

Summer 2005



Wind Hill 2004

Redux, a Cape Cod 12½ skippered by Joan Bartram, bags line honors in the race for the Wind Hill Trophy, held on August 29th, 2004. Rhode Island Red won the Trophy. Full results appear later in the newsletter. This year's Wind Hill will be held on Sunday, August 28th.

From the Commodore

It is August already, and I hope this newsletter reaches you as you send your entry form to the Herreshoff Marine Museum to take part in their One Design Regatta on August 27th. We are working hard on Fish Hawk to get her there in time, and to enter the Wind Hill on Sunday 28th. As I said last year, every year seems to get busier.

The six 12½ footers at the Herreshoff Marine Museum are well used. I went to the museum on Thursday evening and four were out racing. I also see Rhode Island Red out on the bay, no doubt honing their skills for another Wind Hill win. More information about the museum's boats please contact Teri Souto (401) 253 5000.

This newsletter contains a wonderful piece by Joan Bartram, describing how she chose a Cape Cod 12½. Joan is a very experienced Narragansett Bay sailor, and her knowledge of the bay is second to none.

I hope to see you on the water, or at the One Design Regatta in a few weeks.

Andrew MacKeith
Commodore NBH12
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August 2005

You bought a what!?

The words Herreshoff 12 ½ usually conjure up an image of a small wooden boat with a bright transom and a gaff rig. Well, there is more than one type of 12½ and as those of us from Narragansett Bay know there is more than one kind of rig.

I have been sailing 12 ½'s and their relatives intermittently since the summer before I was born. My parents, the late Catherine and Phil Green kept *Filly* in the Coles River in the early 1940's. Renamed *Mischief* she is shown in the 1954 Bristol Phoenix hurricane book as a wreck in a Hope Street front yard. As a young child I often sailed with my family on the late John Borden's *Kelpie* in the Coles River and Mount Hope Bay. During most of my youth the family boat, moored in Smith's Cove in the Barrington River, was *Dolphin*, a Fish Class now stored behind the Herreshoff Marine Museum.

I returned to Narragansett Bay and Rhode Island, in the early 1970's after the usual absence to go to school and work in the "real world" and purchased *Nancy Belle* from the Congdon family. Unfortunately, *Nancy* was the victim of a divorce several years later. I then spent some years wandering in the wilderness of other boats including the family Sunfish and racing Rhodes 19s at the Newport Navy Base.

In 1992, I became the first boat keeper for the Museum of Yachting's Fish Class *Anchovy*. I was able to participate in her restoration at Frank McCaffrey's Narragansett Shipwrights. I sailed *Anchovy* for several years including trips to the Rendezvous in Bristol and religiously tended her wooden hull.

However, by 1995 I was ready to move on. I purchased and owned for several years an Arey's Pond catboat. As a former Barrington Yacht Club Beetle sailor I wanted one more catboat. [Now, I can't imagine why, but I did.] My decision to purchase this non-organic aesthetically pleasing boat was a direct result of acquiring fiberglass cross country skis to replace my 30 year old wooden ones. The skis were my introduction to redirected maintenance - no more pine tar and rags -

and the beginning of my slide down a slippery slope to a fiberglass boat. I did, however, kept my hand in with 12½s through sailing Bill Beardsley's 12½ several times a year either in Marion or Bristol. By the summer of 2002 I had satisfied my desire to sail a catboat and it was time to go looking for another boat.

After looking at all sorts of boats I faced the fact that I really wanted a Herreshoff again and the fun began! I narrowed my search down to what I thought were two immediate options - both wooden. Knowing always, in the back of my mind that when I'm an old lady I'm going to buy a plastic 12½, but not yet

My first option was a restored wooden Fish Boat. Every time I found a PMG fish boat restoration advertised in Soundings my hand would hover over the telephone as I resisted the temptation to call Andy Giblin and get the scoop on that particular boat. In the end I realized that a Fish Boat was a little bit bigger boat than I wanted to sail or maintain by myself. I am one of those people who believe you are sailing by yourself if your crew has less than a lifetime's experience. Besides - it wouldn't really fit in the front yard.

Moored behind my catboat in the Point Section of Newport Harbor was an aging wooden, Marconi 12½. *Shrimp* desperately needed to be restored and was a strong temptation. I recalled fondly, not only my work on *Anchovy* but also watching two friends restore respectively a 15 footer (*Snipe*) and a 40 foot Huckins.

Before giving in to temptation I paused and considered the fact that I had experienced two generations of restoration techniques - the "lets fix it up to keep it going approach" of my father's generation and the total rebuild approach of my own. Having grown up with a do-it-yourself father I had participated in the post Hurricane Carol rebuild of a Beetle, the refastening and sistering of ribs in the Fish Boat, and general maintenance on an H-23 while home on visits. While I will be always saddened by the loss of *Nancy Belle* I have to admit I am eternally relieved that I did not become involved in replacing her weary deck carlins. I realized that I had

experienced enough cracked ribs, sagging decks, and dead screws that needed to be pulled for a lifetime. Working on *Anchovy* with Frank McCaffrey my experience of the total rebuild is best summarized by the act of walking through the space for the transom and up the keel to paint red lead in the bilges. I viewed the sum of these memories as my very own "Outward Bound" confidence building experience similar to some studio art courses I had taken and not as an ongoing pursuit. Finally, I did not want to sail into my sunset years obsessing about my garboards. My interests had spread beyond wooden boat maintenance and I liked having time to pursue other activities. So with a been there done that I moved on.

