

SAVE THIS DATE!!

ANNUAL MEETING &
FALL BANQUET
BLUE WATER SAILING CLUB
FANTASIA'S RESTAURANT
FRIDAY, NOVEMBER 17, 1978
1800 HOURS



Maine Summer Cruise — Somesville

Maine Cruise 1978

— fog and fellowship — sunshine and starlight — wind and white water — exhilaration and serenity. Mother Nature omnipresent — sometimes frightening, often unpredictable, many times beautiful, always awesome. Myriad memories for us all.

As we lay at anchor in Isle au Haut Thorofare, listening on our VHF throughout the night of 30 July, we heard Claddagh and Sea Nest and Hoolimar encouraging and advising and guiding the fleet safely across the Gulf of Maine from Plymouth and Scituate and Marblehead. Would that we could have shared the experience. At 0600, as they were off Matinicus, we heard the suggestion that the fleet up their speed to 5 knots, and we suddenly realized that we who had come the shortest distance might be the last to arrive! So our skipper gave the order to weigh anchor and at 0700 we

powered and sailed in picture postcard weather to Northeast Harbor and the beginning of a super cruise.

The NOAA weather station told us it was the driest summer in Maine since 1947. It was not so afloat — with fog and drizzle and damp, but fun and camaraderie were always in evidence with nary a grumble — a testament to the caliber of Blue Water Sailing Club members!

62 different boats, 350 different people participated at one time or another during the 11 days of cruising — an almost overwhelming number of both, but handled with great aplomb and a minimal amount of confusion by the powers that be. Each Captain of the Day had his own particular style, but all transmitted confidence and security in the “information” to the fleet.

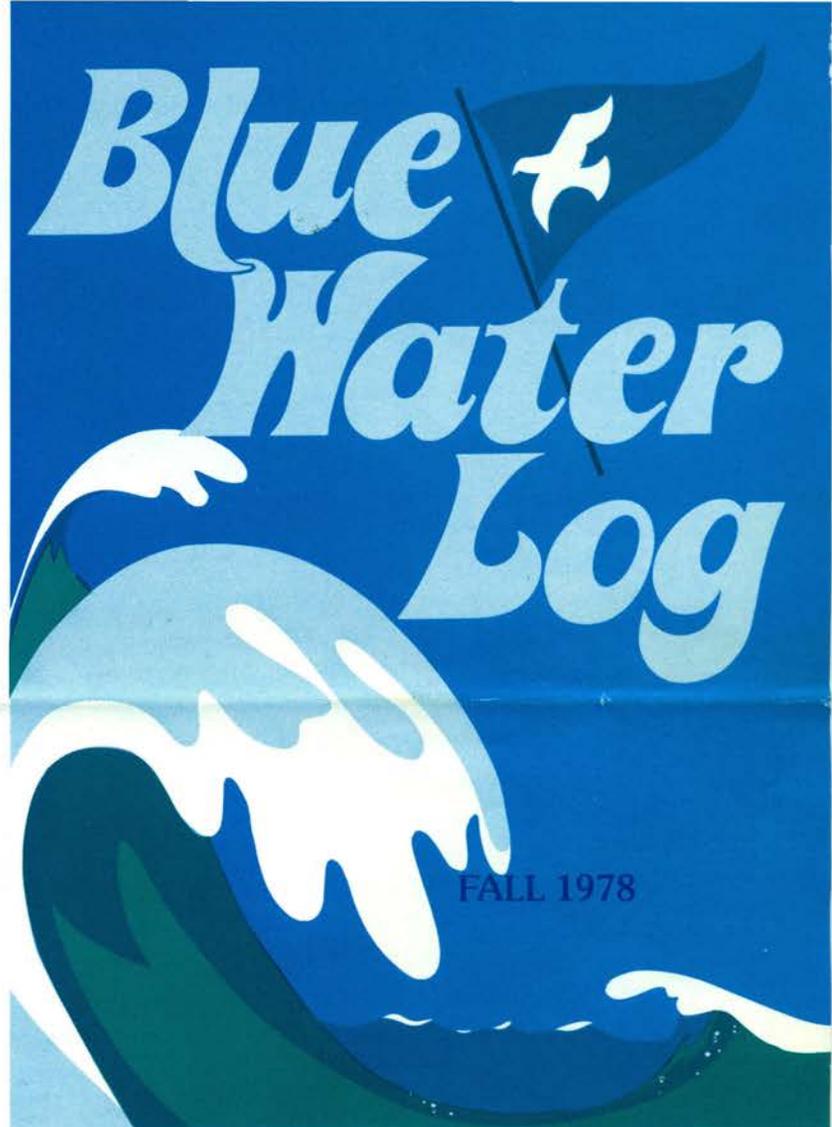
There was many a nostalgic moment for me, and I'm sure for others,

