

# Tide Watch



## Going Solar

Brewer Yacht Yards is going a little bit solar, with Brewer Pilots Point Marina, in Westbrook, Connecticut, leading the way. On August 19, Brewer Pilots Point announced the completion of a 72 kilowatt solar array. This 8,500 square foot photovoltaic (PV) system is funded, in part, by a grant from the Connecticut Clean Energy Fund (CCEF). The electricity generated by the new system will supply power to three marina work sheds and a portion of its 900 customer slips.

"We are thrilled with the way this project turned out," says Rives Potts, Vice President and General Manager of Brewer Pilots Point Marina. "We constantly urge our customers to consider the environment in all of their boating decisions, and this allows us not only to reduce our own footprint but also put money where our mouth is when it comes to environmental stewardship." Brewer Pilots Point Marina is one of 27 "Clean Marinas" certified by the state's Department of Environmental Protection for its voluntary efforts to exceed the standards of regulatory compliance.

CCEF provided a \$184,968 grant to support this installation through its On-Site Renewable Distributed Generation Program. This program provides funding for renewable energy projects at Connecticut businesses in order to reduce the load on the state's electricity grid, prevent harmful emissions by offsetting electricity produced from fossil fuels, and spur investment in small businesses.

"Solar PV is a great choice in a marina setting," said Lise Dondy, president of CCEF. "During the busy summer season, when a marina's electricity demands are at their peak, a solar PV system's output will be greatest. We are delighted that we could partner with Brewer Pilots Point Marina to enhance its clean, green operations."

The 72 kilowatt DC solar system at Brewer Pilots Point Marina consists of 360 SunTech 200-watt solar panels placed on the roof of a newly constructed storage and maintenance facility in the marina's South Yard. The system



was designed and built by Alteris Renewables of Wilton, Connecticut, which has installed numerous solar arrays at commercial and residential sites in the State in conjunction with CCEF.

Tonya Morgan, Connecticut Operations Manager for Alteris, commented, "This is one of the larger installations on the Connecticut coastline, and Alteris and the marina wanted to be sure it was done right. We were able to combine our experience in solar technology with the marina's knowledge of conducting business on the coast to come up with a design that will serve as a model for marinas throughout Connecticut and New England."

### About the CT Clean Energy Fund:

CCEF was created by the Connecticut General Assembly and is funded by the electric ratepayers. CCEF's mission is to promote, develop and invest in clean energy sources for the benefit of Connecticut's ratepayers in order to strengthen Connecticut's economy, protect community health, improve the environment, and promote a secure energy supply for the state. CCEF is administered by Connecticut Innovations, a quasi-public authority. For more information on CCEF, please visit [www.ctcleanenergy.com](http://www.ctcleanenergy.com). ★

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*Tide Watch* is a newsletter created in-house specifically for Brewer Yacht Yard customers and staff. With the exception of special editions, it is published twice a year. Over 15,000 copies of each issue are direct-mailed in May and October, at the open and close of each boating season. We welcome feedback, contributions, questions, and ideas.

While we enjoy sharing our stories with you, we also have an interest in hearing your stories. If you cruise between Brewer Yacht Yards this season, let us know where you've been and how you've spent your time. Feel free to enclose pictures; we may include them in a future edition.

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## Rives Potts - Newport to Bermuda

For Rives Potts, General Manager of Brewer Pilots Point Marina, sailing has been a lifelong pursuit. He started sailing when he was just five years old, on a Sailfish his father built. Through his formative years, he continued sailing with family and friends on Chesapeake Bay. This is where he honed his skills and solidified his passion for the sport. After graduating from the Virginia Military Institute, Rives began ocean racing all over the world. He participated in five America's Cup campaigns and served in every role on board, from grinder to project manager.

In 1995, Rives bought *Carina*, a 48-foot McCurdy & Rhodes sloop built in 1969; she was a classic boat with a winning record. "One of my biggest incentives for having my own boat was so I could take my two sons, Allen and Walker, racing with me," says Rives. Since 2000, he and his sons have sailed *Carina* in every Newport Bermuda Race, with the exception of two races, which 'the boys' missed due to Marine Corps military service.

In the last 10 Newport Bermuda Race events, Rives and his crew have won their class four times. This year they won overall, with a margin of more than three and a half hours! They took home 11 awards, not the least of which was the coveted St. David's Lighthouse Division Trophy. (Notably, *Carina's* navigator, Patricia Young, was the first woman to win the George Mixter Trophy, as the navigator of a 'lighthouse winner').

Rives has enjoyed many trips to the podium during his racing career, several this season alone. *Carina* took second in her class at this year's Vineyard Race, earning her the exalted Northern Ocean Racing Trophy, an award given to the boat that performs the best in distance races for the season. Proudly. Humbly. With a nod to his dedicated, skilled crew, and his solid, well-designed boat, Rives has added these hard-earned trophies to 'the shelf', among others, including the previously won George Lauder Trophy, for best performance by a vintage boat (15+ years old) at the 2008 Block Island Race.

