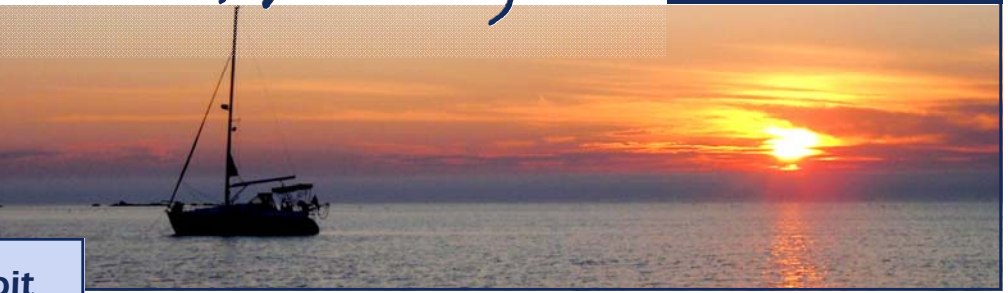




# WATERWAYS

FEBRUARY 2011



## The Commodore's Cockpit

### In the Middle

By Donna Schlachman, *s/v Kinship*

The Annual Meeting on October 30<sup>th</sup> 2010 marked the middle of my two-year term as Commodore of the MHSA. The first year went by with relative ease, thanks to a Board filled by incredibly knowledgeable and helpful people... and a Membership made up of undemanding and forgiving sailors. I am grateful for both sides of this equation and hope that you will all reflect on how you have helped the MHSA in the past and how you might help in this new year.

I am reminded of what a wonderful association we are each time I get an email from a new member telling me how welcoming and helpful you all are. While our membership has stayed somewhat stable these past few years, with folks leaving and coming in equal numbers, more important than growth is the fact that no one has left the MHSA out of unhappiness. To paraphrase Popeye: "we are what we are" and I feel that we have hit it just right – at least for now. There appears to be a nice balance between sailing activities, educational opportunities, and friendship. In my short tenure, I have fielded emails to the club from strangers looking for an opinion on a boat or marina, or who need advice about ground tackle or electronic equipment. It is great to be able to forward these onto club members and know that answers will be provided. Even better, some of these strangers have gone on to become members.

We live in a time where most of us need to be asked personally before we are willing step forward and take on a task or participate in an event. However, I am finding that the MHSA is beginning to buck this trend, as I have experienced a number of times when our members have initiated offers to take on jobs and lend a hand. This has made my job so much easier and I am thankful for it. I believe the enthusiasm and generosity of our members is part of what makes us a very special organization.

Looking ahead, the calendar for our 2011 season was approved at the Annual Meeting (see the box at right). Like our sailing vessels, however, we do not want to be caught in the doldrums. Please contact me with any suggestions and ideas you have for the club. It is important that the MHSA is responsive to its membership and that changes are made when indicated.

I look forward to my second year as your Commodore.

### Book Review: Visual Cruising Guides...

By Peter Poulin, *s/v Rhythm and Blue*

There is a reason why the top of the line chartplotter products have a feature set that includes photos of harbors. A lot of cruisers like myself like the idea of seeing a picture of an unfamiliar harbor before approaching it. Sometimes when I look at a chart, I can be intimidated by all of the hazards, but when I see the picture, it greatly increases my confidence. The same hazards are there, but seeing them in a picture makes them seem less imposing.

*(Continued on page 3)*

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New Activities Chair	6

### Upcoming Events

#### ~ Revised Schedule ~

- **Cultural Field Trip**  
March 26, 2011
- **Educational Seminar**  
April 30, 2011
- **MHSA Rendezvous**  
**Long Island Lobster Bake**  
June 25th, 2011 (tentative)
- **Little Snow Island Sail In / Pot Luck Cookout**  
July 16th, 2011
- **2011 MHSA Flotilla**  
**Destination TBD**  
August 6th - 20th, 2011
- **Newport Boat Show**  
September 17th, 2011
- **2011 Annual Meeting**  
November 5th, 2011



Chuck & Judy Wayne

## Get to know your fellow MHSA Members: Chuck & Judy Wayne

By Peter Poulin, s/v *Rhythm and Blue*

I have had the exceptional pleasure of doing a lot of “buddy” sailing with Chuck and *www.Escape*. He hasn’t told me whether he was ever a Boy Scout, but he fully understands the familiar motto: “Be Prepared”. Or maybe he was one of the provisioners for Noah’s Arc since he has two of everything on board. One thing I know for sure is that he and Judy own the only Hunter sailboat that must have a 50 foot interior inside of a 35’foot waterline.

