



NSB

June 2012

Vol. 5. No. 2

The Curved Mast

Commodore: Fred Roy
Newsletter Ed.: Alan Silken

Narragansett Bay Herreshoff S Class Association
Newsletter



158th ANNUAL REGATTA
presented by ROLEX

June 8-10, 2012



With remarkable consistency in varying conditions, Michael McCaffrey guided Osprey to victory, successfully defending his title in the NYYC Annual Regatta. Argument showed amazing acceleration, winning the first two races with Stephan Sloan at the helm. Firefly, shaking off the dust, won the third race with Cory Silken on the tiller.

RACE 1, Saturday, June 9:

A timid breeze peeked in from the south, but never came out to play. Racing was delayed for two hours before the RC set a starting line due north of Gould Island. A windward mark was due south of Gould Island. The course was beat to windward and run back to finish. The fleet of nine S boats sailed gently into the calm waters, then came upon the dilemma: To go east or west of Gould Is.? That is the question. *Whether 'tis fuller in the sail to suffer the luffs and puffs of outrageous fortune, or to tack against a sea of troubles.* And the answer...go east, said *Osprey, Argument, Surprise, Swallow, and Whistler*. *Aquila* stood on the fence of indecision, then followed the fleet to the east. While *Wistful, Mischief, and Firefly* went west. "*Go west, young man.*" (John Babson Lane Soule); "*Sail to the West, and the East will be found.*" (Arthur Hugh Clough) "*The west is the best.*" (The Doors) Remarkably, despite going east, *Argument* rounded the weather mark first, a few boat lengths ahead of *Firefly*, and then *Mischief, Osprey, Wistful*, and the rest of the fleet. The run back to the finish was better described as a stroll. The fleet, like a huddle of baby ducklings, following *Argument*, the mother duck, who took off like a feather flying through a vacuum. The finish: *Argument, Osprey, Swallow, Mischief, Aquila, Firefly, Wistful, Surprise, Whistler.*

RACE 2 Sunday, June 10:

Sunday brought another AP delay, but this time well worth it, as the easterly turned to a SE breeze and built to 8 kts. The RC set another windward—leeward simple two leg course, but without an island in the middle. The starting line was set on the lay line to the windward mark, creating a drag race out and back, with no tacking and no tactics. At the finish it was *Argument, Osprey, Surprise, Swallow, Firefly, Wistful, Mischief, Whistler.*

RACE 3 Sunday, June 10:

At last a breeze to sail by. "*Free as the breeze and unshackled...*" (James Montgomery) The steady SE wind strengthened to 10 kts under clear skies and mid-70's temperature. After a brief consult with a large local lobster boat (LLL) that lay claim to that

corner of Narragansett Bay, the RC wisely moved the starting line west to a fair windward leg. At the start, the fleet was bunched at the starboard end of the line, except for *Firefly*. *Argument* went over early, returned and proceeded on a port tack while the fleet stretched ahead on starboard. At the windward mark, it was *Firefly*, *Osprey*, *Swallow* and the fleet. At the finish it was *Firefly*, *Swallow*, *Osprey*, *Mischief*, *Whistler*, *Wistful*, *Argument*, *Surprise*. ■

2012 NYYC ANNUAL REGATTA RESULTS

Green Class 4 - Herreshoff S Class									
1.	USA 8	Osprey	Herreshoff S Class	Michael McCaffrey	2	2	3		7.0
2.	USA 22	Argument	Herreshoff S Class	Stephan Sloan	1	1	7		9.0
3.	USA 24	Swallow	Herreshoff S Class	Leeds Mitchell IV	3	4	2		9.0
4.	7	Firefly	Herreshoff S Class	Alan Silken	6	5	1		12.0
5.	USA 27	Mischief	Herreshoff S Class	walter bopp	4	7	4		15.0
6.	USA 5	Surprise	Herreshoff S Class	Fred Roy	8	3	8		19.0
7.	USA 14	Wistful	Herreshoff S Class	john Migliaccio	7	6	6		19.0
8.	USA 3	Whistler	Herreshoff S Class	Schuyler Boylan	9	8	5		22.0
9.	51	Aquila	Herreshoff S Class	Angus Davis	5	10/DNC	10/DNC		25.0



Leukemia Cup Blown Away!

June 2, 2012

The racing was blown away, but the S Class raised donations over \$5,000 towards a very successful Leukemia Cup! This year the 18th Annual Leukemia Cup Regatta in Newport set a record of almost \$200,000 in donations.

