

Annual
Meeting
FANTASIA'S
13 November 1981

Installation of
New Officers and
Business Meeting

Blue & Water Log

FALL 1981

NEPTUNE SMILES ON SUMMER CRUISE

By Jinny Ericson

1981 Summer Cruise to Long Island July 26 to August 7

Not only did Neptune smile on the Blue Water Sailing Club's summer cruise to Long Island Sound, but he persuaded his colleagues in charge of wind, sun, merriment, and those other ingredients essential to its success to do the same. Of course, if Cruise Chairmen Don Ellis and Helene Levine (HELLION) had not done such a fantastic job planning, coordinating and overseeing the two-week voyage, this obvious approval by the god of the sea might not have made much difference.

It was no mean feat to see to the disposition of all the boats that joined the 400-nautical-mile cruise; the full complement numbered 44 (including two non-member boats) with 176 persons aboard, 58 of whom were 18 years or under. There were never less than 35 boats answering the morning roll calls until the last few days.

Sunday, July 26, saw most of the boats rendezvousing at Marion to be cordially received, as usual, by the Beverly Yacht Club members and staff. Reg and June Cunningham (BITTER END) hosted the delightful cocktail party at their lovely home, providing the atmosphere of fun and cordiality that was to prevail throughout the cruise.

The sound and fury extravaganza produced by nature in the early hours of Monday discouraged no one, although some of the crews mentioned later that they could have dispensed with the breezy, 36-mile downhill ride through high, rolling swells to Third Beach, Middletown, Rhode Island, on the shores of the broad Sakonnet River. Third Beach Club members, Frank and Joan Ceglarski, made available their club's facilities, and supplied ice and fire for a cookout as well as a warm welcome for all.

Dieter and Marje Empacher (KISMET 2), Chairmen of Junior Events, provided the ingredients for "some mores", a concoction of marshmallows, graham crackers, and chocolate bars, which the youngsters toasted over the embers of the cookout grills. Marje also gave each person 18 and under a visor decorated with the Blue Water emblem and a legend commemorating the cruise. The visors were given in lieu of the individual prizes customarily awarded on cruises for junior competitions. They were so popular that many of the adults were envious and, before long, were obviously successful in "borrowing" them from the juniors.

The Race Committee, consisting of Jack O'Donoghue (MAI-TOI) and Jack Hoover (SCOT LASS) took charge of Tuesday's race to Block Island, 23 miles, as the crow flies, away. Light, fluky winds

prevailed for most of the day, piping up only toward the end.

Wednesday was a lay day allowing all time to feast their eyes on the gorgeous vistas offered by this beautiful island. Marje Empacher and Jinny Ericson (PRINCESS) led a gypsy hike over hill and dale, in the morning, to rewards of salt water taffy and long plumes of cat tails. The hike was originally intended for the entertainment of the young ones, but 40 persons of all ages took part.

In the afternoon, Dieter Empacher and Duane Marshall (NOSE) led a bicycle

tour of the island that brought out 30 enthusiastic participants, some just young in spirit. It speaks well for the physical condition of those involved that no one dropped out despite the hilly terrain, the distance covered and the condition of the bicycles.

To cap the perfect day, our Commodore and his wife, Bill and Ann Sheehan (KERRY DANCER), hosted a cocktail party at Champlin's Marina, the cruise's Block Island headquarters. Bob Davidoff and Davida Carven's arrival by seaplane in full view of the party was spectacular

to say the least; they joined the Empachers aboard KISMET 2. During the festivities, Dan and Elaine Kostishack (SOKEHS) cooked and served mouth-watering Rhode Island hot dogs to the juniors.

Thursday brought winds of 20 plus under clear skies with seas of two to three feet, and the promise of an exhilarating sail of at least 32 miles to Three Mile Harbor, Gardiners Bay on the south shore of Long Island Sound. Jack and Lilla O'Donoghue aboard MAI-TOI, which served as race committee boat, deserved a medal for their services in those wild, cross seas outside Great Salt Pond. The strength of the Long Island Sound Race, near full bore, will long be remembered by many who attempted to round the bell between Gardiners Island and Plum Island under sail.

Friday, July 31, was another gorgeous day, but with light to non-existent winds so that most, after a leisurely morning, powered the 10 miles to Coecles Harbor, Shelter Island. This area is exceptionally beautiful with wooded islands and headlands set like emeralds in the vivid blue of the bays and inlets. A few crews aboard the deeper draft boats, however, found the area somewhat less than paradise when they grounded in the shallow waters; the channels apparently have no margin for error. For some of the boats, only high tide allowed access to the harbors.

A delicious spare rib and chicken barbecue, attended by 131 persons, was held on the attractive grounds of the Coecles Harbor Marina and Boatyard. The 38 boats in the harbor flying the distinctive Blue Water burgee were an impressive sight from shore.

Mention must be made concerning the pleasure that the youngsters brought to this cruise. They were such a delight that all ages took part in most of the activities including those initially slated for the juniors. Several persons were heard to remark that the best way to have fun on a cruise such as this was to bring at least one youngster. A case in point was "Camp" CHOUETTE, Alan and Brenda De Satnick's Tartan 41, which served as teenage headquarters at Shelter Island and thereafter.

On Saturday, several of the boats cruised to other nearby harbors. The cruise did not reassemble until Sunday in crowded

COMMODORE'S CORNER

As the 1981 season has drawn to a close, I am given to reflect on many of the changes that have taken place in the B.W.S.C. in the last decade. Generally speaking, the boats have become larger and much, much more sophisticated in their equipment. The membership similarly has become more venturesome, more involved, and more knowledgeable in all aspects of boat handling and navigation. I should have perhaps first mentioned the dramatic increase in sociability and social activities. The Club is far less stratified between racers and cruisers and is now a largely family cruising and racing group.