"Ninety percent of how you get to where Rives is in his sailing accomplishments is preparation," says Michael Keyworth, fellow sailor and General Manager of Brewer Cove Haven Marina. "Rives is very good at preparation."

"I consider myself to be the luckiest guy in the world, to have had a father and friends that encouraged me to start sailing, and to have had so many mentors during my life that have taught me so much and given me so many opportunities," he recently told a US Sailing reporter. "If I can do anything to help young people enjoy the experiences and life lessons that I have found through sailing, then I will do it. Sailing is good clean fun, whether you are cruising or racing, on big boats or small, out in the ocean or on a small lake, it is all good."

Next summer, Rives plans to compete in the Atlantic Ocean Racing Series and the Transatlantic Race. ★

*2010 Newport Bermuda Race prize giving at the Government House, with His Excellency, Sir Richard Gozney*  
Photo: Barry Pickthall/PPL



# A New Life:

## Restoring a 1981 Cabo Rico for a World Adventure



by Neville Hockley

Ten years ago we first met *Dream Time*, and it was love at first sight. It was April 22<sup>nd</sup>, 2000 and *Dream Time* (then *Salty Dog*) was on hard-stands in a Brewer Yacht Yard. She was for sale and looking lonely, wet, cold and out of place. Her clipper bow, teak decks and classic lines suggested she belonged somewhere far away; somewhere warm, tropical and romantic, not stranded in a car park in Glen Cove, New York.

At the time my wife Catherine and I had absolutely no idea who designed her or where she was built, but we knew, just by looking at her, that she was a solid cruising boat. So we made an offer to buy her that very day, and just three weeks later became the proud owners of a 1981 Cabo Rico. We bought her with an intrepid world circumnavigation in mind, but *Dream Time*, and most certainly her crew, was in no

condition to embark on such a momentous journey. So for seven years we worked on the boat, and our sailing skills, so that one day we'd be ready to live our cruising dream.

While the summers months were devoted to getting acquainted with *Dream Time* – exploring the Long Island and Block Island Sounds, the winters were dedicated to readying her for our world adventure, and there literally wasn't an inch of the boat that didn't need attention. From the bottom of her keel to the very top of the mast, every system was removed, rebbed, replaced, rebuilt or reinforced. From laying 'ol' smoky' - the Perkins 4108 diesel engine to rest - and upgrading to a new Yanmar 50 HP; to completely rebuilding the rotten decks and installing new teak planking; epoxy-filling and rebbed the coach roof hardware; reinforcing the rudder; to new rigging, sails, offshore pedestal, windlass, water and diesel tanks, plumbing, electronics, thru-hulls, and finally a fresh coat of Awlgrip paint for our hull and spars. It's fair to say that by the time we were finished, *Dream Time* was in better-than-new condition, and if it wasn't for the devotion and professionalism of Mark Friel, the General Manager of Brewer Yacht Yard at Glen Cove, and his dedicated team of workers, we would never have been ready. But on June 1<sup>st</sup>, 2007 we were as ready as we were ever going to be, and so we moved onboard to begin our new lives together.

Initially, some seemed to doubt our cruising conviction. You see we didn't launch ourselves boldly over the horizon, bound for distant and romantic tropical anchorages, but instead we threw off our dock lines,

In 2002, Neville Hockley released his first book, *Dream Time*, about a voyage he did from Australia to Italy in 1994, as crew. That spring, a review of his book and a bit of his story, as it relates to Brewer Yacht Yards, was featured in *Tide Watch*. Today, Neville reports sales are doing well and the book is in its second printing. In this issue of *Tide Watch* Neville makes his second contribution to our newsletter, this time about a new voyage; a 10+ year around the world trip that he and his wife, Catherine, started in 2007 on their own boat. They've been gone for a little over three years now, and have sailed over 13,000 miles, from Brewer Yacht Yard at Glen Cove to New Zealand. "Brewer Yacht Yards assisted us in so many ways, in helping us prepare *Dream Time* for our circumnavigation," says Neville. "We know how privileged we are to be able to live our dream."

Neville and Catherine feel so fortunate to be having this experience. They are eager to share their voyage with fellow Brewer Yacht Yard members, and the sailing community at large. They invite all to follow along via their website, where they're posting photos of the places they go and people they meet. The photos are spectacular! Their website is also a great place to view project images of *Dream Time* being fit out for the trip at Brewer Yacht Yard at Glen Cove, to find links to articles they've published in popular boating magazines, to find information about sponsors, and to view Neville and Catherine's voyage map and regular log entries. It's worth a visit! Go to [www.zeroXTE.com](http://www.zeroXTE.com) and see for yourself.

