



# *The Typhooner Newsletter*

## *August 2025*

### **The Editor's Reflections**

I have had a VERY busy Spring and early summer rescuing abandoned and neglected sailboats. I will describe most of these later in this issue, but I want to tell you the story of Blue Moon first:

On Monday, June 16<sup>th</sup> there was an urgent post on the Facebook Cape Dory Typhoon Owners Group stating that there was a Typhoon Daysailer, a relatively rare and sought after boat, in Sag Harbor, New York that was about to be destroyed because she had not been successfully rehomed. The marina where she was located had tried unsuccessfully to rehome the boat and several pending agreements had not worked out. The boat was scheduled to be disposed of in the next couple days. As the Typhoon Class Coordinator and as a concerned sailor who has saved many boats over the years- ten in the last year including Moonshadow- my Cape Dory 30 Cutter that I rescued in April and have been writing a series of articles about for WindCheck magazine, I just couldn't let this happen. So, I contacted the person who made the urgent post and agreed to come to the Sag Harbor marina the following day.

Sag Harbor, New York is about 30 miles from my homeport via water, about 60 miles via the Cross Sound Ferry, and about 200 miles via the land route through New York City and driving east on the Long Island Expressway. I had promised the marina that I would be there by 8:00 am when they opened and the marina management promised they would not dispose of the boat if I did what I said I would. They had enough nonsense with this damn boat that was taking up three valuable parking spaces which were needed in their prime boating season. I tried to get a Cross Sound Ferry reservation, but none were available to meet my scheduling requirements. Since I could not find anyone to take me by boat on such

short notice, I decided to drive through New York City via the long land route. I left home at 3:00 am and got to the Sag Harbor marina at 8:08- just in time as the travel lift was getting ready to pick up the boat to dispose of it. These guys weren't kidding around! She looked in pretty good shape for a neglected boat and I convinced them that I wanted the boat now and would pay for a mooring for a couple days till I could come back and get her. The marina management said I could rent a mooring for only two days because they were fully booked for the weekend. The yard crew stepped the mast in ten minutes. The great guy who advocated for the boat found a rubber stopper to fill the garboard drain and she was plopped in the water fifteen minutes after we agreed on the transaction.



I brought a small motor which I used to put her on her rented mooring. Out at the mooring I found she didn't leak and looked in pretty good shape for a neglected boat. She surely did not belong in a fancy harbor filled with mega yachts. I made her secure and left Sag Harbor in a couple hours so I could get through New York City before rush hour and get back to Connecticut at a reasonable time, which I

did. As I drove home, I thought about the new to me Typhoon Daysailer and what a great find she was and how she was nearly destroyed. While I was a tired puppy by the time I got home, I was also very satisfied with the day's accomplishment- another Typhoon was saved.



Now I had to figure out how to get her from Sag Harbor to New London via water in a couple days. A friend offered to take me over in his 35' sailboat, but his motor wasn't working well. The ferry's cost and schedule didn't work and I couldn't find anyone to come with me via land and bring my truck home when I brought the boat to Connecticut. I was also a little apprehensive about sailing an unfamiliar boat all the way back to New London, Connecticut.



The obvious solution was to take my 15' skiff on a little adventure. I figured I could easily zip across the Sound if the weather cooperated and tow the Typhoon back the next day. On Thursday, June 19<sup>th</sup>, I put the skiff in the water in New London and ventured out the Thames River in a flat calm where I encountered fog which reduced visibility to about one hundred feet. Since I had a GPS chart plotter on my iPad and iPhone I was not overly concerned- just a little nervous while I motored along at twelve knots- a nice safe speed for these conditions. The fog lifted in the middle of the Sound and I sped around Plum Island and continued up Gardner's Bay where a steady wind developed that made for a slow, wet, and bumpy ride. I went the long way around Shelter Island because I knew the route and arrived in Sag Harbor after a five-hour run.

The forecast was for thunderstorms Thursday evening and small craft warnings were issued for Friday. I spent the night huddled under the cuddy cabin trying to stay out of the rain. It was not my favorite night aboard a boat! I convinced the marina to let me stay another night and enjoyed a nice, but windy day on Friday sorting out the boat and exploring Sag Harbor. I dried out everything that got wet and prepared for a good night's sleep. Friday night was a beautiful evening and I got a great night's sleep.