The past few years have produced very large member participation for the major cruise. This year, what started out as a mini-cruise in Maine, wound up as a full blown operation, with participation by some 30 boats. This increase in activities has brought about a much greater intimacy among the members, to the end that we notice a number of formal and informal gatherings taking place away from the sailing season, with members seeking each other out for social activities.

In 1976, we began to get into serious off-shore sailing. Now at the completion of 3 series to Bermuda, and a cruise to the Bra d'Or Lakes, there is no question but a whole new facet of B.W.S.C. activity has opened up.

Membership in the Club is bouncing at the 250 ceiling. It appears that it will be held at or below this to insure the quality of membership, and to maintain the degree of contact that an amateur organization such as ours needs to service its members.

For my part, I have enjoyed very much the privilege of being Commodore for the year 1981. The experience of being involved with 20 governors and flag officers has been a rewarding one. Each member of the Board of Governors takes the view that the B.W.S.C. is his personal responsibility; and regardless of what anyone else wants, he wants to give his all to see that the Club achieves all the objectives for which it was created. The flood of recommendations, advice, and implementations that come from meeting with the governors is enough to keep anyone on their toes.

Event Chairmen this year have similarly given their utmost to see that all of our functions have gone off smoothly. These are the members to whom we must most be obviously indebted. They have worked hard to put together our very successful functions. It is that very spirit which makes the Club the success it is. I see nothing but a great future for the Club, and look forward to continuing to serve wherever I can as a member.

Bill Sheehan

Montauk Harbor. This harbor serves as headquarters for commercial and sport fishing interests and, therefore, offered a considerably different atmosphere from most of the other harbors on the agenda. Monday was a hazy, overcast day with seas about one foot and winds fluky. As usual, some boats raced, albeit slowly, while others elected to power and sail to Stonington, Connecticut some 18 miles away. The convenience of the town to the harbor was greatly appreciated by those who were low on supplies. The buffet dinner that evening at the Wadwanuck Yacht Club was a feast for the 110 persons who came ashore from the 35 Blue Water Cruise boats assembled in the harbor.

THOUGHTS ON CRUISING THE BAHAMAS

By Tony Hyde

Our cruise to the Bahamas started in February when my wife Ronnie and I sailed out of sight of the Florida Coast line. The trip down the Inland Waterway was wonderful and fascinating, but the moment of truth came when we were to decide whether Grand Bahama or Bimini was the next stop. Ronnie and I made the decision in a most casual manner, and the sail across the Gulf Stream was accomplished without incident even though it was not in accord with the best sailing practice. Local knowledge said to leave Florida around midnight, sail the forty-five miles across the Gulf Stream in the early morning hours, make a landfall at midday when the sun would be high in the heavens and the reefs and shallows easily identifiable. Well, we sailed out of Ft. Lauderdale at 0700 with a rather loose schedule. If the wind were from the north or west, and not blowing too hard, we'd sail to Bimini. If it were from the east, we'd sail to Miami. If it were from the south, we'd return to Ft. Lauderdale. As luck would have it, the wind outside was blowing ten knots from the north so we set a course for Bimini. Bimini's low fringe of trees appeared on the starboard bow at 1700 but by the time we were close enough to even think about entering the harbor, it was dark. This meant anchoring off the beach for the night in fifteen feet of water. I cannot

Tuesday afternoon, August 4, found the cruise swinging at anchor in Rhode Island's Dutch Island Harbor, West Passage, Narragansett Bay. The youngsters assembled aboard Tony and Ronnie Hyde's NEVROICA for diving contests. Duane and Helene Marshall co-hosted the events with Duane providing a running commentary by loud hailer. His droll comments delighted contestants and spectators alike.

The next morning (Wednesday) the young persons gathered aboard and around SPINDRIFT where Steve and Gerry Ricci held swimming and dinghy races. These were concluded well before noon when brief but severe thunder-squalls passed through the region. Al-

though a few exciting experiences were related later, the squalls caused only minor inconveniences. During the day, the boats of the cruise scattered throughout Narragansett Bay with a goodly number of crews deciding to sample the night life of Newport.

Thursday was the third day of the cruise allotted for gunkholing. Only three boats elected to race, while several others headed for home ports.

Friday, August 7, found the remaining boats sailing in company for Padenarum, Massachusetts, the final destination of this fabulous cruise. Don and Helene and all those who helped them had done themselves proud.



deny that it was a bumpy, uncomfortable night, but the trip across the stream had been great with bright sun, no big waves, and no close calls with freighters.

Bimini introduced us to that unpleasant weather phenomenon, the "Norther." These are winds generally from the north that blow twenty to thirty-five knots for as long as three, four, and sometimes five days. The wind was blowing when we entered the harbor. There were three marinas where we could have tied up, but the wind was blowing directly on the dock and I knew that if I ever put the boat alongside, I'd never get her off. I anchored out and rowed ashore to clear

customs. The Customs Agent was very pleasant but said he never rowed out to inspect boats, and I had to come into a marina. So, gritting my teeth, I retrieved the anchor and let the wind plaster me up against the nearest dock. Back at the Customs House the agent filled out all the necessary papers, gave me my cruising permit, and wished me pleasant sailing. I offered to escort him to the boat for the inspection, but he said he wouldn't bother. Figuring I was lucky to get my permit at no charge, I thanked him and refrained from blowing my top until I was outside. Back at the dock, I solicited all the manpower I could get to help push

me off against the wind, but fortunately a passing outboard suggested I throw him a line and he pulled my bow off as neat as you please.