Chuck and Judy were the eighth couple to join the Maine Hunter Sailing Association many years ago and Chuck has served in various officer positions for the club over the years. They chose their current Hunter 356 because of her performance, features and great accommodations.

Chuck is not new to sailing; he fell in love with sailing on Cape Cod when he was 7 years old. What drew him into sailing was the combination of athletics, relaxation and of course, competition. Many of you already know that when *www.Escape* and *Rhythm & Blue* sail together, it’s always about relaxation.

Chuck learned to sail in Hyannis on Lewis Bay in the local yacht club summer sailing program on O’Day sprites, which are 10 foot long dinghies with main, jib and spinnaker. Chuck has built an extensive racing pedigree since that early start. He participated in the junior series in Hyannis, then in the daysailor class on the Cape and in Marblehead. He sailed and raced all over New England while in junior high and high school, which prepared him well for his participation on the MIT varsity sailing team. Chuck can spin stories anytime you ask about his exhilarating 175 boat race in Canada, or the experience of sailing in boat-breaking winds, or maybe the time he flipped Alan Kraning out of his boat on a tack.

If Chuck had kept every boat he and his father ever played on, it would be an interesting boat shed. In there, you would find an original O’Day Day Sailor I, a Sunfish, an International 420, a Hunter 19, a Hunter 29.5, a Hunter 356, and another Day Sailor I. On the powerboat side, you’d find an MFG 17 outboard, a Buehler turbocraft (really!), 19’ Lyman runabout, a 28’ Hatteras sportsfisherman and a 41’ Striker. Today, Chuck’s dreamboat would be a Hunter HC50... or something sexy by Chuck Paine or Steve Dashew.

Chuck’s most beautiful and memorable sailing experience was watching the 1970 America’s Cup race in Newport, RI from a Coast Guard mark boat. His most adrenalin inducing event was the sinking of his boat in the deciding race of the Intercollegiate NA’s in Seattle in the same year!

Chuck and Judy’s Hunter 356 has benefited from several upgrades including a racing jib (of course), a laminate main, code zero and racing chutes, upgraded head, new running rigging, full offshore gear and safety equipment, flat screen TV and new ground tackle. In 2010, he upgraded to a totally new electronics package using a Simrad chartplotter and the new BR-24 broadband radar, dual VHS radios and AIS capability. In 2011, Chuck plans to complete the NMEA 2000 network on the boat and upgrade the remaining Raymarine instrumentation.

Chuck and Judy joined the Maine Hunter Sailing Association to meet new friends and to learn more about cruising and exploring Maine waters. The club has met his expectations and Chuck and Judy continue to be very involved members promoting the club to others and participating in its social and cruising activities.

When asked about what kinds of sailing plans Chuck dreams about for the future, he says “We’re looking forward to chartering in new places along with our continued exploration of Maine Waters. Time permitting, I’d love to sail beyond Schoodic Point, and maybe to Nova Scotia. I’d love to race in the Marblehead to Halifax and the Marion to Bermuda races.”

Chuck and Judy maintain their residence in Reading, MA but enjoy their second home in York Beach, ME as often as they can. They have two daughters; Natalie, age 27 is in her final year at UMass Medical working on a PHD in Biochemistry, and Nancy, age 24 is an account administrator with US Bank in Boston. Both love to sail.

When they are not sailing, Chuck likes to scuba dive and do photography, while Judy can recite most any Red Sox statistic. Both like to travel, explore and cook. Chuck is a manager for Instrumentation Laboratory in Bedford, MA, a manufacturer of medical instruments. Judy runs a successful interior decorating business with many credits in some of Greater Boston’s finer homes.

*Editor’s Note: This article was written with input from Chuck - thanks for sharing your story with us!*

## Socks Really Work!

By Donna Schlachman, s/v *Kinship*

Sunday, June 20<sup>th</sup> 2010 marked another wonderful MHSA Rendezvous at the Poulin's home: *Fairwinds* on Long Island. In spite of having to work around difficult calendars, 33 people managed to make this Sunday afternoon gathering. The start was met with some challenge when the Casco Bay Ferry broke down and Peter had to rescue most of our crowd from Diamond Island in his motor boat. *At Last!* and *Kinship* came in under their own power and spent the night anchored opposite Fairwinds.