I left Sag Harbor before sunrise on Saturday, June 21, with the Typhoon towing the skiff because I could not secure the Typhoon's tiller. The little four horse Johnson outboard propelled the Typhoon while towing the skiff along at about four knots which fluctuated with the current strength for us or against us. We had a long ten-hour voyage but it was mostly enjoyable except when I tried to go thru the Orient Point pass which was impossible with my little motor. I easily motored around Plum Island in relatively calm water and continued across Long Island Sound and up the Thames River with no problems. I attached her to her new mooring and went home happy that the trip went so smoothly.



Sunrise on the journey home



A happy skipper!



Blue Moon on her Thames River mooring

The Typhoon Daysailer's sails were original and in poor condition. They were replaced by sails that the Rappahannock River Yacht Club (RRYC) donated to our Typhoon rescue efforts. Kevin Stepko-RRYC Typhoon Fleet Commander provided a complete set of retired, but relatively new, racing sails that fit the boat perfectly. I found a very nice new custom cover was made for this boat and it was included with the boat. Since I have been so fortunate to acquire this excellent boat and received the sails from RRYC, my wife and I decided to name her Blue Moon because you only get these wonderful opportunities once in a Blue Moon. Blue Moon enjoys being moored near her big sister Moonshadow- my Cape Dory 30 Cutter that I rescued in April 2025- but that's another story for another time. I have been a lucky boy to receive these two good old Cape Dory boats this year. More Typhoon rescues will be discussed in the report on the Typhoon Class Association's Save Our Sailboats (SOS) in this Typhooner.

## **Fleet Reports**

### **Centerboard Yacht Club, South Portland, Maine**

Casco Bay Fleet Report: CD Typhoon Hull #100 "Brigitte" skippered by James Kuper took 1st place in the Centerboard Regatta White Sails Division on June 14, 2025. Twenty boats competed, including 6 in the White Sails division. Brigitte had a 1st and 4th in the day's two races to secure the top spot on the podium. Brigitte was able to beat on corrected time a Catalina 34, an Erickson 34-2, a Catalina 30, a J/30c and a Cal 28-2. Not bad for the smallest boat in the regatta!

The Centerboard Yacht Club Race Committee would like to offer a special emphasis to CDSOA and Typhoons for its Bluewater Regatta scheduled for August 16, 2025. For the Bluewater, we would recognize Cape Dories in two ways: 1. We would offer an overall class prize for the top finishing Cape Dory (or Alberg designed-boat) in each class and 2. We would run a dedicated Typhoon Class if 4 or more Typhoons register and show up on the starting line. This race may be held in conjunction with the CDSOA cruise of the Maine coast in August. The format for the Bluewater Regatta is generally one long race starting near House Island/Peaks Island and sailing around the islands between the Shipping Channel and the Hussy in either direction. After the day's sailing, we return to the Club for a traditional Lobster Dinner with Free Beverages and usually live Music! CYC's

own racing site and transient mooring information is found on their website-  
[www.centerboardyachtclub.org](http://www.centerboardyachtclub.org). Please let me know if this is of interest.

## **Colorado Rocky Mountain Fleet**

The Colorado Fleet is anchored at Carter Lake Sailing Club, at 5,760 feet and nestled at the base of the Rocky Mountains. Ours is the second-oldest yacht club in Colorado and consists 250 members, a historic clubhouse, and slips that hold 50 sailboats. Currently the Typhoon fleet consists of four boats that are actively racing. Our club history can be accessed at <https://sailcarter.org/about/sailing-through-history-the-carter-lake-sailing-club/>

The club held its 66<sup>th</sup> Annual Open Regatta on June 7-8 and this was the first time that enough Typhoons were registered and qualified as a fleet for many years. The racing conditions for day one were hot, light, and fluky, which is sometimes typical of summertime Colorado sailing. Despite this, we were able to get four races in on the first day. Day two was overcast but breezy, with two fantastic races before the wind completely turned off.

Both Tim Harriman and Jim Foy are actively working toward growing this fleet. We have several interested skippers inside the club and we are actively identifying good boats on the market that seem to be in good condition and reasonably priced. Our hope is to put prospective skippers together with good boats.

The Rocky Mountain Typhoon fleet has now expanded to five Typhoons according to Fleet Captain Tim Harriman. They look forward to slowly expanding their Typhoon fleet and related activities.