This particular Norther lasted only forty-eight hours, so when it calmed down, we headed for Nassau. This next leg of the trip was a good 100 miles, which again emphasized the great distances between cruising areas in the Bahamas. Our six-foot draft was too much to sail the short, sixty-mile route across the "bank" so we had to go 'round. About fifty miles short of Nassau we were passing the Berry Islands and stopped for a solitary swim and the night. Next morning it was blowing twenty-five to thirty from the northeast. Five days later we were still there, the wind having reached thirty-five to forty at times. The five days spent there didn't leave enough time to reach Nassau and then get to the Abacos on schedule. So, when the wind simmered down a bit, we headed out into six foot seas for Sandy Point in the Abacos forty miles away. Not my idea of quiet, relaxing cruising.

The sheltered sailing of the Abacos was a most pleasant surprise from the open ocean. The wind still blew like stink, but the water was relatively calm. A reefed main was in order most of the time. Although the weather was warm and pleasant, and the uniform of the day was shorts, there was little incentive to go swimming. During the six weeks we were there, I went swimming five times and wore a wet suit every time.

We had decided to cruise the Abacos because it was a popular cruising area, and we thought there would be no hassle with drug smuggling. This proved to be correct as we saw no indication of drugs whatsoever. And the sailing was superb. Distances in the sheltered cruising areas were relatively short, with only five miles separating the major cruising centers. These were Marsh Harbor, Hope Town, and Man O'War Cay. Fortunately, they were very pleasant stop-overs, as a two-day visit was usually extended to five or six just waiting for that cold north wind to stop blowing. I would never have thought that the "Northers" would have such an influence on our sailing schedule. Having a good library aboard and plenty of knitting was essential. We later learned that during the winter months, it is much more comfortable sailing in the

Exumas, south of Nassau.

We had heard that the water was shallow, and that a six foot draft would be a problem. Actually, we went everywhere we wanted, but we did pay strict attention to the tide tables and we did bump bottom regularly. During the first week we were nudging the bottom even at high tide, but then it dawned on me that just because the weather was warm, it wasn't necessarily Daylight Saving Time. I stopped adding an hour to the tide tables, and the water became deeper immediately. Our first entrance into Marsh Harbor, however, was at low tide but the chart showed eight feet. No problem. As we approached the anchorage in front of the Conch Inn, our speed slowed considerably, and I noticed a muddy wake behind the boat. About 100 feet short of where we had decided to anchor, we were no longer moving forward. I rowed ashore to ask why we were aground in the middle of the harbor. The owner of the Conch Inn was behind the bar, and in answer to my question consulted the tide clock on the wall. "But it's low tide," he said, implying that every one was aground in Marsh Harbor at low tide. Fortunately, the bottom was very soft silt, and we would settle down into it. It was not a real problem, but it did necessitate planning ahead for entering or leaving the harbor.

Groceries in the Bahamas were expensive. We stocked up as much as possible before leaving Florida, and I had planned on supplementing the larder by shooting fish, finding conch, and catching lobster. This turned out to be far more difficult than I anticipated. The fish were relatively easy to spear, and delicious. The conch were no problem once you learned where to look. I never did find any lobster. But to contribute a meaningful supply of seafood to the galley required a commitment I was unwilling to make. In the first place, a sea-worthy pram with out-board was essential as it was usually a mile or more from a sheltered anchorage to the hunting grounds. A wet-suit was a necessity, but time was most important of all. I estimated two to four hours per day would be needed to keep a variety of fish on the table. We had no luck with hook and line, although we did meet some people who trolled with considerable success. The results of my efforts were limited to three 10-inch grunts,

speared with a Hawaiian Sling and fourteen conch found in eight feet of water with the help of a friend and his outboard. Actually, I was too interested in seeing the sights and socializing with other cruising people than looking for seafood.

High on the list of pleasant recollections of the Bahamas were the interesting and entertaining cruising people we met. Some were passing through and others were there for the winter. One couple had started sailing for the Virgins two years ago and liked the Abacos so much, they were still there. Boats ranged in size from thirty to forty feet and were not new by any means. Without exception every one we met was making sacrifices at home in order to be sailing — no one was wealthy. A number of couples were retired, but ages varied from one extreme to the other. We met one very engaging young couple who were sailing a twenty-year old wooden boat in superb condition. They were earning their living doing maintenance work on other boats wherever they went. They kept their boat in tip-top shape as an advertisement of their skills. Occasionally, we met a smaller boat, twenty-five feet or so, and I couldn't help but admire their courage and seamanship to have reached the Abacos across so many miles. Ronnie thought they were crazy!

As you can imagine, the item of paramount interest for the whole trip was the expense. For the entire time we were away from Massachusetts, we never spent a night in a marina. Obviously, this was a substantial savings. We did leave the boat at different points along the way when we returned to New Hampshire for Thanksgiving and Christmas, but each time we were able to find some one with an unoccupied dock who seemed willing to keep the boat for a spell. In Charleston, S.C. I improvised a mooring using two danforts and a Plow plus sixty feet of chain set in a three pointed star pattern. It worked like a charm, and even in the strong tides and currents of the Charleston waterfront, the boat was sitting right there when we returned. Food, of course, was a major expense but no more so than living at home. A hundred dollars per week for cruising the Bahamas was more than adequate for everything.

As you can tell from my enthusiasm, it

was a wonderful trip. I sincerely hope that circumstances will permit returning next winter, although we will make it a point to visit the southern Bahamas away from those infernal "Northers."