watching the sack and 3-legged and wheelbarrow races at the Gibsons on Newbury Neck, and a happy, sticky-faced Joshua peeling off one layer at a time of a well-done marshmallow at the cookout at lovely Oak Point. Oh, to be a kid again!

A good balance of togetherness and time for gunkholing on one's own made everyone happy. Lobsters and corn never tasted better than they did at Surry, cooked by chefs Leo and Bill and Dick, and maybe others we didn't know about. The smell of woodsmoke and bayberry and wildroses, the sight of wall to wall boats riding gently at anchor gave us all a feeling of contentment and gladness to be alive! No less fun were our rendezvous at Bucks Harbor and Port Clyde — opportunities to talk with new acquaintances and to catch up with old friends.

Foggy weather prevailed for several

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maine cruise 1978

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*Left & above — Somesville
Right — Surry*



days, but one can't be just a fair weather sailor, so most of the boats moved each day. We heeded the advice set forth in the Cruise "manual" and did our own course plotting and navigating. We were right on the mark all the way. First time Maine fog can be frightening. For those boats that had not cruised the area before, it was reassuring to have Bright Star, ahead of the fleet, navigating with sophisticated equipment, calling off the

courses at each buoy and turn, as we made our way from Southeast Harbor through Eggemoggin Reach to Bucks. Nature's gifts were there to lend a hand too. The scent of sweet fern and spruce told us when we were near land. The cries and mews of gulls and terns helped us to locate ledges. Salvaging the best of one day, the fleet spread out all across Penobscot Bay — to Winter Harbor on Vinalhaven Island, to Perry Cove, to Butter

Island, savoring the beauty of the islands, clad in spruce trees, their toes curled around the granite, lapped by the sea. Wildlife was visible everywhere — seals basking on sun-warmed rocks, ospreys' scraggly nests atop dead trees, porpoise frolicking about the boat, great blue heron taking off from mud flats, cormorants atop buoys, spreading their wings to dry. Blueberries for pancakes and beach peas for dinner were waiting to



At

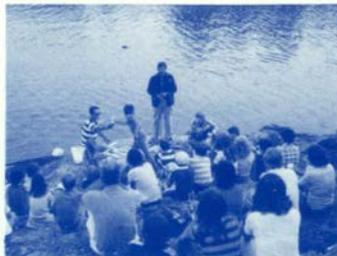
be picked. (It took hundreds of peas to make one serving!) Sea urchins and driftwood and shiny round pebbles were a beachcomber's delight. Several boats preferred to collect pot buoys and I'm told one boat found a very special rock!

National Audubon Camp on Hog Island will never be the same after our visit. We offered keen competition for the instructors — their students preferred boat-watching to bird-watching.

We were privileged to share such an "unspoiled" island — to walk its paths and absorb its beauty. The outstanding presentation by Steve Kress on his puffin transplant project proved how exciting ornithological research can be. (On a return trip to Hog Island in early September, we were told that 5 puffins had been sighted. That bodes well for his experiment.)