Sailing on Carter Lake, Colorado



Launching a Typhoon in Colorado



Looking good in Colorado- at over a mile high!

## **Fishers Island/Eastern Long Island Sound Fleet**

It appears that there are approximately five Typhoons in the New London area and another five or so in the Stonington, CT area where the Stonington Small Boat Association has weekly racing for boats less than twenty feet. Between two and four Typhoons are racing in this ten-race series which is a very laid-back event that includes many types of small boats. There are no charges to enter this regatta which has been a community event for more than fifty years. I viewed one race and was warmly welcomed by everyone at the informal dinner at the Stonington Harbor Yacht Club which routinely hosts the after-race dinner which cost \$18. There are two more races in this series on August 13 and 20. More information can be found at their website- <https://www.sdcwednesdaynightrace.com>.

There are many other Typhoons in the area, but we have not connected yet. For example, while sailing around the Thames River last weekend I met another Typhoon, named Recent Chill. We talked a bit and decided it would be fun to have some local Typhoon match racing which we are going to start doing soon on the Thames River above the Gold Star Bridge. Here is a picture of Recent Chill:



Thames Yacht Club in New London, CT which is at the mouth of the Thames River has a Fall series of races for all types of boats using the PHRF rating system. The 2025 Chowder Series is September 21- October 26. I'm planning on entering one of my Typhoons into this series. The cost of this series is \$45 and you need to get a PHRF certificate which is free and easy to get. Please contact Dave Hemenway for more information on how to get a PHRF certificate for your Typhoon. More information can be found at: <https://thamesyc.org/2025-chowder-series/>

## **Henderson Harbor Yacht Club (HHYC) Fleet**

The Typhoon Fleet at Henderson Harbor Yacht Club, consisting of 13 boats, is getting a slow start to the season. Besides the weather inhibiting boat prep early on our hoist has been down. The electrical hoist had to be dismantled for an inspection and is taking longer than planned for re-installation. We have launched 4 boats of the fleet to date and hopefully another 2-3 by the end of the last week of June. Some boats are launched by a modified system utilizing a modified manual portion of the hoist and some at the local town ramp. The ramp is not steep enough to easily launch the boats. However, racing is scheduled to begin Friday 06/27 with 4-7 boats competing. Not all seasons go as planned.

## **Penobscot Bay Fleet**



## **Camden Classic Cup**

### **Editor's Comments:**

I looked forward to sailing in this regatta where we were awarded our own class and several Typhoon friends were competing including Doug Jesseman who rebuilt Typhoon #510 this Spring and trailered her from Vermont and several local Penobscot Bay sailors including Robin Payson who advocated for this event and worked hard to make it happen. I trailered my new to me Typhoon Daysailer, Blue Moon, up from Connecticut. I planned to either launch Blue Moon at the new Camden public ramp or have the Lyman-Morse, the marina hosting the CCC, use

their crane to launch and retrieve her as Doug had arranged. The Camden ramp idea did not work out because we needed a high tide to use this ramp while launching a Typhoon with its 2½ foot keel. High tide was at midnight on Thursday, July 25, and around noon the next day after the racing started. The Lyman-Morse marina had removed their crane in preparation for the regatta. We had no reasonable way to launch our Typhoons. This was poor planning on my part and the marina was not prepared to offer the crane service they agreed to provide. With over eighty classic boats in the Camden Classics Cup, our little Typhoons got lost in the commotion. It was fun to meet up with several other Typhoon owners who were looking forward to this regatta. There clearly is enough local support to have a successful Typhoon regatta in this area. We look forward to having a Maine Typhoon regatta next year in a more appropriate venue.

From Fleet Captain Robin Payson:

Thank you to all the members who've reached out to me directly to ask about how things wrapped up! The enthusiasm in this group is incredible.

Camden Classics Cup Typhoon racing happened on the weekend of July 26! We were able to hold three races around the drop marks on Saturday which made up for the lack of racing on Friday. There were a few tight mark roundings with the three Typhoons and all three boats had moments of brilliance. I'm glad we were able to have a Typhoon one design class, but it was disappointing for all involved to have only three out of six registered boats competing. Sailboat races are a lot like life in general- unpredictable even on a good day. Personally, I'm choosing to focus on the future of Typhoon fun in the Penobscot Bay, Maine region: ideas are already being tossed around for what we can do differently to celebrate the Typhoon as a group next summer! Please stay tuned on plans for 2026.