In August of 2002 I fired up my car and went to Wareham to visit Cape Cod Shipbuilding. I had had my eye on their H12's for many years. Finally, at a Maine Boatbuilder's Show I courageously approached Gordon Goodwin and asked in a very small voice - do you make Marconi rigs? He replied - yes if you want one. So I had to begin my oft repeated tale about how REAL 12½s were Marconi and the gaff rigs were the fakes. Because Cape Cod Shipbuilding built their plugs from an original set of molds I knew the boat would have right shape and appearance with mahogany all the right places. I ordered *Redux* and she was delivered in July of 2003.

Is she real? Well she looks the same except with her solid white transom dead on; the weight and the rig are the same and she "feels" right with no weather helm. She holds her own in a fleet of mixed hulls as was proven at Wind Hill, where she took line honors, and performed well in heavy conditions going around Prudence Island. She was the right choice for me, yes, every so often I have rib envy but I sure don't want to ever have to paint a cockpit again!

Did I suddenly become an old lady?
No, I became a wise one.

Joan Bartram
Newport RI, December 2004

Membership

Membership fees are now due. Please send \$15.00 to NBH12, P.O.Box 506, Bristol, RI 02809. The fees just pay for the mailings. If you would like the group to keep in touch, please join. A membership form is enclosed with this mailing. If you have been a member before, and we have your details, just send in the form with your name and phone number only.

Members 2004

| | | |
|----------------------|----------------------|----------------------------|
| Joan Bartram | Nicholas Long | Irving Sheldon |
| Bill Beardsley | Andrew MacKeith | Kate & David Vivian |
| Paul Darling | Heather MacLeod | Janice and Dudley Williams |
| Andy Giblin | Steve Nagy | Shawen William |
| Frederick Livingston | Susan Maffei Plowden | |
| Stan Livingston | Christopher Sheldon | |

I would still be happy to turn over the running of the NBH12 to a new commodore. Please contact me if you're interested.

Herreshoff Rendezvous August 28, 2004

Herreshoff 12½ Division Results

| Place | Race 1 | Race 2 | Boat name | sail number | Skipper & crew |
|-------|--------|--------|-----------|-------------|---|
| 1 | 1 | 3 | Grace | 10 | Sue Maffei-Plowden Seth Hagen |
| 2 | 2 | 2 | Quetenis | 11 | Chris Sheldon Clementine Knight |
| 3 | 5 | 1 | R I Red | 4 | Todd Fischer Reed Fulton Ethan Davidson |
| 4 | 3 | 5 | Redux | 582 | Joan Bartram Bill Beardsley Andrew MacKeith |
| 5 | 4 | 4 | Empress | H3 | James Murphy |
| 6 | 6 | DNF | Zephyr | H95 | Jim Goff Paul Heggner |
| 7 | 7 | DNF | Alice | --- | John MacCloskey Ann Vivian |
| 8 | 8 | DNF | Privateer | 16 | Bill Palmer |

**Congratulations to Privateer and Bill Palmer for winning the
"Best Restoration" prize at the Rendezvous.
The 2005 Herreshoff One Design Regatta will be held on August 27th 2005.**

Wind Hill Trophy August 29th 2004

Results

| Place | Boat name | sail number | Skipper & crew | Time (Hrs:Mins) | |
|----------|-----------|-------------|--|-----------------|-----------|
| 1 12½ | Redux | 582 | Joan Bartram | 3:52 | Cape Cod |
| 2 | R I Red | 4 | Andrew MacKeith Todd Fisher | 4:13 | |
| 3 | Quetenis | 11 | Halsey Fulton Chris Sheldon | 4:24 | Haven 12½ |
| 4 | Empress | H3 | Clementine Knight James Murphy | 5:12 | |
| 5 | Remora | 17 | Cort MacDonald David Bush-Brown Abbott Willard | DNF | |

All but one of the starters elected to go clockwise around Prudence Island; Empress started 20 minutes late and chose the counter-clockwise route. Remora's side stay broke and had to retire.

The Wind Hill Trophy was won by Rhode Island Red; the winner of Other 12½ Designs was Redux.

The 2005 Wind Hill Trophy Race will be held on Sunday August 28th 2005.

NBH12.org

Don't forget the Association's web site NBH12.org. There are many more photos on the web site than can be put in the newsletter, and of course, they are in full color too. There are links to other yacht clubs, and local weather stations, and I always post the results on the site as soon as I can. If you have 12½ footer news that you think the world should know, it can be posted on the site. Just let me know.

NBH12 Finances

April 1 2004 to March 31 2005

| | debit | credit | balance |
|-------------------------------|-------|--------|-----------|
| Brought forward | | | 1189.16 |
| Income from Membership Fees | | 285.00 | 1474.16 |
| Bank interest: | | 4.60 | 1478.76 |
| Mailing and printing expenses | 60.00 | | 1418.76 |
| Carried forward | | | \$1418.76 |