

4-1

News



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Any Newport in a Storm by Brian McMahon

Hot to Yacht in Newport



Saturday was so rainy that the Audrain's Cars and Coffee confab was cancelled, as well as our sail around Narragansett Bay onboard the schooner *Adirondack*, and going on a mansion tour to paw through Commodore Vanderbilt's sock drawer was unappealing. I had my foul weather jacket and my Docksiders on. If not participating in petrol head events, where or where should we go in Newport, RI? Well, why not visit the Sailing Museum?

For many decades, Newport had been the scene for the America's Cup yacht races. Until 1983, the series was reliably won by a New York Yacht Club entrant. When challengers jostled to challenge the reigning American team and failed, the Regatta Chairman of the NYYC (in blue blazer and straw boater) would come alongside the losing sloop, board her, and inform the downcast skipper that he was "excused from further competition". The captain of *Jubilee* (namesake of my yacht club) had to face this embarrassment in 1893



Online image

These 119 to 139 foot long J-class yachts became increasingly impractical to sponsor. After five failed attempts to win the Cup, even tea billionaire Sir Thomas Lipton was through.

After WWII, a smaller class of America's Cup contestants was planned. These were the 12-meters that we often associate with this race. Nautical architects were given a broad spectrum of parameters that included the length on deck, the length at the waterline, the beam (width) of the boat, the sail area, the draft (depth of the keel) and the displacement (weight) of the boat. Through a complex formula, all these variables had to end up at 12 meters (39.37 feet). The actual length of them was about 64 feet.

One of the Museum's exhibits is a sailboat design display where you chose the length of your boat, and then play around with mast height (sail area), draft (depth of the keel under the boat), and beam (width of the boat) before the display calculates the speed of the boat, based on your inputs. More sail area helps, up to a point, but then too much sail area is counterproductive because rolling a boat over more than 15 degrees forces too much of the hull into the water and requires the rudder to be turned to keep the boat on course. This creates a lot more drag than "sailing her on her feet". The automotive analogy is the horsepower versus traction tradeoff.



There is never enough horsepower...
just not enough traction.

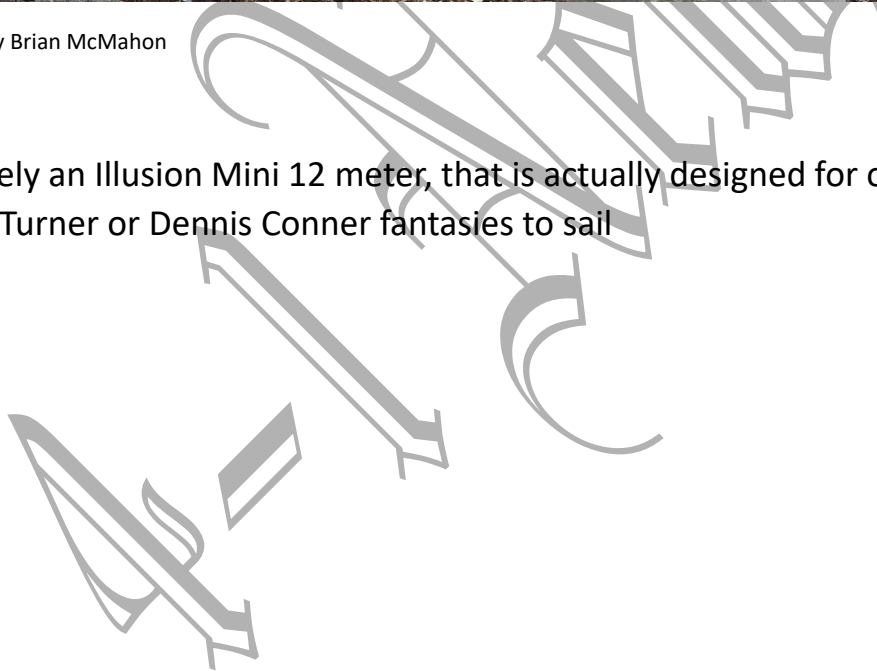
— Carroll Shelby —

Outside the Museum is a miniature of a typical 12-meter hull.



Photograph by Brian McMahon

This is likely an Illusion Mini 12 meter, that is actually designed for one person with Ted Turner or Dennis Conner fantasies to sail





Photograph retrieved from internet source

<https://www.youtube.com/watch?v=MI7e0mi-w9o>

Here's a video giving some idea of what it's like sailing a full-size 12-meter

<https://www.youtube.com/watch?v=Uha2zF4LBXA> .