Our log for August 9 reads "one of the

best sails ever." And that it was — tacking out Muscongus Sound to the open sea. Winds had freshened to a good 25 knots. Wind whistled through the rigging, the boat steady as she heeled, bow cutting cleanly through the blue-green water. It required several tacks, almost halfway to Monhegan, to make Fisherman's passage toward Boothbay and on through Townsend Gut. It was thrilling compensation for all the days of powering.



Left — Perry's Creek
Above & right — Townsend Gut

Skippers all had that special grin that comes with an exhilarating challenge. There was a gorgeous sunset over the Sheepscot River as we gathered as guests of the Shephards — the end of the cruise for many of us who had “promises to keep.” The night was clear and still, stars sparkling, cabin lights glowing, and so we slept, refreshed and replete with happy thoughts of good companions.

There is but one regret — expressed

by all of us who so dearly love the Maine Coast — that our friends who had never cruised here were not able to see *all* the beauty that abounds in the coves and harbors and tucked in behind islands. But, philosophically, maybe it was better this way — fog no longer need be feared. The best is yet to be — and they will return again.

Happy sailing in your dreams.

Margery Johnson

THE GREAT MISERY ISLAND RAFT-IN

The weekend after the 4th of July (July 8 & 9) marked the inaugural GMIRI at Misery Island outside of Manchester. The participation was small but golden — No Sé (Marshalls), Nevroica (Hydes), Puffin (Hodesses), High Time (G. Marcuses), Claddagh (L. Fallon with Michauds), Imp (Greers), Sunshine II (Farrells), and Pryde (Goldfarbs) showed up for a bang-up time. The bulk of the fleet showed up for Saturday's race which started a bit after noon. The course was an unusual star-shaped affair which provided all points of sail while the boats always passed each other at the center of the star. Very good fun! The wind blessed the fleet and good speed was the rule. A staggered start provided the handicap and it was boat for boat to the finish. Claddagh ate up everyone to finish first and High Time followed soon after while Pryde logged a solid third. The awards ceremony followed swiftly with Blue Water trophies during cocktails. Bottles of

blue colored water adorned with the gold labels, Miserable First Place, Miserable Second Place, Miserable Third Place and Miserable Last Place, were presented.

Sunday was devoted to shore frolics with a frisbee throw for accuracy and then a throw for maximum time of flight beginning the activities. The Treasure Hunt started soon after with six groups formed chasing 10 clues in different sequences all over Misery Island. The feet wore out but the treasure was found by every group (ask about the skull and crossbones clue). A welcome relief was the Egg Throw. The Michauds can astound you with their long distance throwing of raw eggs (without scrambling). They won and walked off with the potable prizes. The fleet broke for home and story time.

The mix of shore side activity and fun racing provided all the elements of a micro-cruise and the unanimous reaction from the participants promises a repeat function for 1979.

— Duane Marshall

MARION-BERMUDA CRUISING YACHT RACE

Friday, June 22, 1979

Co-Sponsored by
Beverly YC, BWSC and RHADC

This race was inaugurated as an event for offshore cruising yachts manned by cruising-style crews racing toward a pleasant rendezvous, and we very much want to keep it that way.

In response to our questionnaire returns and much discussion relative to safety, handicapping, "factory crews," "racers," and other topics, we have increased the minimum yacht size a bit (minimum 32' — maximum 60'), are requiring that a seaworthiness certification be arranged by each entry, and that two people jointly check off the required safety equipment; we will inspect many entries for compliance. We will again use the inexpensive NER handicap rule, modified somewhat to benefit small cruising rigs. We are requiring that all crew members be amateurs, that entries

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have no commercial or trade purpose, that entries not have a history of primarily racing, and that there be no bumps, hollows or extensions added for measurement purposes. We are encouraging entries of groups of the same hull design to compete for "mini-class" trophies, are establishing a special trophy for family crews, and will have a trophy for extraordinary seamanship or sportsmanship independent of a yacht's finishing position.

