
LI Sail
JANUARY/FEBUARY 2012
* FROSTBITING *

LI Sail

Sailing in Long Island Waters

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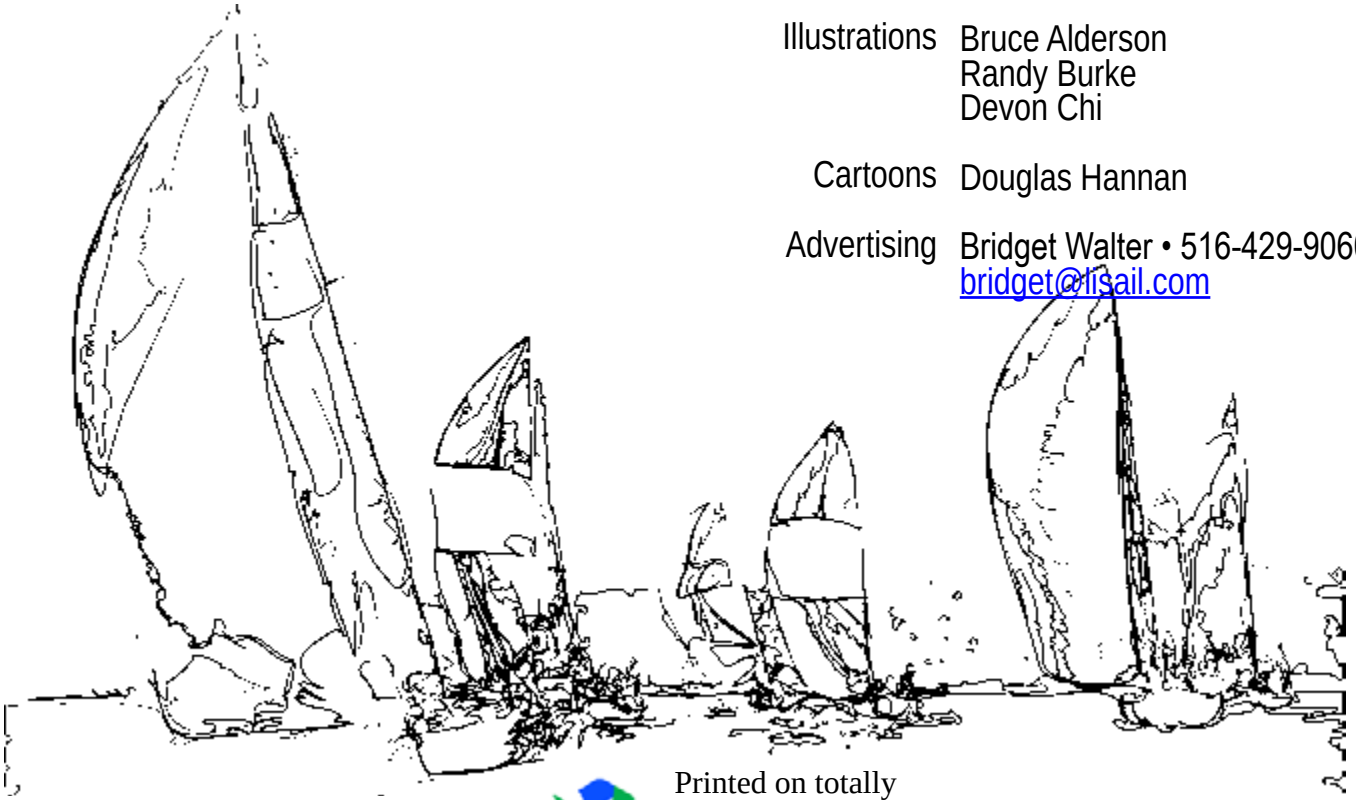

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In This Issue

On The Cover

JYIS Frostbiters battling it out at a mark rounding during a race on November 20, 2011 at the Snapper Inn

EDITORS NOTE

BRIDGET WALTER
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No, you didn't miss the January issue. Here it is. Having learned from my predisesor that producing 12 issues a year leaves a publisher over worked and under socialized, I decided to combine the January & Februay issees and also the March & April issues, so now ***LI Sail*** will be puplished ten times a year. Look for the March/April issue in early April. After that ***LI Sail*** will be back to the monthly cycle.

As winters go this as been a fairly mild one. Frostbiters through out the area have enjoyed many spring like days and have had no real ice issues to contend with. Which of course has made for many sad and fustrated Iceboaters, who've had to log many miles on the higway to head north to find ice to sail on. How can they all be happy at the same time? I wish I had a solution to this delima.

Thanks to Paul Pomerantz this month we have Part 2 of "A Tail of Two Boats: And a Small French Town" which started in the December 2011 issue. This Month he'll give us a look at the ***DÉFI CANCALE,*** an OMAR 60 and a bit of history of the races they partcipate in.

Be sure to checkout the new ***NON-MARINE BUSINESS DIRECTORY*** where you will find the business cards of fellow sailors. Let's support them. While your at it join them. Quite frankly it's a really inexpensive way of getting your business out in front of a large number of potential customers. Support you fellow sailor so you can continue racing against them and/or cruising with them on the weeekends.

When a couple cruising the Islands off the Conneticut shore hear strange sounds they head of on an adventure in the dark of the night. "***The Islander***", a short fiction story by William S. Shaill, a nautical adventure novelist, intreged me and he agreed to let me share it with all of you.

With spring just around the corner we'll soon be preping our boats for the upcoming season. With that in mind, I'm rerunning Michael Spellmans article on antifouling bottom paints from last year for those of you who might have missed it or have just recently aquired boats that will require it this year.

Remember as your reading, web addresses and email addresses are active. Just click and you'll be there or ready to send your message.

Enjoy!

Whatever you are doing this winter be sure to take your camera, a pen and some paper and tell us all about your adventure!

Send your tale to:

Submission@LISail.com

A Tale of Two Sailboats (and a Small French Town)

BY PAUL POMERANTZ

Part 2: The ORMA 60 Défi Cancale

Last month we made the acquaintance of the small French fishing village of Cancale along the Brittany coast. Cancale as we learned is the home port for two exceptional sailboats, the ***BISQUINE CANCALAISE*** and the ORMA trimaran ***Défi Cancale***. I also suggested that these two boats could be taken to represent two notable tendencies in French sailing, a value placed on history and tradition on the one hand, and cutting-edge design on the other. Last month we discussed the ***CANCALAISe***, a classic lug-rigged workboat of the Bisquine model (what is a Bisquine? – see December's issue) in traditional plank-on-frame wood construction. This month we'll discuss the ORMA 60 ***DÉFI CANCALE***.

An ORMA 60 is a class boat built to the ***OCEAN RACING MULTIHULL ASSOCIATION*** rule, a boat that owes its existence to modern composites, advanced fluid dynamics, computer-aided finite element analysis - and to the grit that sends someone out to cross open ocean on

The port of Cancale with the tide out. The ***BISQUINE CANCALAISE*** can be seen intentionally aground just left of center. ***DÉFI CANCALE*** is in the cove around the bend. Both boats have been embraced by the town of Cancale as a source of pride, and are known by sailors and non-sailors alike. Photo by Alan M

the lightest, fastest, most powerful craft they can build. The ORMA trimaran is the extreme example of this lighter-faster-more philosophy. Although largely ignored in America, this class of boats re-wrote every record in the book, and then re-wrote them again, as they made ocean passages faster than sail-powered boats had ever done before. They are also a class of boats with terrible vulnerabilities, as we shall see. The ORMA 60s trace their origins directly to the early days of modern short-handed ocean racing. In particular, they evolved in tandem with the two great

DÉFI CANCALE, racer with a distinguised history: four *ROUTE DU RHUMS*, the Transat Jacques Vabre, assorted wins and records, a source of local pride.length as the Cancalaise but a tenth the displacement. Photo by Barbetorte

transatlantic races of modern times, the British-sponsored ***OSTAR*** and the ***FRENCH ROUTE DU RHUM***.

The OSTAR

Modern short-handed ocean racing got its start with the inspirational figure of Sir Francis Chichester. Chichester helped to create, and went on to win first single-handed ocean race of modern times, the ***1960 OSTAR***. Officially, ***THE OBSERVER SINGLE-HANDED TRANSATLANTIC RACE***, ***THE OSTAR*** was named for ***THE LONDON OBSERVER*** newspaper which helped underwrite and promote the initial event. In later years, as new sponsors came forward, the race was known various-

ly as the ***1-STAR***, the ***C-STAR***, the ***EUROPE STAR*** and several other variations but kept its basic format: a single-handed sailboat race across the Atlantic.

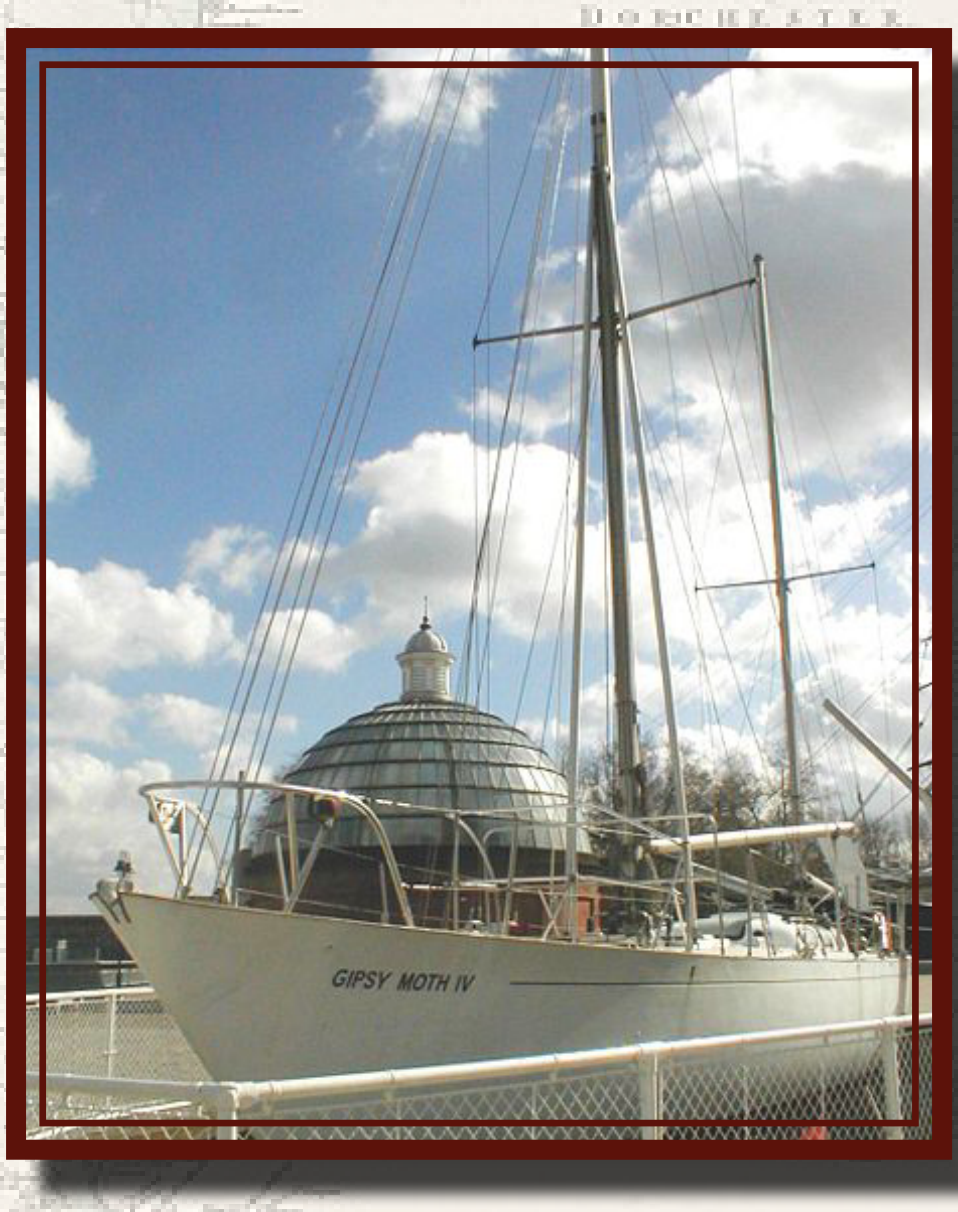
Acting as the initial race sponsor was a controversial move on ***THE OBSERVER'S*** part. At the time, the idea of an east-to-west single-handed transatlantic race, in middle latitudes, was considered so hazardous as to be irresponsible. Although impressive short-handed passages had been made along the trade-wind routes, the idea that single-handers could race small boats from England to America, against prevailing wind and current, was widely thought to be impossible. Certainly it was not clear that a sponsor would benefit by their association with such an event. The risk factor for the participants could hardly be calculated. But perhaps for that very reason the idea of the race caught on and sparked intense public interest. (As a sidebar, there is an obvious synergy between a boat race and a media company as sponsor. Perhaps the ***SUFFOLK TIMES*** or ***NEWSDAY*** could sponsor a Long Island event. Perhaps ***LI SAIL***? Send your suggestions to Bridget Walter, Bridget@lisail.com. ***THE LI SAIL-STAR*** has a good ring to it!) Getting back to the ***OSTAR***, when against expectation all five of the original entrants were able to finish, with Francis Chichester the overall winner, it kicked off a massive media celebration. The race took hold as a 4-year event that continues to this day.

With the ***OSTAR*** firmly established, an intense competition developed between the individual racers, between countries, and between radically different boat designs. These early races became a hotbed of technical innovation leading to advances in construction and materials, sail design, sail-control systems, steering gear, radio communications, instrumentation, weather routing, virtually all the key elements of long-distance racing that we think of today. Cutting across the many technical developments that these races inspired, three overall tendencies emerged that were to give rise to the ORMA 60s. These were the increasing size of the winning entrants, the rise of the multihulls, and the ascendancy of the French.