On a 2007 visit to San Diego, I got a chance to sail onboard *Abracadabra*, an America's Cup challenger in 2000,



Photograph retrieved from internet source

both winch-grinding the genoa headsail when she came about, zig-zagging 90 degrees to sail the boat upwind,

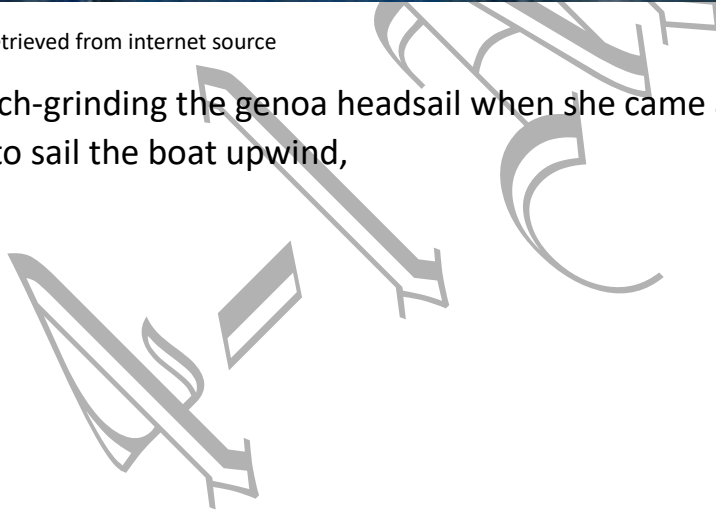




Photo taken by an unknown crewmember onboard *Abracadabra* and then on the helm.

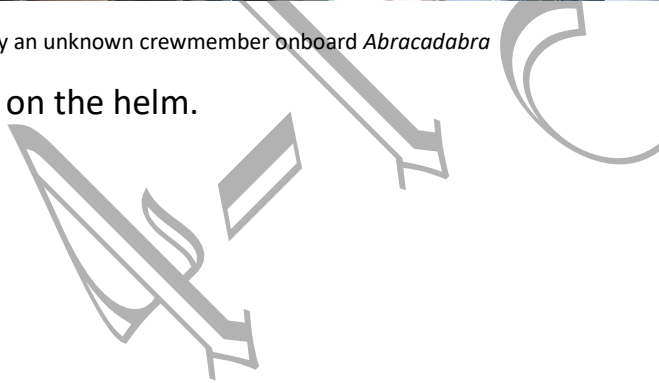
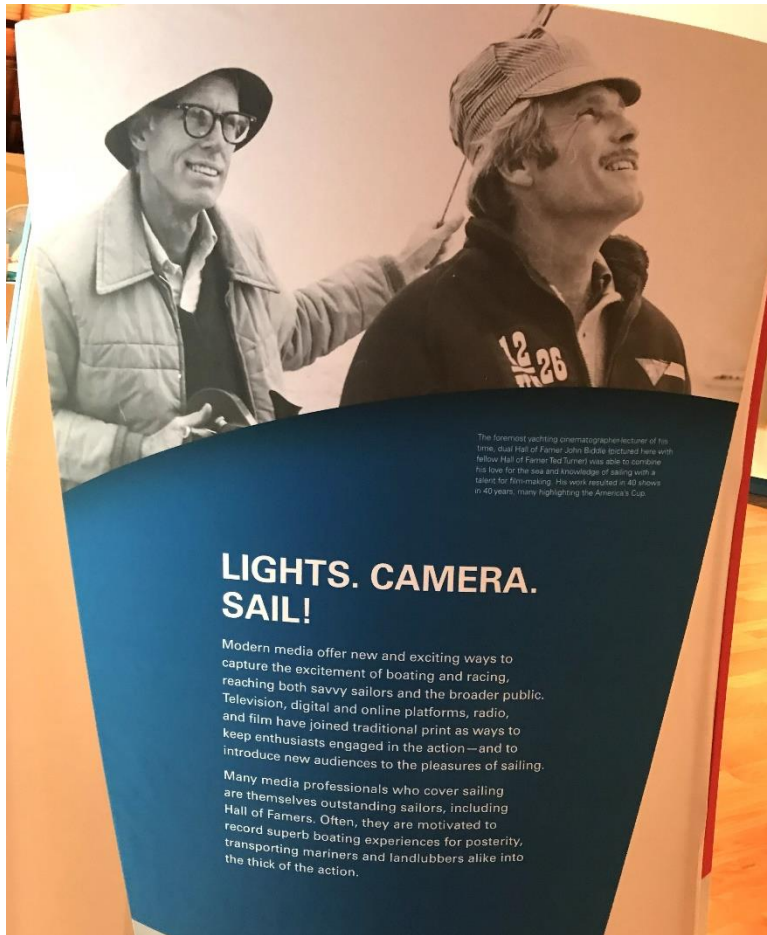




Photo taken by an unknown crewmember onboard *Abracadabra*

The Museum staff works hard to engage visitors with the images that include Ted “Captain Outrageous” Turner, who helped *Courageous* to a four-race sweep of the 1977 contest, and



The foremost sailing cinematographer/rector of his time, dual Hall of Famer John Bickel produced here with fellow Hall of Famer Ted Turner was able to combine his love for the sea and knowledge of sailing with a talent for filmmaking. His work resulted in 40 years in 40 years, many highlighting the America's Cup.

