet Lele for his dedication to the Frostbite Program and contributions on the committee.
New Sailing Director

(Continued from page 1)

geous Sailing Center in Boston, Buzzards Sailing School on Cape Cod, and most recently at Battleship Cove Community Boating in Fall River where he served as Director of Sailing and Waterfront for the U.S.S. Massachusetts Memorial.

In his maritime career, Chris has gained extensive teaching experience working with beginner through advanced adults and children, in addition to skills in maintaining dinghy and big boat fleets as well as chase boats. He is a U.S. Sailing Level-1 Certified Instructor as well as a licensed captain with his 25-ton inland license with sail auxiliary.

Chris sees the opportunity to combine all of his experiences while advancing the sport of sailing at Pequot saying, “I look forward to touching on all the many aspects of my career thus far to create a well-rounded, fun-filled sailing program here at PYC.” By using his two loves, sailing and video, Chris will create a sailing video resource library for Pequot sailors to use and access throughout the year. Chris began taping the Sunday frostbiting series in March and plans to use the films as instructional aids for Division One sailors to illustrate race tactics and conditions. He plans to film much of the 2006 Clinic and Lecture series for reference purposes as well as many of the family and race events for the creation a video year book of the 2006 Pequot Sailing Season.

As a full-time, annual employee, Chris plans to offer private lessons at any time during the week, through an extended sailing season running from May 1 through October 31. Chris intends to take full advantage of the prime autumn sailing weather by extending the Masters’, Women’s, Fleet and Ream racing programs into September. He’ll also organize an after-school family sailing program through September and October, where students will build sailing and seamanship skills while learning about the marine estuary by building and stocking a salt-water aquarium in the club house. Chris is also available to offer individual programs that would suit member’s needs in the fall.

Chris’ outgoing personality, his strong organizational skills, and his deep love of sailing and all things marine related make him extremely qualified to run our sailing program. Look for Chris out on the water, working with the staff on maintenance, and being an ambassador for our sport.

Thank You CCF

The Country Club of Fairfield has graciously extended our welcome for lunch and dinner through Saturday, April 15th. CCF is doing all it can to accommodate us during this period of construction. Please call 259-1601 to make a reservation, particularly for dinner as required.

Harbor Study of Double-crested Cormorants

—Ann Cathcart

Renowned ornithologist Dr. Jared Diamond has selected Southport Harbor to conduct a study of double-crested cormorant behavior. There is growing concern among wildlife experts that we are at risk for an infestation. These birds have plagued the Four Brother Islands in Lake Champlain, a story recently covered by the New York Times. The environment of the Four Brothers is very similar to that of Cockenoe Island where our Cruising Fleet traditionally cooks out.

Research in our harbor will consist of analyzing cormorant population dynamics, mating patterns, and sites utilized for breeding, nesting, and roosting, as well as assessing the cormorant’s diet, intake, and the impact guano may have on Harbor fish and adjacent nest trees. Included in this study will be notations concerning favorite cormorant perches for drying outstretched wings, whether certain boats and mooring locations are preferred over others, etc.

All Club boat owners with boats in the Harbor during the month of June are being asked to assist in this research by refraining from hazing cormorants by use of lethal visual techniques, noise deterrents or gadgets placed on mastheads and spreaders. To further aid this important study, it is requested that any and all cormorant droppings be allowed to remain untouched during this period (yes, even if they are on your boat). Results of this study will be shared with the Society for the Protection of Shore Birds and posted on the Club’s website when available.
Building memories at PYC
— Chris German

Every grown-up has childhood summer memories. Whether Friday afternoons with Mom at the beach or Saturday mornings with Dad in the boat, you remember those stolen moments of summer with fondness and hope that one day you will be able to create similar memories with your child. The 2006 Family Sailing Program promises a host of opportunities.

Beginning in June with the annual Pirates of the Caribbean Scavenger Hunt and continuing throughout the summer with family races and fun sails, you and your family can enjoy a variety of activities designed to give you quality time on the water with your child in a safe, structured environment.

Events like the Family Moonlit Sail and Back Harbor Flotilla will let you show your younger children the wonders of the marine environment while cruising the waters in and around Pequot and developing an appreciation for sailing as a family. Other events like the Family Race Nights and Fathers and Kids Regatta are aimed at families with older children who want to teach them about racing in a supportive, non-competitive atmosphere. Regardless of age bracket, however, all Family Events are designed to keep the fun in sailing!

New this year is an expansion of program events to give families more opportunities to sail, and an extended season to keep that summer glow going even longer with the after school sailing program at PYC. This program is designed for children who just don’t want to say goodbye to summer sailing, but aren’t old enough for fall high school racing. The plan is to build solid seamanship skills while enhancing their love and knowledge of Long Island Sound, using the Ideal 18s and our marine environment as an after-school classroom.

