



Meet a Member Captain Bob Wood

Editor's Note: With this issue of *Underway*, we are beginning a new series of articles featuring one of our member Captains. Each one of our members has an interesting background in the maritime world and through this series we will learn about that background and get to know them better.

Meet Captain Hank Stuart. To say that Hank's passion is sailboat racing is an understatement. From the time he was a youngster growing up on Sodus Bay to the present day, he has participated in major regattas all over Lake Ontario, the Finger Lakes and indeed all over the world, including the America's Cup and the Newport to Bermuda Race, among others. Because of his

extensive experience and knowledge, he is in great demand as a race manager, instructor or judge. His sailing resume is extensive and much too long to be listed here. His next race will be the St Bath's Bucket with the yacht *P2*, see www.teamp2.net.

It all began when Hank was nine years of age, took sailing lessons and raced a 14-foot Rhodes Bantam at the Sodus Bay Junior Sailing Association. The Bantam is a boat that carries a mainsail, jib and spinnaker. It is a miniature version of the bigger sloops he was to race in the future. His grandparents and parents owned summer homes on Sodus Bay and this is where he spent his summer vacations and grew increasingly comfortable around and on the water. As he thinks back to those times, he remembers enjoying a great sense of care-free freedom. After breakfast with the family, he would be gone sailing, swimming or fishing the entire rest of the day until supper at 6 o'clock. Attendance at supper was mandatory and gave assurance that he and his friends survived the day's activities.

He continued pursuing his love of sailing throughout high school and in college as well. At 17 years of age, he



received permission from his father to skipper the family's Swan 41 sailboat, called *Scotch Bonnet*, in the Main Duck Race which went from Fair Haven to the Canadian island of Main Duck and back. This was a major milestone for a teenager and he swelled with pride at the thought of the confidence being placed in him at that tender age.

Hank went on to college at Cornell University graduating with a BA in Economics. At Cornell, he participated in intercollegiate club racing honing his racing skills. While at college in 1978, he was contacted by a key member of the America's Cup boat *Intrepid* and asked to participate in trials to determine the challenger team in the upcoming Cup race. Thus began a nearly ten-year period of racing on twelve-meters, including *Intrepid*, *Enterprise*, *Freedom*, *Clipper*, *Defender* and *Courageous*, in various crew positions. Along the way, he sailed with such notables as Gary Jobson, Dennis Connor, Ted Hood, Ted Turner, Paul Cayard and the late Tom Blackaller.

Hank is member of the Rochester Yacht Club, Bayview Yacht Club in Detroit and through his involvement in the America's Cup, is also a

member of the New York Yacht Club, and the St. Francis Yacht Club on San Francisco Bay. He is Commodore of the Rochester Corinthian Yacht Club.

Hank is a certified International Race Officer, one of nine in the USA. He is a US SAILING certified Senior Judge, National Race Office and chairs the race administration committee at US

SAILING which oversees all aspects of the sport; race management, judges, umpires, classifiers, rules and appeals.

When asked to explain his abiding interest in sailboat racing, he cited the camaraderie among fellow sailors and the precise and attentive planning required to sail or manage a successful race. He downplays the need for an intense competitive spirit requiring winning at all costs; rather he seems content to revel in the satisfaction and exhilaration of running a good race.

When he isn't traveling the globe in pursuit of a regatta to manage, he finds time to work as an investment manager and financial planner with Cobblestone Capital Advisors, LLC in Rochester.

He resides in Penfield with his wife Mary. The next generation of Stuart's carry on the passion. Hank's son Bill and daughter Ali still spend a good part of the summer at the family place on Sodus Bay. You will see Hank and his family in Sodus sailing his Olson 30 *Chicane* or enjoying a new passion, power boating on a Bertram 28 *Penguin*.

Cruising the European Rivers Captain Gerry Palmer

In late October my wife and I traveled to Budapest, Hungary to embark on a 15 day 1400 km riverboat cruise through 5 countries on the Danube, Main and Rhine Rivers.

We started this wonderful trip on the Danube which separates the two halves of Buda and Pest. Few other cities on the trip can match the impression Budapest makes when seen from the water with its half-dozen bridges. Our river boat, the Viking Pride, was 400' long, 30' wide with 75 staterooms, 4 decks and a crew of 37. She was powered with 2 Cat 1000 hp diesels

with tractor drives and bow thruster that could turn and dock the ship on a dime. The tractor drives could be turned 365 degrees making it very maneuverable.