Our conditions and the selection committee guidelines are intended to encourage participation by true cruising yachts and cruising crews, with as much family participation as possible, and to discourage all-out racers. There has recently been a profusion of offshore races and handicap systems which provide many opportunities for racing yachts and their skippers. Our special niche is as an offshore event for cruising yachts and cruising-style crews.

If you and your yacht fit into our special category, I hope you will be able to join us. To avoid disappointment or

delay, please return your entry form to us at an early date, making clear your qualifications as an "offshore" yacht, a "cruising" yacht, and a "cruising-style" crew. If you are in need of an application, write directly to:
W. David Kingery, *Chairman*
91 Allens Point Rd.
Marion, Mass. 02738
(617) 253-3319.

SPRING SOCIAL HELD APRIL 28

The annual Spring Meeting was held April 28 at the Sheraton Tara Hotel in Braintree. Nearly 100 Blue Water folks enjoyed hors d'oeuvres and cocktails and dined on roast beef and shrimp. Commodore Earle Michaud introduced event chairmen for the season. The evening was topped off by the first showing of the 1977 America's Cup Defense. Commentary was made by Robie Doyle, sail trimmer aboard the *Courageous*. The event was hosted by Angela and Bernie Healy.

FALL REGATTA — MARBLEHEAD SEPTEMBER 16 & 17

Stanley and Eleanor Cross hosted a great evening at the Boston Yacht Club on Sept. 16, where a record crowd of Blue Water sailors enjoyed a great get-together after a day of racing.

SATURDAY, SEPT. 16

Class A I.O.R. 19.2 Miles

1. DOROTHEA — Burke
2. SILKIE — H. Marcus
3. HOOLIMAR — R. Goldsmith
4. ASTRID — Margolin

Class A BWSC

1. BLUE PIGEON — Gordon
2. ISOLDE — Westerbeke
3. DOROTHEA — Burke
4. ASTRID — Margolin
5. SILKIE — H. Marcus
6. CLADDAGH — Fallon
7. APOGEE — Abbott
8. HOOLIMAR — Goldsmith
9. ESCALES — Goldman
10. NO SÉ — Marshall
11. ALLIANCE — Murphy
12. CHOUETTE — DeSatnick D.N.F.

13. CRESCENDO II — New
Withdrew to assist PANDORA
14. PANDORA — Cross
Withdrew — broken rudder

Class B BWSC 19.2 Miles

1. SABRA — Rosenberg
2. MT. LION EATER — Prout
3. CYGNE-NOIR — Greenlaw
4. HIGH TIME — G. Marcus
5. HORSE OF A DIFF. COLOR —
McCormack
6. ALLEGRO — Raymer

Class C BWSC 14.6 Miles

1. ARGONAUT — Pruyn
2. FAT ALBERT — Ansana
3. RELENTLESS — Parry

Class D BWSC 14.6 Miles

1. SPARKLER III — Freeman
2. NEVROICA — Hyde
3. JOY — Waite
4. PU-WAI — Gunn
5. SUNSHINE II — Farrell
6. DAWN TREADER — Bryant
7. SEA NEST — Michaud
8. MYSTIQUE — Archer

9. TRANORE — Mahoney
10. IMP — Greer

SUNDAY, SEPT. 17

Class A 12.6 Miles

1. BLUE PIGEON — Gordon
2. SILKIE — H. Marcus
3. ISOLDE — Westerbeke
4. CLADDAGH — Fallon
5. HOOLIMAR — Goldsmith
6. APOGEE — Abbott
7. ESCALES — Goldman
8. WHISPER — Bishop
9. CHOUETTE — DeSatnick
10. CRESCENDO II — New

Class B 12.6 Miles

1. MT. LION EATER — Prout
2. ALLEGRO — Raymer

Class D 12.6 Miles

1. NEVROICA — Hyde
2. SEA NEST — Michaud
3. JOY — Waite
4. DAWN TREADER — Bryant
5. SUNSHINE II — Farrell
6. PU-WAI — Gunn
7. NO SE — Marshall