The winning boat in the first ***OSTAR***, Chichester's 40-foot ketch

GYPSY MOTH, was also the largest. In the subsequent races the winners were 44, 57 and 70 feet respectively, each of them the largest of its year's top boats. The die was cast. With intense interest in the race, and no design restrictions, development exploded - bigger, faster, more. During the 1970s the race had as many as 125 entries, up from the original five. Big multihulls were in the mix by then and were answered by even larger monohulls.

Also in the 1970s the size-range of the ***OSTAR*** boats went, well, overboard. In 1972 there was the 128-foot 3-masted schooner ***VENDREDI TREIZE*** (Friday the 13th - a name to make you think twice about leaving the dock). And does a three-masted schooner named for a day of bad luck make any sense for a single-hander? Putting aside the superstition, it actually does if you're dealing with such extreme size. Keep in mind that this was before the advent of auxiliary-powered hydraulics, mechanical autopilots, or even reliable roller-furling. A divided rig spreads out the load on any given line or fitting and



The winning boat in the first OSTAR, Chichester's 40-foot ketch ***GYPSY MOTH,*** was also the largest.

Phoyo by Christine Matthews

allows great flexibility in its sailplan. But ***VENDREDI TREIZE*** was followed in the subsequent ***OSTAR*** by the 236-foot four-masted schooner ***CLUB MEDITERRANÉE***. I saw this boat years ago on a goodwill visit it made to the states. It was impossible to relate to its size in the context of recreational boating, especially considering that it was intended as a single-hander. For scale, think of the Orient Point ferry, one of the larger ones such as the ***JOHN H.*** or the ***NEW LONDON*** (240 and 260 feet, respectively). Maybe to ask if such a boat makes sense is a waste of time. An offshore single-handed race defies all standards of sensible behavior just by its nature. This of course is what makes these races special. But however that may be, by the late 1970's the ***OSTAR*** seemed in danger of becoming about size more than strategy, sailing ability or technical innovation. The organizers decided to act.

Although the ***OSTAR*** had already placed a minimum size on competitors (one of the original entries was 21 feet!), in 1980 it placed a maximum size on its entries as well. Some jiggering-around took place over the next 4 years (would overhangs be measured, what about bowsprits) and eventually the size limit was set at 60 feet, a standard that is still in place today. This standard was eventually adopted by other races and was to become the upper limit for the Grand Pre classes, both mono and multihull, for many years to come.

At the same time, multihulls had been steadily moving up the ranks of the top finishers. We just have to look at our local ***PHRF*** ratings (***PHRF*** is a performance-based rating system) to see the obvious problem of lumping multihulls and mono's together by overall length. For example, we have a ***PHRF*** of minus 20 for Casey Mulligan's Reynolds 33 catamaran vrs a ***PHRF*** of 87 for Richard Bockman's J100 of the same overall length. Since the ***PHRF*** system handicaps boats by seconds-per-mile, a minus-20 boat rates almost 2 minutes per mile faster than a boat rating 87, almost four days difference on the 2,800-mile ***OSTAR*** course. But at the time of the early ***OSTARs*** this was not so obvious, especially since the first multi-hulls did not do all that well. In fact, the only multihull to finish among the top boats in the first three races was a third place finish by the US proa, ***CHEERS,***

in 1968. ***CHEERS*** achieved a good finish by sailing the so-called Azores route, well south of the rest of the fleet. This added over 700 miles to the rhumb line course but made for milder weather with a greater chance of reaching conditions. Perhaps it was felt that monohulls had an inher-

At just 40’ long ***CHEERS***, the first ever Atlantic Proa, was conceived, designed and built by Dick Newick in the Virgin Islands. Piloted in the 1968 OSTAR from Plymouth, England to Newport, Rhode Island by skipper Tom Follett in 27 days, 13 minutes. He finished 3rd overall, beaten only by two monohulls, one a 50’er and the other a 56’ ketch. Finishing four days and 16 hours before the first catamaran, and more than a week before the first trimaran she was one of the 18 boats to finish out of the 35 that were entered entered.

Image courtisy of
Airbrush Artist
Bruce Alderson

ent advantage in their ability to go to windward and to stand up to adverse offshore weather that would balance out any boatspeed advantage of the multihulls.

But as the boats grew larger and more sophisticated it became clear

that the trend favored multihulls, particularly trimarans. Starting with the ***1972 OSTAR*** multihulls won 2 of the top 3, 2 of the top 4, all of the top 5, and 9 of the top 10 places. With the exception of the American proa and a third place finish by a French catamaran in 1984 all the top multihulls were trimarans, some of them surprisingly small. A case in point was the second place finish in 1976 by Canadian Mike Birch in his 33-foot ***THIRD TURTLE***, the smallest boat of the top ten, in a race that a 73-foot monohull won overall. So trimarans established themselves as the boats-to-beat in the early ***OSTARs***. And it is notable that in the case of the 1976 race, the last ***OSTAR*** that a monohull would win outright, the winning boat was skippered by French naval officer Éric Tabarly, the legend of French sailing. In fact, this was Tabarly's second ***OSTAR*** win. Let us look at the shift of nationalities that took place in these early races.

The first ***OSTAR*** was nearly an all-British affair, with the exception of a single French competitor, Jean Lacombe, who finished last. In fairness to Lacombe, he started three days after the rest of the fleet, competing in a 21-foot boat. It is an amazing to me that he finished at all. The next edition of the ***OSTAR*** saw two French entries, along with a lone Dane, a single Australian and eleven Brits. Jean Lacombe competed again, in a 22-foot boat this time, again the smallest entry. He improved his time by an astonishing 28 days, which must surely be some sort of a record, and finished nicely mid-fleet. But the overall winner, to great international acclaim, was the other French entry Éric Tabarly, sailing his 44-foot plywood ketch, ***PEN DUICK II***. (Tabarly sailed a succession of boats named ***PEN DUICK***, a species of sea bird in the historic Breton tongue. His name is as well-known to Brittany's school children as Michael Jordan in the US, or Mickey Mantle a generation ago.)

The relationship between the British and the French is complex, to say the least. To mention that there is a traditional rivalry is only to scratch the surface. But I think it is safe to say that for certain elements of Gaullist France in the mid-1960s, the notion of a French boat winning out over the entire British fleet, in a much-publicized British sailing race, must have been very near intoxicating. Moreover, this was not an af-

The famous ***PEN DUICK II:*** Éric Tabarly won the 1964 OSTAR in this modest plywood ketch and was awarded the Légion d'Honneur by Charles de Gaulle. Eight years later his 70-foot trimaran ***PEN DUICK IV*** won again over the 128-foot monohull ***VENDREDI TREIZE***. The early OSTARs were a time of fast-paced development. Tabarly is said to have turned down an invitation to the Elyssee Palace because he needed to take advantage of the low tide on the day in question to clean his boat's bottom.

Photo by Remi Jouan

ternoon tea-and-crumpets sail but a cross-the-ocean upwind bash to America in a fleet that once again included the celebrated British yachtsman Francis Chichester. Chichester in fact finished a strong second but Éric Tabarly was the uncontested star of the show. Charles de Gaulle presented him with the Légion d'Honneur.

Éric Tabarly went on to inspire a whole generation of French sailors. His personal accomplishments

are unmatched to this day. Among numerous records and races won were the two ***OSTAR***s, ***SYDNEY-HOBART***, the ***FASTNET***, the ***TRANSPAC*** and various stages of the ***WHITBREAD*** and ***VOLVO OCEAN RACE*** (that's the round-the-world *Whit*bread Race, not the round Shelter Island *White*bread). Inspired by Tabarly's achievements, and in many cases mentored by Tabarly himself, French sailors came to dominate long-distance racing. And the race that most exemplifies French sailing of the past 30 years, and that best showcased the ORMA 60s in their strengths and weaknesses, was France's own answer to the ***OSTAR, THE ROUTE DU RHUM.***

The Route du Rhum

Some number of top sailors were disgruntled with the size restriction that was put in place after the 1976 ***OSTAR.*** This was particularly true for the French contingent. From the French point of view there was ample reason to feel they were being picked on. Both ***VENDREDI TREIZE*** and ***CLUB MEDITERRANÉE*** would no longer be eligible. Neither would the last two boats of Tabarly's ***PEN DUICK*** series. This eliminated three of their four top finishers from the last two ***OSTAR*** races. Both ***PEN DUICK***s had been overall winners and ***VENDREDI TREIZE*** had taken a second. ***CLUB MED,*** for that matter, had missed a podium finish only due to a penalty. What's that French expression again, for situations of this sort? Oh yes. Merde!

Some other elements were at work as well. The ***OSTAR*** had always been a British race, from one British port to …. well, I can't say from one British port to another since the race was always from Plymouth to either New York or to Newport. But still, there was little French spoken at either end. With their growing dominance in offshore racing there was a good case for the French to have a race of their own. A race was proposed that would run south down the European coast and follow the old transatlantic trade-wind route to the Caribbean. It would be called ***THE ROUTE DU RHUM.***

To be picky, the rum trade was a triangular affair, from Europe to the Caribbean, the Caribbean to North America, and North America back

to Europe travelling west-to-east. It has been objected – I saw this in a British publication, no surprise there - that the course of the ***ROUTE DU RHUM*** race is the non-rum leg of the triangle, so the race is not accurately named. ***THE ROUTE TO GET THE STUFF TO MAKE THE RUM*** doesn't seem like a great improvement, however. But putting quibbles aside, I think it's important to note that the ***ROUTE DU RHUM*** course had several centuries of sailing history behind it. In colonial times a ship could hopefully make it down the European coast on a close reach, ride the Easterly trades to the Caribbean and then head north to the Americas via the temperate zone Southwesterly that we see in our latitudes. Sugar and molasses came from the Caribbean but much of the rum was manufactured here in the states. This gave the Caribbean a source for European goods, gave us the raw material for rum production, gave Europe an excellent rum supply and gave us the word rhumb line.

For these very sound reasons, there had always been the feeling that an East-to-West race across the Atlantic lacked …. tradition. In actual fact, the ***OSTAR*** course was historically a route that sailing ships of the past had tried to avoid. The great triangular route of the rum trade, and for much of transatlantic commerce during the age of sail, evolved specifically to bypass the need for an east-to-west Atlantic crossing so far to the north. So while the ***OSTAR*** might lay claim to a more difficult course, the Rhum would certainly be the more historical one. Also, as we have seen in our history of distance racing, size counts. ***THE ROUTE DU RHUM*** would be a longer race than the ***OSTAR.*** Vive la France!

One more consequence of the choice of this historical course for the ***ROUTE DU RHUM***, one that was certainly not lost on the sponsors, was that the boats could now be optimized for moderate weather. Moreover, the Rhum's course would emphasize the fast reaching conditions that vessels historically sought in the age of working sail. Not coincidentally, these are optimal conditions for the big trimarans that the French increasingly favored, and which were quickly coming to dominate offshore racing.

OLYMPUS PHOTO, a 38' Trimaran, skippered by Canadian Mike Birch was the first winner of the ***ROUTE DU RHUM*** in 1978.
Photo by Gvdmoort

In 1978 the first ***ROUTE DU RHUM*** was run from the port of St. Malo, just a few miles down the coast from the town of Cancale, to the French island of Guadeloupe in the Lesser Antilles. It was a great success right from the start. It is hard to exaggerate the sway that the major offshore races have over the French public, none more than the ***ROUTE DU RHUM.*** The 2010 race attracted over a million pre-race tourists to St. Malo. Spectator craft numbered in the thousands.

The final element leading to the es-

tablishment of the ORMA 60 as a the top offshore racing class was when the ***ROUTE DU RHUM*** followed the ***OSTAR*** with a 60-foot size limit of its own. This took place after the first Rhum in which the overall winner, Canadian Mike Birch, beat out numerous larger boats in his 38-foot trimaran ***OLYMPUS PHOTO***. The decision was also influenced by the tragic disappearance during the race of one of the top French sailors, Tabarly protégé Alain Colas, who was sailing a trimaran of 69 or 70 feet (sources do not quite agree). This clearly reinforced the feeling that 60 feet was a reasonable limit on how large a boat could successfully be managed single-handed. Or perhaps it was just an outstanding instance of Anglo-French cooperation. Vive la fraternité!

So with this convergence of several factors, the newly formed ORMA 60 Class moved to the top of both of the premier races of short-handed ocean sailing. The open-ended nature of the ORMA 60 rule in turn launched a 30-year period of rapid technical advance and innovation that brought ORMA trimarans up to speeds that are astonishing even today. Here is a closer look at the ***ORMA RULE*** and some of the developments which it inspired.

The ORMA 60

An ORMA 60 is a boat built to the ***OCEAN RACING MULTIHULL ASSOCIATION*** Rule, a trimaran with a maximum length of 60 feet. Certain other characteristics of the boat are also defined but before getting into those details, a general word on the ORMA 60 rule and how it works:

The key thing to understand about the ORMA 60 class rule is that it is a *Development Rule*. What do we mean by that? When we think of a class boat such as an Etchelles or a Laser or a J24 we're usually describing a *One Design Class*. All boats within the class are essentially identical. Of course a boat may need its bottom cleaned or have its rig out of tune or some other non-structural issue. But if a one-design boat is properly set up and maintained it should be functionally very close to any other boat in its class. And needless to say, you can't complain about the other guy's rating when you finish at

the back of the pack. Or the other guys can't complain about your rating when you finish first, let's put it that way.

A Development Class, on the other hand, does not try to make all of its member boats identical. On the contrary, the whole idea of a Development Class is to encourage …. Development. By providing a set of parameters that a Class Boat has to meet, but leaving other aspects of its design unrestricted, a development class produces level racing – boats that can compete against each other without handicaps – but still leaves room for advances in design and construction. Depending on how restrictive a development rule is in its specifications the boats it produces may be closer to one-designs, such as the recently deceased Americas Cup Class or the old 12-Meters, or they may vary widely. Some of the ORMA 60s, as an example, vary in beam by as much as twelve feet.

