



*SINGLES UNDER SAIL, INC.*

# THE MASTHEAD

Volume 37 Issue 11

December 2023



**HAPPY HOLIDAYS!**

*Photo Ida Lowe*

## BULLETIN BOARD UPCOMING ACTIVITIES

*Welcome back member!*

| NAME        | Self Rate | Town      |
|-------------|-----------|-----------|
| Joy Sherman | Skipper   | Westbrook |

### *December/January Birthdays*

Caryl Bate 12/3  
 Roger Blaho 12/3  
 Harris Leinwand 12/5  
 Elisa Brady 12/6  
 Lori Gage 12/9  
 David Meister 12/9  
 Lynne Krasnauskas 12/11  
 Fred Cronin 12/23  
 Susan Anderson 12/28  
 Tom Zagaroli 1/2  
 Randi Brawley 1/11  
 Julie Rosenshein 1/12  
 Ginny Cameron 1/15  
 Kathy Currie 1/18  
 RJ Rijal 1/21  
 Jim Larkin 1/24  
 Donna Wade 1/24  
 Julie Prescott 1/25

*Come be Jolly with SUS  
& toast the holiday season!*



Thurs. Dec. 7th from 5:30 PM



221 Post Rd W, Westport, CT

Festive Attire would be very Jolly!

SUS members, free — Guests - \$15

### *Report From the SUS Nominating Committee—Ida Lowe*

I am happy to announce that at the last meeting of the SUS Board a single vote was cast accepting the slate of candidates submitted by the Nominating Committee.

President: Aija Klebers  
 Vice-President: Andy Kunz  
 Secretary: Lynne Krasnauskas  
 Special Social Events: Annie Itin  
 Membership: Marie Taney (returning)

Welcome & thanks for your volunteering!

Ida

## *Commodore's Corner—Peter Luciano*

### **AN UNFORGETTABLE EXPERIENCE: The Caribbean 1500**



On October 26, 2002, La Buona Vita, a 1997 Catalina 42 MKII, left Snug Harbor Marina in New Rochelle, NY, and began her first leg on a journey to Tortola, BVI. Capt. Peter A. Luciano, at the helm, with a crew of two men and one woman headed for Hampton, Virginia, where all the Caribbean 1500 participants were scheduled to meet. The boat sat deep in the water due to all the extras we needed for our passage. We had installed an additional fuel tank, solar panels, an inner forestay, SSB, weather fax, and other equipment. The provisions were stowed in one of the aft cabin closets where shelves had been installed. Necessary fiddles were installed on every shelf area to keep things in place. Utilizing every space for water and provisions, the boat was loaded. Tools, an extra manual bilge pump, an offshore life raft, type I life jackets, and a sea anchor were just a few of the required items on the rally's check list. The weather was cold and rainy on the day that we left the marina, but the anticipation was like adrenaline. Because of a favorable wind, we sailed all the way to Virginia. The fleet of forty-six boats converged there, and we had meetings to discuss weather, safety, and a check list for all boats. Last-minute additions and repairs were being done all around us. There was excitement in the air. The nightly get togethers helped people put faces on names, and the sharing of information was very constructive. The list of boats in our fleet included sloops, cutters, ketches, yawls, catamarans, and a schooner. Some of the manufacturers included Hunter, Valiant, Shannon, Cape Dory, Deerfoot, and Catalina. Some of the boats had made the trip many times, but for some it was going to be their first "Blue Water" experience.

We commenced our rally on November 3, 2002. The day was cold but sunny. Captain Luciano, first mate, Ann Perna, and crew Bob Tatem, John Bridgewater and Lou Hill (who we picked up in Virginia) were all ready for an adventure they will never forget. After the start, the feeling of being on a safe boat was apparent. We had a good boat and a crew that was working well together. From the start, our approach was that safety came before speed, but we wanted to make a good showing.