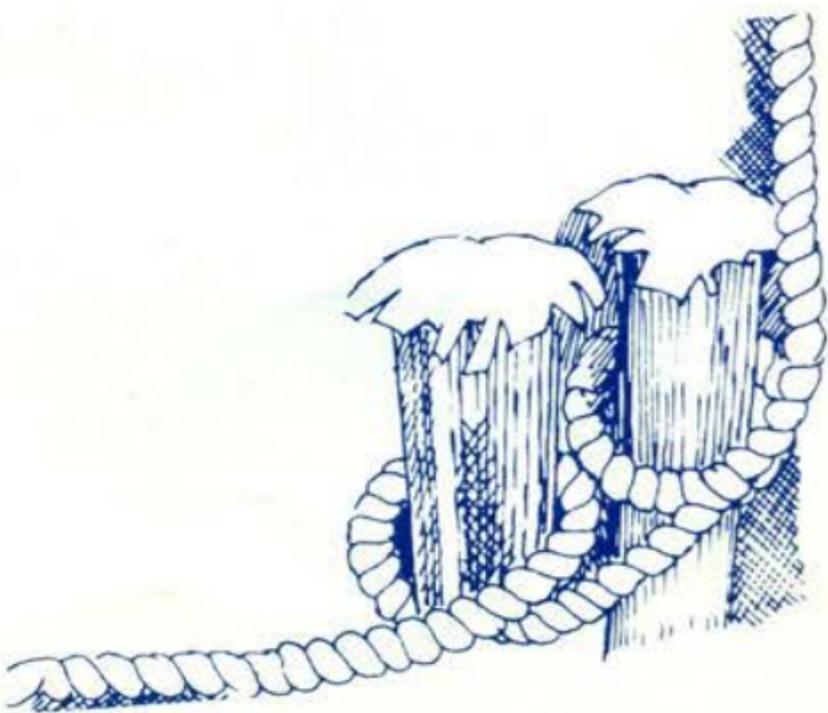
BWSC MEMBERSHIP REACHES MAXIMUM — 225

In a recent interview by "Soundings," a nautical monthly newspaper, Commodore Earle Michaud stated "we must be doing something right — without a home base we are still attracting new members." Three years ago the Board of Governors changed the By Laws and raised the membership quota from 175 to 225. Since then the Club held two highly successful offshore events under the direction of MIT Professor David Kingery. The first in 1976 was a special Bicentennial event racing from Boston Harbor to Saint John, N.B. The second was the much publicized Marion to Bermuda Race in 1977 which saw 105 yachts race to the Onion Patch.

The normal procedure to gain membership is to have a sponsor and two seconding nominations. After going through the Membership Committee headed by Robert Snow of Falmouth and Stoughton, the application is presented to the Board of Governors.

The aforementioned routine seems to be under question with requests for membership now coming in from Bermuda and the Chesapeake. A special committee has recommended that based on return questionnaires from the membership: a) the membership be wide open; b) no geographical limits be set; and c) the routine of sponsor and two seconders be retained.

The Board of Governors has deferred action until the Fall.



SPRING REGATTA — SCITUATE, JUNE 10, 1978

Class A

1. Blue Haze	R. Kitz/T. McNabb
2. Silkie	H. Marcus
3. Drummer	H. Sarkisian
4. Hoolimar	R. Goldsmith
5. Narquita	E. Hills
6. Counterpoint	J. Sprague
7. Claddagh	L. Fallon
8. Isolde	J. Westerbeke
9. Sea Nest	E. Michaud

Class B

1. Dulcinea	R. Sherbrooke
2. High Time	G. Marcus
3. Tradition	R. Gaffey
4. Heatherly	K. North
5. Caritas	G. McKenna
DNF Resolute	J. Riley
DNF Arigato	W. Barron
DNF Cygne-Noir	L. Greenlaw
DNF L'Encore	J. Hickey
DNF Gunhild	F. S. Carter
DNF Celerity	C. Wrye

