



WCTSS

NEWSLETTER

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Ron Hoddinott Editor

Meade and Jan Gougeon are in the Sailing Hall of Fame!

Meade Gougeon and his brother Jan were inducted into the Sailing Hall of Fame in October. They were selected because of their pioneering work in the use of epoxies for boat construction and also because both are accomplished sailors.

Meade is still sailing competitively as he approaches age 80! He is still racing his 1970 35 ft. trimaran Adagio on Lake Huron in the Mackinaw race, and annually competes in the grueling Everglades Challenge, coming in first in class in 2014. Jan also sailed competitively from age 11 until shortly before his death in late 2012 at age 67. He dominated the DN ice boat fleet from 1971 to 2000 winning 11 national championships and four Worlds! He is the only member of the 2015 NSHOF class to be inducted posthumously.

For more information on the NSHOF, visit: nshof.org.

Bill Fite's Blackbeard Challenge in North Carolina

by Bill Fite

The Blackbeard Challenge is a Watertribe event billed at 300 miles like the EC. I had 276 nm on my GPS, which I think is 316 statute miles.

The race starts near Oriental on the Neuse River at Don Lee Camp, a recreation area. Competitors cross the Neuse, go through Clubfoot Creek and Harlow Canal, through Beaufort, out Taylor Creek, above or below Harker's Island, turn NE up Core Sound, then into Thorofare Bay, under a bridge over to West Bay, and into North Bay to CP on on Cedar Island. From there it's back out N Bay into Pamlico Sound, where you can stay all the way to CP 2 at the top of the Alligator River or you can turn left into the Pamlico River, then north into the Pungo River, then enter the Alligator-Pungo canal (18.75 miles), into the Alligator River and up to CP 2. Coming back is pretty much a reverse, but you don't go back into West Bay, you just keep going south basically until you get to Hobucken (CP3) and another 25 miles on to the finish at the start point of Don Lee Camp.

The first and third days there were small craft advisories, then the wind died to very light or nothing. At around 1830 day one (Sunday) I pulled into grasses on the W side of Core Sound. You know how I hate to stop that early, but having nearly capsized several times in the 20 mph headwinds and seeing Dawn Patrol with SOS/DWSB capsize made me think that it was kind of irresponsible for me to press on in the dark in a SCA. Around midnight it was supposed to end so I got up, but the wind had pushed me about 10 yards inland before the tide went out and it took me over an hour to muscle the boat back to water. I sailed from 0130 to 0330 when a rain squall came up. The rain was starting to soak me and the gusts were scaring the poop out of me so I nosed ashore again until dawn.

Pressing on I got to CP 2 around mid-afternoon Mon in 3rd place behind SOS and a kayaker (HeavilyLaden). Another SCA was predicted and arrivals at CP 1 were planning to just hang there but I pressed on. The SCA never came that night that I know of and I finally stopped I think around 2 or 3 am in the Pungo River. Around dawn Tuesday I got going again and to my great delight sailed right into the Alligator-Pungo Canal and kept going because the wind had shifted to SW blowing up the canal. Eventually I hit 8 kts and nearly capsized again when a power boat wake started a "death roll effect". I reefed to 4 and 3 and continued. It was very wild coming out of the canal and getting over to the Alligator River but then for the 18 mi N to CP 2 the wind was a little off the W shore so I hugged that. When I got up to the bridge I was afraid to go out in the middle of the river (remember these rivers are really bays, in my view). The chop and winds were terrible and I felt it would be very hazardous to try to talk to the bridge and circle and wait, especially with so little sail up. I didn't know it, but SOS and his dad were just a couple hours ahead of me then and did the same thing, anchored and rowed under the bridge on the W side. That was wild, taking down the masts at anchor in huge chop. I dropped the main in the water but got it back, and then the wind pushed the bow downwind and I rowed with the wind under the bridge. I think it was maybe 1600 or something like that—late afternoon. Just before dark SOS/DWSB and I left at the same time as the wind had dropped to perhaps 6-8 mph. We rowed under the bridge and sailed off in the dark. The wind was a headwind and I sailed poorly, quickly losing contact with SOS. Around 0300 I anchored and slept, got up before dawn Wed and sailed a few more miles in very light air to the canal. I rowed the entire canal as the wind picked up but was dead in my face. I think it took me 7 and a half hours of very hard rowing. I was shattered and took a break of about an hour to tend to the body and eat, but by then the wind was dying again. Gary Hirsch said I was only a few miles behind SOS in the canal, but I did not see them. This was still 2nd place. So that evening I sailed on in the Pungo River in light headwinds but bad chop, until 2000 or 2100 there was virtually no wind at all. I rowed again probably 12 miles and around 0300 anchored in dead calm. Before dawn Thursday was rowing again all the way to CP 3 at Hobucken. Then they told me a Hobie was closing from maybe 5-8 miles away. The winds were still shifty and light but I did sail some and row-sailed a lot, but finally with 8 miles to go the Hobie AI was only 600 yards behind and there was almost no wind. For fun I gave it all I had for a couple of hours, but with about 2 miles to go he got me. I finished third (first of only two solo class 4 boats) at maybe 1630 that day or maybe later. It was still light. I was really hurting from having rowed probably 50 miles, half of that quite hard.

