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Take the Helm®

Official Newsletter of the National Women's Sailing Association

AUGUST 2020

VP Ayme Sinclair USSA Moderator

US Sailing Leadership Forum
Increasing Diversity, Equity and Inclusion in the Sport of Sailing
August 4 at 8pm ET / 5pm PT

Ayme Sinclair (Host) VICE PRESIDENT, NATIONAL WOMEN'S SAILING ASSOCIATION	Karen Harris PRESIDENT, JACKSON PARK YACHT CLUB FOUNDATIONS	Captain Bill Pinkney FIRST AFRICAN AMERICAN TO SOLO-CIRCUMNAVIGATE THE WORLD	Lou Sandoval COMMODORE CHICAGO YACHT CLUB	Joey Harris MANAGER OF SAILING, CHICAGO PARK DISTRICT

We have reached a pivotal moment in sailing. On Tuesday, August 4th, Ayme Sinclair moderated a Town Hall panel with US Sailing to discuss the ways we can increase diversity into the sport. "I am very proud that I was joined by four amazing sailing leaders who offered practical guidance and shared how they have been able to implement some successful diversity-focused programs," said Sinclair.

The panel discussed ways sailors and sailing organizations can implement strategies now to increase awareness and opportunities within their sailing organizations and programs for individuals from diverse backgrounds and people of color. The panelists provided practical guidance for conducting outreach in your local communities and best practices on fostering relationships with community leaders and influencers to help you achieve your diversity, equity and inclusion goals.

- **2000 Views** (US Sailing normally averages around 700 views)
 - One of US Sailing's five top performing videos in 2020.
 - **546 total watch hours** - Total watch time of every second watched by a person.
 - **25,000 Impressions** (counts how many times the thumbnail was based on cross promo of the event.
 - Ranks in the top 5 of Starboard Portal
 - Likes: **240 likes** in the last month.
- 78 of them came from this video.**
Next highest was in the 20s.
- **400 Comments**
 - Vice president of US Sailing, Rich Jepsen, complimented host Sinclair and the panelists on their role in the extremely successful event. "So, so, good. ... Congratulations. US Sailing is better for your efforts tonight."

We are looking to help host and organize another Diversity Panel specifically focused on gender in October.

Here is a link to the Youtube video of the panel:
<https://youtu.be/ilXDqOlq3VO>



Events for Women Sailors

August 28

@ 8pm Eastern / 5pm Pacific L.A.S.T. (Learn About Sailing Things) on Zoom: Racing 101 — Pre-race and the start

September 4 -

She Sailor Sea Stories

September 18 -

She Sailor Sea Stories

Diesel Engine Workshop in San Diego October 17-18, cancelled due to Covid 19.

November 13-15

The Island Yacht Club Northern California Women's Sailing Seminar going virtual. See article in this issue.

November 4-6, 2021

WOWZR (postponed due to COVID)

Visit us on Facebook

<https://www.facebook.com/Womens-Sailing-FoundationNational-Womens-Sailing-Association-175044185840300/>

Check out our website and blog

<https://www.womensailing.org/blog/>

Call for Storytellers and Save the Dates

Friday, Sept. 4 and Friday, Sept. 18 @ 5pm Pacific / 8pm Eastern

You don't have to be a celebrity sailor, newbies are welcome (some of the best stories are of a first sail... Take Charlotte Kaufman's "I was seduced..." story on our members' page as an example. Each selected storyteller will receive a one year free membership in the National Women's Sailing Association.

Safe social distance virtual gathering. Zoom based. Free fun to all. Check our Facebook page (<https://www.facebook.com/womensailing.org/>) for information on invites if you do not receive a notice.

She Sailor Sea Story Guidance

WHAT SHOULD YOUR STORY BE ABOUT

- Anything to do with sailing! No theme to stick to
- These can be on land, at sea, recent, old, planning, on the boat, after you get back etc. As long as it's relevant to sailing, we want to hear your authentic voice
- Profanity and sensitive topics are allowed, but if you plan to tell any stories that may be difficult or inappropriate for certain viewers, such as children, let us know so that we can give a disclaimer when it's your turn.

