

Skipper Certification & Review Board – Safety & Incident Report

Incident Date: June 26, 2026

Vessel: J/24 (Boat 9) **Location:** Eastern Face of the Honorable William Wall (HWW)

Environmental Conditions: Light/no wind; strong ebb tide

Skipper Review Board: Aug 22, 2026 All 6 board members in attendance

1. Incident Overview

During light-wind conditions on a strong ebb tide, a J/24 attempted maneuvers along the northern face of the Honorable William Wall (HWW). Due to improper calculation of the tidal current, the skipper lost tactical control and was carried toward the steel barge. The vessel made heavy contact with the structure, impacting the steel hull and catching its rudder on the northeast anchor line. The vessel was unable to escape under its own power and required an emergency rescue by the MYC Race Committee boat to prevent further damage.

2. Damage & Repair Assessment

Contact with the stainless steel HWW bollard punched a 6-inch hole completely through the topsides of Boat 9, destroying both the interior and exterior structural fiberglass skins.

- **Repair Scope:** Required complete removal of compromised interior/exterior fiberglass skins; reconstruction of the balsa core; layup of 6 layers of structural fiberglass on both interior and exterior skins using West System epoxy; fairing with Microlight filler; and refinishing with 2 coats of white epoxy barrier paint followed by 3 coats of Awlgrip paint.
- **Labor & Cost:** The cost of this extensive repair is estimated to be more than \$1,800. As such, the skipper will reimburse the club for this amount.

3. Critical Seamanship Takeaways

- **Treat Fixed Steel Structures as Lee Shores:** The eastern and northeastern faces of the Honorable William Wall act as a lee shore during an ebb tide. Skippers must treat HWW with the same caution as a rocky shoreline in heavy weather.
- **Calculate Current First:** In light or dying wind, tidal current becomes the primary force acting on the boat. Skippers must calculate current direction and strength before entering close quarters around fixed obstacles.
- **Maintain Distance:** On a strong ebb tide, stay well clear of HWW. Never attempt close-quarters maneuvers on the eastern or northern sides of the barge without sufficient wind and clearance to escape.
- **Zero Contact Policy:** Members are reminded that MYC fleet vessels must never touch a steel barge or fixed structure under any circumstances.