The final standings for the Typhoon class at the 2025 CCC have been changed, due to a foul at the starting line on race 2. It's a long crazy story but the results were corrected after the CCC concluded: 1st- Bingo, 2nd- Frolic, 3<sup>rd</sup>- Rocky.

The Typhoon is truly in a class all its own! Competitors on the big money boats this weekend made many remarks to us about how wonderful the Cape Dory

Typhoon really is. The refrain I've heard many times from big boat owners, "My first keel boat was a Typhoon. I wish I had never sold that boat!" rang true this regatta. These boats are special.

The Penobscot Bay Fleet: there's lots of buzz about Typhoons at Rockport Boat Club (Rockport, Maine), more than ever before. The club owns two Typhoon Weekenders that are available for their members to take sailing, which has been a popular way for people to get on the water. RBC is also looking to organize a very informal Typhoon race with the other Typhoons moored in Rockport Harbor, hopefully this August. I'd like all Typhoon owners from near and far to know that Rockport Harbor is a very Ty-friendly place to enjoy some sailing and all that our corner of Penobscot Bay has to offer. Please visit!



Robin and Jake Payson on Bingo- the Camden Classics Cup winner. Editor's Comment: They sure do looked stressed out with the competitive racing- NOT!



Frolic, Typhoon #1841, sailed to a second-place finish in the Camden Classics Cup.



The Camden Classics Cup provided the Day Racer trophy and the Typhoon Class Association provided the Typhoon trophy. They were awarded to Robin and Jake Payson sailing Bingo.

## Rappahannock River Yacht Club (RRYC)



### Typhoon East Coast Championship

By Kevin Stepko-RRYC Typhoon Fleet Commander

Photos by John Claytor and Sheila Stepko

On May 3rd, the RRYC sponsored the Typhoon East Coast Championship Regatta. The event took place on the Rappahannock River outside of the mouth of Carter's Creek in Irvington, Virginia. Since 2011 the RRYC has held a Typhoon championship regatta, either a 2 day National Championship event or a 1 day regional event alternating each year. Traditionally this regatta has been held in early June, after the RRYC Typhoon spring racing season.

With hopes of enjoying better racing conditions this year's event was moved up to early May. The change of date did provide quite a day for sailing with temperatures in the upper 60's, mostly sunny skies, and blustery wind conditions. However the early May date did seem to create a scheduling conflict with many prospective participants, resulting in only 11 boats from the local region registering to race.

The windy conditions proved to be a challenge to sailors and equipment throughout the day. As the fleet headed out of the mouth of Carter's Creek to join the signal boat out on the river, one boat found shallow water and ran aground. In the meantime, the signal boat attempting to set a course, found itself being blown loose from its anchorage spot and needing several tries to finally set the anchor.

As the fleet waited for the grounded Ty to be pulled free, several of the competitors, only having a 155 genoa, realized they would be extremely overpowered and decided to withdraw from racing. During the course of the races, two more boats withdrew, one for minor damage incurred from a collision and the other for conditions on the course.

In all, five boats completed all of the races. The Race Committee conducted five races, having the fleet do an Olympic course, a "T", a "W1", another "T" and

finally a “W2”. Towards the end of the fourth race, one of the boats had a hardware failure but managed to make a temporary fix to get them through the rest of the competition.

By the end of the day of racing there were five wet and exhausted crews. Congratulations go out to the new East Coast Champion “Mad Cow” crewed by John Congdon and Mike Miller. They secured two first place finishes during the 5 races. The second place finishers were Tom Chapman and Ed Johnson aboard “Not So Hot”, who also secured 2 first place finishes and finally third place went to Kevin Stepko and Tom Richardson sailing in “Mental Floss” who won the tie breaker over “Ad Astra” by securing a first place finish in the final race.



A contested start in the East Coast Championship Regatta at RRYC



Mad Dog- The new East Coast Champion



East Coast Champions John Congdon and Mike Miller

The RRYC concluded their Wednesday evening Spring racing series on May 28th. Weather in the form of strong winds, thunderstorms or heavy downpours seemed to play a role in the decision to race every Wednesday.

We were able to complete 5 out of the 6 planned race evenings with the help of using a make up day. Most evenings the decision to race or not was a last minute call.

