



CDSOA
Masthead

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Commodore's Corner



We've had a great beginning in 2006! Just read on through

the pages of this issue and you will see just how hard everyone has been working and playing and enjoying this years winter planning and hands on meetings. Learning opportunities during those meetings have been abundant. I hope you've had a chance to attend a few. I'm looking forward to being in Oswego, NY on March the 11th with the Great Lakes Fleet and in New Bern NC with the Carolinas Fleet on March the 18th. I'm sorry I was unable to attend the Northeast Fleet meeting. It was a good one! Our elected Treasurer Bob Emmons was starting his second year when the Northeast Fleet decided they needed him more and elected him to Fleet Captain.



Commodore Kairis

CONGRATULATIONS BOB EMMONS and thank you for your past service as Treasurer! Not wishing to serve in both capacities he accepted on the condition a new National Treasurer be elected. I heard that's when Bob Vander Wiede stepped up and volunteered to become National Treasurer. The information was presented to the Board of directors during a teleconference of the Board on February 2, a vote taken and Bob Vander Wiede was elected as Treasurer for 2006. He was called immediately and asked to join in on the first 2006 teleconference. Conrnatulations Bob Vander Wiede and welcome to the CDSOA Board.



Mark your calendars now ... **NOVEMBER 4th** in ANNAPOLIS, MD

Plans are in the making for a phenomenal 10th year Celebration and I hope you will be joining me there...details to follow in the next issue!



CDSOA Fleet News

Northeast Fleet

Dear Northeast Fleet Members:

I have been elected to the distinguished post of CDSOA North East Fleet Captain for the year 2006. After serving as Fleet Lieutenant for the past 4 years and CDSOA Treasurer for the past year, I came upon my present post in less than 4 minutes attendance at the NE Fleet Winter Meeting which was held on January 21st at Unk's Restaurant in Waterford, Ct. I was in line waiting to register and sure enough did esteemed First NE Fleet Captain Leo MacDonald (would that make Leo the father of our NE Fleet?) asked if I would be interested in being Fleet Captain, so be aware mates, next time it might be you!

Joe Karger elected to remain as our fleet secretary, and Dick Barthel took the position as Fleet Lieutenant. Other items to note is that two gentleman from our NE Fleet were bestowed an honorary membership. Dave Stump, whom many of us know for his intense sailing interest, his past participation on the bulletin board, and his comradeship as our pirate and nautical traditions officer, will always be a part of our fleet history even though he is upon some hard times after suffering from a stroke. Bill Slater, our current CDSOA Secretary, was also awarded a NE Fleet membership for his many hours spent sailing with our fleet, contributing his loveable personality and a speech that does not sound of a Yankee! Bill is from Oklahoma, and although he spent countless hours blessing us with his presence in our summer activities, traveling here to participate by plane, he is now a member of the Gulf Coast Fleet.

For those who I haven't the pleasure to meet yet, I sail Red Wing, a 1981 CD30 out of Toms River, NJ. After getting married to Anna in 1996 and with the arrival of our daughter Deanna we decided that we needed a more sea kindly family cruiser. The Cape Dory fit my needs, and I sold the Hunter 23'. After my purchase of Red Wing in Boston, I delivered her to her present home in Toms River, New Jersey. Since then, our travels have consisted of numerous northeastern U.S. coastal passages spanning from Annapolis, MD to the rocky shores of the Maine coast.

I look forward to meeting many of my fellow sailors at this summer's NE Fleet Rendezvous, which will most likely take place (although specific dates and times are yet to be confirmed) the day's bordering the last weekend in July in and around the Fishers Island Sound area. Please be sure to check our website at capedory.org for a listing of NE Fleet activities as they materialize! Anyone may host an event, whether a small BBQ, raft-up, or whatever your fancy, just be sure to let me know so that the fleet administrators are aware of and post the event! It is a great way to meet other people, good sincere people who share common interests!