Getting to the specifics of the ORMA 60 Class Rule, the astonishing thing about the rule is not what it calls for, but what it leaves out. The rule essentially specifies the following:

Max Overall Length of 60' (18.28 m)

Max Mast Height of 99.4' (30.0 m)

Max Bowsprit Length of 9' (2.75 m)

Maxi Mast Cord of 33.4645" (850 mm)

Limit of 15 new sails per two year period.

What the rule does *not* do is place any restriction at all on maximum beam, minimum weight, appendages, sail area or construction materials. Clearly there is a trade-off between a more-restrictive and a less-restrictive development rule. The ORMA 60 rule, with its minimal restrictions, seems to have got it right for the time and place. For close to 30 years it spurred innovation and competition within the class, while avoiding the extremes of a 236-foot single-hander. Developments that came from, or were brought further into the mainstream by ORMA 60 programs, include the use of carbon composite construction, kevlar and carbon sailcloth, non-metallic rigging, square-top mainsails, canting masts, and curved high-lift foils.

The race record of the ORMA 60s

NOKIA an ORMA 60 before the ***ROUND GOTLAND RACE 2005***.
Photo by J M. Mattss

speaks for itself. The 70-foot trimaran that won the OSTAR in 1972, one of the ***PEN DUICK*** series, finished in somewhat over 20 days. It was an amazing showing considering that Chichester's win just 12 years before had taken 40. The winning time had been cut in half. But by 1988 the top three ORMA 60s finished in 10 and 11 days respectively, effectively cutting the winning time in half once again. By 2004 the top three finishers were down to 8 days and some hours. Winning times for the ***ROUTE DU RHUM,*** where the boats started out much faster to begin with, dropped from 23 days to 13 days over a similar period. ORMA

GROUPAMA 3, one of the new hundred-foot s super-maxis under sail near South Britanny.
Photo by Stefan Ivanovich

60s have been clocked at nearly 40 knots.

But the very success of this rule in producing startling speed capability has also lead to boats that sail on the ragged edge of control. As speed increases the curved foils that the 60s ride on lift much of the hull volume clear of the water, creating a situation that has been described as sailing on the edge of a knife. Encountering an errant wave at these speeds can pitchpole the boat stern over bow. Immense sail area and extreme light weight make them vulnerable

to knockdowns. Like all multihulls there is little or no righting moment once the boat is horizontal. Even without a capsize, the stresses on components are immense. Rudders, daggerboards, steering gear, rigging – virtually every component of an ORMA 60 is vulnerable and has given way at one time or another.

The potential of the ORMA 60 for disaster became clear in the ***ROUTE DU RHUMB*** of 2002. Of the eighteen ORMA 60s that started only three were able to finish. Multiple problems emerged, including broken steering gear, dismastings and hull failures as well as a number of boats that capsized. The problems were attributed to extreme weather, and in fact the fleet had been hit with a major storm with winds up to 90 knots. The winner was the highly experienced Michel Desjoyeaux (Le Professeur) who was quite clear that his strategy that year was to sail to finish. He was more than two days behind when the last of his front-running competitors pitch-poled. The boats were strengthened after 2002 but speculation continued that they had become too extreme. Sponsors expressed concern.

A second blow to the ORMA 60s was the ***2005 TRANSAT JACQUES VABRE***, a 4300-mile race from France to Brazil, the major double-handed race for the ORMA class. In 2005 only four of the ten competitors made the finish. In this case there was less apparent cause for the high rate of attrition. A new race series was formulated so that the boats would be less exposed to severe conditions, but this was the beginning of the end.

In 2006 the ***ROUTE DU RHUM***, with which the ORMA 60s were always most closely identified, changed its eligibility rules. They kept the 50-foot multi-hull class and the 60-foot ***IMOCA*** monohulls but created a new Catégorie Ultime. This new Ultimate Class would include the ORMA 60s but throw the competition open to a new generation of super-maxi trimarans of 100-feet and more that had started to emerge. ***DÉFI CANCALE*** sailed in the ***2006 ROUTE DU RHUM,*** the third Rhum of her racing career, against competition that she could not hope to beat. Bigger, faster, more. The twenty-five year reign of the ORMA 60s at the forefront of offshore sailboat racing was winding down.

The Challenge of Cancale

My French friends had some difficulty translating the name ***DÉFI CANCALE***, the ORMA 60 that had taken their town's name as part of its own. Défi is a cognate of Defiance, although the equation is not exact. We settled on *The Challenge of Cancale*.

When I first saw ***CANCALE*** my initial reaction was that I was looking at one of the most extreme boats I had ever seen. ***DÉFI's*** beam is immense and the sense of dedicated purpose – power and speed – comes out in every aspect of its hull, rig and layout. I have since learned that ***DÉFI*** is in fact rather moderate – moderate, that is, for an ORMA 60. The newer boats have taller masts by 6 feet and fully 12 feet more beam. They carry more sail and they are lighter. The new hundred-foot super-maxis - ***GROUPAMA, IDEC, SODEBO, GITANA*** – these boats are in a class of their own.

But ***DÉFI CANCALE*** has a distinguished history, and history is important to French sailors. ***DÉFI*** has competed in four ***ROUTE DU RHUMS*** and the ***TRANSAT JACQUES VABRE*** from Le Harve to Brazil. She has won the race from Quebec to St. Malo, the ***TOUR OF EUROPE*** race, and set a record for the ***SNSM*** (a French version of our Coast Guard) ***ESTUARY CHALLENGE.***

The boat ***DÉFI CANCALE*** has been embraced by the town of Cancale. She is known to everyone, and an enduring source of local pride. Her skipper, Gilles Lamiré, is a local celebrity. Along the main shopping street down by the Port you can get a coffee mug with a ***DÉFI CANCALE*** logo, or a tee-shirt, or chic foul-weather gear. In the news stand opposite the church in town center you can get a Cancale postcard with a photo of ***DÉFI CANCALE*** on the front. I mentioned last month, when I started this Two Sailboats article, that it is hard to think of another small town with two such distinguished boats named for the town itself. I'll add to that, it is hard to think of another town that does so well by its boats.

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Story and Photos by Bridget Walter

"Classic Yachts" In the Modern World

Thursday Night January 26, 2012- Mark Washeim, owner of Doyle Sailmakers Long Island and his staff hosted approximately 75 sailors as they gathered at the loft in Huntington Station for the first of 4 presentations that make up the

"Classic Yacht" sailor, sailing journalist and *New York Times* correspondent ***Chris Museler.***

Mark Washeim, owner of Doyle Sailmakers Long Island welcoming his guests and introducing guest speaker Chris Museler.

6th Winter Weeknight Sailing Series. Yachting journalist and *New York Times* correspondent Chris Museler spoke about the challenges of racing "classic yachts" in the modern world.

Guests gathered in the loft with their favorite food and beverages, which that they had brought with them. For many, except those who frostbite, it was the first time to see

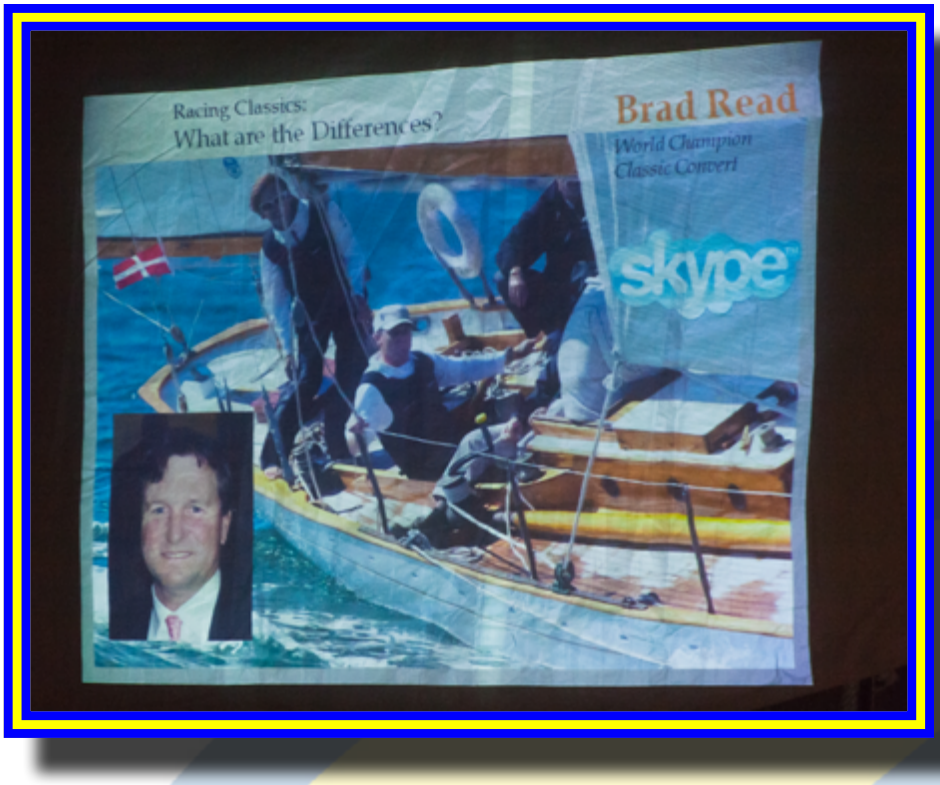
World Champion Sailor ***Brad Read*** was interviewed by Chris via *SKYPE*.

old friends and on-the-water rivals in a while. Sitting on the floor and in chairs they had brought, they listened to Chris as he spoke of the growing segment of the sailing community who favor "Classic Yachts" over today's modern designs. Projected on a mainsail of contemporary design, hanging from the rafters of the loft, the very modern 2 hour multi-media presentation was in stark contrast to the very traditional subject matter. The technological advancements which we sometimes take for granted, computers and the internet, allowed Chris to interview, via *SKYPE*, World Champion Sailor Brad Read who was in Newport, Rhode Island, about his participation in this relatively new and growing genre of sailing.

The Winter Weeknight Sailing Series continues through April. Next in the series, on February 16th. at 7:00 PM, will

The very modern 2 hour multi-media presentation was in stark contrast to the very traditional subject matter.

be a presentation on the super fast and exciting sport of Ice Boating. Members of the ***Lake Ronkonkoma Ice Boat Club***, will have boats to view and video footage to show just how fun and exhilarating hard water sailing is. If you have never seen one in action your in for a real treat. This might be your only opportunity to learn about this genre of the sport



While speaking about how difficult "classic yachts" are to sail Brad Read said, via Skype,"Ergonomically, they are the most incorrect boats you can ever sail."

Due to technological advancements since these "classics" first raced not only are they rigged differently, but they are also viewed differently.

this year as the weather has not been cooperating and the bodies of water in area on which these sailors play on have not frozen yet. This event will be free to the public.

On March 15th. professional sailor, ***Rob Windsor***, will speak about the fastpassed action of the Class 40's. Closing out the series in April boat designer extraordinaire, ***Rod Johnstone***, will speak about how the ever popular ***J/Boats*** got their start. This promises to be a great evening and one you won't want to miss.

When attending the three remaining ***Winter Weeknight Sailing Series*** events bring your crew, your friends (sailors or not) and join others who are interested in learning more about sailing. You're welcome to bring your favorite foods and beverages, a chair to sit on, as seats are limited, or you many choose to sit on the floor. Though not required loft shoes, slippers or sandals, are nice. It's a great opportunity to see old friends and make new ones as you're informed about and entertained by the great sport of sailing.

For more information about the ***Winter Weeknight Sailing Series*** or to reserve a spot, since space is limited, EMAIL MARK or call the Doyle loft at:

516-673-5055.

Find Doyle LI on Facebook by clicking HERE

At the next ***Winter Weeknight Sailing Series*** members of the ***Lake Ronkonkoma Ice Boat Club*** will talk about the super fast and exhilarating sport of hard water sailing.

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Sailing Navigation Secrets

Special Markers You Need to Know

by Captain John Jamieson

You are approaching an unfamiliar channel just after dusk. A light ahead blinks twice. Next, it flashes one more time--and then darkness. You scan your chart navigation plotter, scroll left and right, but see nothing! There it is again! Are you standing into danger?

Every sailboat cruising skipper must know the light patterns, colors and buoy characteristics of special purpose aids to navigation. These are the buoys, lights and beacons that tell you one specific thing about an area.