We headed south by southeast, and a light wind soon settled in. Since we wanted to get the gulf stream behind us based on our own interpretation of the 500 MB (millibar) weather chart, we turned on the motor and proceeded for the east side of the stream. As the next day approached, we were informed on our morning chat that a front was coming down and would probably hit us the next day. As we sailed across the gulf stream, the winds started up and the front was on our tail. Passing the Gulf Stream was nothing compared to the storm we were about to face. La Buona Vita handled perfectly. We prepared ourselves, always seeming to reef down just before the winds got stronger. We used the tried-and-true approach - if you think about reefing-reef! First, we single reefed the main, then we furled the Genoa and set the staysail. Next, we put the second reef in the main, then the staysail came down, and lastly, we put the third reef in the main. We used lines that were never run for the third reef by sending John up on a pitching deck and tying down the sail just before the winds clocked over 55 knots. We sailed for over two days in winds that never dropped below 35 and went as high as 57 at about 120 deg. with only a triple reefed main. It was difficult for me to understand how the crew attaching themselves to jack lines and going on the deck during a storm can be an enjoyable task. The storm was not going to beat us! We were motivated and knew the Catalina was sound and the crew was very competent.

Our heading east did help us clear the front earlier than some other boats. It was uncomfortable but supportable. Trying to sleep was not easy, especially when the bed broke. The small wooden rail holding the mattress to the bed broke, propelling me onto the floor, and there I was pinned like a bug to a rug. When the weather got better, I repaired the bed. Trying to stand upright was an impossibility so we leaned to where the boat put us. Foul weather gear drying from one shift to the other decorated the boat. Cooked meals were impossible, so our diet consisted of cereal, sandwiches, and lots of snacks. After many days of high winds which eventually subsided and shifted, we set some more sail and made for the BVI. We traded 55 plus winds for lower winds and about a 30 degrees heel, and we were on our way southeast again. Through it all, we had a great time and encountered no severe problems.

There were many problems on other yachts: some lost their autopilot, others had engine problems, wind generators fell off masts, lost head stays, bad fuel, fouled tanks, ripped sails, and lost steering. These problems and the weather forced some boats to divert to Bermuda, Puerto Rico, and the Dominican Republic. Some even contacted the Coast Guard for assistance. It seemed the boats that headed south first were hit harder. Some decided to hove to, but we never did. We just rode with the wind and sailed, and sailed, and sailed. One of our crew, Lou Hill, had made this

(Continues on next page)

passage before, and he told us that it had never been this bad. We also heard the same from many other boats who make this passage annually. We believe that leaving a day earlier would have made this passage easier. There seemed to have been a problem with the person responsible for the weather because we were without weather data for at least one day. Through it all, however, there was a chat twice a day on the SSE led by one of the 1500 people. The chats resolved many problems, and it seemed to be a stabilizing force for the fleet. Reading the 500 MB chart every day could give us another piece of good information.

Finally, the weather was warm, the sun came out, and the winds allowed us to sail with almost no heel. John took out his guitar, and we all joined in singing in our spacious cockpit. We headed east-southeast for a few more days and then southwest for the last few hours. We saw Anegada, and we knew that we had almost completed our journey. There were five boats in our class. Listening to the nightly chat and noting the coordinates, we realized that two of the boats were ahead of us. What we were unaware of was that they had been motoring, and we had never motored after the second day. As the days became better, we all showered in the front head which was welcoming. We had wonderful meals, some of which included the fish we had caught. The wind began to die down as we approached the finish. We invoked the "ten-minute rule" which is wait ten minutes before changing sails. We proudly crossed the finish line sailing wing to wing scooping up any wind we could get and never starting the engine. It was a beautiful day, and we were beaming with pride. We faced the storm, and the Catalina took the waves and winds with no damage.

On Friday, November 15th, there was an award dinner at the Village Cay Marina. We were unaware that we had won, first in our class and fourth overall! This was quite an achievement for a production boat-actually quite an achievement for any boat. We did it...all of us...and La Buona Vita!

Capt. Peter A. Luciano SAMS/AMS 533

### *Vice Commodore's Message—Janet Steinberg*

### **THINKING ABOUT CHARTERING**



Yes, holiday season is upon us. It's getting colder. It's nearly winter, and one day last week, while indoors, I found myself daydreaming about the warmer days of summer and the beginning of the next sailing season. Am I alone?

While undertaking my annual clearing out of cupboards and stuff before becoming the subject of the next episode of "Hoarders", I came across *Bareboat Cruising Made Easy*, a tantalizing book about something that is often on my mind. The British Virgin Islands (BVI) are a top bareboat destination, offering many attractions, including beautiful islands and anchorages, great sailing, snorkeling, diving, the trade wind breezes and temperatures usually in the 80s, and of course Pusser's Rum and the Caves at Norman Island. Some have called the BVIs "The Bareboat Capital of the World!" Having had the fortune to have lived there for 10 years during the 80s and watched the development of the charter industry to what it is today, the title is pretty accurate!