Additionally, Neville and Catherine's desire to be good environmental stewards and protect the oceans upon which they're sailing, has led them to donate 100% of all profits raised from published cruising articles, and sales of *Dream Time* World Tour "Crew" t-shirts (available on their website) to Oceana – a foundation dedicated to the conservation and protection of the ocean and all marine life.

*continued on page 11*

# Active On Deck

## Hugh Freund - Sailing for Gold

Hugh Freund started sailing at the Harraseeket Yacht Club, in South Freeport, Maine, in 1996 when his parents signed him up for the club's summer sailing program. He was eight years old. "I was immediately hooked," he recalls. "I loved it! I sailed every summer. I started as a Recruit, became a Mate, and then a Skipper. I worked my way through the HYC program and eventually joined the club's racing team. I went from J-Ys to 420s." By high school, Hugh was competing in collegiate 420s for Waynelete School, and working summers at Brewer South Freeport Marine. Little did Hugh know then, his experience – as an HYC program participant, a volunteer instructor, a junior instructor, a high school athlete, as well as a dock hand and launch operator – would one day open doors for him, perhaps when he needed it most.

In 2008, while home from his first semester at Roger Williams University (RWU), where he had just begun to pursue a Masters in architecture (and minors in photography, digital media, and graphic design) Hugh hit the slopes with friends and family. Healthy and on downhill skis one day; Hugh was in a doctor's office the next, with a severely swollen ankle and a probable diagnosis. Osteosarcoma. Bone cancer. It was just two weeks before his 19<sup>th</sup> birthday. Hugh left his doctor's appointment with a lot weighing on his mind, and an evening social engagement still on his calendar. He decided to keep his commitment. On the way home, Hugh stopped to meet fellow summer dock staff members for an off-season reunion at a local pub. He arrived on crutches. Still absorbing the information doctors had just given him, he quietly shared his news. Then he joined in the conversation. Skiing. Boating. School. The boat yard. Hugh flashed his trademark smile. His fight had begun. He would take on cancer, chemo, radiation, and the challenges of losing part of one leg with a smile and a positive attitude. He decided he would get a peg leg, as soon as possible.



For treatments, Hugh made multiple trips to Boston. He took time off from school and lived at home in Maine. By summer, when he felt well enough, he helped out at the yacht club, as a land based instructor. "Once I was back on my feet, I returned to Brewer South Freeport Marine, to run the launch and help out on the docks. It was important to prove to myself that I could still do the things I'd done before, and it was helpful to get out of the house where I'd been holed up all winter." While Hugh was working on the docks, a marina slip customer offered to put him in touch with her brother, a prosthetist based in Rhode Island near Hugh's school. "That connection was huge," Hugh says. "Not only did I connect with a prosthetist near my school, but I connected with a skilled and knowledgeable one who works with veterans, gold medalists, and people like me." Over time, Hugh was fit out with a number of prosthetic legs, including one that can handle the salt water environment. "I was also fit with a running leg, a leg for sandals, one for dress shoes, and a peg leg!"



Team USA 674 2010 Miami Rolex OCR  
Credit: US Sailing and Walter Cooper

When Hugh returned to RWU, fate followed. His friends and roommate were on the sailing team. Hugh decided to try out. “I wanted to sail FJs (Flying Juniors) again. I was excited, but realized right way I couldn’t do it. My return to sailing was awkward, slow, and frustrating. It lasted 10 minutes.” Then and there, Hugh gave up on the idea of sailing with the Roger Williams team. No sooner had he ‘swallowed the anchor’, Hugh was contacted by Betsy Alison, a friend and colleague of the Roger Williams coach. She identified herself as the Head Coach of the US Sailing Team AlphaGraphics (USSTAG) Paralympic-Class (P-Class). The 2008 Beijing Games had just finished; the teams had disbanded; they were looking for new crew.

Betsy offered to fly Hugh to St. Petersburg, Florida, to sail Sonars in the America’s Disabled Regatta, the first of two annual qualifying events for the USSTAG P-Class. Hugh accepted the invitation. He was amazed by the caliber of sailors with whom he was suddenly rubbing shoulders. Hugh was paired with veteran skipper Rick Doerr. “Jumping instantly into World Cup and Paralympic status was pretty huge,” he says.

Hugh returned to sail, with Rick again in the 2009 Rolex Miami OCR. The event was held two years, to the day, after his cancer diagnosis. “We placed 3<sup>rd</sup> overall, and we were the 2<sup>nd</sup> American boat, which qualified us for the number two slot in the Sonar Class for the 2009 USSTAG,” Hugh says. “This was the first ISAF World Cup event for 2009, with both Olympic and Paralympic classes competing. These regattas made it clear to me that there was a reasonably good shot at making it all the way, to actually representing the US in 2012, so I decided I’d stick with it; to go for it,” he says. In September, Hugh and his teammates, Rick Doerr and Maureen McKinnon-Tucker, won the 2009 Skandia: Sail for Gold in England.