If any fellow New Jersey sailors want some adventure and desire to break the confines of Barnegat Bay to participate in the summer rendezvous, I will be leading a flotilla from Barnegat Inlet to Block Island a few days before our scheduled rendezvous. A big boat is not necessary, for our Cape Dories are built well. I have sailed this passage on a 23 footer, and although my back was a bit sore after 2 weeks cruising onboard (not much headroom below), the concept of a safe and comfortable passage is the result of making prudent decisions when necessary and not the size of the vessel. Anyone is welcome to join us with their boat or even as crew members on board one of the vessels!

I hope to meet your expectations of a Fleet Captain, and acknowledge the excellent leadership we have had under past Fleet Captains: Leo MacDonald, Michael Heintz, and Cathy Monaghan. May all of you enjoy the rest of winter, and hope to see you on the water this season!

Capt'n' Bob Emmons
S/Y CD30 "Red Wing"
on the Toms River, NJ





A Cruising Guide to New England Waters - Part I

By: Catherine Monaghan

I thought I'd share our 5-week journey — where we went, what the different ports were like, and who we met along the way — and share it in a cruising guide-like format.

I know that many of you can't take off for 5 or 6 weeks at a time to go cruising but for those of us that can, we can share our experiences and make recommendations which may help the rest of you, if you ever plan to cruise in our waters.

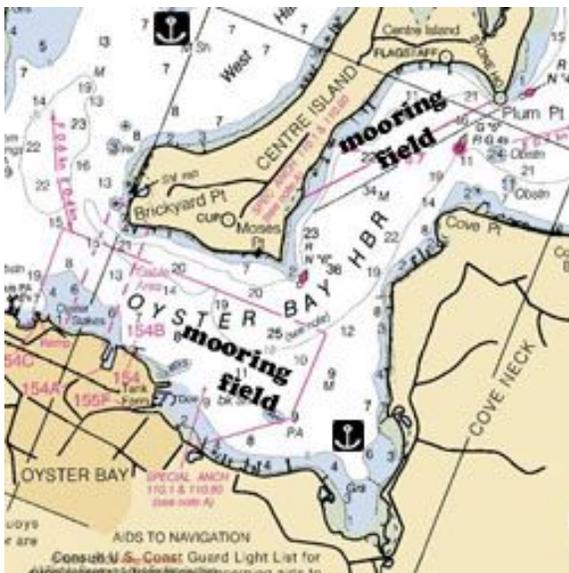
Generally, we anchor wherever we can and get a mooring or slip when needed. We also take advantage of onboard conveniences and shower and dine aboard most of the time. So we have never set foot ashore in some of our favorite anchorages and in others we've roamed the streets in search of restaurants, supermarkets, convenience stores, laundry facilities, post offices and libraries. Sometimes we find what we're looking for nearby, sometimes we don't. But if you want to keep expenses to a minimum, anchoring and self-sufficiency is the best way to go.

Long before we set out, I drew up an itinerary with the goal of attending as many of the Northeast Fleet's rendezvous events as possible: the rendezvous at Jamestown, RI (Aug. 2-4) and the post-rendezvous float-in at Wickford, RI (Aug. 5) on Narragansett Bay; the Cape Cod Bay float-in at Provincetown (Aug. 13) and the Cape Cod Bay Loop Cruise (Aug. 15-19); the Buzzards Bay float-in at Bassetts Island (Aug. 20); and the Eastern Long Island Sound float-in at Shelter Island (Aug. 27) followed by the Western Long Island Sound mini-cruise (Sep. 3-5), before finally heading for our homeport in Morgan, NJ.



We gave ourselves plenty of time to arrive at each of these events, traveling between 25 and 60 nm each day as we harbor-hopped our way eastward and back. The schedule was also padded with extra days just in case we'd have to wait out bad weather. So with our itinerary, charts, cruising guides and almanacs in hand we set out on July 28th bound for the rendezvous at Jamestown, RI. In all we visited 27 different ports between Morgan, NJ and Salem, MA, some of them twice, covering nearly 870 nm.