HOW LONG SHOULD IT BE

- Strictly no more than six minutes. Use a timer when you write, then practice.
- Cut and trim as needed
- Stay on script

To apply — PROVIDE US WITH:

- Story synopsis (or your whole story if you want)
- Preferably a portrait or close up sailing headshot of you alone w/o sunglasses
- Short, one minute video clip introduction or of some part of your story.

If chosen — PROVIDE US WITH IMAGES + VIDEO

- Choose pics + clips that help illustrate your work
- 3-5 Images and/or video is the sweet spot
- Accepted formats: jpg, png, mp4, mov

PRACTICE! PRACTICE! PRACTICE!

- No one likes to practice but it's important to make sure you're keeping your story within the time frame, you're practicing making eye contact (with the camera) and you're speaking in a clear and loud enough voice
- Record your practice to see and hear how to make it better
- We will have a short rehearsal, you must attend to be a storyteller.

INCLUDE STORY NOTES

- List the images & videos you send in numbered order
- Add a quick blurb that describes each one.

This helps our media team understand where to insert them.

EXAMPLE:

1. DingySailing.jpg — "We created a youth program with small boats at the yacht club. ..."
2. Chart.jpg — "This is the area we usually sail in..."
3. Crew.jpg — "In 2018 I was the first female sailor to win this race..."

NATIONAL WOMEN'S SAILING ASSOCIATION

EMAIL FILES + STORY NOTES TO: wsf@womensailing.org

Help us tell your story!

BoatU.S. and NWSA

NWSA participates in the BoatU.S. Cooperating Group Program. That means that NWSA members are eligible for BoatU.S. membership at \$15, rather than the regular annual \$24 dues rate. We receive announcements with information that we pass on to you the member through our own website or our e-Breeze emails.

Other benefits include:

- 24/7 Towing Dispatch to over 600 towboats 300+ ports
- Roadside Assistance while trailering your boat
- Discounts on fuel, transient slips, repairs and more at 1,000+ boating businesses
- 6 issues the award-winning BoatUS Magazine
- Access to Boat Insurance from dedicated experts
- The Boater's Advocate - from local issues to Capitol Hill
- Highest level of shopping rewards West Marine
- Travel discounts from Star Clippers, The Moorings and more
- Discount on custom boat lettering and registration number

You can sign up for a BoatU.S. membership on line at www.boatus.com/member. Give NWSA's Group ID number **GA 84104B** when prompted to receive the special discounted rate.

Or call BoatU.S. membership services toll free number 800-395-2628.



Member of the Month - July - Barbara Morris

Commodore Barbara Morris began sailing with friends in the early 1990s, and for a few years was co-owner of a 24' Clipper Marine on which she got most of her early sailing experience. She moved up to sailing on larger boats with friends and for the last 15 years or so, has taken on the role of First Mate aboard her best friend's 40' C&C. Besides the Southern California coast and islands, she has cruised as crew in the British Virgin Islands, San Juan Islands, Penobscot Bay in Maine, Tahiti and is planning a charter out of Newport, RI soon. She has been crew on the Newport/Ensenada and Baja Ha Ha races and skippered three WOW/WAH races out of Marina del Rey.

Barbara is currently the Commodore for the Women's Sailing Association of Santa Monica Bay having held various board and committee positions in recent years, Morris routinely lends her skills as a graphic designer to the organization.

She is a SCUBA diver but prefers snorkeling these days, and is the first person her fellow sailors ask to free dive for items that have gone overboard.

Originally from Salt Lake City, she has been living in Valencia, California since 1985 having relocated to attend the California Institute of the Arts.

Barbara's leadership in women's sailing in Southern California caught the attention of NWSA's president. "All the effort Barbara was making to keep WSASMB member sailors engaged made her a great choice. Morris is a role model for other leaders." Attagirl Barbara!