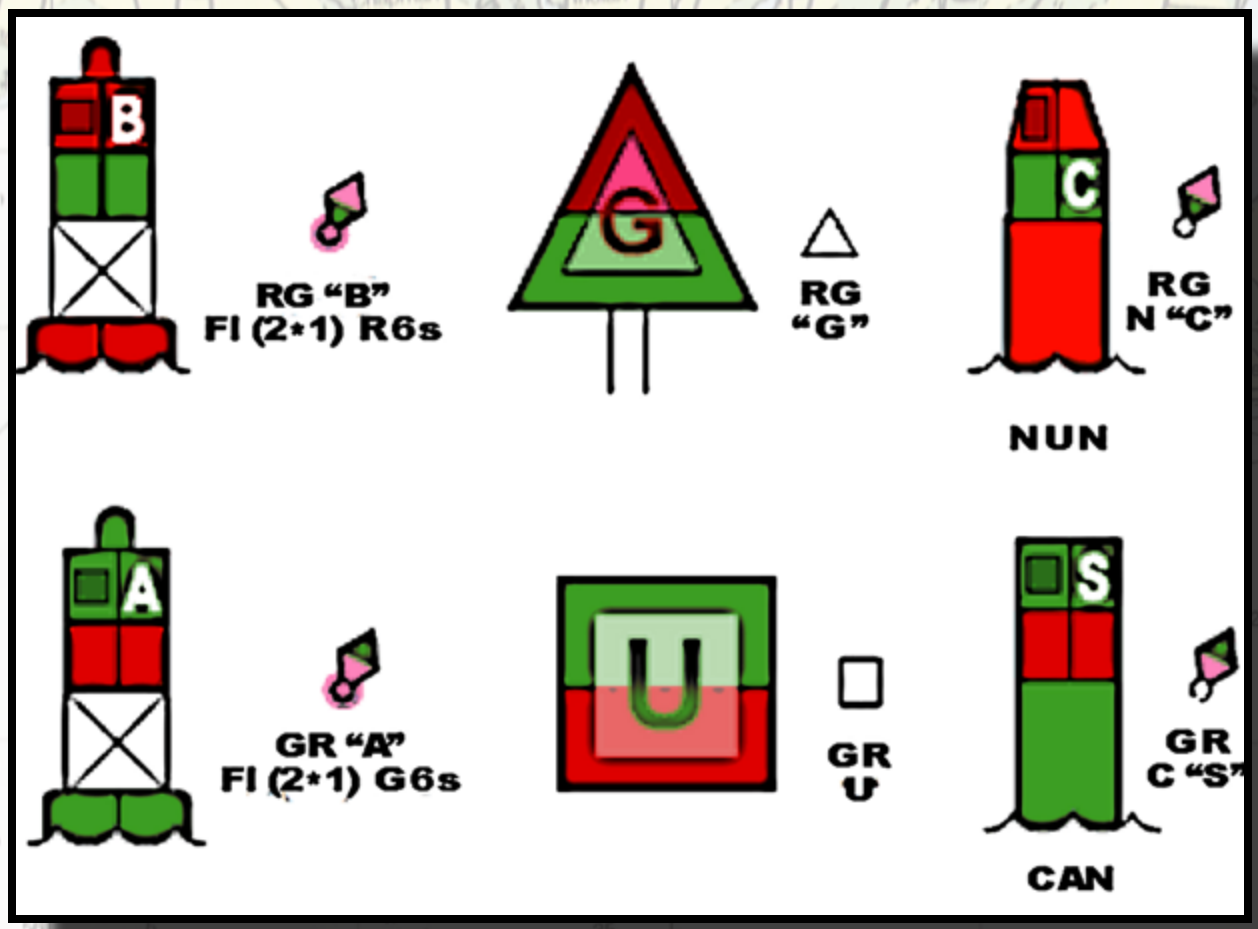
Shape has little significance with most of these markers, so you will want to concentrate on their painted color and light patterns to know what they tell you--and what action to take. Follow these illustrations along with the descriptions below...

PREFERRED CHANNEL MARKERS

In the opening scenario, you were looking at an area where the channel splits into two branches. One of those branches has deeper water than the other--thus the name preferred channel marker.

These buoys or beacons carry red and green horizontal bands. During the day, use the color of the top band to pass the

Preferred Channel Markers



marker.

When inbound in North and South America (and Japan, South Korea and the Philippines), keep a red top-band to the right; keep buoys and beacons with green top-bands to your left.

When inbound in most other parts of the world, you will keep a red top-band to the left; keep buoys and beacons with green top-bands to your right.

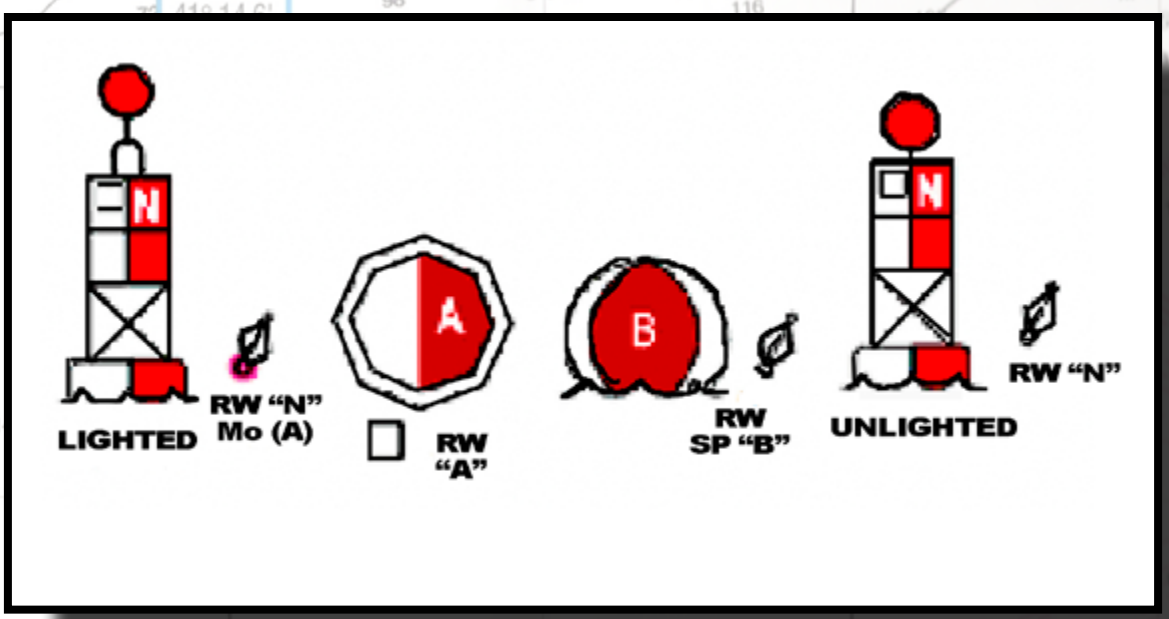
At night, preferred channel markers show a group of two flashes, followed by a period of darkness, and then a single flash. They are assigned the characteristic Fl (2 + 1) to indicate this pattern. The color of the light follows the color of the top band color described above.

Safe Water Markers

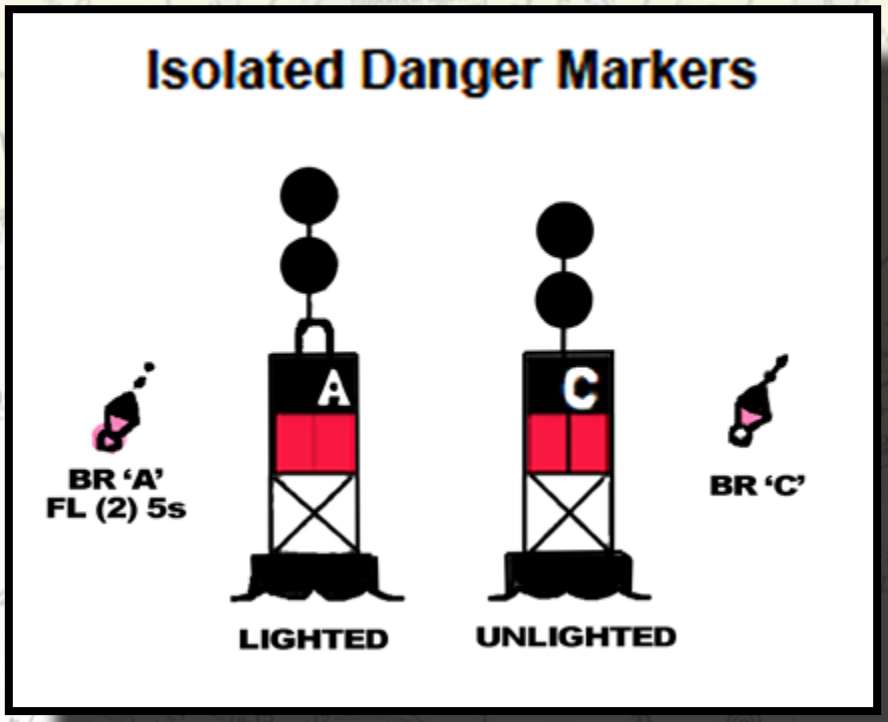
When you make landfall on a major harbor, you are often greeted by a friendly safe water buoy (also called "mid-channel buoy"). It has bright red and white vertical stripes like a candy cane. Look for a topmark--or pole--that protrudes from the top with a single red ball on top.

After dark, you'll see a white light that flashes a continuous series of short-long flashes. On your navigational chart, look for the chart symbol Mo (A) next to a safe-water marker. This means the light carries the same pattern as that Morse code symbol for the letter "A" (short-long). Deep water surrounds this marker, so you can pass it on any side.

Safe Water Markers



Isolated Danger Markers



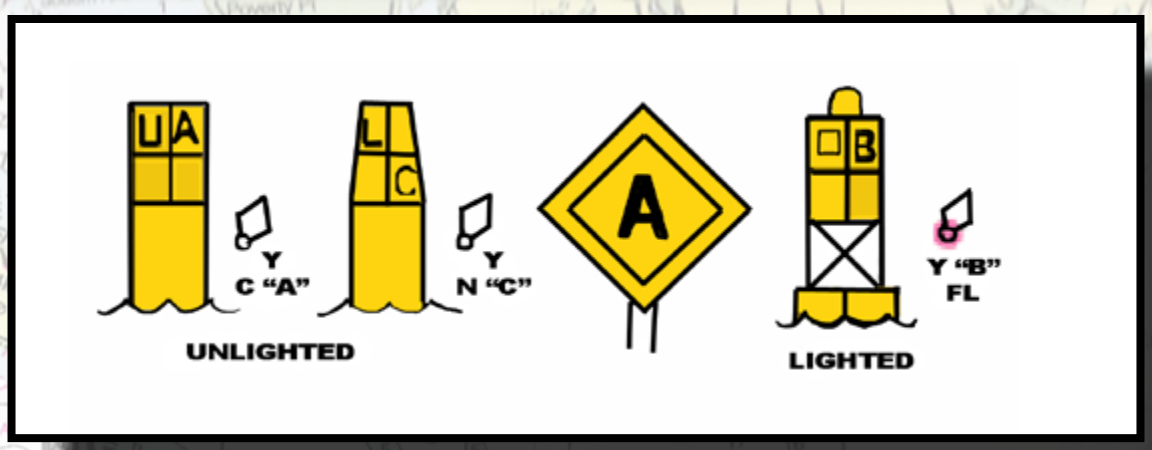
Keep well clear of this black and red horizontal banded beast! Isolated danger buoys mark shoals, wrecks and other hazards that could ruin your underway day. During daytime, look for two black balls on a topmark. At night, look for a continuous rhythm of 2 white flashes followed by a short period of darkness.

Special Area Markers

Solid yellow buoys and beacons mark seaplane landing areas, designated anchorages, dredge pipeline construction or any other special areas. Study your chart and look for a note that describes the reason for this marker.

Play it safe and stay clear of areas marked by yellow markers, unless you intend to use it for its special purpose (an anchorage, for instance). If lighted, area markers carry only yellow lights.

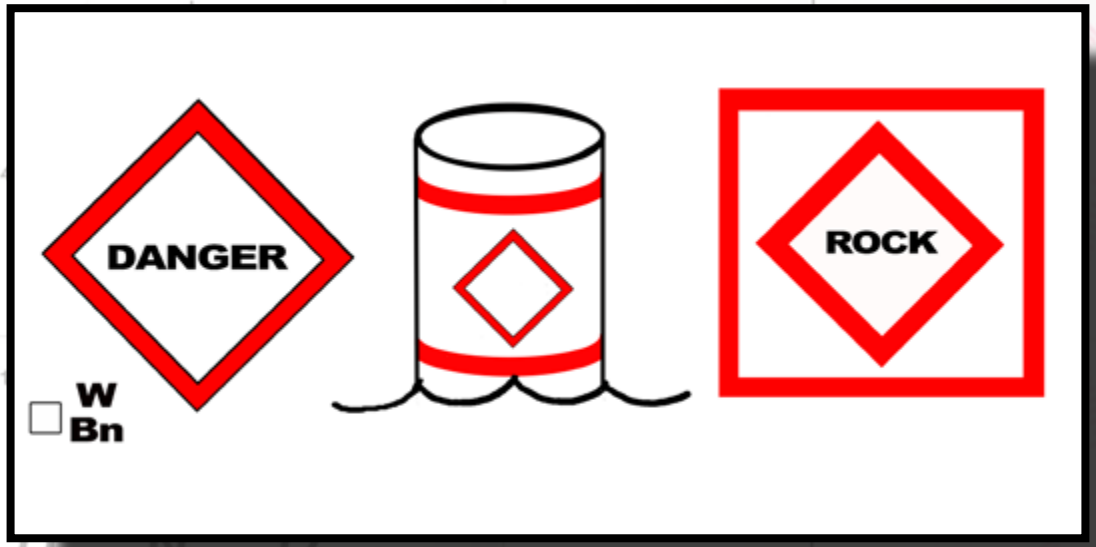
Special Area Markers



Diamond Danger Markers

Regulatory markers are maintained by individual states--not the US Coast Guard. So, they may or may not be maintained to the same level as Federally maintained aids to navigation. The most important of these is the diamond daybeacon (far left illustration). No other daybeacon in US waters carries this shape. This means extreme danger and marks rocks, coral reefs or wrecks.

Diamond Danger Markers



Danger beacons are painted white with the word "Danger" or "Rock" in black letters near the center. But don't count on being able to see the color or lettering! If the sun gets behind these markers, you will see only a silhouette of a diamond shape. Treat diamond shapes like the plague--keep clear!

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Now you know the fastest way to identify the five most common special purpose US aids to navigation. With this knowledge, you can enjoy safe, stress-free sailboat cruising wherever you choose to cruise.