Pamlico Sound and even Core Sound get nasty. This is one of those "Don't do it for fun, do it for an adventure." races. The adventure is there, but the fun is definitely not! I swore a bunch of times I'm not doing it again, but now, well who knows? Many said it was tougher than the EC, but the weather would determine that any given year.

Tomorrow morning I'm driving to Cocoa Beach to look at a Norwalk Island Sharpie 23. (Ed: Bill bought the NIS.)

Opening of the McKay Creek Boat House

Heritage Village in Pinellas County now features a building that celebrates the nautical history of Pinellas County and features wooden boats created by Tampa Bay boat builders. The impetus for building a boat shop was Honey, a wooden Snipe class boat built by renowned boat builder and designer Clark Mills. Mills built Honey in Clearwater in 1947 for his friend Francis Seavy. Seavy, sailing Honey went on to win dozens of regattas in the United States, Europe and the Caribbean. Seavy's nephew, Gene Fleming of Dunedin, wanted to donate the vintage boat to Heritage Village, but learned that the museum did not have a building in which to keep her. So Fleming approached the Historical Society about starting a fund raising effort for a boat house.

Michael Jones, Squadron member, boat builder and president of the Florida Gulf Coast Traditional Small Craft Association, spearheaded the building of the boat house with help from Hoffman Architects, Proefke Construction, the Clearwater Yacht Club and a host of volunteers.

At the ribbon cutting, a dozen or so WCTSS members were present. Michael Jones cut the ribbon, while GCTSCA treasurer and secretary Rex and Kathy Payne looked on. Many of our members made donations of \$250 or more. Meade Gougeon and his wife Janet were there to check it out as well.

At this time several Clark Mills' historic boats are on display at the boat house, including the Snipe Honey, a Windmill, an Optimus Pram, and the very first Clark Mills wooden SunCat!

Here's a great YouTube video of the opening:

<https://www.youtube.com/watch?v=-cGtOmMJOsU&feature=youtu.be>

November Squadron Outings

While I was basically down for the count during much of November and December with a strange malady involving numbness in my left side and lots of medical tests, the Squadron carried on quite well without me. I have recovered from the scare, and seem better than ever at this time. However, it's tough to give an accurate description of our events when you're not actually there, but I was able to post photos of most of the events.

I do know that we had a November Lake Tarpon Daysail, which I attended early in the month of November, and it was quite well attended. See Photos here: <http://ftp.ij.net/wctss/wctss/photos140.html>

Then I missed going to Cedar Key, darn it. But from the photos of the happy couples out sailing and dining at Tony's and the Island Hotel, it was likewise well attended! Photos here: <http://ftp.ij.net/wctss/wctss/photos141.html> There was also a Squadron event at the Indian River Lagoon headed up by Tim Webb and Chris Behnke and also attended by Patrick Johnson, Chris Throop, and Kevin Riley. From the photos it looked like the weather was good, and they had a nice campfire on one of the islands. There was also a weekend Meade's Island overnigher organized by Dimitri and attended by three boats I think, but no photos.