Below you'll find information regarding the ports we visited during our 2005 cruise listed in the order that we visited. I've included the "boat miles" we traveled between ports in nautical miles. Actual distances between ports are shorter but since there are few opportunities for a sailor to reach his destination on a single tack and without obstructions, I think providing the "boat miles" covered will give anyone planning a similar trip a good idea of just how much ground may actually be covered to better estimate how much time it will take to get from point A to point B. Chartlets have also been included to show you where we anchored or moored.



Since this guide includes the descriptions of 27 different ports, the **Masthead** editor will split it up and spread it out over several issues. This is Part I. I hope you'll find it useful.

Bound for Narragansett Bay

The Cove, Oyster Bay, NY (~55 nm) — Jul. 28

After a long spring of heavy rains and project delays, we were finally underway. This was our first sail of the season, our shakedown, and our first stop after leaving our homeport of Morgan, NJ in late July.

The original plan was to anchor in Manhasset Bay off Port Washington, NY, west of the yacht club's mooring field, but it was still early in the day so we decided to keep going and headed for Oyster Bay instead.

It's about a 55 nm trip from Morgan to Oyster Bay but always worth it. It's one of our favorite cruising destinations.

Oyster Bay has much to offer the cruising sailor. It's a beautiful, well-protected, quiet harbor that's easy to enter, deep, and offers everything you could want from a quiet spot to anchor (The Cove and West Harbor are ideal) to the services of a yacht club or full service marina with slips and moorings. Marine supplies, restaurants and a supermarket (Stop & Shop) are all within walking distance of the harbor (a mile and a half or less).

After leaving Morgan at around 8:40 a.m. we finally anchored in **The Cove**, with only two other boats swinging on the hook (quite a contrast to the number of boats anchored there for the July 4th fireworks), just east of the Oyster Bay Marine Center mooring field around 6:45 p.m.. This time around, we didn't go ashore, preferring instead to bask in the beauty of the harbor and enjoyed a quiet evening to ourselves. Bruce also gave the rebuilt engine a quick "once over", checked fluid levels, and tightened all of the bolts, a daily routine he would follow for the remainder of our trip.

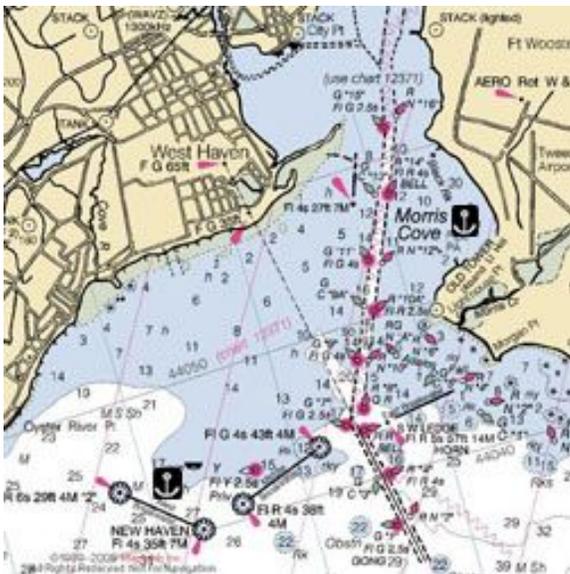
Morris Cove, New Haven, CT (~42 nm) — Jul. 29

We had our anchor up and were underway by 9:30 a.m., this time heading for Charles Island which lies off Milford, CT on the opposite side of Long Island Sound.

It was a hazy, cloudy day with an occasional light breeze from the SW so we were motoring — the perfect opportunity to put our newly installed Raymarine ST4000MKII Wheelpilot to the test. Once back on Long Island Sound we spent the next hour or so following the "initial seatrial" procedures in the manual. After driving in circles at a turtle's pace while trying to avoid lobster pot buoys for an hour we were ready to head toward our next destination.

With the autopilot engaged, *Realization* drove a wildly serpentine course as we headed for Charles Island. After making several adjustments to the rudder gain, we found that she tracked straightest with the rudder gain set to "1" — the default is "5" with possible settings between 1 and 9. She still slithered through the water like a snake but the yawing motion was much reduced and that was about as good as it was going to get.