JOE GOLDMAN CRUISES THE CHESAPEAKE

Our son Mitch settled in Richmond, Virginia; this, of course gives us the best possible excuse to go south for a bit of fall sailing in the Chesapeake. It is the time that all the Yachting Magazine writers say it is the best. That is when there is good steady wind and warm, clear days. It turned out that the steady winds were real and strong enough so that we were reefing off and on. The days were clear, but far from warm. It was sweater and parka weather for the entire week. I'm getting ahead of myself. Harriet and

I flew to Richmond on Wednesday, September 30th to spend a week with Mitch and family. That weekend, three of us sailed a Bristol 29.9 from Solomons Island (on the west shore of the Chesapeake) to Norfolk, Virginia, a distance of about 70 miles. It was downwind all the way, a delightful northwesterly, 15-25 knots. We spent one night in Deltaville on the Rappahannock River, then on to Norfolk. A week went by quickly and it was time to go sailing again.

Harriett and I drove to a place called Bowley's Point Marina. It is on a peninsula on the Middle River, just a bit North East of Baltimore. There we were to rendezvous with Bill and Ann Sheehan and Stan and Alice Peterson who were driving down from Boston. Bill had chartered an O'Day 37 and this was the beginning of a wonderful week of fine sailing, and great companionship. Harriett and I arrived at the marina early and found the owner busily preparing the boat for charter and he did an A-one job. The boat was immaculate and ship-shape with all gear well organized, a notebook de-

scribing locations of everything. He even washed the waterline. Since we arrived a bit early we were able to clue the owner about the above average sailing ability of his charter party. Needless to say he was impressed with our stories of the combined sailing experience of this group of "Senior Citizens." With that accomplished we went sightseeing until Captain Sheehan was to appear. When we arrived back at the Marina we were told that they had arrived and had gone to a local pub for dinner. We joined them there. They extolled the wonders of the drinks and crabs, but more interesting, our Commodore had already established a remarkable relationship with a lady who seemed to be a bit more than a mere waitress in that she found time to not only adequately serve us, but also to function as an all around hostess entertaining us with conversation and local color. She accomplished all this, dressed in a unique, tight fitting costume of the sort that you might see in an 18th century movie of Merry Old England — you know the serving girl with the low cut



bodice to which all eyes beckon. By the time I reached the scene, Bill and Stan were already two jumps ahead of me, but a week later I lucked out and made up for my late start. Again, more about this later.

We reminded our hero, the Commodore, of his responsibilities as skipper of the O'Day and enticed him to return with us to the ship by promising that we would again visit the pub and - - - - -.

The O'Day 37 is a roomy boat and surprisingly, the six of us did not feel at all crowded. It has an aft cabin with separate companionway and head. We spent a cold, but uneventful night at the marina and took off bright and early; our destination was St. Michaels on the Eastern Shore. The wind was from the north and we sailed until we were in the narrow winding channel (Kent Island Narrows) that leads to a bridge which opens only on the hour. The big adventure of the day was to time the bridge opening just right. We managed to do that, entered East Bay and arrived at St. Michaels. We tied up to the dock at the Maritime Museum. A bit like Mystic Seaport although not so elaborate, St. Michaels, like many areas of the Chesapeake, is wall to wall boats and sailboats predominate. There are many marinas and services abound. Sailing in the Chesapeake is made a lot easier with a shoal draft boat. Ours was 5 feet. It was a luxury when the depth sounder showed 8 feet. It is almost impossible to sail the Chesapeake without running aground at some point. Shoals extend off shore and constantly change so that charts are not always accurate. To prove my point the next morning we tried to leave the dock and, sure enough, we were aground. The main sail went up, everyone on the starboard side, enough angle of heel, gun the diesel and off we went.

A beat brought us to Annapolis. Sailing into Annapolis is always exciting. The Naval Academy and all the tradition associated with it makes it an interesting entrance. This time we saw at least 8 Navy yawls coming out, some under spinnaker, some with jib and main; all probably at various training levels. We could see and at times hear the instructors teaching the middies the art of sailing. We were lucky to find an empty slip on Spa Creek. Our goal was the boat show which was to open the following day. Annapolis was

even more crowded than usual. The marina was the old Trumpy Yard. The slips and rows of boats are so close together that it is impossible to get in without using pilings as turning fulcrums. Bill did a masterful job getting us into this one. However, I must point out that he needed a bit of resuscitation (liquid) after accomplishing this feat.

A delightful dinner aboard prepared by the ladies was followed by a trip to the local ice cream parlor for dessert. Here, Don Juan Sheehan met a young lady (whatever). She cozied up to our Bill and told him her past and present history which included an afterthought that her husband was showing FolkBoats at the show. She somehow managed to isolate Bill from the rest of us and how he didn't end up buying — I'll never know. I must admit that Ann was a remarkable study of composure, as for the rest of us we had a tough time containing various remarks.

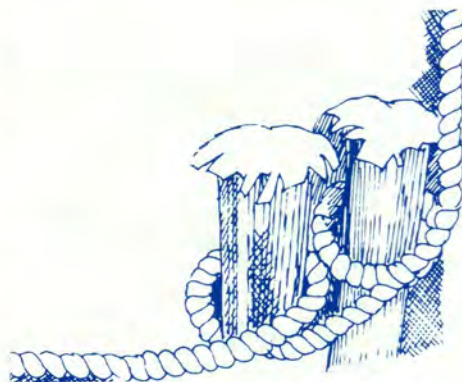
The next day was devoted to the show and what a show it was. It was nice to see Blue Water Members at the show, Jack Westerbeke, Ray Gaffey, Jack Roberts, Ted Hood, and Larry Vincent.