Cruising Class

1. Astrid	J. Margolin
2. Sunshine II	R. Farrell
3. Mystique	W. Archer
4. No Sé	D. Marshall
5. Tethys II	R. Williams
6. Strumpet II	L. Vincent
7. Mist II	J. Smidt
8. Puffin	P. Hodess
9. Nevroica	T. Hyde
DNF Golightly	W. Koplovsky

BWSC * KITE RACE June 11, 1978

Entries: 25

Official Finishers:

1. Sea Nest	— E. Michaud
2. No Sé	— D. Marshall
3. L'Encore	— J. Hickey*
4. Puffin	— P. Hodess
5. Sunshine II	— R. Farrell
6. Sokehs	— D. Kostishack
7. Mayflower	— W. May

Unofficial Finishers:

1. Drummer	— H. Sarkisian
2. Arigato	— W. Barron
3. Celerity	— C. Wrye
4. Strumpet	— L. Vincent
5. Mystique	— W. Archer
6. Resolute	— J. Riley
7. Tradition	— J. Gaffey

*(Over at start; used engine to clear Bell)

Others:

1. Escales	— J. Goldman — started, no kite; finished, no kite.
2. Pampero	— E. Hicks — finished; didn't start!
3. Heatherly	— K. North — finished; wrong side of line.
4. Counterpoint	— J. Sprague — finished; wrong side of line.
5. Dulcinea	— R. Sherbrooke — almost started.

Special Awards:

Most High — Sea Nest
 Most Enterprising — Dulcinea, for rigging a float to the kite string.
 Most Persistent — Tradition (also, only all-girl crew!)
 2nd Most Persistent — Counterpoint
 3rd Most Persistent — Dulcinea
 Most Frustrated — Celerity (kite dropped 20 feet from finish)
 Closest to a Good Start — L'Encore
 Longest Reach — Heatherly
 Most Fun — Race Committee

SIGNAL HONOR TO NEW YORK YACHT CLUB

A highlight of the annual meeting of the Woods Hole Yacht Club was the reading of correspondence relating to an award.

For several years the club has awarded an old wooden paddle, suitably engraved, to the biggest rock hopper in the club, the sailor who went hard aground most often. At the close of the 1977 racing season, this singular honor was bestowed upon the prestigious New York Yacht Club.

A congratulatory letter, explaining the award, was sent off to the New York club's commodore. The Woods Hole club secretary wrote, in part:

"We are pleased to inform you that the 1977 recipient of the award is the New York Yacht Club. Your club had seven boats on the rocks in one day in Woods Hole this summer during your annual cruise, thus surpassing anything achieved by this club ever."

In a letter of acknowledgment, R. W. McCullough of the New York club wrote:

"I'm sure that there has been a lot of weeping and wailing at your club over the loss of this record to the New York Yacht Club but then your members should not feel too badly, since the New York Yacht Club has a long history of doing things bigger and better than anyone else.

"Had we known of this award, I'm sure that we could have set an even more impressive record."



"You're on boy."

MEMORIES

The spreaders are in the front hall where they will stay until my wife reminds me that they belong in the cellar. The mast is on the lawn, but not yet covered up. Tomorrow, "Kerry Dancer" will be hauled and another season ended. Friends from the Islands, Florida, and Los Angeles always say "you have such a short sailing season." My response is "That's right, and because of that we enjoy every minute of it"!

The Maine Cruise last summer was the emblem of this philosophy. We spent Friday night aboard and promptly at 6 a.m. Saturday got underway from Hingham, hoping to rendezvous at the Cape Ann Whistle with 19 boats coming out of Marblehead.