The majority of ships on the Danube River are passenger ships either day excursion vessels or hotel cruise ships; only rarely are freight barges seen. Every ship we saw had retractable pilot houses that raise and lower hydraulically about 10 feet to allow the ships to pass under the low bridges. The river is marked at each kilometer with signs on the river banks and some very interesting navigational signs. The current was very noticeable.

After leaving Hungary and Slovakia we entered the Main-Danube Canal which connects the Rhine and Main Rivers with the Danube. This canal was completed in 1992 and runs from Bamberg on the Main River with Kelheim on the Danube. It is



106 miles long and provides a continuous waterway from the North Sea all across Europe to the Black Sea, some 2200 miles long running through 15 countries. The canal has 16 locks that rise some 623 ft. and 1332 above sea level, the highest point on any European waterway. Three of these locks raise over 60' each. Most of the locks are over 750' long and 75' wide accommodating 4 ships at a time. The lock gates [doors] raise and lower vertically thus are not the swing type that we are used to on the Barge Canal. The gates either submerge under the water to allow the exiting ship to drive over the door or they raise high enough for the ships to go under them when we enter them. Needless to say, these locks are massive.

After exiting the canal we find ourselves merging into Main River and then the Rhine River after going through a total of 67 locks. The Rhine is a Border river and

International Highway for ships of all nations. It is much wider than the Danube and Main with unbelievable traffic, sometimes chaotic with its mixture of freight barges, tankers and passenger ships. Four hundred foot barges pass slower tankers forcing other ships to alter course, sometimes on the wrong side of river or other vessel.

We saw no pleasure craft at all. The current is flowing at 5+ mph. This part of the Rhine is filled with castles at every bend of the river. One wonders how some of them were constructed so many

years ago high atop the mountains they seem to protect. The middle Rhine is surrounded with vineyards rising from the river and growing up the tall sides of the river valley. This region produces wonderful Moselle white wines.

As we continue on the river sides flatten as we enter The Netherlands. Most of this country is below sea level requiring dikes along the river sides. The famous windmills that constantly pumped the water out of the low lying lands are still there, but have been mostly replaced with diesel pumps.

Our trip ends in Amsterdam after stopping at 13 cities along the way. Needless to say, this was a great maritime trip I highly recommend it to all mariners.

Captain Jim Lawrence Passed The Bar. Captain Mike Holmes

Captain Jim Lawrence passed away, suddenly, on December 10, 2010. Jim was a founding member of the Sodus Bay Maritime Captains Association and was active until he became ill. Jim was a heluva good guy. His smile and laughter will be missed by all who knew him including those of "K" Dock and all Cap-

tains.

Jim was a graduate of Naples high school, in 1971, which made him way too young to leave us. He was a good man with a large heart.

A graduate of RIT, Jim had been a Sheriff's deputy, an account executive, and a Coast Guard licensed Captain Mer-

chant Marine. He epitomized the purpose of The S.B.M.C.A., that of education. He enjoyed boating and boater education, and he found joy in being with his friends and fellow boaters. He will be missed.

Please keep Jim in your thoughts and Karen in your prayers.

Upcoming Captain's License Course Captain Chris Tertinek

Many people have thought about getting a Captain's License. Sodus Bay Maritime Captains Association, a not-for-profit membership organization, can help with referrals to Sea Tech Marine Training who conduct courses leading to a U.S. Coast Guard Captain's License. Sea Tech Marine is a U.S. Coast Guard approved training school that is authorized to give the license exam locally. That is, you won't have to travel to Toledo, Ohio.

The next course will be held in Rochester NY. The class schedule is as follows:

Saturday, 19 February 9 AM to 5:00 PM

Sunday, 20 February 9 AM to 5:00 PM

Saturday, 27 February 9 AM to 5:00 PM

Sunday, 28 February 9 AM to 5:00 PM

Saturday, 5 March 9 AM to 5:00 PM

Sunday, 6 March 9 AM to 5:00 PM

Review Date Wednesday March 10 6:30-10:00 PM

Exam Thursday March 10 8:30 AM-4:30 PM

Masters Upgrade Saturday March 12 9:00AM-5:00 PM

Masters Upgrade and Sail Sunday March 13 9:00 AM- 5:00 PM



The price for the basic (OUPV or "Six-Pack") course is \$695. If you elect to step up to a Master's License (as most participants do), there are three additional class sessions and exam at an additional fee of \$200.