Bareboat chartering though is NOT for the "backseat sailor". Sailing, crewing, and navigation skills become more important in the bareboat environment. If your idea of an ideal destination and sail is just enjoying the breeze, soaking up some sun and a happy hour at the end of the day, bareboat chartering will not be for you - unless you have some very good sailing friends who will be doing all the work! Of course, if you are considering a more leisurely vacation, other types of charters to consider are those with a paid licensed captain, and maybe even a cook! The Charter companies will be happy to advise.

SUS has provided a unique environment to sail. As we look forward to 2024, ideas to expand areas of interest in all things sailing and being on the water come to mind. Active boat owning skippers are the heart of SUS.

Networking with other sailors and clubs to explore chartering opportunities could be an option to explore. YOUR sailing/cruising skills are key. Thinking about honing those skills? Check out a sailing course before the season starts. Your knowledge and skills on a boat will increase your enjoyment of any trip.

If chartering is something on your bucket list, I encourage you to move forward with your plans. The season is well under way, but for those considering a winter/spring break there are still opportunities to be had. If you are a member who is interested in exploring this idea, talk to our skippers or other SUS members who have chartered.

It's always 'the right time' to dream and plan, and chartering is a great way to spend sailing time with friends and explore new horizons! Enjoy the adventure!

Wishing everyone peace and joy for the holiday season!

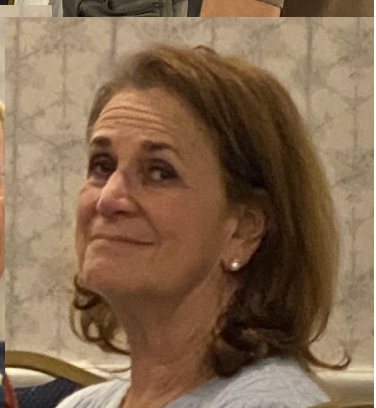
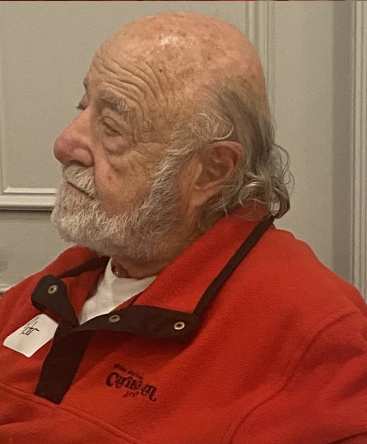
Janet



**HAPPY  
HOUR**



**PROGRAM MEETING**



**And for those of you who expressed an interest in  
watching the video WINDSHIPPED**

**[CLICK HERE](#)**



## *From Skipper Tom Kane*



I am interested in partnering with an SUS member to enjoy sailing my Tartan 33 Cruiser Racer. He or she would have regular use of the boat. Next season I will likely be travelling more often so the boat will be available most of the time. I may still race on Wednesday nights. The boat is docked at Greenwich Boat and Yacht Club in Greenwich. If you are interested and/or need more information, please email me at :

[tom.kane@worldwidecapitalcorporation.com](mailto:tom.kane@worldwidecapitalcorporation.com).

### HAVE AN SUS QUESTION? *Contact:*

|  |                   |
|--|-------------------|
| <b>President *</b><br><a href="mailto:AijaKlebers@yahoo.com"><u>AijaKlebers@yahoo.com</u></a>                      | Aija Klebers      |
| <b>Vice President *</b><br><a href="mailto:SUSvicepresident1@gmail.com"><u>SUSvicepresident1@gmail.com</u></a>     | Andy Kunz         |
| <b>Treasurer *</b><br><a href="mailto:SUSTreasurer1@gmail.com"><u>SUSTreasurer1@gmail.com</u></a>                  | Julie Monahan     |
| <b>Secretary *</b><br><a href="mailto:sussecretary1@gmail.com"><u>sussecretary1@gmail.com</u></a>                  | Lynne Krasnauskas |
| <b>Commodore *</b><br><a href="mailto:sloopquest@aol.com"><u>sloopquest@aol.com</u></a>                            | Peter Luciano     |
| <b>Vice-Commodore</b><br><a href="mailto:crewsails@gmail.com"><u>crewsails@gmail.com</u></a>                       | Janet Steinberg   |
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*\* Executive Board Member*