
The Bullship Log

Monthly Meeting
Harlem Township Hall
Monday - Aug 18 @ 7:00 p.m.



Commodore's Corner

Ahoy mates,

What a great summer for sailing, good winds and lots of sun. I hope that you got out there on the water and if not, there are still a lot of opportunities to sail with our club or NWSA or the Racine Yacht Club. Checking the sailing schedule for this weekend-Fri, Sat and Sunday, Burnie and Penny have invited us to sail with them on Lake Redstone in LaVelle, Wisconsin. How cool is that? Also, there is the Air and Water show along Chicago's lakefront where NWSA has scheduled an outing to see it on the water. Diane and I got a chance to get away to Eagle River, Wisconsin for some R & R exploring the chain of lakes up there and do some fishing off our pontoon boat. I actually saw a sailboat on the river near where we were staying. If anyone can identify the make from the photo I would to know.

One more thing for next month, Ray Olson asked me to remind all of you about the Blue Nose Regatta and Shrimp Boil at the Racine Yacht Club on September 12, 13th and 14th. You can bring your own boat or sail on one of theirs. The tickets for the shrimp boil are \$18.00 per person. Sounds like fun.

Enjoy your summer!
Commodore John

2014 Racine Rendezvous

Who: The Rockford Yacht Club and the Northwest Sailing Association

When: Friday September 12th through Sunday September 14th

Where: Racine Yacht Club: 1 Barker St. Racine, WI Tel: (262) 634-8585

Where to launch: Public launch or Pugh Marina. Pugh is deeper and closer to Racine Yacht Club. Pugh Marina is on the Root River on the North side before the opening of the lake.

What to do: Sail, motor up Root River, maybe pot luck or go out to eat Friday evening (club has gas grills), Saturday Shrimp boil with band and lots of conversation.

Saturday: In the morning, coffee and kringle at 8:00 am. The club will also have breakfast or you can go to the many restaurants. The club will also be serving lunch. Then let's go sailing and in the late afternoon come to a shrimp boil with a band in the evening. The club hires bands from Chicago and I have heard many good bands there.

Sunday: More coffee & kringle, sailing, and then pack up to go home. The club will have breakfast and lunch or you can grill out.

If you don't have a boat, come up for Saturday & Sunday and sail with a member. Also, there are a lot of hotels you can book. I use Hotwire.com to book many overnights in the spring when I'm getting my boat ready for the summer sailing season.

Racine Yacht Club Amenities: Yacht club with restaurant, bar, bathroom with showers, patio with seating, grill area with picnic tables, kayaks, canoes, slip for your boat with electricity and water, a lake front view, and free parking or use lot next door to the south of the club.

Contact Ray Olson if you want a free slip. He can help you arrange one.

Email: rayolsonfamily@hotmail.com; Cell: 815-519-5751; Home: 815-399-6309

Green Lake Sail, 2014

by Joe Rittner

This year's Green Lake sail brought high expectations. Seven skippers signed up to bring their boat: Harley Johnson, Marc Holdwick, John Morris and Joe Rittner and three more from NWSA. Dick Spears joined me in a small caravan heading north. Normally I follow him as he trailers his M25, but there was his SUV with an empty hitch. Dick had sold his sailboat a few weeks before.

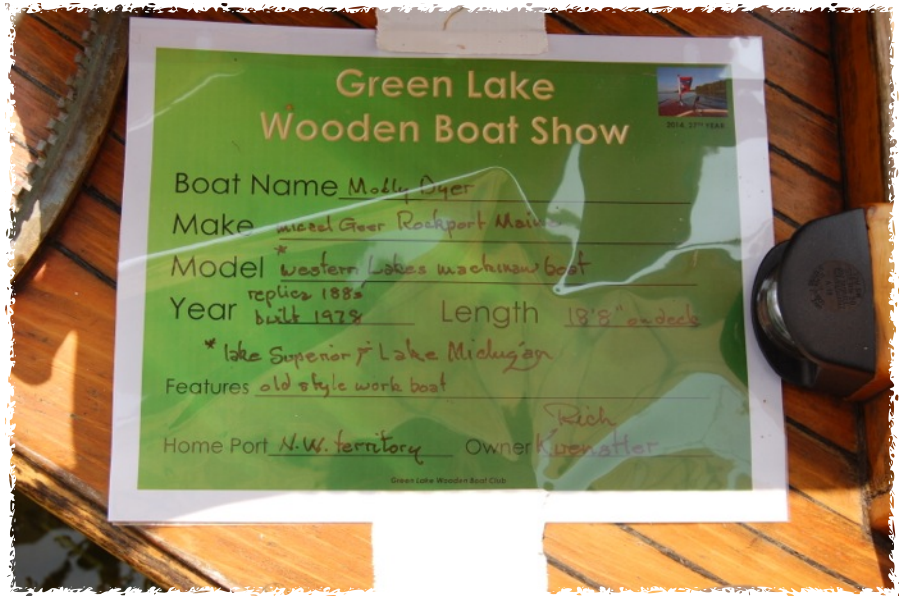
We arrived Thursday early afternoon, rigged and were sailing soon. Winds were light. This was a good time to try a drifter of lightweight Mylar. I had tacked with this sail many times before on Dick's boat. Thank you, Dick, for passing it on to me. I enjoy sailing my symmetrical spinnaker on the few occasions that it's practical. The drifter opens many more options in light air and we were not disappointed of its performance as we docked at the village for our first stop at the local ice cream shop.