Some two hours out, the engine temperature began to climb rapidly. A quick check indicated a failure of the water pump. This was serious, as Universal engine water pumps are not too readily available on Saturdays or Sundays either, and we had a commitment to pick up our newly arrived west coast crew at Somesville on Monday evening. I heard the chatter of the Blue Water Marblehead group on 68, and without too much thought as to where we were, I called "Hoolimar." Leo Fallon had a spare pump I

knew. Did he have it with him? He did! What could they do? To my embarrassment I realized they were eight miles away. Instantly "Silkie" came on the air. Herb Marcus would deliver the pump and would I please hold course for Cape Ann.

An hour and a half later the pump was installed, and we speeded up to catch the fleet now far ahead. It is my conviction that this cooperative demonstration of concern by "Claddagh", "Silkie", and "Hoolimar" established an attitude in the fleet that prevailed throughout the cruise.

Eighteen hundred hours found us chugging along at Kn., the fleet in sight about 3 miles ahead and nothing around us but open ocean. We were on automatic pilot, so we all sat down to a three course dinner with appropriate wine and lots of conversation.

I have made countless overnight runs, but none more pleasant than this. From 2100 till dawn we were in the midst of a galaxy of running lights. If anyone was concerned about anything, it was dispelled with "Hoolimar" coming on the air at every watch change asking, "Does anyone have anything to report?"

The following afternoon we ran close along the south side of Swans Island

to catch the attention of a lifelong friend who has retired there. No one home!

The next two weeks introduced many pleasant scenes: the Marshalls and the Westerbekes tirelessly sponsoring junior activities; the 36' luxury contained in "Tide Marsh II"; the pleasure of cooking and eating lobsters at Gibsons; the 47' of luxury contained in the new "Snow Belle"; the square dance at Bucks Harbor; the 37' of electronic wonders on "Isolde"; "Bright Star" leading countless boats everywhere in dense fog and intoning the latest course change; the Michauds and the Fallons monitoring every activity to assure themselves that all was going well. It was!

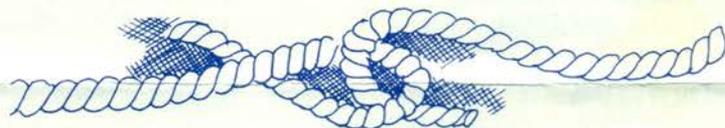
Rafting with the Nichols; the showers at Boothbay Yacht Club; rafting with the Goldmans; the ice cream at Camden; rafting with the Petersons; the steamers at Stonington; rafting with the Goldsmiths; the gracious hospitality of the Shephards at Townsend Gut; the surprise visit to Roger Kent's island.

These memories will persist all winter, and we'll look forward to the next perfect cruise.

Excuse me, I've got to move the spreaders down cellar.

OKTOBERFEST

Davida Carvin and Bob Davidoff hosted Blue Water folks at Oktoberfest on Oct. 7 & 8 at the Constitution Marina. On Saturday evening a BYOB cocktail party was held on the barge at the Marina. We raced on Sunday.



1979 SCHEDULE OF EVENTS (Tentative)

Place	Boat	Owner			
1	CHOUETTE	DeSatnick	Ski Weekend	March 10-11	Roundtop, Vermont
2	NO SÉ	Marshall	Spring Meeting	April 6	Blue Hill Country Club
3	SILKIE	H. Marcus			
4	HIGH TIME	G. Marcus	Spring Regatta	June 9-10	Scituate
5	HOOLIMAR	Goldsmith	Second Biennial		
6	EQUINOX	McLaughlin	Marion-Bermuda Race	June 22	
7	ISOLDE	Westerbeke	Misery Island Raftin	June 30-July 1	
8	—	—	Summer Cruise	July 28 to Aug. 11	
9	PRYDE	Goldfarb	Mini Cruise	July 14 thru 17	
10	SIAMSA	Smith	Fall Regatta	Sept. 15-16	Marblehead
11	WINDFALL	Podren	Oktoberfest	Oct. 6-7-8	Boston Harbor
12	AMANTHA	Davidoff	Annual Meeting	Nov. 16	Fantasia