Board Member Profile - Susannah Winder



Hi friends!
My name is Susannah Winder and I have been a sailor all my life coming to the NWSA Marblehead conference since I was 10 years old.

Thank you for joining us for OLÉ, our online conference this year! Debbie, our wonderful president, has asked me to write to you all to introduce myself. It was my privilege to join the board of the Women's Sailing Foundation two years ago and be able to support and work with the women that have inspired me my entire life.

Having graduated from Maine Maritime Academy with a dual degree in Marine Science and Vessel Operations I have seen the vital importance of ensuring women are supported and bolstered in the maritime industry. As the pandemic

started to close the world down I graduated with my masters in Emergency Management from Massachusetts Maritime Academy and like so many people around the world I was laid off from my job in maritime education.

Now I am seeking a job in the environmental consulting or marine environmental research field. So I am reaching out to this incredible community for support and guidance any of you have to offer.

Please stay safe and find joy where you can!



Making Changes Come About®

For the Girls

AdventureSail® is an NWSA/WSF sailing program which involves local communities and community sailing programs with intended collaboration to invite girls, ages 9-14, to experience the sport of sailing and to have sailing experiences beyond AdventureSail®.

Scholarship funds are available: Learn to Sail for girls who, after participating in an AdventureSail® event, file an application with a registered Sailing school for sailing lessons.

Sue Corl Scholarship available for girls who apply to participate in an advanced nautical experience. Please contact Val Cook at AdventureSail@womensailing.org.

To support the tax deductible AdventureSail® or the Sue Corl Scholarship programs for girls, contribute through our website. Use the **DONATE** button found at the bottom of the main page or other top level pages.

Making Changes
Come About®

Member of the Month - August - Ella Stewart McCulloch

Ella Stewart McCulloch, member of New Orleans Yacht Club, America's Boating Club and past commodore of the Lake Pontchartrain Women's Sailing Association, is also a member of NWSA. Full disclosure, she is a dear friend of mine. Regardless, I could not think of another women sailor who deserved the small honour of being named as a President's Member of the Month more. She has enabled so many women sailors (and men too) including me. I met Ella when I relocated to New Orleans and found the Lake Pontchartrain Women's Sailing Association (LPWSA). Ella was the commodore.

McCulloch is a longtime fixture at Wednesday night racing on Lake Pontchartrain, often taking newbies for their first sail. Her last boat MUSE was the logical choice for newbies and walkups hoping to get a sail in. As Ella put it, "I always brought them back alive. I lost count of all the people who had their first sail on Muse. Some stayed for years, some went on to other boats, and some I never saw again. They always said they had a good time."

"I started racing (MUSE). She was slow but reliable. I realised I liked figuring out all the angles and niceties I used to leave to the skipper. She picked up some thrilling trophies. Sailors started calling MUSE the prettiest boat on the lake."

Recently Ella sold MUSE and bought a J80, GOOD JUJU. "I am still learning about sailing. (A weekend to learn, a lifetime to master). I do not expect to be a master, but I expect to keep on learning as long as I sail."

McCulloch started learning to sail late, in her mid 40's. She had a naïve idea that it was simple, and she could save a lot of money by traveling via sailboat. She worked very hard to learn many aspect of sailing. McCulloch took all sorts of classes. She bought a few boats before she restored MUSE, a filthy, run down Cape Dory. She also ramrodded the restoration of FEMME FATALE, Flying Scott hull number 245. Ella said, "My proudest moment with (LPWSA) was when we launched the 50 year-old restored Scot for the use of the members. FEMME FATALE was the result of many hours of volunteer work and many donations from members, the local boat yard, the local clubs, and the Flying Scot fleet."



McCulloch became qualified to charter, then chartered with friends and family around the globe. "I have learned traveling by airplane is faster, and there is usually a beautiful boat waiting for me wherever I go." Ella McCulloch continues to help a whole lot of people to also love sailing as she does. Attagirl Ella!!