Kevin Riley's Potter 15 Hank, with Patrick Johnson's Sea Screeure, and Chris Throop's Antares 17, Pip.

Upcoming Events:

1. Ten Thousand Islands Cruise - Feb 12th - 14th -Friday - Sunday or Monday!

(YES This is a re-scheduled event from January 8-10th when it was basically rained out) Launch at Port of the Islands or at the new ramps at Goodland Boating Park in Goodland FL. **Goodland Boating Park** - <https://www.colliergov.net/index.aspx?page=3121> -

Port of the Islands is where most of us launched last year, but Dimitri recommended the new Goodland facility.

Port of the Islands - <https://www.colliergov.net/index.aspx?page=2981>
After launching, point your compass to the west side of Panther Key - if leaving from Port of the Islands you'll have about a 6 mile trip down the Fakahatchee Canal and River. From Goodland it's about the same distance, in more open water. Let the weather be your guide as to where you launch, since you have to come back to the same location when your cruise is over!

2.The Washington's Birthday Classic Regatta at the Barnacle in Coconut Grove - S. Miami !

It will be the weekend of **February 19 - 21st**. Registration for the 2016 Washington's Birthday Classic (and classic design) Regatta is now open! Several WCTSS members went last year and had a BALL! Local contact for information is [Tim Horsman](#), who is going. Tim is Planning on staying aboard his SeaPearl at the Sailing Center right next to the Barnacle (Commodore Munroe's Historic Home). Luke and Joy Lukowski, Mary and Bill Cyzewski, Phil Garland, Simon and Kristi Lewandowski, and Frank Wentzel will be there with their boats! Join them!

If you haven't received the registration via snail mail send a PM to: <https://www.facebook.com/WashingtonsBirthdayRegatta/?fref=nf> and they'll e-mail it to you! Book your room (or mooring) soon. This is gonna be the best edition since Commodore Munroe started the event in the 1800's! Concert Friday - Regatta and Chowder Party Saturday - Mail Run (short sail with super fun raft up) on Sunday. You don't want to miss it!

3. Lake Harris Daysail / Overnigher - Feb 27th - 28th - Come for the daysail or stay overnight! Launch at the expansive (but free) docks at Hickory Point Recreation Area on Saturday about 9:30. Don't raise mast(s) until down by the ramps, as the trees along the route to the ramps have overgrown the road and can ruin your day. Don't ask me how I know.

We'll probably sail to the Hideaway Restaurant at the northeast corner of the lake just north of Long Island for lunch. Those wishing to extend the event to an overnigher can shelter anchor in the crook of HorseShoe Cove not far from Hickory Point or any local spot out of the wind. Those wishing to return home can pull out after lunch at the ramps.

4. Start of the Everglades Challenge. Saturday March 5th at dawn. Ft. DeSoto East Beach. If you've never made the start it's a fun time to see off our friends, and perpetual challengers such as Bill Fite, Josh Murphy, Joe Frohock, Randy Smyth, and our own National Sailing Hall of Famer Meade Gougeon! This year Bill is considering taking his Kruger SeaWind in Class 3. The Starting Line is above the high water mark on the East Beach of Ft. DeSoto Park - Tampa Bay Side. You'll need to get there early for a good spot to park. There is an entry fee to the park, which is \$5 or \$6. Afterwards those of us not heading down the coast in small sailboats or kayaks are heading over to the SeaHorse Restaurant on Pass-a-Grille Beach for a delightful and filling warm breakfast. You'll probably need it! <https://www.facebook.com/Seahorse-Restaurant-187756567911437/>

5 Cayo Costa Cruise - March 18th -20th - One of our big ones. Launch from Bokeelia Ramp north end of Pine Island, Eldreds Marina at Placida, or Pineland Marina on the west side of Pine Island on Friday, and head west to the north end of Cayo Costa State Park. Anchor inside the little cove on the north end of Pelican Bay. Bring bow and stern anchor to keep you off the beach but close enough to step off. Campfire after dark, bring beach chairs and snacks to share. Saturday we sail off and return to same location. Sunday we head back to our ramps.