The Second Annual Burning of the Socks, our offering to the goddesses and gods of the seas and skies, nearly called out the Long Island Fire Department. The lively fire, with flames reaching upwards of 12 feet, was kept at bay by the watchful eyes of Peter Poulin and Jerry Homer. This spectacle could not have been more different than last year's rather soggy woodpile. The Ode to the Weather Gods was fittingly delivered by our own High Priestess of the Socks, Katie Huddleson, who was surely the best dressed of us all and delivered the Foshay-penned words with force and grace. One wonders if there may be a correlation between our Rendezvous ceremony and the spectacularly warm and clear weather we enjoyed throughout most of last summer? We certainly had the driest and least foggy sailing season in recent memory.

Thanks go out to Sue and Peter Poulin for once again opening their island home to us for our Rendezvous, and to everyone who attended for making the event memorable. The MHSA thrives because of the generosity in time, talent, and treasure of our membership. The continued involvement of members who no longer sail a Hunter is testimony to the comradeship created by each of you. Don't be left out in 2011...keep track of all our MHSA events and get them on your calendar early by visiting our web site.



## Book Review: Visual Cruising Guides...

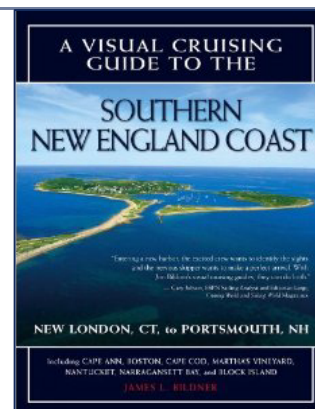
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That is why I find that *A Visual Cruising Guide to the Southern New England Coast* published in October 2009 is a great book to have with you if you are planning to venture south in the coming months or years. Moreover, it is a fantastic winter armchair book. This is the second visual guide publication from author James L. Bildner. The first one was *A Visual Guide to the Maine Coast*.

The book is not a substitute for many of the excellent cruising guides published for the New England coast, but as the author indicates in his introduction, the book is intended to augment other cruising guides. It offers a perspective that is unique and usually not available in other guides. This book is setup with the assumption that the cruiser is sailing north from the New London area of Connecticut to Portsmouth NH, though obviously it is equally useful for those traveling South. It does not attempt to show every possible anchorage in between those two points, but still contains an exceptional amount of photography and information. A typical section of the book will include several aerial pictures of a particular destination as well as a NOAA chartlet of the same area. What is particularly helpful is that the chart is marked with where the pictures were taken from and the direction the camera was facing. This then references a numbered aerial photograph so that you can easily see what that part of the harbor looks like from the vantage point shown on the chartlet. What makes this book even more helpful is the insertion of colored waypoints and markings of passages overlaid on the pictures along with a discussion of currents and key waypoints and preferred entrances to harbors. While the book will not go into the details of the various destination points, attractions and marinas, it does a really good job of getting you there. It may not always be as sunny and picturesque as the picture, but even on bad weather days, it would be very helpful to know what you are coming into. It takes a lot of guesswork out of navigating the intricate shores of New England and contains over 200 full color low altitude aerial photographs distributed over 272 pages.

James L. Bildner is a life-long sailor and avid recreational pilot who shoots the photos for his books from his helicopter. Together with his wife, Nancy, Jim has sailed the New England coast for nearly 30 years, most recently aboard his 52 foot Hinckley sloop *Windward*.

I highly recommend this cruising guide and frankly, after looking through this one, I am planning to get *A Visual Cruising Guide to the Maine Coast* as well to keep on the boat this summer.



## Count on it! - The MHSA 2009 Flotilla

by Roger Francoeur, s/v *Lillian Gray*

Having spent many chunks of summer at Mount Desert Island in Maine as a kid, finally sailing to the Island on *Lillian Gray*, our Hunter H306, was certainly a milestone....a bucket list type of thing. Leading up to the summer Flotilla of 2009, Kim and I had talked about it, planned, wondered, and basically were like a couple of kids that couldn't wait for it to happen. The fact that we were able to make this trip with several of our fellow sailors from the Maine Hunter Sailing Association (MHSA) was icing on what we knew was likely to be an already scrumptious cake and could count on it being a memorable time.