DISCOUNTS FOR NWSA MEMBERS



**Members only offer!
Get 10% off**

<https://www.women-sailing.org/wp-content/uploads/2020/02/2020-NWSA-Offer-from-Offshore-Sailing-School-Save-10.pdf>



**Members only offer!
Get 10% off**

TETHYS OFFSHORE

Each trip is 8 nights aboard Tethys and begins and ends in Port Townsend. Three berths for women learning crew are available for each voyage. For more information, to book a passage or to contact Nancy for speaking engagements, contact: phone +1 (206) 789-5118 or nerley@hotmail.com



Maiden Mondays - Hugh Success!



Maiden Mondays - The Maiden Factor charity, supporting girls' education around the globe, met a fundraising goal — raised 150,000 pounds \$190,000.

Our most popular episode reached 10,000 people - The money raised will keep the Maiden Factor operation going until April 2021 and get the boat back on the water to continue the tour.

Find more info on the Maiden Factor at: <https://create.piktochart.com/output/44086591-the-maiden-factor-foundation>

All of the Maiden Crew members who participated in the Maiden Mondays event were given a complimentary NWSA membership.

More info from Maiden can be found here: <https://create.piktochart.com/output/44086591-the-maiden-factor-foundation>



**Ayme Sinclair is the
new CEO of
Women Who Sail®.
Congrats to Ayme.**

How Did We Do with our First



Here are some statistics and other facts about the NWSA's On Line Expo -- OLE:

On **Saturday, June 6th**, 270 people logged in. On **Sunday, June 7**, 459 logged in at various times. Over 500 unique attendees. Great news that we reached almost five times the number of women from previous years.

The Conference was successful primarily because of NWSA and the event chair, Shirley Cassara's forward thinking and a bit of risk taking. We provided the virtual space for OLE and provided opportunities for relevant conversations.

In addition to the live event NWSA now has over seventy instructional (and fun) videos available to our members!

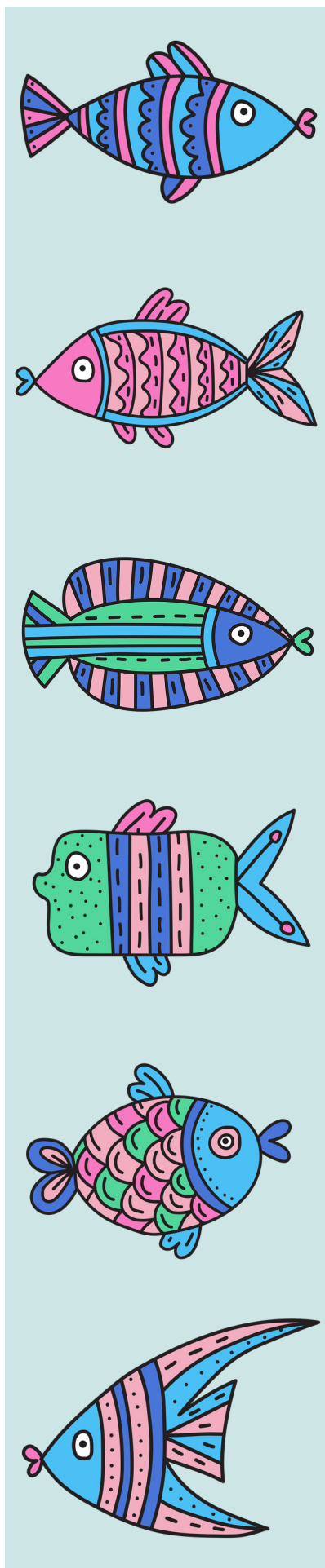
OLE also increased our national visibility and launched us into several beneficial partnerships — organizations that were unaware of our existence, are reaching out to us.