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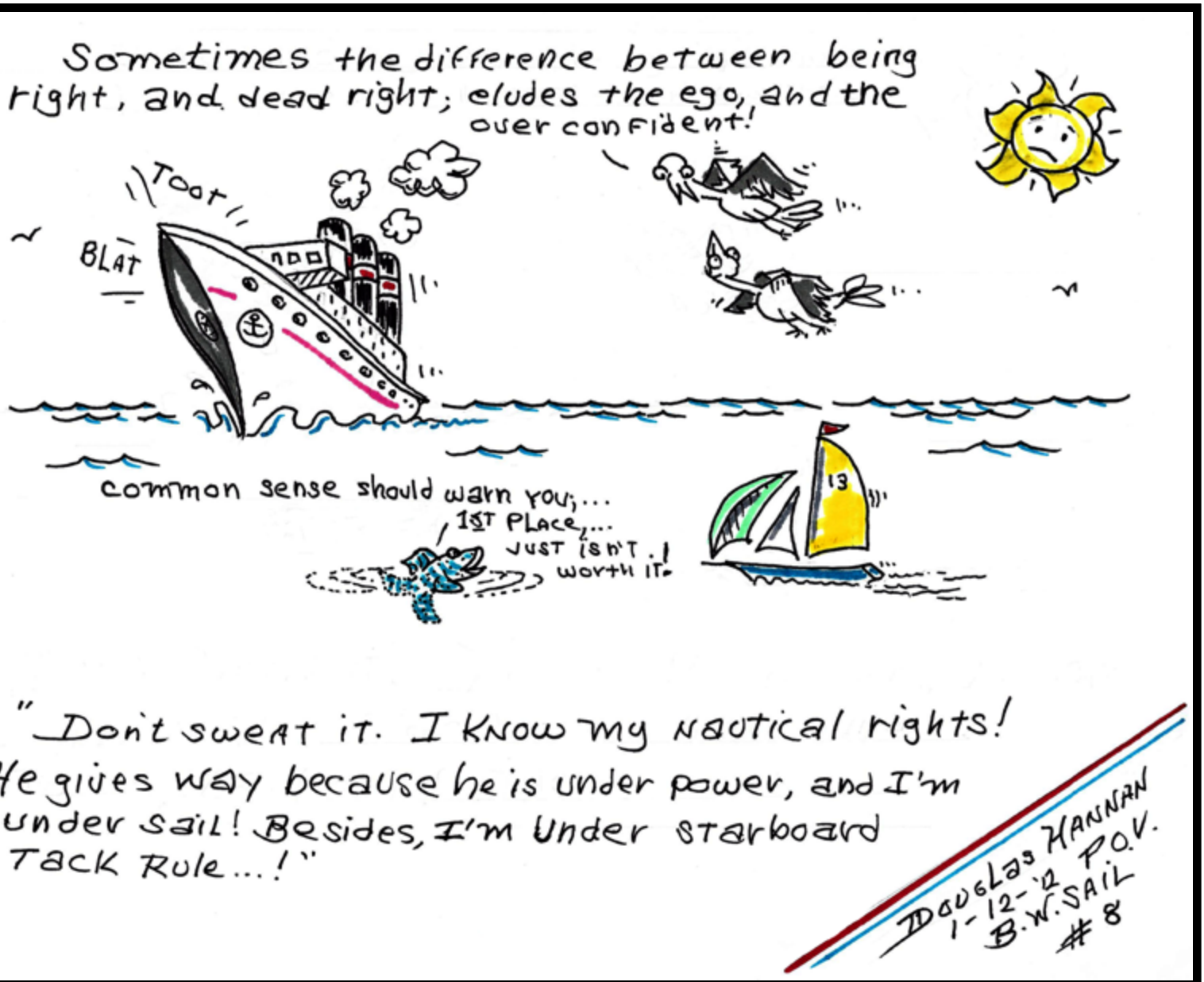

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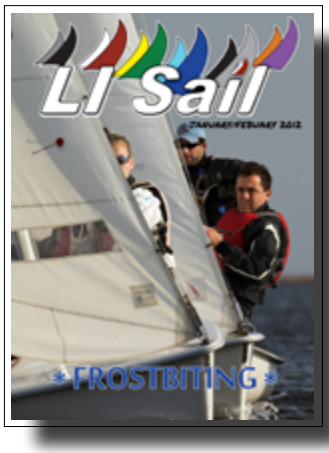

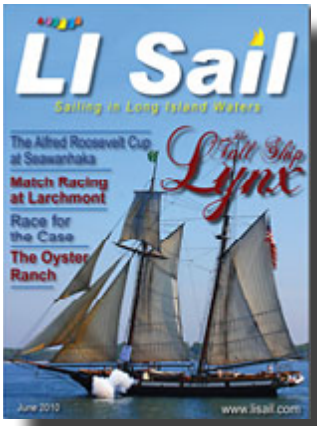

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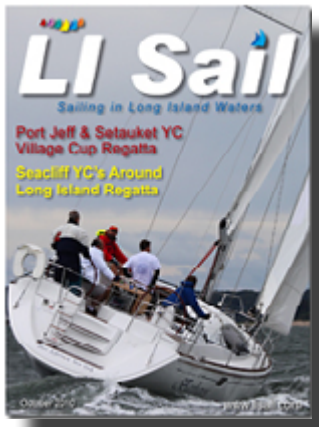

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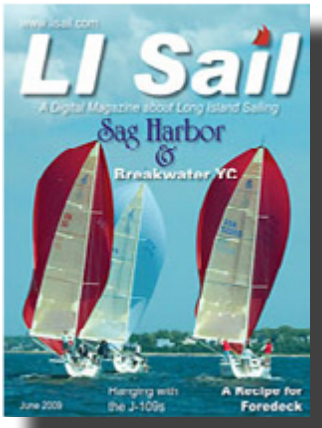

FROSTBITING: A NEW ENGLAND WINTER TRADITION

The mere mention of the term "frostbiting" sends chills down the spine of many sailors. For some they are chills induced by the thought of the cold air and water's effect on their body, but to many they are the chills of anticipation and excitement of getting on the water and racing. Either way most sailors haven't tried this genre of sailing yet.

Frostbiting has it's earliest roots in venues from City Island to Marblehead. Some say it began as early as the late 1920's to early 1930's as "casual" racing amongst friends.

FROSTBITING

Snapper Inn JY15 Fleet #38
Oakdale, New York

Organized "Frostbite Racing" got it's start at the Knickerbocker Yacht Club in Port Washington, New York on January 2, 1932. The story goes that the race held that day was the result of an argument between four sailors at a get together at, William Taylor's Port Washington home, over which of their dinghies was the fastest. In rain, hail and snow, on the suggestion of Gordon Curry, the four men met on the water to determine which boat was faster. The following weekend a second regatta was held in New Rochelle. Hosted by several different yacht clubs, there were over

FROSTBITING

At the mouth of the Connetquot River in Oakdale, New York sits the SNAPPER INN, host to JY15 Fleet #38. Organized by Jim Ryan, the group has been together since 1993. Sailing alternating Sundays, starting in early November with adjustments for holidays, frostbiting on this fairly shallow, protected, and rather challenging body of water continues

FROSTBITING

through mid-April. The shore side atmosphere is light hearted, but don't be fooled by that. This is a very competitive and talented fleet of sailors from all across Long Island. It is also one of the best frostbiting venues for spectators as the Inn is open to the public for brunch and the docks extend out on the water getting you within feet of the action.

FROSTBITING

FROSTBITING

150 races sailed that season. A little more than a year later the first Formal Eastern Frostbite Dinghy Regatta was held in Essex, CT where 22 sailors competed on March 4-5.

Today, frostbite series are held at hundreds of sailing facilities all around the world during the winter in their region. Many of these individual groups hosting nearly as many races during their season that several clubs hosted during that first frostbite season in 1932.

There are many different reasons why people frostbite. First there's the sailor who just can't get enough time on the race course to satisfy their sailing "bug." There's the sailor who

wants to improve their racing and boat handling skills. Being determined to stay out of the cold water is a key factor in the increased pace of learning. Some sailors choose to frostbite because it is the only time they can race, as they spend the regular season doing race management so others can compete. Many sailors who spend the regular season campaigning big boats want the opportunity to race by themselves in single handed dinghies. Of course their are those who frostbite race just to avoid the "honey-do-list." There are almost as many reasons why sailors frostbite as there are frostbiters.

In the Long Island area, frostbiting oc-

FROSTBITING

FROSTBITING

Snapper Inn Frostbite
JY 15 Fleet 38
Standings after 7 Days of Racing
24 Races Counted

Skipper	Crew	Sail #	Total Points All Races	Total Throw Out Points	Total w/Throw Outs
Jim Ryan	Mindy Vitale	2787	130	86	44
Greg Schneller	John Schroeder	22	137	89	48
Lee Montes	RyanMessina	0	142	93	49
Kevin Brink	Greg Brink	2168	152	103	49
Erin Collins	Matt Hanson	3883	288	203	85
DaveBecker	Julia Jurgilewicz	1533	261	166	95
Peter Judge	Ellen Reichel	2782	225	128	97
Ian Holzmacher	Justin Rose	1207	255	144	111
Rick LaTorre	Justin Schaefer	706	295	159	136
Dan Hess	Jessica Oswalt	1640	372	214	158
Tom Samuels	Dave Hulse	3718	390	206	184
Jason Richter	Bob Fisher	39	413	220	193
Dave Hyer	Tom Devine	2793	409	205	204
Keith Sneddon	Laura Baisch	2732	425	214	211
Jim Colletti	Elizabeth Franzen	2206	432	207	225
Rob Barrett	Fred Liesegang	2102	436	210	226
Tom Davison	Rowan Davison	3	444	208	236
Bill Mascaro	***	3197	471	231	240
Bill Hobbs	***	79	488	229	259
Dave Johnson	***	2042	495	231	264
Jason Hitner	Allen	8888	498	226	272
Dan Butler	Laura Baisch	1953	513	231	282

FROSTBITING

BABYLON YACHT CLUB:

curs in many classes of boat from the Optimist on the small end to the Etchells on the larger end of the size spectrum. Some groups only sail one class of boats while others host races for multiple classes.

Generally starting in November, in some cases as early as the beginning of October and running through March or April sailors gather on weekends to race. Some groups race on a set day, either Saturday or Sun-

FROSTBITING

THE RETURN OF THE FLYING SCOTS

dinghies. Of course their are those who frostbite race just to avoid the "honey-do-list." There are almost as many reasons why sailors frostbite as there are frostbiters.

In the Long Island area, frostbiting occurs in many classes of boat from the Optimist on the small end to the Etchells on the larger end of the size spectrum. Some groups only sail one class of boats while others host races

FROSTBITING

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FROSTBITING

Started just three short years ago the Flying Scot Frostbiting Fleet #173 at Babylon Yacht Club is in action every Sunday when conditions permit. With an average of 10 boats being sailed and three people crewing in each boat, Babylon enjoys the largest turnout of frostbiters, of those groups who host programs for a single class.

Sailing here on the Great South Bay during the winter couldn't be

FROSTBITING

nicer. The race course is tucked up behind a peninsula witch mitigates the waves formed by the strong winter breezes.

Flying Scots with the stability and extra freeboard are an ideal choice for frostbiting for those with a strong adversion to being in the water during the cold winter months and a great choice if your new to sailing. With there 3 person crews it's also one of the more social boats to sail.

FROSTBITING

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Babylon Yacht ClubFlying Scot Frostbite Series 2012 Season Standings to Date								
Skipper	11 26	12 03	12 10	1 01	1 28	Pts	w/Drp	Place
Castellano, F	3	1	3	1	2	10	7	1
Schneller, G	2	3	2	2	4	13	9	2
Davison, T	5	2	5	4	7	23	16	3
Johnson, D	4	8	4	3	6	25	17	4
Mullé, J	5	4	6	5	5	25	19	5
Hemingway, A	11	5	9	11	1	37	26	6
VanDenberg, J	11	12	1	11	3	38	26	7
VanTassel, B	6	9	7	7	11	40	29	8
Schaefer, L	7	7	8	9	9	40	31	9
Anderson, E	9	11	9	6	8	43	32	10
Hyer, D	1	12	9	11	13	46	33	11
McConnell, B	9	10	9	8	10	46	36	12
Larkin, H	11	6	9	10	13	49	36	13
Zangle, T	8	12	9	11	13	53	40	14
Galian, C	10	11	9	11	12	53	41	15

FROSTBITING

SEA CLIFF YACHT CLUB:

day and some play-it-by-ear to see which day will deliver the best balance of wind vs. temperature.

No matter which day they sail or which class/classes they host, safety is the number one priority of all the groups. Each group has a "rule" that defines the conditions they will and won't sail in. Most go by the "20/20 Rule": If temperature/wind chill is above 20 degrees Fahrenheit and

FROSTBITING

THE HOME OF SUNFISH FLEET #517

wind is blowing under 20 knots they sail and if it's colder or stronger they stay ashore. This does vary by the class of boat sailed, and the age and experience of the sailors in the fleet.

There are two rules that are consistent from venue to venue. First is the requirement for ALL those involved in the races: sailors, race committee, safety boat operators and spectators are required to wear a USCG-approved life jacket at all times when

FROSTBITING

About halfway down Hempstead Harbor on the eastern shore in a spot known as Mosquito Cove, no need to worry about the pests it's named after during frostbiting season, is the Sea Cliff Yacht Club. Home to Sunfish Fleet #517. From the beginning of November to the end of April racing is scheduled each Sunday and an open regatta once a month

It's a very protected body of water to sail on, that is if it's not blowing anywhere from WNW to due ENE. The wide open fetch across Long Island Sound that starts in Larchmont brings the rollers right up to the club house. If your heading there to sail you'd better keep an eye on the sailors behind you on the downwind legs because these local sailors know how to surf their Sunfish and can make up large amounts of ground when the winds bring the rollers south into

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on the water, except for brief periods when adjusting clothing or equipment. The second being that no boat shall head out to the race course until a safety boat is on the course.