The next morning we set off for Baltimore. Again, the trick of getting out of a marina in a 37 footer where the distance between rows of boats was only 30 feet. Using the pilings for a swivel point, Bill once again proved that he is indeed a worthy seaman. It is sort of a challenge to do this once in a while. I don't think I would keep a boat there. By the way, the cost of one night's stay was about \$35.00 with no facilities. The sail to Baltimore was a beat; gaggles of geese, swans and ospreys heading south. The Bay Bridge, massive and long, the long approach in Baltimore's inner harbor, industry and shipping lining both shores, ships at anchor waiting for berths, made the trip interesting. We counted 18 ships at one point from all over the world; which added to the excitement of entering a strange harbor. The only downer — pollution both air and water.

The inner harbor is a copy of Boston's Faneuil Hall Market with variation; the same architect. We tied up, went ashore, shopped and did the tourist tour. Our skipper (at 2200 hours) did the smart thing by anchoring out in the basin; the crowds, noise, drinking, etc. did not abate until the wee hours.

The next day, sadly back to homebase and the end of the cruise, but before disbanding, nothing could keep us from a return to the infamous Pub and the entertaining Abigail. After dinner, much to my surprise, up came Abigail with a one candle birthday cake. She leaned over and gave me a big happy birthday kiss, all arranged by Harriet as a birthday present for this aging Senior Citizen. I always knew that "He who Waits gets - - - - -"

It was a great week, sailing with friends. The girls, Alice, Ann, and Harriett so at home on a boat, keeping things shipshape and organized, taking a turn at the wheel; making an atmosphere of relaxation and ease. Stan and Bill who both insisted that I never stand more than a 15 minute watch so as not to interfere with my naptime. What can I say about shipmates like these? Let's do it again next year. How about a Blue Water Cruise on the Chesapeake?



1981 BLUE WATER SAILING CLUB RACE RESULTS

Spring Regatta:

Saturday 6/13/81

CLASS A:

1. Spirit — Sarkisian
2. Heatherly — North
3. Silkie — Marcus
4. Chouette — DeSatnick
5. Sea Nest — Michaud
6. Isolde — Westerbeke
7. Escales — Goldman

CLASS B:

1. Madrigal — Smith
2. Defiant — Gavin
3. Sucia — Salvo
4. Bounty Hunter — Clancy
5. Accord — McCarthy
6. High Time — Marcus

CRUISING DIV. I:

1. Last Resort — Blodgett
2. Pryde — Goldfarb
3. Kismet II — Empacher
4. Astrid — Margolin
5. Mystique — Archer
6. Nevroica — Hyde
7. Whimsy — Hanafin
8. Gunhind — Carter
9. Scot Lass — Hoover

CRUISING DIV. II:

1. Sokehs — Kostishack
2. Mai Toi — O'Donoghue
3. Talisman II — Peterson
4. Wet & Wild — Schaaf
5. Scherzo — Moran
6. GoLightly — Koplovsky
7. Strumpet II — Vincent
8. Half Moon — North
9. Antiquity — Tilsley

Sunday 6/14/81

Pursuit Race

1. GoLightly — Koplovsky
2. Madrigal — Smith
3. Accord — McCarthy

4. Strumpet II — Vincent
5. Defiant — Gavin
6. High Time — Marcus
7. Scherzo — Moran
8. Last Resort — Blodgett
- 9/10. Chouette and Heatherly
(Dead Heat)
11. Escales — Goldman
12. Mystique — Archer
13. Antiquity — Tilsley

Fall Regatta

Saturday 9/19/81

CLASS A — IOR

1. Spirit — Pocharski
2. Argonaut — Pruyne
3. Drummer Boy II — Smith
4. Loose Goose V — Frigard
5. Mt. Lion Eater — Prout

CLASS B — PHRF

1. Silkie — Marcus
2. Fruition — Hickey
3. Last Resort — Blodgett
4. Claddagh — Fallon
5. Chouette — DeSatnick
6. Pique Dame — Wells
7. Escales — Goldman
8. Sucia — Salvo
9. Spirit — Sarkisian

CLASS C — PHRF

1. Sparkler III — Freeman
2. High Time — Marcus

CLASS D — PHRF

1. Samantha — Young
2. Gambit — Breed

CLASS E — PHRF

1. Kismet II — Empacher

Sunday 9/20/81

CLASS A — IOR

1. Drummer Boy II — Smith
2. Argonaut — Pruyne
3. Spirit — Pocharski
4. Loose Goose V — Frigard
5. Cadre — Leighton

CLASS B — PHRF

1. Escales — Goldman
2. Last Resort — Blodgett
3. Blue Pidgeon — Gordon
4. Chouette — DeSatnick
5. Spirit — Sarkisian
6. Claddagh — Fallon
7. Heatherly — North
8. Love Machine — Dodge

CLASS C — PHRF

1. Flight — Lothrop
2. Sparkler III — Freeman
3. Solus — Hayward
4. Ontro — Rothuall

CLASS D — PHRF

1. Samantha — Young
2. Gambit — Breed
3. Breezin — Miller
4. Magic Dragon — Robbins
5. Kimberly — Hosking

CLASS E — PHRF

1. Sokehs — Kostishack
2. Cotton Blossom — Eissner

Bill Montalto
Race Committee Chairman

MARION — BERMUDA RACE RESULTS

We had 11 entries in a fleet of 143 boats.