The sail up to Bar Harbor was accomplished in a couple legs of pure Maine fog bubble. In Maine we expect the thick fog to roll in now and then and to start this trip it was already well entrenched. We dove right into its damp, chilled arms and the fog didn't leave us for much of the trip north except for the rare ¼ to ½ mile visibility "treats". I am not sure I will be able to get my brothers to help crew again, or in the least, the price they charge may go up steeply (single malt currency). Kim joined in at our stop-over in Stonington and keeping with the tide, climbed right in to join me in the fog bubble. For those who have not had the pleasure of days in the fog of Maine's rocky coast line with hundreds of lobster traps and trap toggles thrown into the mix, we found it a tad bit straining (and, by the way, I really, really, really love my radar/gps overlay!).



"Relatively light fog" in Boothbay Harbor

On the sunny side though, I now had Kim along with me. We were able to remain dry and warm and made the best of the fog dreaminess, smells, all the distant sounds, and for the most part, although intense, truly enjoyed our Zen-like mode of travel off the coast of Maine. Mind you, this was all in hopes of sun breaking for the rest of the trip!

We did not see much of anything passing Blue Hill Bay. As the sound of the surf picked up well off our port it was not long until the fog was pierced with many fog horns and vhf *securité* calls. *Lillian Gray* had made it to Mount Desert Island; we were passing Bass Harbor off in the fog. Success! Couldn't see a thing, but it was still a major milestone in our sailing adventures and brought big smiles to our faces.

We stayed enveloped in fog until well into the inner harbor of South West Harbor. After a couple of days stay at Dysart's Great Harbor Marina in South West Harbor, the Flotilla had gathered and we made our way out past the Cranberries and turned north to head toward Frenchman Bay. And... no fog!



*Lillian Gray* under sunnier skies outside Bar Harbor

Passing Thunder Hole, Schooner Head and Sand Beach in beautiful sunny weather was just amazing. Maine's rocky coast line, cliffs, and crashing waves are truly at their best on MDI. Later that day we landed at the Bar Harbor Regency and had marina service that was, well.... pretty much incomparable to any other marina we had ever been in Maine. Kim and I still think of us as rookies at this, but they...well let's just say it was probably not coincidence that our flotilla had the dock entirely to ourselves and there was room for more.

The next morning many of the MHSA folks set off in different directions with some setting sail to explore Frenchman Bay and some heading into downtown Bar Harbor or elsewhere to enjoy the many sights offered in the Bar Harbor area and Acadia National Park. Kim and I had some friends meet up with us for a day sail. Scott Burns

(Continued on page 5)

## Count on it! (continued)

(Continued from page 4)

also joined us and we were lucky to have the walking talking versions of the [Scott Burns' Cruising Guide to Mount Desert Island](#) on board!

Our friends, David and Pearl, had never been sailing and David gave me a funny look when I launched into our standard safety run down before pulling off the dock. David looked to the sky and in so many words, "OK Rog, what are you expecting here anyway" with a smirk on his face and expecting a punch line from me, "...suns out, water is calm, wind is light...come on, are you just trying to scare us?!"

David was right on the one hand; it was a beautiful day and we had a great easy going beam reach sail across Frenchman Bay and into the mouth of Flanders Bay. We talked about the 'other side' of sailing when the winds pick up as compared to the 'bow-bunny' leisurely pace we had been making. We pondered that they might hit more wind on their next trip on the Lillian Gray, but thoroughly enjoyed the 3 to 4 knots headway, lunch snacks, and marvelous weather.

On the way back across the Bay the winds suddenly picked up and, to everyone's delight we were quickly making 6 to close-to-6.5 knots on a close haul. Before you could say "What's for supper anyway?" out of nowhere, we were seriously clobbered with a left hook and then another and another. At the time, Scott was at helm and I was managing the sails. We had just zipped the dodger up



**The storm microblast hit very strong and fast!**

when a wave covered us bow to stern. Scott and I gave one another a very quick look of "what the heck was that?!" and it was everything we could do to keep the boat under control and get the sails down. It was not pretty; there were skinned knuckles and shoes on the galley counter, but all was well as we finally managed to high tail it in behind the lee side of Bar Island ( I think there is now a revised version of [Scott Burns' Cruising Guide to Mount Desert Island](#) that includes this timely move in the event of any explosive squall in Frenchman Bay out of the northwest that happens to pack a punch of 40 to 50 knot "gotchas" in it! ) The Lillian Gray's dodger, bimini, and connector canvas were rendered nearly useless in this case and everyone was completely soaked, but still on board. The sudden storm made the local news and was labeled a storm microburst that caught more than just a few folks off guard. According to the Bangor Daily News, the surprise storm thrashed boaters and also knocked power out to over 6200 homes in the area. When it comes to Maine's fog and squalls....you may not know when, but if you are there long enough, like Murphy's Law, you can **count on it**