We had 12 boats participate during the season with usually 8-10 showing up on race night. The Spring Season top honors went to Mad Cow followed by Not So Hot, Ca Va and Mental Floss. Awards were presented at the club's First Friday Social on June 6th.

RRYC's Fall series for Typhoons is:

**Fall Series:** Warning Signal: 17:00

Race Day 1 - Wednesday August 20

Race Day 2 - Wednesday August 27

Race Day 3 - Wednesday September 3 (followed by mid-series dinner)

Race Day 4 - Wednesday September 10

Race Day 5 - Wednesday September 17

Race Day 6 - Wednesday September 24

Make-up, if required - Wednesday October 1

**RRYC's Awards Banquet:** Wednesday October 8

## **Typhoon Class Association Status**

Dave Hemenway- Typhoon Class Association Coordinator

The Typhoon Class Association (TCA) currently has six fleets scattered across the United States. A number of Typhoon sailors have contacted me about establishing new Typhoon fleets in their area. A major problem is finding, and connecting with, other Typhoon sailors. We will be making a major effort to develop a directory of Typhoon sailors so they can more easily connect with fellow Typhoon sailors. This will most likely be done by utilizing the Cape Dory Sailboat Owners Association (CDSOA) website and will be facilitated by yours truly who has been elected the CDSOA Information Officer and is responsible for the CDSOA website. This is one of my major objectives for the next six months.

The TCA Steering Committee has developed a series of bylaws and racing rules that seem to be working OK. The Typhoon Class racing rules were requested by the Principal Race Officer (PRO) of the Camden Classics Cup and I was pleased that we had them. They were well received by the CCC PRO. The TCA Steering Committee will convene in the Fall after the sailing season to discuss any changes to our bylaws and to determine the future direction of our fledging organization.

The TCA is now a recognized, registered nonprofit corporation in Connecticut with a bank account which has been funded by the CDSOA (\$1,000) and the CDSOA Northeast Fleet (\$500). These funds have been used to purchase the Camden Classics Cup trophy, the Ty starting flag, Ty hats, and TCA pennants which are available to all. I have the inventory of hats and pennants. The pennants and starting flag were hand made by Maine Flags in Portland, Maine. The hats were produced by Albatross Embroidery who supplies the CDSOA with their swag. The shirts can be ordered directly from Sandy at Albatross Embroidery at 313-458-7304. The hats (\$35) and the pennants (\$50) can be ordered from me. The price covers the cost of the item and includes shipping it to you. If you are interested in either of these, please contact me. Payment will be by check made out to the Typhoon Class Association and mailed to me at 105 Lynch Hill Road, Oakdale, CT 06370.



One of the major goals of the TCA is a program we call Save Our Sailboats (SOS). This has become a major, time-consuming effort of mine. In the last six months, I have rescued four Typhoons and one Cape Dory 30 Cutter that had been neglected and stored on land for approximately thirty years. She is now in the water and being restored while resting on one of my Thames River moorings.

The following Typhoons have been rescued:

Typhoon #233, built in 1972, was rescued from Jamestown, Rhode Island where it had rested for many years. While there is nothing major wrong with her, she does need to be refurbished and needs new sails. My friend Kevin helped me load her onto a dual axle trailer that I converted into a Typhoon trailer.



Last Fall, Barry Nark contacted me about assuming stewardship of his Naugus Fiberglass Industries Typhoon #4 which was built in 1962- the first year they were made. I was not able to move her to my shop until the Spring when the corn field had dried up from the winter snow. We believe she is the oldest Typhoon in existence. Barry had her for many years and sailed her with his son on the lakes in central New York. Before that she was a livery boat on one of the lakes in the area. She has been resting on his family's farm for the last few years. She needs a major rebuild and I will probably rehome her to an appropriate museum when she is completed.



Naugus #4



Naugus #4 Builder's Plate

Blue Moon was rescued in June from Sag Harbor, New York. Her story is in the Editor's Reflections of this Typhooner newsletter.

For the last few months, I have been working with Chris whose father had his Typhoon # 71 named Lark for over thirty years and sailed her until he was 98 years old. She was moored in a little bay off the Severn River near Annapolis. I went down to get her the last weekend in July. I motored her to Baltimore where she was hauled and placed on one of my trailers for the trip north. I did this twenty-five mile voyage in six hours on a sunny day when the temperature was over 95 degrees. However, I was totally comfortable under an awning I have used on several Typhoons. It was an enjoyable run past many of the places I used to frequent when I sailed the Chesapeake Bay for 20 years before I moved to Connecticut in the early 1990s.