Our finishers were as follows:

First, Shorthanded "Silkie" Herb Marcus
Commodore's Cup "Keramos" Dave Kingery

CLASS TROPHIES

| | | | |
|---------|-----|------------|----------------|
| Class A | 4th | "Keramos" | Dave Kingery |
| Class B | 1st | "Silkie" | Herb Marcus |
| | 4th | "Sea Nest" | Earle Michaud |
| Class C | 3rd | "Escales" | Joseph Goldman |

NOMINATING COMMITTEE REPORTS

As per the Constitution of the Blue Water Sailing Club, the nominating committee, consisting of Past Commodore G. Earle Michaud, Past Commodore Herbert D. Marcus and Past Commodore Joseph Goldman, has met. The above Committee places in nomination the following slate of officers and governors:

Commodore

John H. Westerbeke, Jr.

Vice Commodore

Daniel P. Johnson

Rear Commodore

William Montalto

Secretary

Duane Marshall

Treasurer

Edgerton F. Hyde

Clerk

Diéter K. Empacher

Chairman Offshore Cruise

F. Sherburne Carter

Measurer

J. Raymond Gaffey, Jr.

Historian

William T. Sheehan

Race Committee Chairman

William Montalto

Race Secretary

Jerome Margolin

BOARD OF GOVERNORS:

Wallace L. Archer

Allen H. DeSatnick

John B. Douglass

Donald T. Ellis

Joseph Goldman, M.D.

James E. Hayes

Daniel F. Kostishack, M.D.

Herbert D. Marcus

L. Gerald Marcus

G. Earle Michaud

Kevin O. O'Keefe

Herbert A. Sarkisian

Sincerely yours,

BLUE WATER SAILING CLUB

JOSEPH GOLDMAN

Chairman, Nominating Committee

**Tune Up!
For
SPRING REGATTA
June 14th
Scituate Harbor**



GET READY FOR SPRING REGATTA

from Bill Koplovsky

The 1981 BLUE WATER SAILING CLUB SPRING REGATTA will begin this year with a welcoming get-together at the Scituate Harbor Yacht Club Friday evening, June 12. Set-ups, beer, chowder and a salad bar will be provided for all BWSC members and their crews. The

Skippers' meeting on Saturday morning at the Satuit Boat Club will again feature Eleanor Hayes' muffins – making attendance a must!! After the race there will be the usual dinner at the SHYC and Chris Standring, the new chef, from East Bay Lodge, has promised an outstand-

ing meal. The Pursuit Race, following Sunday Brunch, will end the weekend.

RESERVE THE DATES NOW!

12-13-14 JUNE.

LET'S HAVE A GREAT TURNOUT!

BWSC HEADS FOR BERMUDA

On June 19th thirteen BWSC boats will leave from Marion as participants in the third Marion Bermuda Race. The boats are: ASTRID, BRIGHT STAR, DELPHIN, ESCALES, GANNET, GUNHILD, ISOLDE, JADE, KERAMOS, SEA NEST, SILKIE, SPIRIT, and VENINDE.

Boats should finish on Tuesday, Wednesday, or possibly Thursday. On Friday afternoon the Blue Water Sailing

Club will sponsor a reception for the class winning yachts to be held on the lawn of the Royal Hamilton Amateur Dinghy Club, which will also serve as a get-together in Bermuda for the Blue Water participants.

In addition to regular class prizes, short-handed, and family trophies; the Blue Water boats will also be competing for the Commodore's Cup given for outstanding performance by a BWSC yacht.

PLAN NOW FOR A BANNER 1981 SEASON!

Spring Regatta – Scituate
June 13 and 14

Misery Island Raft-In:
July 11 and 12

Maine Cruise – Boothbay Harbor:
July 26 to August 1

Southern Cruise – Marion Harbor Start:
July 26 to August 7

Fall Regatta – Boston Yacht Club:
Sept. 19 and 20

Annual Meeting – Fantasia Restaurant:
November 13

THE COMMODORE'S CORNER

Each year it seems that our boats get bigger, and so do our programs. Those who didn't attend the Spring Meeting missed the largest and possibly the most interesting we've had. The Sea Lions and Dolphins put on an exciting display. We had to be put ashore from "Discovery" at the midnight closing time — always the mark of an outstanding event.

We look forward now to the Spring Regatta at Scituate. Bill and Eleanor Kopolovsky have this event tuned like Boston Pops — there is something for everyone's taste.

For the fortunate ones, Scituate will be a shakedown for the departure the following Friday on our biennial Bermuda Run. Blue Water will have thirteen entries this year. All the flag officers and the majority of the Board of Governors will be sailing either on their own or other Blue Water boats.

Misery Island with its miserable sponsors Tony and Ronnie Hyde and Duane and Helene Marshall is an informal and energetic weekend, so conveniently located that no one should miss it.

Our Summer Cruise commencing July 26th will again take us to Narragansett Bay, Fishers Island Sound, and Gardiners Bay. This represents two weeks carefully planned by Don Ellis and Helene Levine.



Mel and Mim Morrell have structured a short eventful cruise from Boothbay to Southwest Harbor. Knowing the dedicated Maine cruisers, it is safe to predict that some will split off for a side trip to Roque Island. Your Commodore expects to spend time on both cruises. "Kerry Dancer" will be south, but Ann and I will drive to Maine for a few days on "Gibson Girl" or "Talisman". We will see that the parties get staggered so that we hit them all!

It is difficult to anticipate the end of summer when it's still April; but the Fall Regatta will be coming September 19th, and with it another pleasant weekend at Boston Yacht Club and racing out of Marblehead, chaired by Dick and May Stiles.