When falling temperatures send others running indoors, being dressed properly is the biggest factor to enjoying a day on the water. As with any other outdoor winter sport, layers are the key to keeping warm. Start with a base layer, polypropylene is a very good choice as it will wick sweat away from your skin and help keep you dry. For the next a layer fleece is a great choice. It's light weight with little bulk. Because fleece has lots of small air pockets by design that will trap your body heat. When the temperatures lower than 40 degrees you may want to add a sweater.

Now that you've captured your body heat you'll want to protect yourself from the water. The type of boat you are sailing and your budget will dictate your choice for this layer. If you're sailing a Laser, Sun-

FROSTBITING

	Ice Cube Regatta, Sea Cliff Yacht Club Sunday, January 8, 2012							
	Sailor	**Sail**	**1**	**2**	**3**	**4**	**5**	**Total**
1	Doug Wefer	62037	1	1	1	2	1	6
2	Rob Ehrlich	4040	2	2	2	1	2	9
3	Richard Smith	80976	3	3	5	3	4	18
4	Art Leitz	60008	5	5	4	4	3	21
5	Harry Ehrlich	3604	4	4	3	DNS	5	24
6	David Lawson	28	7	7	7	5	6	32
7	Jon Darling	3130 6	6	8	8	6	DNS	38
8	Nina Ring	75297	DNS	DNS	DNS	DNS	DNS	
9	Carlo Zaskorski	3455	DNS	DNS	DNS	DNS	DNS	

MANHASSET BAY YACHT CLUB NEW YEARS REGATTA 2012

Photos and Video by Sophia Mitropouplos

MANHASSET BAY YACHT CLUB IS THE BIRTH PLACE OF FROSTBITE RACING. THE CLUB HOUSE STANDS JUST SOUTH OF PLUM POINT ON THE EASTERN SHORE OF MANHASSET BAY BAY.

ESTABLISHED IN 1891 IT IS ANOTHER OF THE OLDEST YACHT CLUBS IN THE U.S.. MBYC HOSTS A MULTICLASS FROSTBITE FLEET EACH WEEK CONSISTIONG OF INTER CLUBS, IDEAL 18S AND LASERS.

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fish or any other boat the has you virtually sitting in the water or capsizes easily you'll want to go with a dry suit. Although they come with a hefty price tag the extra protection you are afforded by the fact that they keep your body dry even when you're in and under the water make them a sound investment if you will be sailing regularly. They give you the best protection from hypothermia and most likely warm enough to sail

rest of the day if you should capsize. They also block the wind. If you go with the dry suit you'll probably be able to skip the sweater on all but the coldest of days.

If budget is a key consideration go with a wetsuit. While it won't keep you dry if you go in the water a wetsuit will help protect you from hypothermia for short periods of time. They are made of neoprene,

FROSTBITING

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like material that actually traps water and uses your body heat to wrap you in a layer of warmer water. As an added bonus they are a big buoyancy boost. Proper fit is crucial, if they are too big they won't keep you warm. Trapping too much water in the wetsuit will speed the dropping of your core body temperature. If it's too tight it will restrict proper blood circulation and make you colder. Unlike a dry suit wetsuits do not stop the wind. Wearing your warm weather spray suit over it will do the trick and it will also protect your wetsuit from abrasion wear.

For those who sail a more stable boat having some real free board winter weight foul weat

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SEAWANHAKA CORINTHIAN

the rest of the day if you should capsize. They also block the wind. If you go with the dry suit you'll probably be able to skip the sweater on all but the coldest of days.

If budget is a key consideration go with a wetsuit. While it won't keep you dry if you go in the water a wetsuit will help protect you from hypothermia for short periods of time. They are made of neoprene, a sponge like material that actually traps water and uses your body heat to wrap you in

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YACHT CLUB:

LASER SAILING WITH TRADITION

FROSTBITING

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a layer of warmer water. As an added bonus they are a big buoyancy boost. Proper fit is crucial, if they are too big they won't keep you warm. Trapping too much water in the wetsuit will speed the dropping of your core body temperature. If it's too tight it will restrict proper blood circulation and make you colder. Unlike a dry suit wetsuits do not stop the wind. Wearing your warm weather spray suit over it will do the trick and it will also protect your wetsuit from abrasion wear.

For those who sail a more stable boat having some real free board winter weight foul weater gear over the basic layer is a great choice for dressing. The gear will protect you from the wind and any spray you may encounter.

Neoprene or waterproof gloves are a must for your hands and so are neoprene

FROSTBITING

FROSTBITING

FROSTBITING

FROSTBITING

FROSTBITING

Founded in 1871 in Oyster Bay, NY, Seawahaka Corinthian YC is one of the oldest yacht clubs in the U.S.. With a rich history of infulential sailors and sailing firsts such as: the passage of racing rules, the first to fly a spinnarker and the first scientific handicap rule. The club and it's membership have had a large hand in shaping the sport of yacht racing as we know it today.

Laser frostbiting here is not easy to say the least. The race course is the moring area. Here boats remain on their morings until the begining of December when they are hauled and replaced by the floats that make up the club's docks. These obsticales along with strong currents make sailing here a real challege. New comers must put in their time to gain the local knowledge that many of these sailors aquirred in their youth. This is a place where being able to picture an ariel view of the race and all it'sd contingancies in your mind means the difference between winning and loosing.

FROSTBITING

socks under your boots. An inexpensive fleece hat is important, especially on colder days as you loose most of our body heat through your head. Don't wear your favorite "lucky" hat as it's likely to get separated from you if you do capsize. A full neoprene hood is a good option if you

FROSTBITING

get cold easily, but they do reduce your ability to hear what's going on around you. To keep your neck and lower face protected from the wind a fleece collar will work great. It can be adjusted to give you as much or as little protection as you want and it won't get tangled in your sheets

FROSTBITING

FROSTBITING

like a standard scarf.

Dressing properly will help you avoid the issues of frostbite and hypothermia but recognizing the sings of them will help prevent suffering the ill effects of both. Frostbite occurs during prolonged cold exposure of the extremities, effecting the hands, feet, ears and face first. As your core temperature begins to drop your body sends signals to the blood vessels in your extremities telling them to constrict. By slowing blood flow to the skin, your body is able to send more blood to the vital organs preventing a further decrease in

FROSTBITING

FROSTBITING

FROSTBITING

temperature starts to drop your body will begin to slow down. Aside from the cold that is felt and the shivering that may occur, mental function is most affected initially. A particular danger of hypothermia is that it develops gradually and since it affects thinking and reasoning it may go unnoticed. You'll begin to feel hungry, then nauseous and that will be followed by apathy. Confusion, slurred speech and loss of consciousness will then follow. Get off the water when the shivering starts. While you're moving around the course if you notice someone else shivering do

Seawanhaka CYC
Laser Frostbite
Fall Series 2011
Final Results

NAME	SAIL #	AVG	QUALIFY	RACES	RC
Fred Abels	722	1.48	93.33%	56	Q
Colin Kennedy	890	1.57	33.33%	20	Q
Geoffrey Loffredo	195	3.39	88.33%	53	Q
Matt Lyons	566	3.57	38.33%	23	Q
David Trinder	919	3.66	98.33%	59	
Lindsay Hewitt	755	4.11	45.00%	27	
Johnson Eric	773	4.33	63.33%	38	Q
Robert Blanco	616	6.07	66.67%	40	Q
Robert Terry	156	6.23	96.67%	58	Q
Kia Olsson	44	6.63	63.33%	38	
Andrew Bates	16	6.67	15.00%	9	
Ed Berenblum	934	6.67	6.67%	28	Q
Frank Seckler	833	6.83	61.67%	37	Q
John McGrane	439	6.84	85.00%	51	Q
Edward Liebens	71	8.43	35.00%	21	
Roger Dorr	288	9.67	15.00%	9	
Steven Jay	46	9.75	33.33%	20	
Wyz Mooney	21	9.84	85.00%	51	Q
Stephan Weizen-burg	821	10.39	58.33%	35	Q
Doug Reynolds	963	10.50	6.67%	4	
Mark Feck	440	10.78	78.33%	47	
Ron Fink	641	10.82	40.00%	24	Q
Mark Brown	438	11.13	13.33%	8	
William Archer	985	11.22	86.67%	52	Q

David Kruse	866	11.34	80.00%	8	Q
Graham Lawlor	158	11.75	6.67%	4	

Seawanhaka CYC Fall Series 2011 Final Results

NAME	*SAIL #*	*AVG*	*QUALIFY*	*RACES*	*RC*
Al Nowicki	451	12.29	11.67%	7	
Tracy Komreich	955	13.13	50.00%	30	Q
Jason Hill	396	13.22	15.00%	9	
Holly Sears	984	14.29	46.67%	28	Q
Peter McGuire	266	14.40	61.67%	37	Q
Jack Eagan	845	15.88	26.67%	16	
Rod Williams	182	16.33	43.33%	26	Q

Seawanhaka CYC Laser Frostbite
Spring Series 2012 Day #1 1/22/2012

Name	*Sail #*	*Avg*	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*W/TO*
Fred Abels	772	1.29	1	1	1	T3	1	1	1	1.00
David Trinder	919	2.71	2	2	2	1	T6	4	2	2.17
Geoffrey Loffredo	195	3.71	3	3	T5	2	5	3	5	3.50
John McGrane	39	4.71	5	5	3	T6	4	6	4	4.50
Robert Terry	156	4.86		4	4	8	2	2	3	3.83
Mark Feck	440	7.33		7	7	5	3		9	6.20
Unknown	955	7.43	6	6	9	4	10	5		6.67
Wyz Mooney	21	7.86	T9	8	8	7	8	7	8	7.67
Stephan Witzenburg	821	8.29	7	9	6	9	7	8		7.67
Holly Sears	984	9.29	4	11	11		9		6	8.67
David Kruse	866	10.14	8	12	12	10		9	27	9.67
Peter McGuire	266	10.83		10	10	11	11		11	10.60
Claudia leitch	428	11.43	10	T13	13	12	12		10	11.17
Eric Johnson	773		Q	Q	Q	Q	Q	Q	Q	

With so many great and interesting sailors in the area, *LI Sail* wants to know who you would like to learn more about?

It may be the Skipper that you race against each week, the owner of the amazing old wooden boat you see cruising down the bay from time to time, or the person you rarely see on the water because they do all the planning for your group's events.

In any case, tell use who you'd like to learn more about or those individuals we should tell everyone about and we'll bring you their story.

Tell us who you think would make an interesting story by sending an e-mail to us at:

Submissions @ LISail.com

Where Did you sail this summer?

Drop us an email and tell us all about your adventures.

Submissions@LISail.com

The Islander

Written By William S. Schaill

We sure got ahead of ourselves this year," shouted Maggie into the cold, wet wind.

With my left hand resting on the twitching anchor rode I looked aft into a darkness illuminated only by the feeble glow of the spreader lights. My wife of over twenty years was still draped over the boom, pounding and lashing the mainsail into a presentable furl as Errant Spirit, our classic, wooden 41 foot yawl, skittered in the hard, easterly gusts.

"I'm afraid you're right," I shouted back, wondering when and if the damn anchor, the biggest we had aboard, would dig in. "I got a little too itchy ..."

"Exactly," she sniffed, a note of mischief replacing the edge I thought I'd detected in her voice a moment before. "I'm the one who's supposed to get you itchy.

"How absolutely true! I thought. Even after two decades and two children she was still the one for me. And she was right about the sailing, too. We had started our trek north from Florida a little early, not that it made much of a difference until Cape May, New Jersey. Now in the lee of Sheffield Island, the western most of Connecticut's Norwalk Islands, we were at last free of the sleet and hail. But the wind remained. Cold and wet and dark.

The deck beneath my knees heaved slightly and shuddered as the boat's head was dragged into the wind. I concentrated on the anchor rode and felt it stretch and strain under suddenly constant pressure. I waited, my hand resting gently on the stiffened nylon line. Had the anchor finally caught? The boat continued to pound slightly in the chop and her stern still jumped from side to side with every powerful wind shift but the bow now seemed locked in place.

"Finally!" I shouted over my shoulder. "It's holding." Getting no reply but the shrieking of the wind in the rigging I turned. Maggie was nowhere in sight! I grabbed the forestay with my left hand and pulled myself erect, my back and knees protesting painfully. My God! Had she slipped overboard? Why hadn't I heard her shout? Just then a light in the forward cabin snapped on. Of course! I thought, embarrassed at the relief I felt. She'd finished the sail and gone below. Whatever had made me think that something else might have happened?

The wind howled, the halyards banged and groaned and the black waves, dirty pewter in the feeble glow of the spreader lights, slapped viciously against the hull. To the north and west the lights of Norwalk were faintly visible through the murk. To the southeast lay the islands, a chain of sand piles left by the last glacier to pass through the area. Uninhabited and totally dark at this time of year, they were undeniably there yet visible only to the mind's eye. Nowhere was there any sign of another boat. We had the night all to ourselves.I decided it was the night itself that'd made me feel something was wrong. I was tired and it was just that sort of night.

* * *

I awoke at about two. Maggie was still beside me, asleep, with her arm thrown across my chest. What, I wondered, had awakened me? I sat up, listening, feeling, alert for the out-of-place.

Calm silence. The wind's howl was gone, as was the boat's motion. It was as if we were floating in a sea of hardened concrete. The cabin was filled with the

cool silver of a full moon.

The weather had changed dramatically but that wasn't what had caught the attention of my subconscious. I listened intently and finally isolated the cause of my unease. It was the sound of somebody shouting, almost bellowing, in the distance. Then there was wild laughter. "Do you hear that?" asked Maggie, now sitting up beside me. "Somebody's having an argument ... or calling for help."

"I'm going on deck to look around," I mumbled as I crawled out of the warm bunk and slipped on my trousers.