In preparation to sail competitively, and at this level, Hugh has spent much of the last year making the necessary arrangements to commit the next two years to Skipper Rick and new teammate, Brad Kendell. This commitment includes postponing the start of grad school for a year, prior to the 2012 games. Meanwhile, Hugh has figured out with professors how to juggle his studies in order to train and sail more regularly, all over the country and the world. “This is an amazing experience, but its hard work too,” he says. “We’re raising our own funds, looking for sponsors, and managing school, work, and family responsibilities at the same time.”

This spring, to earn money to put toward his sailing goals, Hugh returned to Brewer South Freeport Marine. He worked on the docks until his regatta and travel schedule took him away. “The flexibility provided by my job at Brewer’s allowed time

for racing,” Hugh says. “My work on the docks also allowed me to pick up some useful skills. The instincts I developed from my years working at Brewer’s ultimately created a comfort zone for me; it made it easier for me to step into the competitive sailing world.” In addition to crewing aboard the team’s Sonar, Hugh is also involved with the logistics of boat maintenance and travel, and boat breakdown and set up. In addition, he assists with the team’s public relations and outreach effort, which helps fund their campaign and keeps supporters informed of the team’s progress.

“The people I’ve met through this experience are the most inspirational people I’ve ever encountered. They are talented, hard-working, driven people. It’s infectious to be around them. I realize, now, I don’t have a disability, especially when standing next to most of the people I’m meeting. I’ve learned none of us are ‘disabled’, we just have different abilities. I’ve also learned that a boat, with the right adaptations, allows for a level playing field for all athletes. I’m sailing with teammates who are as tough as nails, who don’t like defeat. ‘Open’ events are truly eye opening...when we race against able bodied sailors, we’re competitive! It’s great. I’ve learned to push back in the face of adversity; to make it happen; and to keep positive.”

If you’d like to learn more about Team USA 674, and if you’d like to join Brewer Yacht Yards, the Harraseeket Yacht Club, and others in sponsoring Hugh and his teammates, please visit [www.teamusa674.com](http://www.teamusa674.com).

Skipper Rick Doerr, along with crew Brad Kendell and Hugh Freund, also invite you to follow their journey to represent the United States at the 2012 Paralympic Games in England on Facebook. ★

*Credit: US Sailing and Walter Cooper*





# ENJOY the Northeast



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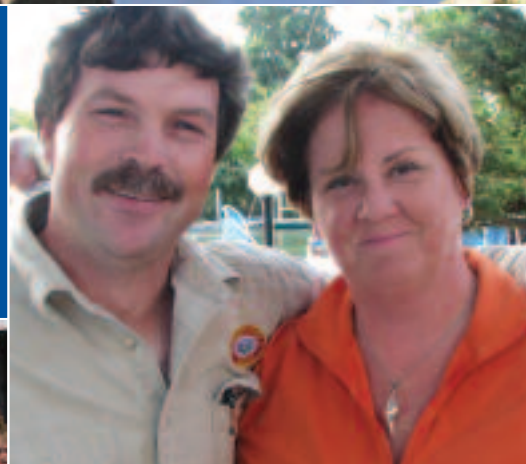
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B R E W E R  
**P I C N I C S**  
S U M M E R ' 1 0



# TIPS FROM THE CREW

## Garboard Plugs:

"It's important to check your boat frequently during the winter months," says Dave Smith, Yard Manager at Brewer Cove Haven Marina. "Rain water, as well as snow and ice melt, has a way of getting into bilges. Bilges can become so full of water that wood-work and machinery is damaged – by moisture or even flooding. To prevent the threat of water intrusion, we recommend installing a garboard plug in the lowest point of the hull. Once a boat is hauled for the winter, the garboard plug can be left open, to provide a drainage route for water that collects in the bilge; this provides peace of mind for the boat owner. At Cove Haven, we have installed dozens of these hull plugs and have prevented many boats from "sinking" on land," says Dave. Just remember: a garboard plug that is removed and left open for the winter must be reinstalled prior to spring launching!