For example: Women Who Sail® with their vast reach to women sailors, helped bring the large numbers of participants. Charlotte Kaufman, WWS founder and NWSA board member, said WWS is a community, not an organization. NWSA and WWS complimented each others strengths for the successful effort to give members of both NWSA and WWS a taste of sailing and a respite from Covid.

Karen Harris, the Commodore of Jackson Park Yacht Club has established a wonderful working relationship with NWSA and is collaborating on projects for 2021.

US Sailing's President, Cory Sertl and Betsy Alison, Director of Adult Programs are very motivated to address gender issues in sailing.

There are others who are exploring ways to collaborate in support of women's sailing.



From the Commodore

I spent a big portion of a day making my headsail more likely to last through the summer. It had taken a beating during a string of fun days of seriously rigorous use. I'm thankful for the fun it gave me, but as many a sailor knows, we have to pay the boat back with a measure of maintenance to continue the fun. The work involved a lot of hand stitching, sail tape and about a mile of sail thread.

To finish the job and resume our sailing, my husband manned the hal-yard to hoist the sail while I guided it into the fueller slot. The boat's bow was as close to the wind as one could hope while in a slip, so hoisting was pretty straight forward. Still it took some coordination. I needed to let Ed know when to pull—and when to hold—what was happening due to his effort. With over ten yards and a dodger between us, the coordination involved degree of yelling. "UP!" "Hold." "Oops, ease... please." I was firmly making loud commands. He was the one listening and happily complying — ALWAYS!

The boat bow-first in our slip. Me facing the stern, my back was to the walkway. It was a sunny weekend day, so there was a lot of activity on the dock. As I excitedly yelled at Ed, "Woo-ah! Give me some slack!" I noticed an older woman (even older than me) was trying to urge a young boy to continue past during my continual outbursts. He

was standing flatfooted, turned away from his probable grandmother, staring at me. Even with her urging, the boy stood transfixed. She turned and took the boy by the hand (he was too old to hold his grandma's hand while walking). Still he stood firm, shaking her off.

Later, after the sail was up and furled, I wondered what was so interesting to the lad. There were plenty of others working on their boats or making read for a sail. Was it the sail going up in the slip? Was it the din I was making? Did he think we had the coolest boat on the dock? I don't know. But the idea ran through my mind that he was looking at me, an old lady the age of his granny, standing in the bow pulpit in front of the rising sail, telling a man in the cockpit what to do and observing his eager compliance.

I want to hang on to that possibility, that I served as an illustration of a woman sailor, this time not for other women or girls, but a young boy. I want to hang on to the idea that a young man will not wrongly assume only men do such chores, or have the loudest (command) voice on the boat. As accomplished women sailors, we have a responsibility to not only show women and girls we can do it, we must also let boys (and their fathers) observe we are capable, knowledgeable and able to direct and command.

Isn't sailing wonderful?

Debbie Huntsman

president@womensailing.org





Women's Sailing Seminar

The 28th Annual Northern California Women's Sailing Seminar is going virtual on three days, November 13-15. It matters not that you are not in the SF Bay Area as you can join us this year for education and fun online. Already women from international destinations came online for the WSS preview presentation on August 17.

The WSS is organized and taught by women for women and was co-founded by Linda Newland and Mary Quigley based on the Women's Sailing Convention began by Gail Hine in Southern California in 1991.

It will be kicked off with two nights of Storytelling on September 14 and another on October 19 at 7PM. These two events are free to those who pre-register online at: www.iyc.org/wss.html.

The virtual WSS begins on November 13 with a virtual sailboat race, followed by two days of

instruction via live and video presentations covering the following:

- Points of Sail and Basic Sail Trim
- Sailing Terminology
- Sailing for Speed
- Dressing for Sailing Success

....and much more!

Our keynote speaker will be Behan Gifford who has circumnavigated with her family and continues to live aboard, making a living as a mentor to other offshore cruisers and is an engaging speaker with lots of knowledge to impart. There will be a Q & A as part of her live presentation.