When I climbed out into the cockpit it was as if I were emerging into full daylight. The clouds were gone. The wind, although still from the east, had dropped to a zephyr, and the moon was burning with such rare grandeur that it obscured the stars. To the north, the lights of the Connecticut shore sparkled. To the south and east, the islands slumbered; rich, ebony masses crowned by the silver tracery of their thick but now leaf-less undergrowth. It was the sort of night for romance, if only it were thirty or forty degrees warmer. I reached down the companionway for my binoculars just as the loud but incomprehensible shouting again erupted. As before, it was followed by

Maggie appeared at the head of the companionway. "Whoever he is, he must be drunk," she remarked as I scanned Sheffield's glittering shore.

"Either that or mad," I replied, tacitly agreeing that there was only one person doing both the arguing and the laughing. Should we investigate further? That was the question we were each asking ourselves.

"I thought all the houses on these islands are seasonal," said Maggie, her silvery breath clearly visible in the moonlight.

"That's what I thought," I replied. "Except one or two close in to the mainland. But I'm sure the owners come out on and off all year long."

"But this is the wildlife refuge," she said, pointing at Sheffield.

"So some guy drank too much and decided to go for a ride.

"During the ensuing silence I struggled to analyze the situation. So long as the drunk, or whatever he was, stayed on the island he was no threat to us. And even if he did come visiting I had trouble imagining anything more than severe embarrassment resulting. Logically, we should go back to bed.

But what if he was seriously, violently mad? In that case, a visit might not be so pleasant. Maybe we should move. Then again, mad or drunk, he might be injured and this night of crystalline cold was not the sort to be lying injured on a deserted island. Fifteen minutes later we were sputtering across the silver waters in the inflatable.

Steering more or less east, into the faint wind, we passed along the island's shore and into Ram Island Bay without seeing anything but the silvery undergrowth of the sleeping refuge. Every now and then a bird squawked, its sleep disturbed by something. Probably us. And, of course, the shouting and laughing continued from time to time.

"Could he be there?" asked Maggie, pointing ahead at L Hammock, a seawall-buttressed sand pile in the middle of the bay.

I studied the island and its three clearly visible houses, each of

which seemed to be bigger than the island itself. "No," I finally replied. "I don't think he's there. The sound seems to be coming from a little farther to the right."

It was only then that I spotted the skiff.

As reference to the appropriate chart will confirm, the south and eastern sides of Ram Island Bay are formed by a long, low strip of sand which curves from the easterly tip of Sheffield to the southern tip of Shea Island. I understand that the locals refer to this strip as "The Plains." There, drawn up at the water's edge on The Plains, was a large, white skiff. And just beyond, I could clearly see the shape of a man. He was standing on the strip's low crest, looking up at the moon and shouting something still incomprehensible. All the while he held his hands out to the side, as if asking a question. After a pause he burst into a deep laugh, one filled with head-to-toe delight.

Maggie and I looked at each other as we sputtered past L Hammock to within ten or fifteen yards of the skiff. "I'm not sure we should intrude," I finally said. "He certainly doesn't seem to be in pain." In the background, the lights of Long Island were as clearly visible as those of Connecticut. "Not yet, maybe, but listen to him! There is something wrong with him!"

The man must have heard us for he turned and walked down toward the water. "Hello there," he shouted. "Come on ashore. Don't be afraid, I'm not dangerous." And even if he were, I thought as the inflatable grounded next to the white skiff, it's too late now.

"I'm glad you came," he said as we stepped ashore. "I don't get to see people as often as I'd like to these days." He appeared to be of average height, although very strongly built, with close-cut gray-looking hair on a round head and was dressed in a wool shirt and sweater and baggy pants tucked into some sort of sea boots. Having greeted us he turned and started to walk back to the crest with us following.

"I'm sorry to appear nosy but would you mind telling us what you're doing?" asked Maggie with that directness of hers which I find both endearing and, at times, very discomforting.

"Not at all. I'm having a little discussion with my friend the moon. Usually I shout at the wind - I've been doing that all my life - but as you can see there isn't much wind to shout at tonight. Don't you agree that there must be a day and a night? A day filled with light, a time for action, for seeing and being seen. And a night filled with darkness, a time for rest and contemplation and that which is best left unseen?"

"Yes, I suppose so ..." replied Maggie carefully.

"Now look around you! Where's the darkness?" He paused and shouted at the moon again, then continued, "The moon is playing a little trick on us tonight. Amusing herself at our expense. She's stripped away the dark leaving us with nowhere to hide." Then he burst into laughter again at the hilarity of his shameless friend's prank. I can't forget thinking at the time that no matter what this fellow's true station in life, he was certainly enjoying the process of living.

"Who are you?" demanded Maggie, charging forward as always. "Where do you live?"

"I'm an oysterman," he replied. "Retired now. I know how to read and I live over there." As he spoke he waved off toward the north, in the direction of the Manrisa power plant.

"In Norwalk?" I asked. "Along the shore?"

"Not on the shore," he replied. "There!" Again he waved to the north and I had no choice but to assume he meant the western tip of Shea Island.

"Isn't that part of the wildlife refuge? Are you a ranger of some sort?"

"No. Not everything belongs to the park."

"You say that as if you don't like the park," said Maggie.

The man laughed again, although a look of great sadness filled his face. "They're turning that into a museum," he finally said as he pointed at the silvery shadow that was the old Sheffield Island lighthouse. "And they're talking about putting me in it. But everything in a museum is dead. Everybody knows that."

"This conversation is ridiculous," said Maggie, whose inability to suffer fools is well known. "Just as ridiculous as the ones you have with the wind and the moon!"

"I should be getting home now," replied the man, glancing at the moon which was now low in the sky, "but I've enjoyed talking to you. I don't get to talk with many people these days.

"We walked back down the beach with him. Despite the rapidly ebbing tide, both his skiff and our inflatable remained only lightly grounded, just at the water's edge. Just as we'd left them when we first came ashore.

"You two enjoy yourselves," he said as he stepped into the skiff and pushed off with an oar. "The weather's going to be fine tomorrow."

"And best of luck to you, sir," I responded. We stood, side by side, and watched him pull purposefully northwards, in the direction of the power plant. "Weren't you a little hard on him?" I asked quietly when I hoped he was out of earshot, although still clearly in sight.

"I guess so. He frightened me."

"You still think he's crazy?"

"No. No more than any of us. That's what frightened me." As she spoke she took hold of my arm.

"There's something strange about his boat," I thought aloud.

"What?"

"He isn't using oarlocks. The boat has tholepins instead, pins sticking up out of the gunnel. You almost never see them these days."

"You're not making me feel any better."

Although the moon was now low

tinued to watch, able even to see the oar blades' watery glint as they lifted at the end of each stroke. Finally, as it reached the northern edge of the bay – right over the shoal that once was Dog Island - the skiff passed from sight. Actually, it seemed to just disappear. It was there and then it wasn't!

"We'd better get going," I said as the moon started to set.

Maggie nodded in agreement.

Only much later did we learn that Dog Island, while now barely awash at high tide, was once a substantial island, complete with an old oysterman's shack on it. They say the last inhabitant died over ninety years ago.

"What was he babbling about they're going to put him in a museum?" demanded Maggie suddenly as we pushed the inflatable off the beach.

I glanced out at Errant Spirit, still lying motionless in the crystalline night, and felt something clutch at my heart. Her hull was mahogany over oak; her spars Sitka spruce and her sails of the finest cotton canvas. Not an ounce of fiberglass or Dacron or aluminum anywhere. She was the work of a very famous, and long dead, designer and a revered, and equally dead, builder and several of her surviving sisters can be seen in various maritime museums. It was all-too-easy, I thought, to view a wooden sailboat as a relic.

And what of us? Was it possible that we'd chosen to live too far in the past? Had Maggie and I arrived at the museum even before the oysterman?

* * * * * * * * * *

William Shaill, born in Yonkers, New York is no stranger to the water. Having written 6 nautical thrillers, 3 under his name and 3 under the "pseudonym" "Michael Howe", Bill has been entertaining readers with action and suspense filled stories that transport them to the high sea and far below it's surface.

More about William and his work can be found at:

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Anti-Fouling

Choose What's Right F

g Coatings:

or You And Your Boat

Story & Photos by By Michael Spellman

Anti-fouling paint is one of many ways to keep your boat's hull in good condition. Anti-fouling bottom paint is a pesticide that helps prevent barnacle attachment and algae growth, and enables your boat to move through the water faster and more efficiently.

With hundreds of different types of bottom paints on the market today, it can be difficult choosing which anti-fouling paint is right for you and your boat.

In this article, I will examine some of the many types of anti-fouling paints. I'll touch on the proper use, benefits, performance, and water conditions that help or hinder the product's effectiveness. Preparation, application, and the compatibility of different types of anti- fouling paints will also be discussed. In addition, I'll examine pesticide agents used in anti-fouling coatings, regulations, and look at the environmental impact of the use of these products.

Most antifouling paint contains elemental copper, cuprous oxide (a copper compound), or tin-oxide compounds (tributyl tinoxide) which kill organisms attempting to attach to a painted surface. By design, antifouling paints are toxic to marine life and can be absorbed by edible fish and shellfish. Some forms of copper and tin can be hazardous to some marine organisms in concentrations of parts per billion. (A part per billion is equivalent to one drop in 21,000 gallons.) The toxins in antifouling paints enter the environment through spillage, sanding, sand blasting, or scraping. Antifouling paint chips left on the ground or driveway can be transported into the water by storm water runoff. The toxicants in antifouling paint can be passed up the food chain from mussels and

Paint manufacturers believe that ECONEA, a metal-free antifouling agent developed by a pharmaceutical company, is the future of anti-fouling paint.

An unprotected mooring ball

worms to fish, birds and humans.

There are three primary causes of fouling: algae slime, aquatic plants, and marine life.

The presence of algae forms a slimy film on the bottom of boats that blooms rapidly and creates an environment that is attractive to other marine organisms. This slows your boat down tremendously as it moves through the water by creating friction and is very difficult to clean.

Weeds and aquatic plants will also attach themselves to the bottom of boats. This often happens near the waterline where there is ample sunlight to promote their growth.

The most common and well known type of fouling is marine life such as zebra mussels, barnacles, and others that attach themselves to your boat's bottom while at a mooring or a slip. These forms of marine life also

multiply at a rapid rate and can cover your boat's bottom in a relatively short amount of time. These hard shelled marine creatures that grow on boat hulls are primarily filter feeders. They grab small particles of food as it drifts by in the current. Thus, a boat moored or at a slip where there is a strong current or tidal flow will be more susceptible to this type of fouling than one that is located in a more stagnant body of water.

Petit's Unepoxy photo- West Marine

Interlux's Micron CSC photo- West Marine

First off, not every boat necessarily needs bottom paint. If you trailer your boat, and don't plan on leaving it in the water overnight for more than a couple days, you can get by without an anti-fouling coating. Water conditions play a role here: there are some places where a hull bottom can have a noticeable amount of fouling after just a few days, and this is usually difficult to remove.

In other bodies of water where there is minimal current or tidal flow, you may be able to get away with a longer period of time in the water with an unprotected hull bottom. Generally speaking, if you plan on leaving your vessel in the water for more than a few days, application of an anti-fouling coating is an absolute must.

Today's anti-fouling coatings typically use copper thiocyanate or cuprous oxide, a form of pesticide called biocides that inhibit the growth of marine organ-

isms from fouling a hull bottom.

Before the introduction of these modern biocide additives, a biocide called tributyltin, or TBT, was used as an anti-fouling agent. Today, TBT is illegal to use in most states for most common applications.

Interlux's VC Offshore photo- West Marine

As a substitute for TBT, some of the more effective, and I should add, expensive, anti-fouling coatings use biocides such as Biolux or Ingarol. These anti-fouling agents inhibit the growth of algae and other forms of soft growth underwater plant life.

Modern ablative anti-fouling coatings are very effective to inhibit soft growth marine fouling. Ablatives are designed to be applied in multiple, relatively thick layers. This soft form of anti-fouling paint washes away continuously and is commonly compared to a bar of soap: the surface layer washes away over time to expose fresh layers of paint.

Another popular choice of anti-fouling coatings are epoxy or vinyl based coating. These hard forms of bottom paint are impregnated with biocides that leach out over time, leaving the depleted layers of paint intact on the bottom of the hull.

Other types of anti-fouling paints use tin-based, biocide coatings to deter marine organisms from attaching themselves on the hull bottom. To go one step further, there are some coatings on the market that use no biocides at all. These coatings use additives such as Teflon, resulting in a finish so slick that marine organisms are unable to firmly attach themselves to the hull bottom. In this case, fouling can be removed with relative ease.

This leaves a boater with many questions when faced with the prospect of a potentially expensive bottom coat job: which type bottom paint should I use? Is a hard epoxy or vinyl based coating appropriate? Will a soft, ablative coating be more effective? Should I consider using the more advanced, harder soluble copolymer ablatives? What about efficiency? Which coating will affect the speed of my vessel? What about the compatibility of different types of coatings? Can different types be applied over others, or do I need to completely strip the bottom and start from scratch? Many readers of Long Island Sail are competitive sailboat racers. Is it worth it to apply several layers of a hard anti-fouling coating such as VC Offshore, sand it down smooth and burnish it? Most serious competitors would answer the latter question with a resounding "yes!"

One important consideration when choosing which type of bottom paint to use is the compatibility of the paint with the surface to which it is being applied. For example, copper based anti-fouling agents are not appropriate for

Interlux's Trilux 33 photo- West Marine

application over aluminum. This is due to the fact the copper and aluminum are dissimilar metals.

When these two metals are in contact and submerged in the water, galvanic corrosion occurs. Galvanic corrosion is an electrochemical process in which one metal corrodes preferentially to another when both metals are in electrical contact and immersed in an electrolyte such as sea water.