Kim and I were very glad to have had an experienced sailor like Scott on board to help when the storm hit. After things settled down a bit, our guest David commented that our safety talk earlier that morning now had new meaning! We all had our life jackets on of course and were still getting bounced and battered, but all stayed in good spirits despite the real concern for boat and safety that Scott and I had lurking underneath it all. It was also nice to hear Scott remark that Lillian Gray, crew and passengers all did remarkably well.

With all the commotion, I noticed our vhf radio volume had been turned down too low to hear over the wind, waves and motor. I called in to the dock to see if anyone was there to lend a hand once we got back to the Regency as it was still quite rough and their Marina staff was non-existent. Evidently, Jerry Homer had been trying to hail us for a while and was relieved to finally hear word from us. It was quite nice to pull into the dock and see several MHSA friends there waiting to lend a hand.

Back at the docks, several of our flotilla boats were getting tossed around and a few others had been anchored nearby, including our friends Clayton and Helen's boat, Bittersweet. When we arrived back to the dock we were surprised to see Bittersweet now also at the dock and even more surprise to hear that another fellow flotilla member, Scott Reynolds of Tropical Dream, had just left heading back out in the rough water, in his dingy!

(Continued on page 7)

## Sue Hitchcox now leads the Activities Committee

By Donna Schlachman, *s/v Kinship*

It is old news by now, though always worth noting, that Sue Hitchcox (*s/v Whitecap*) has been appointed by the Executive Committee to chair the Activities Committee. This is a Standing Committee under the by laws of MHSA and the position of chair had gone empty since November 2009. Sue has served on this committee many times over the years and has been the brains behind many of our flotilla activities, including the design of the 2009 Flotilla shirt, and the 2008 MHSA camp chairs. She stepped in just in time to lend her creativity to the 2010 Flotilla and Annual Meeting.

Although Sue retired last May from her career as an occupational therapist, she is not planning to handle the Activities Committee all by herself. As always, we expect to see a high level of membership involvement in planning and executing events for our 2011 season. We have our Cabin Fever Brunch in February, and our educational and cultural seminars coming up in the spring. Sue may be looking for people to take the lead on these events. If you have not yet had an opportunity to help out yet this year, consider yourself asked. Please help Sue to enjoy her tenure as our Activities Committee chair by volunteering to assist with our scheduled activities.



Sue engaged in the club's favorite activity

## Get on board with Sailing "Green"

By Peter Poulin, *s/v Rhythm and Blue*

As sailors, we all enjoy those precious times when we slowly make our way into an isolated anchorage, drop the hook, and take in the incredible beauty of the spot we've found. We often pride ourselves in the knowledge that we have chosen a sport that is environmentally friendly to these surroundings. The problem with this picture is that while we are on deck sipping our coffee, copper is leaching out of the boat's bottom paint, and every time the bilge pumps out, there is a potential cocktail of chemicals entering the water from the boat's gray water and other sources of bilge water.

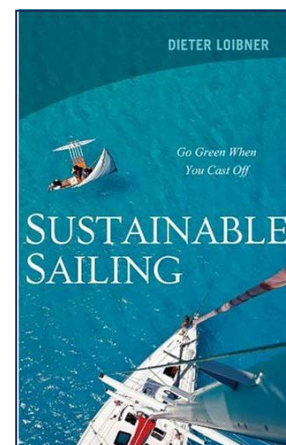
On top of that, we may be doing things at home that find their way into the wastewater stream that impacts our coastal waters. After an exceptionally large storm last year, a Casco Bay scientist predicted it would take 5 years to repair the damage done by the chemicals contained in the excessive runoff from that single storm!

We can't run and hide from the fact that our boating and onshore activities impact the oceans that we rely on for food, relaxation, and economic sustenance. As sailors, we should be commended for choosing a low impact activity, but we should still recognize that we have a responsibility to do everything we can onshore and offshore to preserve and perpetuate the richness of the seas.