## Canvas Care:

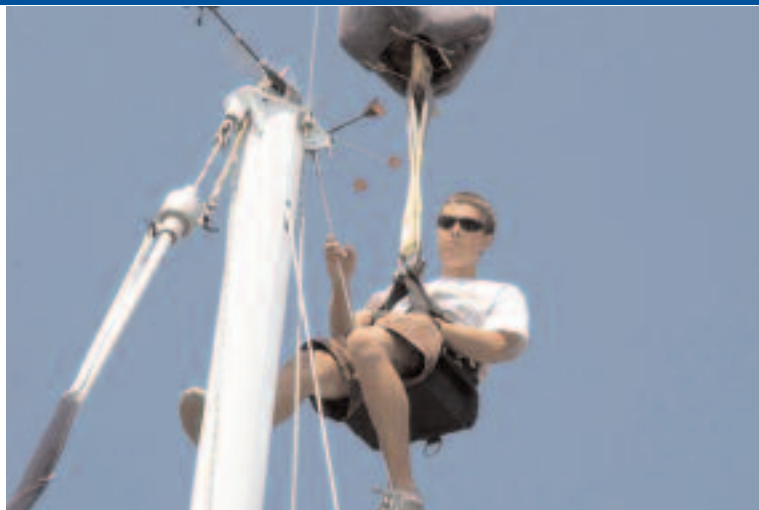
Dodgers, biminis, sail covers, enclosures, awnings, and console covers each serve an important role on board, but are commonly forgotten on "to-do" lists for off-season service and repair. But canvas care is an important part of preserving one's overall boat investment. "Canvas that is washed and cared for will last longer," says Tony Troxell of Coastal Canvas. "And, if your canvas is serviced while your boat is laid up during the winter, your boat can be dressed and ready to use when it's launched in the spring."

Servicing canvas during the fall/winter months requires just a bit of planning. Not waiting until spring/summer means you won't be inconvenienced by the chore during the boating season when time is precious. So, before disassembling your boat for the season, make notes about the condition of your canvas. Is it dirty and in need of a good cleaning? Does it need to be treated with a waterproofing agent? Is the stitching frayed? Are zippers and snaps broken or failing? Now is the time to arrange canvas service, to ensure your boat is ready to go and looking jaunty come spring!

## Rigging Safety:

"When it comes to maintenance on a sailboat the one item frequently left off the checklist is the rigging," says Kip Wiley, Service Manager at Brewer Pilots Point Marina. "Just like the bridges we drive over every day, masts seem so rugged and secure that we never consider the possibility of failure. However, the loss of one small component can lead to sudden and expensive disaster!"

The pressure on a sailboat's shrouds is incredible. Some engineers figure the loads on just one shroud to be equal to the displacement of the entire boat. On a Catalina 30, that equates to over 5 tons per wire!



While failures can occur anywhere, the end fittings typically go first. "A careful visual inspection of the swage terminals is a must every year," says Kip, "especially if the rig stays up during the winter. Water can get into the tiniest of spots; and when water freezes and expands inside as swage point, the stainless fitting can split. Small traces of rust are a good indication that something is amiss."

As far as wear and tear goes on a sailboat rig, it's not the amount of sailing done, but rather the amount of time a rig has been exposed to the effects of Mother Nature that matters most. "Aluminum is an excellent material for masts," says Kip. "It's lightweight and easily formed. However, the end result of aluminum and stainless immersed in salt-water is very similar to the chemistry that makes a battery work. Electrons are exchanged; physical properties of the metals change; and, ultimately, corrosion sets in where the differing metals meet. Taped and padded spreader ends are also a prime area for problems. The split vinyl covers are popular for chafe protection, but they actually promote corrosion."

Though it is rare to see an actual rig loss; the failures that do occur are precipitous and fraught with the possibility of personal injury. And don't assume that being inside Long Island Sound, or a protected bay, makes it any safer to drop the mast! A dismasting is scary, no matter where it happens.

Most surveyors and professional riggers put a 10-15 year life span on standing rigging. "A visual inspection will catch the most obvious failures," says Kip, "but nothing substitutes for replacing old wire and having the knowledge that your rig will stay up on a heady reach, with your feet braced, and the rail in the water."

To address your rigging concerns, employ a responsible rigger to do a thorough rig inspection, ideally when the rig is being taken down for the winter. If your rig stays up for the winter, or if you find you need to do a mid-season inspection, a skilled and knowledgeable rigger can also go aloft, when the rig is up. What the rigger finds may save you from catastrophe! ★

## New Trash Bags Reduce Impact

There's a new bag in town. That's right, a new environmentally preferred, green trash bag, made of recycled fertilizer bag material, which makes it stronger and more puncture resistant than a standard black trash bag. This bright green bag – recently put into service at Brewer Deep River Marina, Brewer Stratford Marina, Brewer Fiddler's Cove Marina, Brewer Wickford Marina, Brewer Greenwich Bay Marina, Brewer Sakonnet Marina, Brewer Yacht Yard at Cowesett, Brewer Yacht Haven Marina, Brewer Ferry Point Marina, and Brewer South Freeport Marine – uses 80% less petroleum products in the manufacturing process, and creates a market for plastic refuse that would otherwise end up in landfills. It's also made in the USA, which means fuel usage for shipping is greatly reduced.

In addition to making use of these large, highly visible green bags, many Brewer Yacht Yards have also begun to use clear, biodegradable bags (that decompose in as little as nine months) in offices, break rooms, and heads.