Visit our web site at www.sbcaptains.org for a full description of the course and use the tear-off form attached to the brochure for signing up. A \$100 deposit payable to Seatech Marine Training will guarantee you a spot. For further information and location, contact Capt. Steve Heffron (telephone - 585-370-8216, e-mail - dandsheffron@yahoo.com) or Capt. Chris Tertinek (telephone - 585-746-5266, e-mail - cmt@rochester.rr.com).

The Sinking of the Green Eyed Lady Captain Mike Holmes

Our annual vacation trip across Lake Ontario started innocently enough. It appeared to be a quiet August day, all sunshine and calmness. Sodus Bay was flat as glass. The Yacht Club's 420's were still, their sails hanging like so much southern moss. We fired our Green Eyed Lady up, cast off and prepared to enter Lake Ontario. At first, there was a bit of a chop but then, the wind picked up out of the north-northeast. That was going to be our direction of travel, of course. The waves grew to 1-2 feet and continued to grow as we progressed. As we passed the point of no return, they were 4 feet and steady.

By this time, Scotty, our 3-year-old Aire-dale, was curled up on the sofa either bored or paralyzed with fear. The wind grew and kept coming right at us. The closer we came to Kingston, the rougher it became. We passed Main Duck and, from that point on, the waves were consistently 7-8 feet and the wind was on our bow at 20 to 30 knots. At this point, you're all saying to yourselves, this must be the demise of the proud Lady. Nope. We made it into Confederation Basin and relaxed in our favorite Canadian city for a couple of days. Pay attention kiddies, there is more to tell.

As I mentioned, we find Kingston very relaxing. The only way it could be more so would be if they offered free massages. Italian food at Frankies', Wooden Head

Pizza and White Mountain Ice Cream are only a few of the delicious offerings to be found. Morning walks with Scotty, and watching him play with the other four-legged travelers while witnessing the daily birth of the Sun, is incredibly relaxing. We love going to the farmer's market and, this trip, we picked up fresh veggies and maple syrup. Scotty loves checking out the dogs and we love the atmosphere. In the evening, reading, Euchre, Gin and 500 Rummy are enjoyed by all the crew (even those who require a steady diet of video). Our third day found us putt putting up the River under an azure sky. To paraphrase Tom Hanks in Apollo 13: it looked like we had survived the glitch for this trip.

This was to be our second trip up the Rideau Canal System and we were feeling pretty comfortable. Certainly, we found the locks much more relaxing than they were frightening this time around. As we moved north, we feasted in the incredible beauty and tranquility that is southeastern Ontario.

Towards the end of the day, we reached Jones Falls and we were able to lock through before they shut down for the night. The bay above Jones Falls was quiet and the water was black as night. We slept under the Milky Way arising to a blue sky day. Westport was next on our journey. Westport is a cute little hamlet with some neat shops and a lot of character. There is even a welcome center, behind the post office, with showers for boaters.

After stocking up on supplies, we cast off, traveling north through Upper Rideau Lake, cresting the high point of the glacial ridge, beginning our downriver run through the Big Rideau Lake and Lower Rideau Lake. The lakes were carved out of the limestone and granite of southeastern Ontario and are incredibly beautiful. We continued cruising down river, heading for Smith Falls. Smith Falls is a reasonably good-sized city that had been home to a Hershey's Chocolate plant until its' demise in 2008.

Once past, we headed for Merrickville. It's a favorite place of ours. Good restaurants, good shopping and cold beer. We docked right on the dam wall with the sound of falling water to drift us to sleep.

After Merrickville, we meandered through grassland and farms captivated by the peacefulness. We passed through Clowes and Nicholsons locks and into a passageway through a shallow area. We decided to help the Canadian Park Service by locating any unmarked hazards to navigation. As we turned the last corner, before Burrits Rapids, we found such an obstruction, at 44 degrees, 97 minutes North and 75 degrees, 82 minutes West.

We didn't see it, we hit it, hard! We felt a tremendous impact; the boat actually lifted up, fell, went up again and bounced to a stop. I didn't know an 11-ton boat could bounce like that! We had a second or two until the



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peacefulness of the countryside was rent by an ear piercing blast. We ran to the lower deck. My First Mate asked me what was wrong, as I opened the bilge hatch. I retorted: "We're sinking." I ran to the upper driving station to make a Securite call while my crew ran our sinking protocol. I thought that odd since we didn't have a sinking protocol and, if we had, we certainly had never practiced anything. I was proud of them for rising to the challenge.