For starters, sailing green involves choices about how we maintain our boats, the cleaners and paints we use, the boatyard we choose to use, and the things we leave behind in the water and in the boat yard. While most of us may take this responsibility seriously, not enough of us volunteer to work on cleaning and preserving our waters. Even in Maine waters, there is too much garbage floating by and trash onshore. We're tempted to think that because we didn't leave that stuff behind, we don't have any responsibility for making things clean.

More and more people look to the ocean for recreation and this puts more stress on the system. As members of that community, we should first do everything we can to create awareness amongst ourselves, our crew and our passengers. There are great resources available to help us understand better what we can do. A great book (available at Amazon.com) is *Sustainable Sailing: Go Green When You Cast Off* by Dieter Lobner. There are also web sites that offer advice such as [www.gogreensailor.com](http://www.gogreensailor.com) and [www.sailorsforthesea.org](http://www.sailorsforthesea.org), to name just a couple. Sailing magazines have published interesting articles in the past as well. The unfortunate reality is that the editorials that follow these issues have often not been particularly welcoming of these articles, which shows that many people still maintain a "head in the sand" attitude.

The Maine Hunter Sailing Association is considering a workshop on this topic in the future. Please make an effort to attend and become more informed and engaged in the preservation of our oceans.

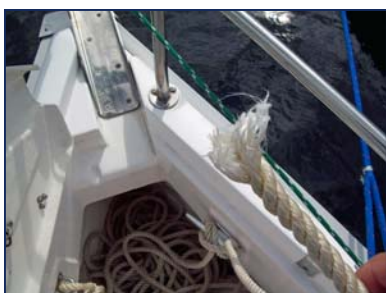


## Count on it! (continued)

*(Continued from page 5)*

As I mentioned earlier, several folks had gone into Bar Harbor on foot earlier that day. Upon coming back to their dingy, Scott and Kathy noticed their boat, Tropical Dream, which was left on anchor, was now dragging in the storm. They noticed that Bittersweet appeared to be dragging also, even more quickly.

Given the wind and waves, the courage and effort to safely dinghy back to their boat and then get onboard to start the engine and relieve the stress on the anchor is commendable. But to take it a step further, Kathy was left to handle Tropical Dream alone while Scott got back in their dinghy to try and help Bittersweet as it dragged perilously close to a large navigational buoy and a bar of one of the islands. Clayton and Helen meanwhile were still ashore and the storm was not letting up.



**The Bitter End**

Scott R made it over to Bittersweet and then had to figure out what to do, single handedly, on someone else's unfamiliar boat. Fortunately the key was in the ignition (yes, very good thinking on Clayton's part)! After struggling to try and free the anchor while getting tossed and thrashed about, the anchor line broke – which, given the storm conditions and being alone, was actually a blessing. Scott was then able to take Bittersweet to the Regency dock unscathed and, like our trip back, he was even more relieved to see many fellow MSHA flotilla members welcoming him with helping hands. No

sooner than he arrived, Scott R was back in a dingy headed out to help his wife Kathy as she was still single handed on Tropical Dream in the storm!



**Bittersweet safely at the dock**



**Scott and Kathy—the heroes of the day!**

By the time I woke up the next morning, there was Bittersweet's anchor setting on the dock next to Bittersweet. Scott and Kathy had got up early and were able to fish it out. Now, that is some serious icing on the cake! All was jolly and happy on the dock that morning and the sun was coming out strong and warm.

We all continued from there on the flotilla and it was by far one of the best vacations Kim and I had ever had. So yes, once again, you can **count on it**...count on the weather changing in Maine very quickly and drastically, count on the character of our club many great club members, and count on another fantastic sailing adventure with MHSA soon.

Later that night over ice cream and strawberries on board Lillian Gray, we talked about the day's challenges and adventures (and yes, the weather) with David, Pearl, Scott and Kathy. Scott mentioned that although it was the lesser of the evils it was too bad Bittersweet's anchor was lost. He then mentioned he knew pretty much right where the anchor was, in shallow water near a large navigational buoy.



**Sweet ending to a Bittersweet tale**



# WATERWAYS

▶ FEBRUARY 2011

The next issue of WaterWays is coming in April.

Share your sailing stories & photos, your ideas for improving safety on board or your favorite Spring Commissioning tips.

Due date for submissions is March 1st!

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*WaterWays* is a publication of the Maine Hunter Sailing Association.

The views expressed by the authors are not necessarily the views of MHSA.

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