"We're pleased to provide our unique products to organizations, like Brewer Yacht Yards, who continually look for ways to reduce the environmental impact of their operations," says Debra Howard, a Green Source Representative at Skyway Supply. "We also provide special decals to place on trash containers, to help customers recognize that these unique green bags are part of a conscious environmental effort." To learn more about Skyway's environmentally friendly products visit [www.skywaysupply.com](http://www.skywaysupply.com). ★

## Rescue & Release

Jim Brown, General Manager of Brewer Deep River Marina, assisted area wildlife experts and the Connecticut DEP this season by providing access to Selden Island via boat during an early summer rescue mission. In June, a distressed bald eagle was found just across the river from the boat yard. It was determined that the bird had an infection and could not fly. "Handling the eagle is one of the coolest things I've ever done," says Jim. "I was nervous, but very glad to help. The owner/operator of Eagle Signs, located here at the yard, is certified in wildlife rescue, so I just followed his lead; the rescue effort was an amazing experience."

A few weeks following the rescue, the eagle was released from a nearby wildlife rehab center. The eagle is thought to be one of a mating pair living on Selden Island. If you were boating in the area this season, you may have caught a glimpse of this majestic bird back in its natural habitat. ★



Image Credit:  
NASA/George Shelton



## Boat Yard Dog

This Maltese pup, named Brewer, likes to hang out dockside aboard his family's 37' Silverton Convertible. "Brewer was the only name the entire family could agree upon, and it suits him perfectly," says owner Debbie Hughes. "Our Brewer is three years old; he has been boating with us since the day we took him home." Debbie and David Hughes have been dockside at Brewer Deep River Marina, enjoying time on the water with their children, since 2003. "Little Brewer just walks around the docks and the yard as though he owns the place! He absolutely loves sitting up in the fly bridge whenever we are under way. He also loves going for rides in the dinghy and even going on the jet ski! Brewer can't get his life jacket on fast enough when he sees us take it out for him," says Debbie. "Brewer has even made friends with all the Deep River dock hands; he just chills out on the deck whenever they're gassing up the boat."

If you know a BYY dog who should be recognized, send a brief profile (and photo) to Kristin Peterson, *Tide Watch* Editor, c/o Brewer South Freeport Marine, PO Box 119, South Freeport, ME 04078, or e-mail the information to [tidewatch@bby.com](mailto:tidewatch@bby.com).

Please note: though dogs are welcome, they must be leashed while on BYY property, as a courtesy to those who may/may not be comfortable around animals. In support of our dog-friendly policy, dog owners are asked to clean up after their pets.

# Sunflower



In 2005, Bev and Mark Lenci bought an Oceanis 523 and began to pursue outfitting the boat for extensive cruising. This bold move was part of a well thought out plan. In preparation for this purchase, they chartered sailboats all over the world, often with three of Mark's old Navy "submariner" buddies, and their families, but always with the idea of one day pursuing bigger adventures on their own boat. "We chartered boats on our own, and with other retired naval submarine officers – friends I've had since 1976 – before we committed to our long-term cruising plans. Then we chose a size and style of boat that would accommodate our goals and our desire to include our friends and family in our adventures. We're not isolationists," says Mark. "We don't cruise to get away; we like to share our experiences with the people in our lives." Mark also wanted to be able to continue with his career, negotiating contracts for a major software company as a mobile worker, while underway.

"When we bought the boat, we had a multi-year vision so, first, we wanted to establish a good working relationship with a home base yard," says Mark. "Our yacht broker recommended we get in touch with Chris Ruhling, the General Manager at Brewer Yacht Yard at Cowesett. Chris and his crew, particularly his Parts Manager, Jon Seeber, and his Service Managers Dexter Holaday and Matt St. Angelo, quickly became an essential part of our team. We wanted to do some things ourselves, but we knew we would need the yard to do things too. We also recognized, right away, the value in all the connections Chris has in the industry from his many years of experience. From the beginning, Chris and his crew have provided quality boat maintenance services; pointed us to reputable, skilled subcontractors when needed; and saved us thousands of dollars just sourcing parts and locating hard-to-find items."

During the winter months, Mark and Bev have stored *Sunflower* at Brewer Greenwich Bay Marina, where the boat lift and lot acreage are big enough to accommodate the Oceanis comfortably. "Greg, the Yard Manager at Greenwich Bay, has been great about putting the boat where we need it, in order to access it easily on shore. We could not do any of this without our Brewer Yacht Yard relationship. We love the smaller, sailboat personality of the Cowesett yard, and the comfort of the Greenwich Bay yard. The crew is great at both locations and they have all been on board with our vision from the beginning."

Since 2005, Mark and Bev have modified their boat in many ways, including: reinforcing the bow with extra stainless steel

plates; adding a heavy duty windlass and two specialized anchors; customizing the electrical panel and system to accommodate every possible shore power source they might encounter when they set sail for distant shores; upgrading the rigging, navigation, and communications systems; building a custom bar, complete with an icemaker, and storage lockers for food and gear; and installing a water maker, among other things. "The boat can sleep six; it has three heads and three staterooms, but we've designed it so it can be sailed by a crew of two, over 55 years of age," says Mark. "I think it's our Navy background that makes us want to do things the right way. We want to be able to be independent and alone, comfortably, if and when necessary. We'd rather buy fewer things and go high-end with the right stuff than have it all."