Registration opens September 8. Register and sign up for email updates by using the link above.

Linda Newland,
WSS 2020 Committee



Poem for Susan Epstein NWSA Emerita Member



On the occasion
of Susan's
retirement from
the WSF/NWSA
Board.

Be well and stay
happy,
NWSA Board of
Directors thank
you!



*She was just seven, her first race as crew
They needed a hand, anyone would do!
We'll show you the ropes. You will do great!
Hurry aboard Suzie, we're already late!*

*She sailed from then on, wind in her hair
She sailed with the boys, they didn't care.
She liked to go faster and faster than them
She learned to helm and learned how to trim.*

*Susan became quicker at leaving a wake
There was little denying, she wasn't a fake.
She was the real deal, a girl who sailed
Overtaking Susan — boys consistently failed.*

*They wanted her secrets for skimming along
To know how a girl smartly starts and is gone.
Was it all in the rudder, the tiller, the keel?
Did she have a deep secret or just have a feel?*

*Still she got faster. Just what would they do
But keep looking and watching and asking anew
Susan, how can you beat we boys so fair?
Should we put on a dress and grow out our hair?*

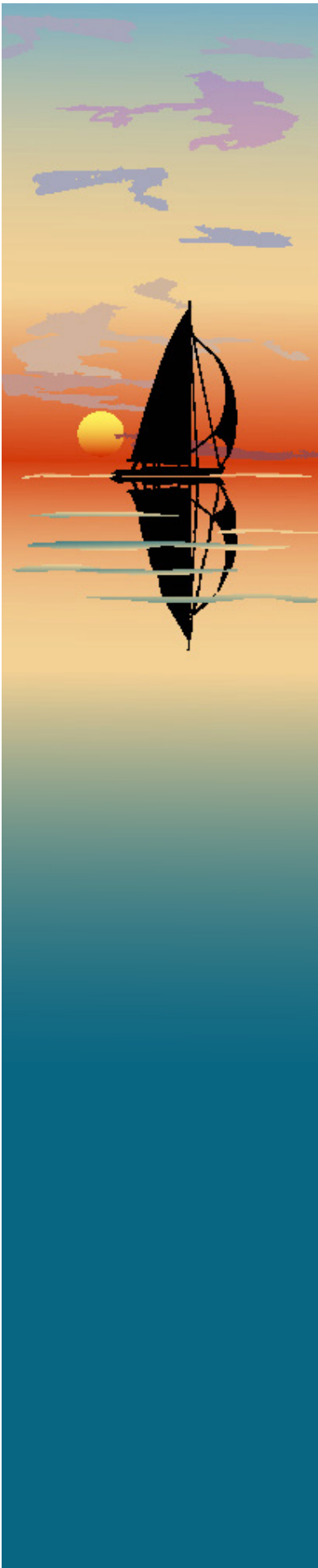
*It took a long time, but they finally concluded
Susan was faster than most, the boys included.
She joined their club and won none the less
As a Jew and a girl, she brought them success.*

*Wind loved Susan. It brought her romance
With Jim and the wind she took to life's dance
They put down his name being the right gender
She was the sailor, but he was the member.*

*Her commodore's blazer, an unheard of act
She was a good leader as a matter of fact.
She broke glass ceilings with a spinnaker pole
Paving the way by playing her role.*

*Still a very fast sailor, faster than them,
She taught girls to sail and coached us to trim.
Showed us a hitch, a knot, a nice figure eight,
AdventureSail, workshops she could facilitate.*

*Sail on our dear Susan, you are the real thing
You've done much for sailing, giving women a fling
We've followed your wake, the wind in our hair
Sailed with our daughters while you led us there.*



Jumping to the “Dark Side”

Selected sections from an article By Dan and Linda Newland

It was on a beautiful trip to Desolation Sound several years ago on our custom carbon fiber racing sailboat, designed and built by Dan, that we realized that if we were to complete our bucket list by traveling up the Inside Passage to Alaska on our own boat, Pegasus XIV wasn't the one to take us there. Built and launched in 1992, she had no built in water tanks and was stripped of most amenities below decks. She had raced round trip to Hawaii twice, once by me and once by Dan, done Mexico races, coastal California races and too many offshore San Francisco races to mention.