On Friday and Saturday the rest of the boats and crew arrived. Unfortunately, we were all becalmed on both days, not even enough wind to stir the telltales much less the drifter. Harley and Eric arrived on Saturday and decided not to rig as they viewed the glassy lake. Marc also kept his Windrider on the trailer. John launched but like Dick and I did a lot of motor sailing.

NWSA member Bill Bushnell hosted us Friday evening at his house overlooking the lake. He and Carol prepared a great feast; hors d'oeuvres, drinks, main course and dessert for the enjoyment of all who could attend. Thank You Carol! On the weekend he motor sailed, like the rest of us, his pristine Ericson 23, *The Other Woman*. Returning member Jim Dahlquist brought his Montgomery 15. New NWSA member Rich Kuenstler brought his 18' wooden replica of a 23' Mackinaw of the early 1900s. He is proud to say there is no fiberglass to be found and the only piece of plastic is in the bilge pump.

Rich launched at the G.L. village ramp. When the wooden motor boat show organizers saw him tall and lean, belt with sailor's knife and spike, sun bleached bushy head of hair, eyebrows and beard, the spirited sight of a sprightly ancient mariner; not to mention his narrow wooden replica with two masts gaff rigged, short bowsprit and Egyptian Cotton sails with a light oxblood tinge and when needed powered by two oars- they really had no choice but to sign him in for the show. He had the prominent position with raised sails and flag at the end of the broad pier next to the ramp. What a sight of Rich and his *Molly Dyer* as he answered questions from the many visitors.

Sunday morning brought winds just light enough to use the drifter. We were on a run and positioned the spinnaker pole to set the sails wing and wing. It all ended too soon as we tacked into the bay and then lowered sails. This was just enough of a taste of sailing for us to want to come back next year. But, please more wind!



▶ WINGS, RAILS AND KEELS

Cutty Sark

Built for speed, the last remaining tea clipper showed just how fast men could sail across the oceans

BY TERRY SHEA

PHOTOS COURTESY OF AND COPYRIGHT NATIONAL MARITIME MUSEUM, LONDON

In the mid-19th century, the race to get fresh tea from China to market in the U.K. was literally that—a race. The first ships that returned with that year's crop could promise their owners the best prices for the freshest tea, and the captains and crews were justly rewarded for winning. Laden with the relatively light but valuable tea leaves, ships frequently raced each other from port in China, across the South China Sea, into the Indian Ocean, around the Cape of Good Hope at the southern tip of Africa and north in the Atlantic Ocean back to London.

Clipper ships were the fastest sailing ships ever to ply these routes, and none remains as fa-

mous as the *Cutty Sark*, a vessel named for the loose shirt worn by a ravishing witch in Robert Burns's famed 1791 poem "Tam O'Shanter."

Though clippers were originally an American design, the shipyards on the River Clyde in Scotland began catching up in the 1850s, turning out ever faster cargo ships. With a high, knife-edged bow, narrow beam and the capacity to raise more than 30 sails and move some 1,450 tons of cargo, the *Cutty Sark* could reach speeds estimated at better than 20 knots. Launched in 1869 at Dumbarton, Scotland, *Cutty Sark* displaced 963 gross tons. With a hull length of 212 feet



(280 feet overall) and a beam of just 36 feet across, the high-speed clipper cost £16,150, a not insignificant sum at the time, but with the prospect of earning as much as £3,000 per voyage, a not unreasonable amount either for its owner, John Willis.

With a wooden hull over iron framework, *Cutty Sark* had more than 32,000 feet of sails at her disposal and could allegedly achieve a top speed of 21 knots, making her one of the fastest sailing ships ever built. Before the clippers, a good ship could make the China-to-London journey in six months. The clippers

nearly cut that time in half.

Owing to the vagaries of the wind and the sea, *Cutty Sark* never won the annual tea race, but she did show remarkable speed at times. In June of 1872, both *Cutty Sark* and rival clipper *Thermopylae* left Woosung, China, together. Two months later, with a lead of 400 miles over *Thermopylae*, *Cutty Sark*'s rudder broke in heavy seas. Twice her crew had to repair the damaged rudder, losing their lead and eventually arriving in London well into October, a full week after the competition.

Cutty Sark's last tea run came in 1877. Ironically enough, the year that she launched, the Suez Canal opened, allowing steam ships to make the tea run faster and without needing to re-coal, via the Mediterranean and the Red Seas into the Indian Ocean, a route that the clippers, dependent on the trade winds around Africa, could never successfully pass. But *Cutty Sark* did set a record once she began plying the wool trades to Australia, making the passage from Sydney to London in just 73 days in 1885.

Sold to Portuguese concerns in 1895, *Cutty Sark* was repatriated to the U.K. in 1922, when she became a training ship. In the 1950s, her preservation was assured by a group that today is known as the Cutty Sark Trust. Visitors can now get a full view inside and outside of the *Cutty Sark* at her permanent mooring in a specially built, spectacular dry dock at the National Maritime Museum in London. ☼