Children ages 9 and up who have had sailing experience over the summer are invited to take part in the program running from 3:30 p.m. to 6:30 p.m., Wednesdays from Sept 20 until October 25. During the three-hour periods we will be collecting specimens from LIS and the Mill River, using and learning about the Ideals, and then building a marine aquarium together to house the collected species. Students will be expected to be able to sail to the collection spots and return to the dock under the supervision of the sailing director. Children younger than 9 or who have not had any sailing experience are encouraged to attend with their parents.

At the Pequot Family Boat Building Workshop on March 4. New Sailing Director Chris German, far right, joins, left to right, Peter Hess of the Wooden Boat Workshop and members Betsy Hulme and David Jackson.

New Boat Afloat

(Continued from page 1)

built-in wine cellar well stocked for the pleasure of members. Features of the wine cellar include an appropriate refrigeration temperature, low noise, no vibration, and, most importantly, the ability to hold 28 wine bottles. All members over the age of 21 are encouraged to partake in sampling BC&MRR’s wide selection of liquefied grapes, provided they are wearing a PFD and that all consumption is conducted topside. Those under the age of 21 are welcome aboard, if accompanied by a sober adult.

The 46-foot boat, to be christened Yacht Party during this year’s commissioning ceremony, will be permanently docked in a slip (paid for by BC&MRR) directly in front of the Senior Clubhouse. The positioning of Yacht Party is intended to enable revelers aboard to converse by yelling back and forth with members on both the upper and lower Clubhouse porches. It is anticipated that Yacht Party will be a wonderful addition to the Club, as well as a perfect solution for those without a liquor locker.
Marine Electronics

(Continued from page 2)

cases, how poorly batteries are charged when running at anchor. Peter did note that he carries a marine fuel cell, powered by methanol, and used by some racing boats, which can quietly keeps the system charged, but whose price tag is also around $6,000.

Renewable Resources

Peter then took us on an exploration of solar, wind, and aquatic generators. Many members had questions on solar cells, and their mounting. Peter pointed out that there is currently a shortage of solar cells. Apparently, the flexible, light solar cells are no longer being made and some of the rigid ones are quite large for your boat. Peter suggested simply using a small solar cell for boats at anchor, just to do a “trickle charge” during the day to avoid the eventual drain of batteries from bilge pumps and from the non-use of the boat. Peter also discussed the fact that long distance cruisers usually carry solar cells as well as wind generators for power, but that neither of these is effective in our region, with less powerful sun rays and close to no wind in the summer. On to wind generators, Peter is about to get a shipment of Ampair Pacific 300s, which will produce 500-600 amp hours a day when used at full speed. The Ampair wind generator can be used at anchor or while sailing, and is much quieter than the older generation, since its blades feather in higher winds. Peter then went on to discuss water generators, which are towed about 100 feet behind the boat. He said they can cost you about ¼ knot in speed, but that should not be a problem when you are at hull speed and you have some power to spare. With a modification kit, the water generator can be raised to the top of the mast and used as a wind generator as well.

Onboard Networking

The latest craze in marine networking is the multifunction display. At last you can get rid of all those screens. The two popular multifunction displays by Raymarine, are the C and E Series. The E Series, which seems to be where everything is going these days, is for networked systems with multiple screens and the C Series is for single screen installation. Not only wind, depth and speed data can be viewed on the E Series screen, but also engine data like oil pressure and coolant temperature, as well as navigation charts overlaid with radar info or chart info overlaid with satellite images. Peter also noted that Raymarine has come out with new software, R&S6.0, which is fabulous navigation software for your laptop.

Keeping in Touch

For those of us who want to know more about the commercial traffic bearing down on us in the dark of the night, the AIS Transponder might be something to think about. After 9/11, all commercial vessels globally have been required to be part of the AIS system, by carrying a transponder which broadcasts continuously. It tells you the name and size of the ship, and direction and speed, and even the cargo. This is especially helpful when something is hidden from radar, say behind a headland. It will run you about $10,000, but sometimes peace of mind is pricey. Two final nifty gadgets mentioned by Peter were the Sirius weather radio, which has a small screen and is constantly updated. This signal, will, however, fade out beyond Bermuda or a similar distance off the US coast (since it is served by satellites over the center of the US). The other was the Maretron Gyro Compass, which is used more often by commercial boats than the GPS. It is extremely accurate, can be hooked up to your autopilot, and will run you about $700.

(If you have questions, contact our Fleet Captain, or go to www.jrenergy.com to contact Peter James.)