Next year's Caribbean Charter Cruise is in the making. You will learn more about this from Eliot and Marilyn Zigelbaum. They have dug into this in great detail. These are the summer's events. We are fortunate to have an outstanding group of chairmen, each of whom brings to his event experience, diligence, and a well thought out program. Membership wishes have been sampled, and every effort is being made to provide activities you will enjoy. It is only for you and your family to sign up and participate.

BLUE WATER TO HOST BERMUDA RECEPTION

The Blue Water Sailing Club plans to host a reception in Bermuda following the conclusion of the Marion-Bermuda Cruising Yacht Race. It will be held at the Royal Hamilton Amateur Dinghy Club on Friday, June 26, between the hours of 1600 and 1800.

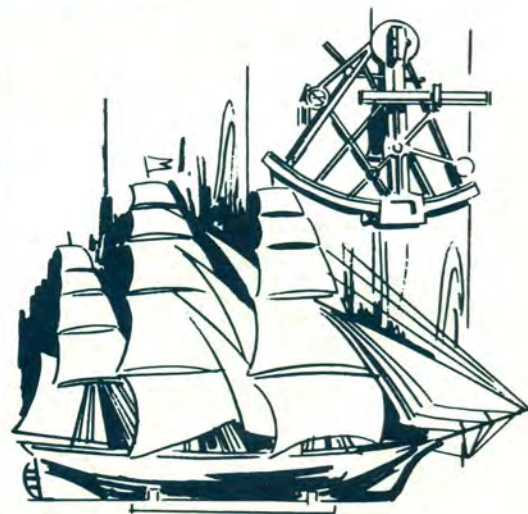
This reception will honor the Class Winners including their crews. All Blue Water Sailing Club members will receive invitations in Bermuda. Additional invitations will be available through the reception committee chaired by F. Sherburne Carter and assisted by Rear Commodore Daniel Johnson.

THE BLUE WATER COMMAND . . .

Commodore
William T. Sheehan
Vice Commodore
John H. Westerbeke, Jr.
Rear Commodore
Daniel P. Johnson
Secretary
Duane Marshall
Treasurer
Edgerton F. Hyde
Clerk
Jerome Margolin
Chairman Offshore Cruise
F. Sherburne Carter
Measurer
J. Raymond Gaffey, Jr.
Historian
Joseph Goldman, M.D.
Race Committee Chairman
William Montalto
Race Secretary
J. Raymond Gaffey, Jr.

BOARD OF GOVERNORS:

Wallace L. Archer
F. Sherburne Carter
John B. Douglass
Dieter K. Empacher
Herbert D. Marcus
G. Earle Michaud
Stanley R. Peterson
Herbert A. Sarkisian
Allen H. DeSatnick
James E. Hayes
L. Gerald Marcus
Daniel F. Kostishack, Dr.



WHAT DREAMS ARE MADE OF — IN 1980

By Tony Hyde

After dreaming, planning and talking about it for 5 years or more, Thursday, Sept. 18th marked the beginning of a trip we hope will eventually bring us to the Bahamas. The trip was planned in two week stages, the first being from Salem, Mass. to Chesapeake Bay where we would be visiting a couple who we had struck up a sailing conversation with at a N.H. restaurant. They had invited us to visit their home complete with docking facilities when in the area.

Our plan was to sail until late at night to reach the Cape Cod Canal for a favorable current the next morning, but Ronnie and her mother, Mrs. Murphy, aged 72 yrs., were ready for a rest at Scituate. We missed the current at the Canal on Friday, but it merely meant a slower trip through.

Buzzard's Bay was uneventful for a change and that night at Padanaram was easy. Saturday's sail to Fisher's Island was superb. Nevroica sailed 55 miles at an average speed of 6.1 knots.

Trying to get into Long Island Sound on Sunday was a different story as the wind was light and the current against us. We finally fired up the Perkins and motored into quieter water. The Berry Islands on the Ct. shore was recommended by the Cruising Guide and proved to be very interesting. They are 360 islands (some must comprise only a square yard) clustered together, made from red granite. Southport, Ct. was scheduled for Monday night. Entering the Harbor was a bit disconcerting at low tide with fishermen wading knee deep within 15ft. of the channel. But the Yacht Club welcomed the Blue Water Burgee, moored us bow and stern, provided water, ice and fuel and sent us off for New York City ready for anything.

Friends had suggested City Island as a stopping place before passing through Hells Gate and the East River. It was a beehive of boating activity with signs of the BIG CITY in all directions. Fortunately, slack tide at Hells Gate was at 1026, Wednesday, so we set sail at 0830 to cover the 8 miles. Hells Gate had us nervous with stories of 4-5 knot currents, but we hit it just right. The trip down the East River, with the current in our favor

was probably the high point of the trip with ambulances screaming along Roosevelt Drive 200 ft. away, seaplanes taking off, helicopters landing and the general bustle of New York City. The World Trade Center and the Statue of Liberty greeted us as we rounded Manhattan Island. After all this, the trip out to Sandy Hook was definitely anticlimatic.

The next day was rainy and blew 15 to 20 knots from the East — not the day to start down the New Jersey coast. Friday the wind shifted to the northwest but still blew 15 to 20. We weighed anchor at 0700, motored around Sandy Hook looking for the False Hook Channel. Once past the last channel marker, we raised the working jib, battened down the hatches, and took off down the Jersey coast on a starboard tack. At 1930 that evening, we arrived at Atlantic City — 78 miles further south after one of the wildest rides ever, with winds gusting to 40 knots occasionally. In contrast to the exciting sail, the New Jersey shore line was the opposite with mile after mile of flat beach with rows of summer cottages. By the time we made the Atlantic City harbor entrance, it was dark, and coordinating the chart against the bright lights of the town was difficult. We crept into the anchorage, missed a red nun and promptly ran aground. Fortunately raising the jib blew us back into deep water and 10 minutes later were grateful to anchor in a very quiet harbor.