Ten S Boats participated. Altogether there were about 140 boats.

The weather was stormy, and the seas were so rough only a few boats ventured out. The S Class boats are among the smallest boats in the regatta, and only three of the ten S boats attempted to race due to winds that were over 20 knots with gusts over 30 knots. Many teams felt that sea conditions were not safe (they weren't), and did not venture out despite the hope that conditions would moderate (they actually worsened). None of the S boats were able to cross the starting line, and the three that tried (*Surprise*, *Wistful*, and *Shona*) limped back to harbor as best they could. Among the other classes, one boat sank, another lost steerage and had to be towed in, and another got tangled in a race mark. Many boats dropped out of the race before finishing.

Many thanks to all the S boats that participated (or hoped to), and to everyone that was able to make a donation to a worthy cause. ■



Surprise returns to harbor in 25 kt winds after attempting the Leukemia Cup

*"To know the laws that govern the winds,
and to know that you know them, will give
you an easy mind on your voyage round
the world; otherwise you may tremble at
the appearance of every cloud."*

—Joshua Slocum

Mischief Splashes!

"Beauty is an ivory mischief." –Theocritus

Mischief, hull #967, contracted by Herbert M. Sears in 1925, was originally named *Stella II*, perhaps short for *Constellation*, the 106 ft. schooner owned by Sears for many years. *Constellation* was extensively cruised and raced. After Pearl Harbor, Sears had *Constellation* dismantled and contributed the parts to the war effort. Her wheel and transom are the only parts that remain, now on display in the Club Room at Eastern Yacht Club in Marblehead. Sears was the longest running commodore of EYC. He was also a member of the New York Yacht Club. The Sears estate in Beverly, MA on the north shore of Boston was named Wood Rock. It is now the Endicott College campus. Sears also had a home on Commonwealth Avenue in Boston. He was the Director of the N.E. Trust Co, the Old Colony Trust Co., and a Trustee of the Suffolk Savings Bank for Seamen.



In 1921 the Sears Cup was established. At the time, it was the junior championship trophy for Massachusetts yacht clubs. In 1930, the Cup was deeded to the North American Yacht Racing Union, and the Sears Cup remains today the national junior sailing championship award. S boats were used for the Sears Cup in 1926, and *Mischief* probably participated in that regatta.

Mischief was the ninth S boat built in the "956 group" of S boats. Hull #956 (*Firefly*) was the first S boat of this group, and went to the Bar Harbor fleet. Sears raced *Stella II* with sail #7 (the same sail number as *Firefly*) in the Marblehead fleet until 1927, when she was acquired by William Potter, Jr., and renamed, *Teal*. She remained in Marblehead until 1934, when she was moved to Brooklin, Maine by David Bradley. *Mischief* was extensively restored in 2008 by Brooklin Boat Yard. According to the Herreshoff Registry, "She had been cared for by BBY for years. When her owner passed away, the boat was taken over by Steve White. As part of the restoration, she is getting the rig from another S-Boat that was damaged by fire. The frames, floors and transom have been replaced with new white oak. Stringer and clamp replaced with new Douglas Fir. Keel and deadwood removed, checked and re-installed. New white oak sheer strakes and about 20% of planking replaced. New deck beams out waiting to install. Mast stripped and refinished, new boom built of Sitka Spruce."

Walter Bopp purchased her in 2011, and *Mischief* was re-launched with sail number 27 in Newport, RI on May 19, 2012. Welcome and good luck, Walter! ■



Photo Courtesy of 34th America's Cup/Gilles Martin-Raget.

Clingstoned!

Commodore's Quarters

Fred Roy



Fred and Ron happy on terra firma recall the day's trials at sea.

As the mast curves... The NEW Newsletter

Alan Silken

Dear S Class,

In an effort to keep our classic yacht class up to contemporary standards, I am trying a new Newsletter format.

By using a Google newsletter format, we have the advantage of pasting the newsletter into the body of email rather than requiring a download. Also, a Google format allows the newsletter to appear on its own page on our S class Google website here: <https://sites.google.com/site/nbhscs/current-newsletter>

Best viewed, with (you guessed it) Google Chrome browser. (Internet Explorer works but changes fonts and formatting.)

With that said, I bring you the NEW NB S Class Newsletter.

Feedback and contributions are welcome and highly appreciated!

Your humble editor and S boat sailor,
ABS