My First Mate retrieved valuables, passed out PFDs and bailed from the sump hatch while My XO and Seaman First Class lowered our Zodiac. The Canadian Coast Guard responded as well as nearby pleasure craft. Fortunately, our three bilge pumps and seaweed, sucked into the breach, slowed the influx of water. A cruiser offered to tow us to the lock, which freaked his wife out to no end. A few stiff drinks for her and a quick bowline by our Seaman First Class allowed for a direct hit with our heaving line. We arrived at Burritts Rapids Lock in no time. Ready to take a deep breath and have a cold beer, we sat on a picnic table and relaxed.

Suddenly, the quiet was rent once again. This time, the park service staff and every boater within earshot ran to our aid. Water was

"Underway" is a publication of the Sodus Bay Maritime Captains Association. SBMCA is a New York State Not-for-Profit corporation formed in 2003. USCG Licensed Captains holding a Master's License are eligible to join.

Our purpose is to educate the public in maritime safety and skills, to provide continuing professional education and training for members, and to sponsor and promote events and programs that inform and educate the public regarding maritime safety, history and skills.

Some of our members are available for work as licensed captains and their resumes can be viewed on our web site.

One of our important programs is "First Mate Safe Return" offered to the public each year. This course teaches the First Mate how to call for help, disclose location and operate the vessel in the event the captain is disabled.

pouring in even faster. My First Mate started a line of boaters removing our belongings and my XO ran for a pump. In the meantime, I grabbed my SCUBA gear and went under with tools and rags. The packing case of the drive shaft had come out so I packed rags in the opening, stopping the leak. This second sinking was worse, flooding the lower berth. We ended up 6 inches off the bottom.

It just so happened that lock 17 was the only lock, in the entire Rideau system that had a pump. That was a bit too lucky and it struck us as a bit odd. We pulled our Lady over to the street side so help could access her. The good Samaritans transferred our belongings. We had received word of an excellent marina, from a number of people. The Hurst Marina responded immediately, sending a repairman that evening.

Despite my fatigue and the sinking feeling in my heart, I realized that we had just experienced a tremendous outpouring of help and love. In fact, a number of lucky, random events had to come together within a certain timeframe for everything to work out the way it did. We met wonderful people (boaters of course, and others,) who went out of their way to help. The park service staff was exemplary. They were very nice and incredibly helpful.

Bright and early the next morning, Hurst sent a center console to tow our sorry selves, 4-1/2 hours north, to their marina. The Hurst staff was amazing. They quickly pulled her out and put her on the hard. It was then that we saw the extent of the damage. The drive shaft was grotesquely bent and it's strut pushed through the bottom. The rudder was jammed over and, worst of all, the 22 inch, brass propeller was mangled almost beyond recognition.

So here we were, in Manotick, Ontario, staring at our home, on blocks, not knowing what to think or what to do next. The XO and Seaman

First Class could stay on the boat for the night. But where do you go with a 75 pound dog? One of the repairmen offered to take him if we couldn't find a place to stay. To our rescue came Peter Hurst. Peter is a true renaissance man. He has passports in England as well as Canada, fixes and drives motorcycles and allows his staff to bring their dogs to work with them.

Peter told us to take one of his cars for as long as we needed it. His only request was to have it back by the first snowfall. The boys slept onboard and Scotty and we stayed at a beautiful B and B. They had a dog and they were fine with ours. As you viewed their residence from the street, it looked like a clean, well landscaped, brick home. However, as you entered through the front door, you entered the guest space. A clean, beautiful oak living room with a fireplace, three bedrooms and a modern bath. The family lived a floor down in an even more beautiful space that opened onto a landscaped yard on a river.

The owners had a black lab that had 7 litters of guide dogs and they still volunteered with the guide dog association. They were wonderful, fascinating individuals. In fact, everyone we met on this adventure shared two things in common: they were unselfish and we would not have had the opportunity to meet them without the accident.

The sinking may have been costly but the experience we had was priceless. We met many great individuals and were able to see a different part of the world, in depth. I found the whole experience exhilarating. Sometimes, you never know what may happen when you go on an adventure. I guess that's why we go on them. Here's to the cruising life!