Over five years into their preparations to meet their cruising goals, Mark and Bev have just completed their first major "shake down" cruise, a two month voyage. They left Rhode Island in mid June and sailed to St. Pierre, Newfoundland. They explored the coasts of Newfoundland and Nova Scotia, with friends and family joining them for various legs of the voyage. "This trip was about preparing for even bigger trips," says Mark. "We did a five day open ocean transit; I practiced celestial navigation; and we put our water maker and electrical system to the test. We added to our experience."

To supplement such practical experience, Mark worked toward and acquired a USCG captain's license and a Yacht Master's license, the international equivalent, prior to this trip. In the next two years, Mark, Bev, and company hope to go to the Caribbean for a winter and then trans-Atlantic to sail the boat in Europe for a couple years. They're looking forward to exploring Scandinavian waters, the Baltic Sea, the Mediterranean, and specifically the Yugoslavian coast and the waters of Greece.

"Some people call cruising 'doing maintenance in exotic places'," Mark wrote in a section of their 2010 cruising log titled *Lessons and Observations*. "We found that good equipment, properly maintained, needs only minor maintenance. We did one day of maintenance every two weeks, and a full day of deep cleaning and maintenance once a month. The boat has never been in better condition."

Prior to longer voyages, such as this summer's cruise to the Canadian Maritimes, Mark and Bev say they have also enjoyed taking advantage of the free and discounted transient dockage that their Brewer Club Member Gold Card has afforded them when cruising the Northeast. "We've visited Brewer yards in the New York area; Brewer South Freeport Marine is always a favorite stop of ours, as it's a great outpost on the north end of the Brewer network of marinas; and we often use Brewer Plymouth Marine as a jump off point. Brewer yards have always been able to find a spot for us, if we call ahead. We love that we know what we're going to find when we visit a Brewer yard. And, even though we're pretty well equipped with satellite internet and phone, the wi-fi service we get in port at Brewer yards gives us bigger broad band access. The way we see it: Brewer Yacht Yards is the enabler that makes all of this possible for us!" ★

waved goodbye to slip F25, and sailed *Dream Time* a whopping 15 nautical miles around the corner to Oyster Bay, where we dropped the hook and stayed for almost two weeks. The first few months seemed to set the pace for our world adventure, as it took us almost four months to finally leave New York waters, and over eight to leave North America. But in February 2008, after cruising down the Intracoastal Waterway, we found ourselves on the very edge of North American territory – Dry Tortugas, and braced ourselves for the first international passage of our voyage.

While our first passage was only 90-miles, a mere 20-hour sail, it felt like we were a world away from our old lives, and in the early hours of February 22<sup>nd</sup> we raised Cuba, hoisted our Q-flag for the first time and radioed the Guarda Fronteras. Eleven friendly government officials, two sniffer dogs and three hours later, we had cleared-in to our first international port, Marina Hemingway, our adventure had begun.

During 2008 we steered west into the Caribbean and down the less-traveled Central America route, rather than our original and the more popular eastern Caribbean passage, and there was never a dull moment. On June 1<sup>st</sup>, the first day of hurricane season, we were caught by Arthur - the first Atlantic tropical storm of the season which brought hurricane strength winds to our anchorage in San Pedro, Belize, and we learned, very quickly, how to drop two anchors. We explored the world's second longest barrier reef, learning to read the depth of uncharted areas by water color alone – something that we could never do in New York. We sailed up the Rio Dulce, deep into the sweaty jungles of Guatemala, trekked north into the highlands to the ancient ruins of Tikal, and at the end of the hurricane season, sailed to the San Blas Islands and spent six unforgettable weeks with the indigenous Kuna Yala Indians off the barren Panamanian coastline.

The experience and confidence we had gathered during our first year of cruising helped prepare us for the Panama Canal, when our journey was literally taken to the next level - leading us from the Caribbean, an area that we had come to consider home territory, and into the Pacific, a new ocean, and one so

vast that it stretched to the other side of the world. Crossing it seemed daunting and Catherine and I were overwhelmed with the same level of apprehension that we felt in Dry Tortugas a year earlier. The sheer distances between islands, whose names I could barely pronounce - Hiva Oa, Aitutaki, Tongareva, Pukapuka, Fakatopatere, let alone imagine sailing to, were now over the horizon. And with no SeaTow, BoatUS, Coast Guard or friendly Brewer Yacht Yard to seek refuge in, it felt like we would, for the first time in our cruising lives, be well and truly on our own. So after slowly inching our way closer to the edge, we finally let go of the Americas on March 7<sup>th</sup>, 2009, and launched ourselves into the Pacific.