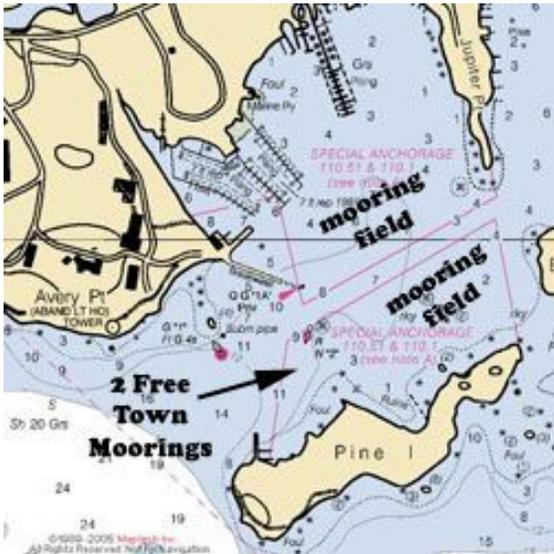
Once again we were approaching our destination with plenty of sunshine left in the day and decided to go a bit farther to New Haven, CT. This would be the first time we ever ventured into New Haven Harbor. In the past we have always bypassed it. With the light winds and the forecast for it to shift to the SE, we thought that Morris Cove would be the perfect spot to spend the night.



Morris Cove is a nice spot as long as there is little or no wind from the SW or if the wind's anywhere out of the east, otherwise you'll spend the night trying to sleep on a busting bronco. We anchored just to the north of the small mooring field in Morris Cove around 5:00 p.m. and did not go ashore. After a nearly windless day, it started blowing after we anchored and *Realization* hobby-horsed wildly until the wind finally died back and shifted to the SE at around 11:00 p.m.

It is a pretty spot surrounded by trees and tightly packed waterfront summer homes which was somewhat surprising when you consider that New Haven is a busy commercial port city. If the wind is forecast to blow from the west, I recommend dropping the hook just inside the West Breakwater instead. You'll still be subject to the forces of the wind but you should sleep much better due to less wave action — in theory anyway, we've not tried that yet.

If you're coming from the west, you don't have to use the busy entrance channel. There's plenty of room and deep water between the West Breakwater and the mainland. Once you round the breakwater, it's pretty much a straight shot from there to Morris Cove. The New Haven Yacht Club maintains a small mooring field in Morris Cove as well. So if you don't want to anchor you may be able to get a mooring from the YC instead. You can also head farther up into the harbor, north of Sandy Point, and anchor outside the western edge of the channel, there's a mooring field to anchor near there too which is behind another breakwater, or head for one of the marinas on West River.



Pine Island, Groton, CT (~52 nm) — Jul. 30

Another light wind day had us motoring again. After leaving Morris Cove at 9:50 a.m. we were finally hoisting our sails as we neared the Connecticut River. With a strong adverse current and a light SE wind, both on the nose, we decided to motorsail the rest of the way to Groton where we hoped to grab one of the town's free moorings, which we did around 6:30 p.m., located just north of **Pine Island** after taking the opportunity to get a pumpout at the yacht club's dock.

Fellow CDSOA members Ruth and Leo MacDonald joined us aboard *Realization* in the evening. The following morning we went ashore and met up with Leo again. Leo took us out to lunch and shopping at Defender where I finally managed to convince Bruce that we needed to change the Racor fuel filter. He didn't want to buy one, but I convinced him to buy two.

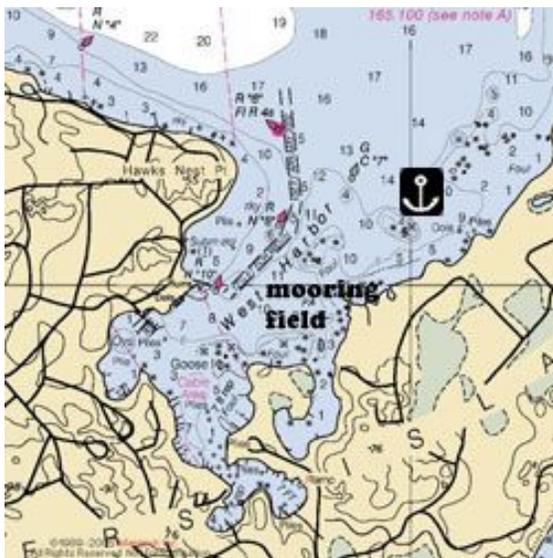
Anyway, this entire harbor, located at the northwestern edge of Fishers Island Sound at the mouth of the Thames River, is very