## Lark motoring on the Severn River and Chesapeake Bay



Lark with the big rigs on the New Jersey Turnpike

Doug Jesseman acquired #510 from me this Spring as he was looking for a Typhoon to sail along with his CD 36 that he has owned for many years and still sails on Lake Champlain. He had a Typhoon many years ago and wanted another to fix up and to race in regional Typhoon events. We have spent the last few months working on our Typhoons and discussing how we are approaching their many challenges including recoring their front decks. We will be writing an article about this for the next Typhooner. These projects have been a lot of fun and we have learned/supported each other when faced with daunting challenges. The work is not hard and is very rewarding.

I would like to see others join this effort because it's fun and relaxing doing this work when you have a support group to help you. This is one of the Typhoon Class Association's major goals- to build community around our boats. We attempted to sail our two boats in the Camden Classics Cup but were unable to sail because of a number of reasons- mostly because we didn't do enough planning and had a few curve balls that we couldn't deal with. However, we did prove we could fix up our boats and trailer them for 300 miles.

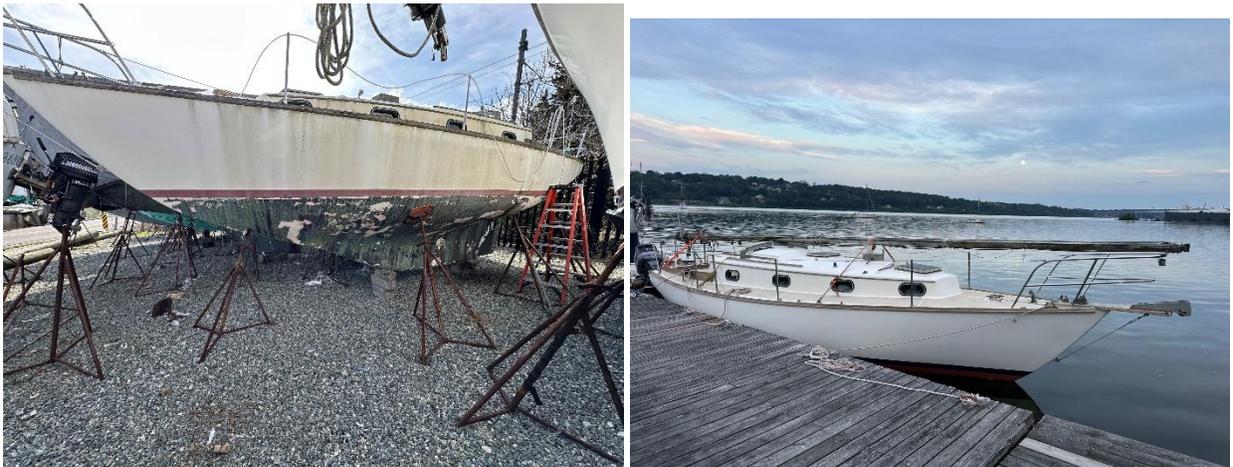


We almost made it into the water!

I now have seven Typhoons at my shop waiting for restoration and one, Blue Moon, in the water being sailed. We need to find other Typhoon enthusiasts who would enjoy the restoration process and the reward of saving and sailing America's Smallest Yacht. Otherwise, we will see more scenes like these:



Moonshadow is a Cape Dory 30 Cutter that remained on land for thirty plus years in Noank Connecticut. On April 14, 2025, I was contacted by her owner who decided she should rehome Moonshadow as her husband had passed and Moonshadow was deteriorating rapidly. I couldn't resist this boat as I had an Alberg 30 many years ago and it was a great sea boat. Moonshadow is a wonderful boat that deserves to be saved. She is now back in the water and being worked on while resting on one of my Thames River moorings near Blue Moon. She looks forward to being a tender for Blue Moon just like the yachts with their tenders we saw at the Camden Classic Cup.



Moonshadow on April 15, 2025 and now with Blue Moon in the background under the moon

### Final Comments:

Please contact me with any feedback about this newsletter. I encourage you to write a story for your fellow Typhoon sailors. We would love to hear from you! If you have any comments or suggestions, please send them to me at [davidahemenway@gmail.com](mailto:davidahemenway@gmail.com). Have Fun!