Our first Pacific passage of over 1,000 nautical miles of open ocean was a success, and after spending 9 days at sea, we raised the Galapagos Islands on March 16<sup>th</sup>. The Pacific is a cruising playground, a sailor's paradise, and has exceeded all of our cruising expectations. From our longest passage - 28 idyllic days at sea sailing in warm trade winds to the Marquesas; diving with sharks in the Tuamotus, learning to surf in Tahiti, relaxing in Bora Bora for a month; watching humpback whales roll past our boat in the world's smallest nation of Niue, chugging kava with the locals in Tonga, and soaking in steamy thermal pools in New Zealand. When we look back and reflect on our experiences over the last three years - what we've seen, the people we've met and how far we've come, we know how privileged and fortunate we are to live this cruising lifestyle, and how much we've changed since we left New York.

We're often asked how long it'll take us to close the loop of our world circumnavigation, and the truth is, we don't really know. But if the last three years are anything to go by, we may decide never to come back. And if you're reading this and contemplating a journey of your own, whether it's an overnight sail to Block Island, a passage down to the Bahamas, or a cruise to the other side of the world, our advice would be: don't waste another second thinking about it; shrug off those land lines and start exploring. You won't regret it.

We would like to express our gratitude to Brewer Yacht Yards for helping us prepare *Dream Time* for her circumnavigation, and a very special thank you to Mark Friel in Glen Cove for his continued support and friendship. ★

## Experience Counts

It's not every day that a 28' power boat, headed for Essex harbor, suddenly catches fire. But it happened this summer. Fortunately, Cy Libby, the Marina Manager at Brewer Dauntless Marina, was on the water that day. While operating the marina launch for the mooring field, Cy noticed smoke coming from the approaching boat. Quickly, Cy came alongside and directed the crew to deploy their anchor, as he removed the five passengers from the boat. "Cy's quick thinking, fast action, and foresight to instruct them to throw out an anchor, allowed the people on board to get to safety and prevented a burning boat from floating unattended through our mooring field," says General Manager Doug Domenie. "It was a major fire event; we're proud of how Cy responded; he demonstrated good seamanship and instinct." ★





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## Kanberra Gel



### Snake Oil... or the Real Deal?

Every once in a while we at Brewer Yacht Yards, stumble across a new product that we feel warrants our attention and, in turn, deserves yours. Such is the case now, particularly as we go into the winter boat storage season.

Though yacht owners have commonly accepted that the cabin air on board boats is, and will always be, compromised – due to condensation, salt water exposure, holding tank vapors, et cetera – interior mold, mildew, and odors need not persist, and the labor of removing these should no longer be an inevitable part of yacht care and maintenance. Why? Two words: Kanberra Gel.

Kanberra Gel is the by-product of 18 years of research and improvement in air quality by the Kanberra Group, whose mission is “to develop and deliver innovative indoor air quality solutions to the public, with the ultimate goal of improving their health; to educate all on the importance and benefits of improving the quality of air that we breathe and the impact it has on long term health.” For many years, the Kanberra Group has provided air quality solutions for US Navy ships and other large vessels, as well as commercial buildings and hospitals. Now they’re providing similar solutions in other areas.

Working closely with people in the marine industry to better understand the needs of boat owners, yacht captains, and crews, the group is now enhancing the marine experience by minimizing vessel maintenance for professional and recreational boaters alike, by providing air quality solutions for boats. “This gel is already a staple in the mega-yacht industry,” says David Levesque a business development representative for the Kanberra Group. “Now it’s making waves with

RV and automotive storage, and with boat yards and marinas, where we’ve only just recently introduced it.”

A semi-solid, biodegradable gel composition made with pharmaceutical-grade Australian Tea Tree Oil, Kanberra Gel dissipates into the air to breakdown mildew, molds, and viruses at the molecular level. Tea Tree Oil, known around the globe as a natural antiseptic, is most commonly used topically. Thanks to the formula in Kanberra Gel, these same antiseptic and antifungal properties can now be realized through airborne release. This completely natural gel (there are no chemicals) disperses droplets of oil which are then circulated around the vessel. Touted as being able to clean the air, while saving money on costly upkeep, Kanberra Gel effectively eliminates damaging mold and odors, while blanketing the cabin with a protective vapor that enhances overall cabin air quality and comfort.

“It’s being very well received by our customers says Chick Michaud, Parts Manager at Brewer Pilots Point Marina. When I first heard about it, I thought it’d be like ‘snake oil’, but it turns out it’s one of the best new products I’ve ever introduced, in 25 years in the business! I can’t keep it on the shelf. People are using it in boats, summer cottages, basements, cars. It’s really good stuff.”

Kanberra Gel is currently available at most Brewer Yacht Yard locations. To find some near you, contact your local Brewer parts department, or visit your local Brewer Ship’s Store.

You can also visit [www.kanberragel.com](http://www.kanberragel.com) for more information. ★