exposed to the southwest so I doubt that it's unusual to find all of the boats in Shennecossett Yacht Club's mooring field chomping at the bit, but you can't beat the price. There is no room to anchor in this little harbor, it is chock full of moorings and docks. But if there's little or no wind or it's coming from any direction other than southwest, it's a good spot to spend the night. The Pine Island entrance channel is a bit tricky so pay attention to your charts and your GPS.

The two free town moorings are the first two moorings on your starboard side, just north of Pine Island, as you enter the harbor. If the first mooring is empty, take it. The second one is very close to a rock ledge but we were told it will accommodate a 40-footer. The rock ledge is marked by a red nun and a flagged-pole (the pole is not charted). Stay west of the pole and you should be alright. **DO NOT** go between the nun and the pole!

If you want to go ashore, you'll have to get yourself there since the yacht club's launch doesn't service the town's moorings. And you won't find any restaurants within walking distance from the docks.

If the free moorings are already taken, contact the yacht club or the Pine Island Marina for a mooring or slip. They usually have room to accommodate a transient or two.



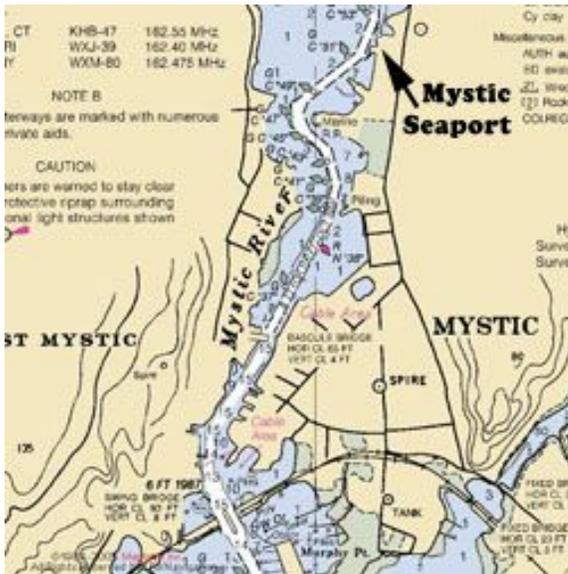
West Harbor, Fishers Island, NY (~5.5 nm) — Jul. 31

We padded our trip with extra time and we had it. From anywhere on Fishers Island Sound it was an easy daysail to Narragansett Bay so we stuck around for a couple of days to explore the area rather than heading right for Jamestown.

Fishers Island Sound is dotted with small islands, rock ledges, reefs and shoals, most of which are well-marked. Just the same, pay attention to your charts and your GPS when traveling in this body of water where you can also expect to be set off track due to the strong currents; do that, and you won't have any trouble finding your way into the next port we visited, **West Harbor**, which is located on the northwestern shore of Fishers Island. This was our first time in West Harbor and after leaving Pine Island at 4:50 p.m., we anchored in the outer harbor around 6:00 p.m. just east of Lewis Rock (GC"7") which is wide open to the north, otherwise, it's a good, quiet spot. We did not go ashore.

Here we met up with CDSOA members Nan Wasson and Michael Heintz aboard *Macht Nichts* (CD30MKII) and George and Christine Van Drasek aboard *Isabelle* (CD33). We all gathered aboard *Macht Nichts* for a pleasant evening of snacks, libations and conversation and decided that we'd all head for Mystic Seaport the following day.

If you'd prefer to get a mooring while at West Harbor, they can be had from Pirate's Cove Marina.