She was totaled on a coastal delivery and Dan rebuilt her better than ever during the 27 year period we sailed her. She was still looking first class, but we weren't....it was time to admit, although we dearly loved her, that we needed to move on to more amenities and less stress and strain on our aging bodies. We had certainly “been there and done that” with an exceptional sailing vessel that has no equal for racing performance or handling in her class. She was cutting edge technology in 1992 and still remains highly competitive.

In mid to late 2019 we looked at all Grand Banks on the market in the PNW and down even to the SF Bay Area. My cousin who lives on Salt Spring Island



was invaluable in giving us sound advice and focusing us on the important aspects we should consider. He is a sailor but had built powerboats in BC in the 70's and 80's which is the vintage we were looking at. His memorable advice was and is, “Buy as new as you can afford, in the best possible condition; as no matter how good they look on the survey, you will be spending a lot more money on upgrades to a vintage vessel”.

A call from Robb in January about a GB 36 coming on the market at the Vancouver Boat Show in early February. It was show worthy and would be displayed there the day after they listed it. He said it would sell immediately and if we wanted a shot at it, we should arrive at the opening of the show at the earliest possible time. We hot footed it up to Vancouver in snow and rain and already 20 minutes into the show, two other couples were walking her decks when we arrived. She was a 1989 Grand Banks 36 beauty.

Lessons learned and appreciated:

1. Powerboat ownership is different than sailboats. Sails are expensive but last awhile without a lot of maintenance. Bigger diesel engines take more constant love and care as there is no backup plan if something goes wrong. Our boat is a single engine diesel with a bow thruster. Buy plenty of towing insurance depending on how far you think you might need to be towed in your cruising plans. 9



2. Powerboats use the same instrumentation as sailboats but more of them and diverse enough to monitor more boat systems so buy good quality and adhere to the adage, "Buy first quality or pay second quality twice which will be more expensive."

3. Older boats in very good condition will need constant vigilance because systems are in a later wearing out condition. Buy spares of replacement parts especially for all systems and the engine. On sailboats the auxiliary diesel serviced regularly rarely failed us...not so much wear and tear on it.

4. Learning the myriad of systems and how to maintain them on a powerboat is not even close to the simplicity of those on a sailboat unless the sailboat is highly sophisticated. For example, the size and care of big battery banks to run refrigeration, fresh water heads, radar, multiple antennas for all types of radios, GPS, and AIS.

Where the powerboat is a better quality of life over the sailboat we owned:

1. Central heating vs none
2. 150 gallon water tank vs no built in fresh water tank
3. 300 gallon fuel tank vs 11 gallon

fuel tank

4. Battery bank to run interior and exterior lights at anchor
5. Comfortable queen size bed vs sleeping bags on a hard surface
6. Hot water showers vs bathing in the cockpit with water heated on the stove
7. Refrigeration and freezer vs. ice chest when ice available
8. Propane stove with oven vs. two burner gimbaled camp stove
9. Fresh water heads in both cabins vs. standard smelly salt water head
10. High capacity inverter to run AC anytime vs. no AC, only DC
11. A bow thruster vs none
12. Dinghy on an easy lift vs blow up and lash to foredeck or tow behind
13. Electric windlass for real chain rode vs manpower for anchor retrieval
14. Inside steering for poor weather vs steering with rain and wind in face
15. Eat at real table on cushioned seats vs no table and hard bench seats

We really love our Tsusiat – shortened by us to Suzie. She's a great boat. We will be happy to talk more about her and show her, when we move into a higher level of COVID phases.

From an article by Dan and Linda Newland appearing in the September issue of the Port Townsend Yacht Club newsletter "Baggywrinkle."