For application of anti-fouling coatings over aluminum, there are several "special purpose" types of coatings. These coatings are free of copper content, and employ different biocides to generate hydro-

gen peroxide around the surface of the boat's bottom to inhibit marine growth. An example of this type of coating is Interlux's Trilux 33.

Another "special purpose" type

Petit's Inflatable Anti-fouling Paint photo- West Marine

of anti-fouling coating are those made for inflatable boats. These coatings are formulated to adhere to the rubber and flex without peeling off.

Copolymer paints, such as Interlux Micron CSC and Micron Extra, offer true multi-season protection. These coatings last as long as there is a reasonable coating thickness. Because they expose new bio-

Interlux's Micron Extra photo- West Marine

cide until the coating is worn completely away, additional coats add to their longevity. A recommended covering of two or three coats on the first application should suffice. Copolymer paints with anti-slime additives are best for heavy fouling areas.

When considering what anti-fouling paint to choose, keep in mind that not all bottom paints are compatible when over coating with another type of bottom paint. As a general rule, this problem

Petit's Hydrocoat photo West Marine

can be overcome by examining the manufacturer's compatibility charts. These charts show which paints can be used over various other paints, or on bare fiberglass, wood, or metal hulls, and the type of surface preparation that is recommended. Some require only a light sanding and a solvent wipe down, while others must be completely stripped before the new paint can be applied.

Water-based anti-fouling coatings have also come to the market in recent years. The advantage of using water-based coatings is that they emit lower levels of VOC's, or volatile organic compounds, into the atmosphere during the curing process. As a result this low-odor formula allows painting indoors. Application is trouble free and clean up requires only soap and water.

According to an article from West Marine, recent developments in anti-fouling coatings have produced an anti-fouling agent called, "ECONEA." Paint manufacturers believe that ECONEA, a metal-free antifouling agent developed by a pharmaceutical company, is the future of antifouling paint. ECONEA-based anti-fouling coatings such as Interlux's Pacifica Plus and Pettit's Vivid Eco, have recently been released.

Manufacturers are still learning about this new biocide, and will provide further data and results from independent testing in the fu-

Interlux's Pacifica Plus photo- West Marine

ture. ECONEA's proponenents say it provides the following advantages:
Effective at low usage levels: ECONEA provides effective antifouling protection at low usage levels. It's more effective than copper-based paints containing cuprous thiocyanate, and just as effective as those containing cuprous oxide.

Biodegradable: ECONEA degrades rapidly and it's degradation products are biodegradable.
Adjustable release rate: The ECONEA release rate from an antifouling paint can be tuned easily, thereby providing a consistent and long-lasting antifouling protection.

Better color selection and stability: Unlike some metal-based antifouling agents, ECONEA can be used to easily formulate light and bright paints, resulting in brilliant colors with better consistency. ECONEA does not cause discoloration in the presence of sulfides, as do metal-based paints.

Compatible with underwater metals: Because it is a metal-free compound, ECONEA will not cause galvanic corrosion on aluminum hulls. This eliminates the trouble and expense of thick barrier coats.

Enables weight reduction: ECONEA-based paints add less weight to a boat when applied at the same film thickness as metal-containing paints.

In New York, most boat bottom paints are considered pesticides. Marinas that sell or apply these paints must follow the state's pesticide management rules which require a business license and certification requirements for those who apply the paint. For more information on New York's Pesticide Management Regulations, click here.

As with any marine paint system, preparation is paramount to achieving the desired results and optimizing the adhesion and performance of the product. In many cases, a simple power washing, light sanding, and solvent wipe may be the answer.

Always be sure to wear the appropriate protective gear. Anti-fouling coatings have pesticides and other poisons that can be inhaled or absorbed through the skin. Protect yourself from sanding dust and solvents, and always wash up thoroughly immediately after you are done working on your hull bottom.

As a general rule, most boatyards will pressure wash a hull bottom immediately after haul out. It is much easier to remove fouling while the boat is still wet. Once it dries, removing fouling from the hull bottom becomes much more difficult.

Another advantage is that it makes it easier to see cracking or blistering that may be occurring in the gelcoat of a fiberglass boat after power washing.

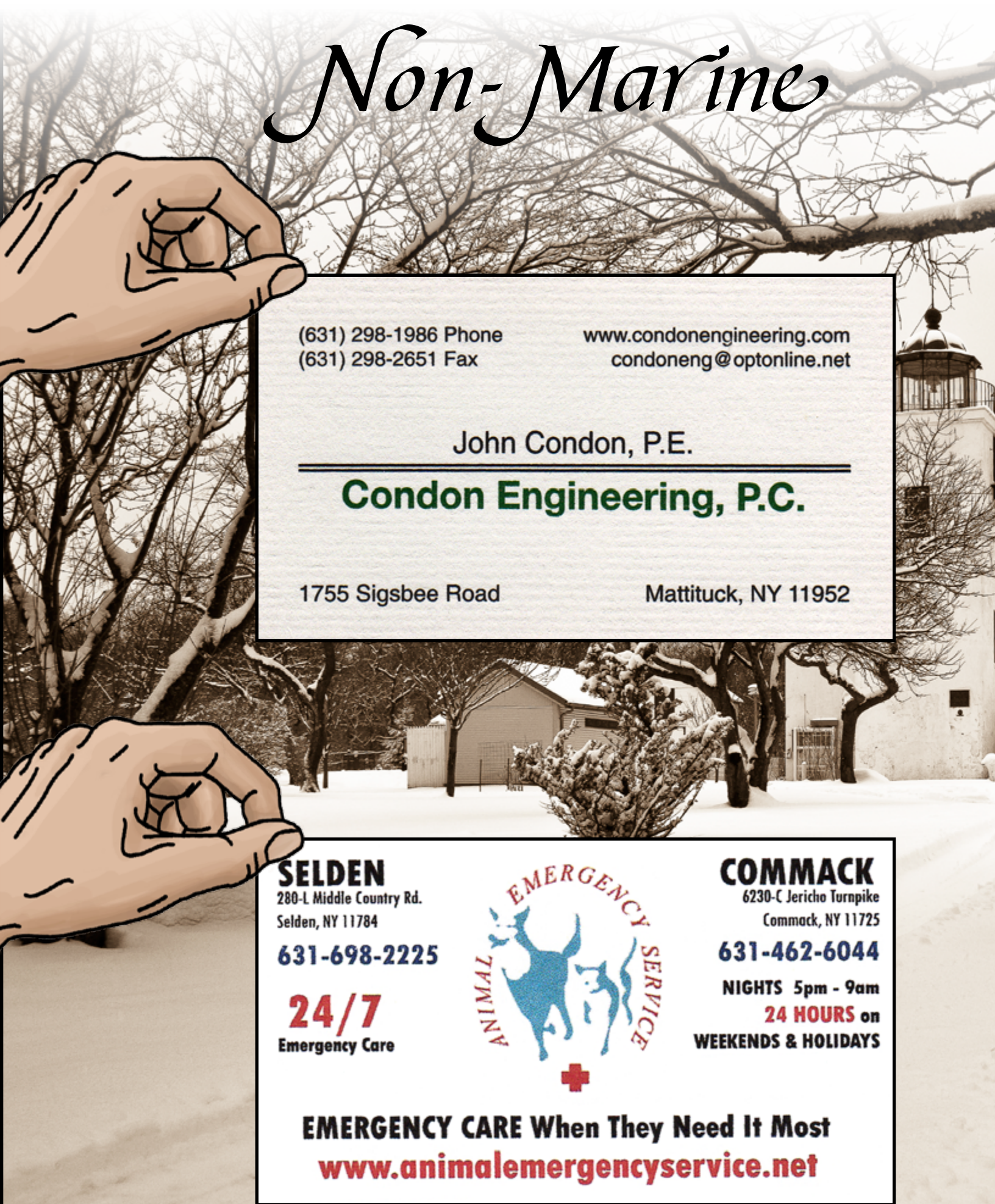
Blister repair goes beyond the scope of this article, but I will briefly mention that it involves stripping the bottom, breaking open all blisters, and allowing the substrate to dry out over time in a dry environment. Moisture meters are then used to determine when the hull has dried out adequately to begin the blister repair process. Epoxy barrier coats are then applied in multiple layers to help prevent osmosis from further damaging the fiberglass substrate. Nothing is completely impervious to water and the effects of osmosis.

In conclusion, only you, the boat owner, can determine what anti-fouling coating is best for you and your boat. How often you use your boat, racing or casual sailing, water conditions where you moor or dock your boat, your budget, your concern for the impact on the environment, and your knowledge of the many different types of coatings all come into play.

It is best to be a well informed boater, and the more you know, the easier the decision will be. Read all of the literature available such as product data sheets, material safety data sheets, application guides, and compatibility charts before you decide what product will be most effective for you. Enjoy the season, be safe, and happy boating.

A clean bottom is a fast bottom
Photo by Randy Burke

Non-Marine



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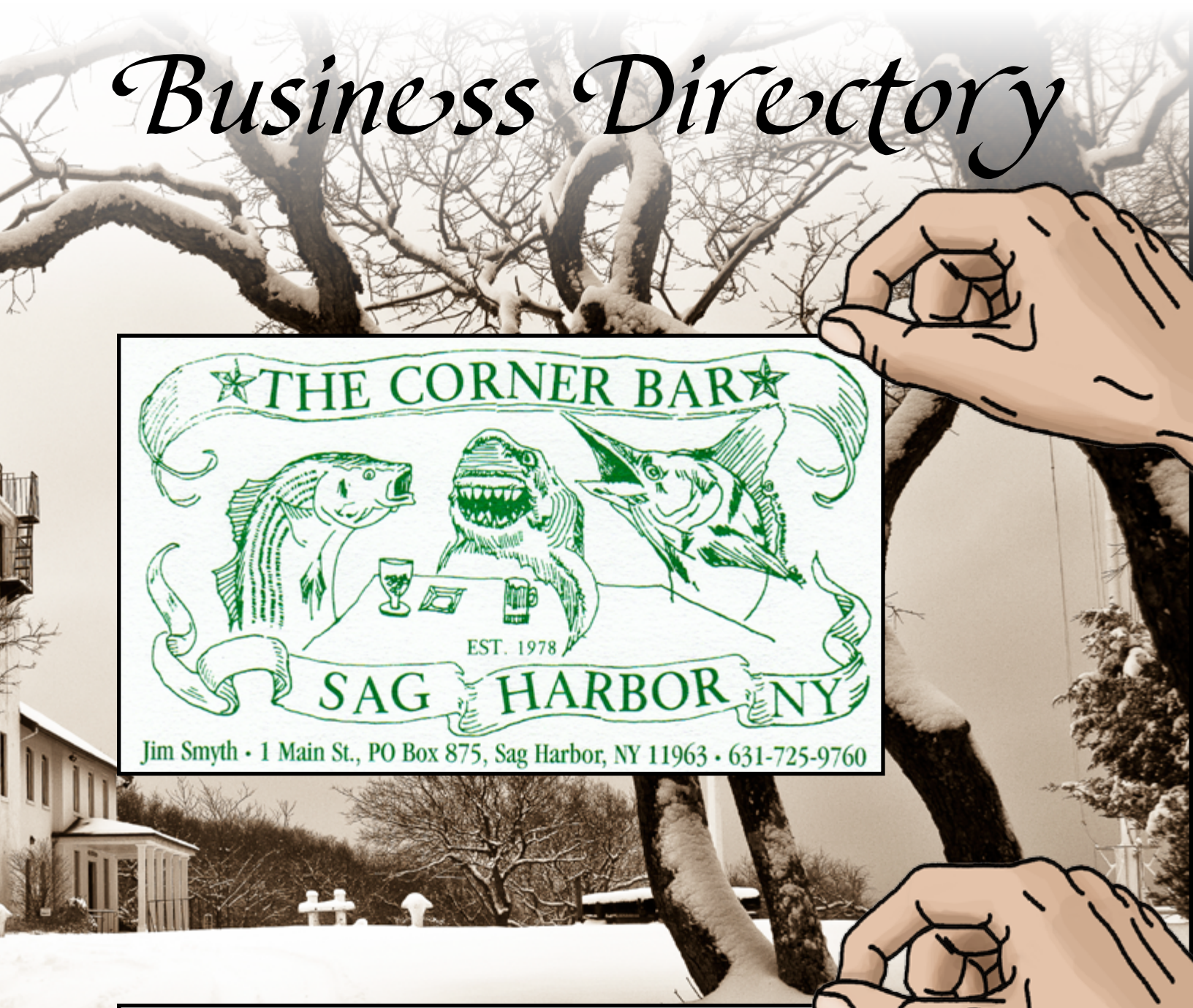
Business Directory

Non-Marine

Business Directory



Your Business Card
Should Be Here

Non-Marine Business Directory

Your Business Card Should Be here!

For just $5.00 an issue your 3" x 2" business card will be included in the Non-Marine Industry Business Directory in each of the 10 issues of LI Sail annually.
That's just pennies a day.
We all have a choice with whom we do business.
Wouldn't it be great if we chose to use the businesses and services of our fellow sailors. Doing that would help insure the life and growth of the sport we all love.

By Being a part of the Non-Marine Business Directory you will:

- **Growing your business and client base,**
- **Showing that you appreciate the coverage of local sailing** that LI Sail brings you each month and
- **Doing your part to insure that the sport sailing continues and** grows in the region.

Join the LI Sail Non-Marine Business Directory NOW!

Send Your Business Card and a check for $50.00 to:

LI Sail
80 Watersedge Way
Southold, New York 11971


Don’t be left out.
See your name up in lights.
Have your favorite Long Island sailing story, poem or song published under your own byline. Brag to your friends or place it in your resume.
Send your submissions to: submission@lisail.com
Learn more at www.lisail.com
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"You're Nerer Alone at Bug Light"

Photo by Bridget Walter