LIGHTS. CAMERA. SAIL!

Modern media offer new and exciting ways to capture the excitement of boating and racing, reaching both savvy sailors and the broader public. Television, digital and online platforms, radio, and film have joined traditional print as ways to keep enthusiasts engaged in the action—and to introduce new audiences to the pleasures of sailing.

Many media professionals who cover sailing are themselves outstanding sailors, including Hall of Famers. Often, they are motivated to record superb boating experiences for posterity, transporting mariners and landlubbers alike into the thick of the action.

Photograph by Brian McMahon

a Jimmy “Son of a Son of a Son of a Sailor” Buffett LP, along with a Breton sailor’s shirt, a pair of original Sperry Docksidors and a *Life* magazine cover promoting JFK and Jackie O. Carefully concealed at that time was the fact that she was uncomfortable on sailboats and much preferred powerboats.



Photograph by Brian McMahon

There were interactive displays, like this one allowing my wife Martha to demonstrate her prowess at determining the points of sail. Here she transitions from sailing as close as possible toward the wind to falling off on a reach, with the wind coming from beside the boat.



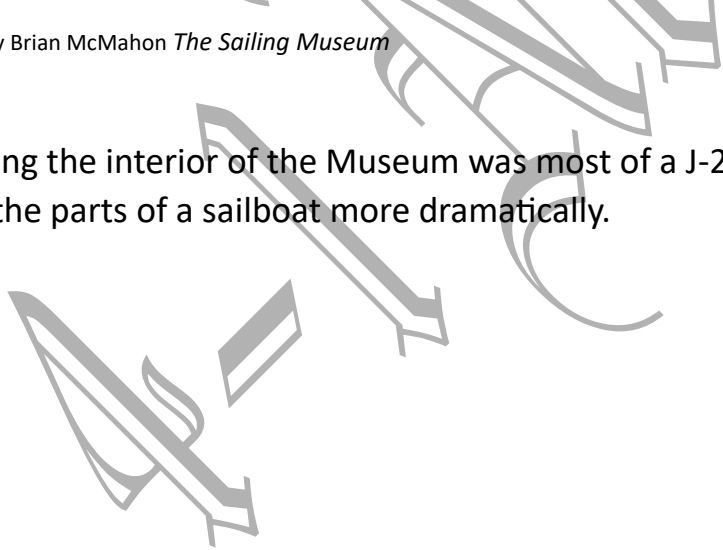
Photograph by Brian McMahon

There was also an agility test, where visitors would try to match the moves of a video sailor by quickly stepping on a series of illuminated floor tiles.



Photograph by Brian McMahon *The Sailing Museum*

Dominating the interior of the Museum was most of a J-24 racing sloop on display to show the parts of a sailboat more dramatically.





Photograph by Brian McMahon

But the best feature of the Museum is that it attracts families and gives some junior sailors a chance to take the helm.



Photograph by Brian McMahon's Crew Member

It was good to see a new generation of sailors coming along.



U.S. DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD AUXILIARY

MEMBER TRAINING AT FLOTILLA 4-1 MEETINGS
FEBRUARY - JUNE 2024

February 5, 2024 - LIFE AND DEATH AT SEA - Steve Daly

As an experienced boat crew member, boat owner and longtime Flotilla Staff Officer for Public Education, Steve will share his knowledge and experience on how to stay safe on the water.

March 4, 2024 - AUXILIARY DEPLOYMENT - Craig Stanley

Craig will give an overview of deployment of Auxiliarists by the United States Coast Guard and share his experiences of his five-week deployment during the aftermath of Hurricane Katrina.

April 1, 2024 - MARLINSPIKE - Damien Benson

This perennial favorite is a hands-on workshop in which Damien will review common knots all Auxiliarists should know, including the bowline, clove hitch, two half hitches, square knot, sheet bend and more.

May 6, 2024 - DRONES AND AUXAIR - Cody Corelli

Drones are becoming valuable assets in Search and Rescue (SAR) missions. Cody will share his experiences as a drone pilot and will touch on various aspects of Auxiliary Air Operations (AUXAIR).

June 3, 2024 - TOUR OF STATION GLOUCESTER - 17 Harbor Loop, Gloucester, MA
Station Commander CWO James Bridges has invited us back again this year for a tour of the Station, including the Comm Center, Mess Deck, Galley and the docks.

We will also have an opportunity to go onboard one of the MLB-47s if at the dock and available. *ODU is the uniform of the day for this meeting.*

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