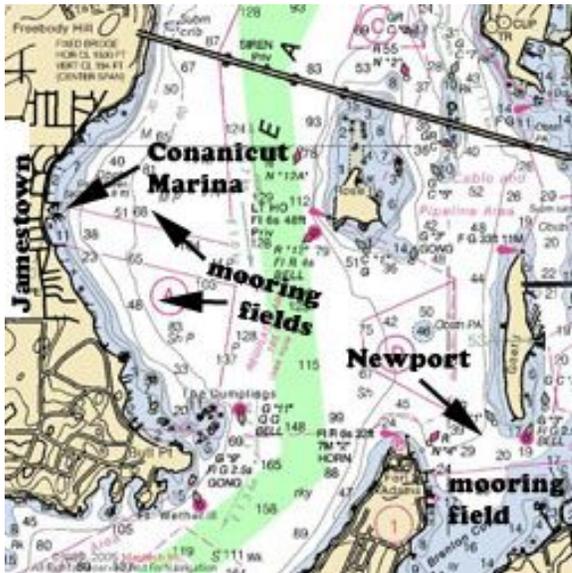


Mystic, CT (~6.5 nm) — Aug. 1

With our anchors stowed, we were underway by 9:15 a.m. The three boats crossed Fishers Island Sound from West Harbor in a light, misty fog and were glad to find that the river was fog-free. The river twists and turns and we wound our way up reaching **Mystic Seaport** at 11:40 a.m.

Here we rented slips at the Seaport (\$3.75 per foot plus tax per day in 2005). The price of dockage includes entry into the Seaport and the use of their facilities (rest rooms and showers). The Seaport staff was very friendly and helpful and this "living museum" was definitely worth the fog, the corkscrew of a motorboat ride up the river, two bridge openings and the price of admission. If we had the time, I would have liked to spend another day here since one day was not enough to see everything at the Seaport. And the group enjoyed a nice dinner at the Seamen's Inne Restaurant & Pub right next door to the Seaport.

The Mystic River Rail Bridge, the first one you'll encounter on your way up the river, is usually open unless they're expecting a train. And the highway bridge (Mystic River Bascule Bridge) opens 40 minutes after the hour. Call either bridge on VHF Ch. 13.



Jamestown, RI (~39 nm) — Aug. 2-4

We pulled away from the dock at Mystic Seaport at 9:25 a.m., in time to make the 9:40 bridge opening, and arrived in Jamestown at 4:30 p.m.

Jamestown is located just across Narragansett Bay from Newport on scenic Conanicut Island. If you want to visit Newport, this is the way to do it. Contact **Conanicut Marina** and ask for a mooring or a slip. Our mooring was \$46 per day which we thought was very reasonable considering the location, which included launch service and the use of their facilities. Slips, at the time, were \$3.25 per foot plus tax per day. There is no real place to anchor here, the water is too deep and the currents too strong to anchor safely.

If it's time to reprovision you'll find everything you need in Jamestown and there are lots of shops and restaurants within an easy walk of the harbor as well. The marina also has a courtesy van and will take you

wherever you need to go. We took advantage of the van to make a trip to the local supermarket.

The Jamestown/Newport Ferry also runs between the marina and Rose Island, Fort Adams, The Museum of Yachting and Bowen's Wharf in Newport, all major tourist attractions. We purchased all-day passes for \$14 each which allowed us to ride the ferry as many times as we wanted during the day. Along with our CDSOA friends, we visited the fort, the museum, Bannister's Wharf (next to Bowen's Wharf), and the Yacht Restoration School to get a look at what progress had been made on *Coronet*.

Jamestown and Conanicut Marina were another first for us. *Realization* spent three days swinging on a mooring in Jamestown this summer as part of the fleet of boats and crew attending the CDSOA's Northeast Fleet Cape Dory Rendezvous and enjoyed the town, our excursions into Newport, the company of fellow Cape Dory owners and the rendezvous dinner at the Bay Voyage Inn very much. So if you want to visit Newport, I highly recommend getting a mooring across the bay in Jamestown instead, then just hop on the ferry.

Stay tuned. Part II will appear in the next issue.