The next morning the wind was still blowing from the northwest so we elected to continue on to Cape May at once. Under a beautiful blue sky, the gusts were even stronger and at one point we were heeled 35 degrees under a double reefed main only. We arrived at 1530 and had no trouble finding the anchorage. There were a dozen boats already anchored so we rounded the can and motored to find swing room. Halfway through we ground to a stop. This was no surprise to the surrounding boats as they were aground also. The 2 days of northwest wind plus an especially low tide had pulled most of the water out of Delaware Bay as well as Cape May. We waited there until 1830 when enough water came in to float us.

Theoretically, the inland waterway started the next day with the trip up Delaware Bay. We rounded Cape May and headed for an unmarked inside channel just off the point. It was shallow — 12 ft. — and surrounded by sand bars — 2 ft. — but we thought we could make it. Fortunately, some kind soul had put a lighthouse and two water tanks in a three mile area on the Cape making for perfect triangulation points. We threaded our way through the shoals keeping an eagle eye on the fathometer and taking a continual series of compass bearings. It was a very interesting and exciting exercise. Once safely in Delaware Bay, we raised sails. Delaware Bay proved to be quite shallow — 15 ft. on the average. At one point, we thought we saw a number of trees on the horizon at least two miles from shore. When we reached them, they proved to be saplings marking oyster beds.

A trip up Delaware Bay is dull. The water is dirty, the shore line flat, marshy and uninteresting. Our most exciting section was an unofficial race with a new boat heading for the Annapolis Boat Show. The air was light and the water smooth and in these conditions Nevroica is deadly. No matter what that guy tried to do, over a 15 mile stretch, we overhauled him and finally inched by. Then we had a wind shift and by the time we reached the Chesapeake and Delaware Canal, he had us by a mile or so.

The C & D Canal between the Chesapeake and Delaware Bays is a 10 mile uninteresting motor trip. Upon leaving the canal however, everything changed. The water was cleaner, the shore line wooded with beautiful estates extending down to the water.

The trip down the bay was relatively uneventful, most of the time spent wing and wing with a 10 to 15 knot following breeze.

The time finally came to turn east, leave the bay and enter the Choptank River. Our destination was a mile up Inland Creek but a sandbar at the mouth necessitated our entering at high tide and in daylight so we motored to nearby Oxford and tied up with four other boats at the town dock. One of these hailed from Portsmouth, NH but we found that

WHAT DREAMS ARE MADE OF

(Continued)

the owner had never been there. He kept a P.O. Box in Portsmouth but spent most of his time in the Bahamas — disgraceful.

We went ashore for our first store-bought meal at the Robert Morris Inn which has been highly recommended to us. Being in Chesapeake Bay Crab

country, we had to sample the local fare which was super-delicious and Ronnie didn't have to cook it!

At 0900, we rounded a bend in Inland Creek, identified our benefactor's house and dock and brought Nevroica in safely to complete the first leg of the trip.

It was a superb sail and much easier than

we expected. It could be easily compared with a trip to the Cape, but with new scenery. In total, we traveled 513 miles in 14 days. Definitely not a speed record, but even so, we would prefer to be even more leisurely on the next leg and do more sightseeing.

IT WILL SOON BE RAFT-IN TIME AGAIN!

Before long, the great call to Misery Island will be trumpeted from the Blue Water yardarm.

This year's event is scheduled for July 10, 11 and 12 with a Friday night rendezvous at Misery's North Cove. In North Cove, first attention will be given to trimming of ballast from the grog locker and other convivial activities.

On Saturday, all the raftees will spark to a dynamite treasure hunt, followed by a dinghy race to be run with mixed double teams including a backward sailing race. This in turn will be followed by a frisbee contest and then wind up with what has been reported to be a "egg" throwing contest.

On Sunday, based on last year's very successful schedule, there will be a repeat of the star race, which in turn will lead to an organized attitude adjustment period and wind down. The star race, as you know, is a handicap start and a boat for boat finish, and a starred course for constant passing fun.

Finally, the Award Ceremony will precede the setting sun, followed by additional attitude adjustment periods.

You are encouraged to make sure this is on your schedule for "fun in the sun"!

REPORT FROM HINGHAM BAY PHRF

Reports are that for the 1981 season the Hingham Bay PHRF will truly come of age.

An expanded weekend offshore series of 20 races has been scheduled in cooperation with the Boston Harbor PHRF, a 14 race Sunday series as part of the Massachusetts Bay Interclubs, and 2 5-race Twilight Series on Wednesday nights.

The popular Braintree Challenge Race will be held again this year, as a separate event not counted towards the best 4-out-of-6 fleet championship series. Once again, there will be a 2-day PHRF Regatta during Quincy Bay Race Week. In response to skipper's requests, there will be a weekend cruise to Scituate in mid-July, which will include a race with the Scituate PHRF.

In one series or another, interested skippers will be able to race just about every weekend between the end of May and the beginning of October. In addition, New England PHRF is sponsoring two championship series in August at Marblehead and Buzzards Bay.

Complete information about the 1981 racing program and about entry fees is contained in a circular which will be coming out shortly. This circular represents many weekends of work by a committee headed by Tom Hayes and Bing Carey.

This circular includes information on requiring yachts to display code flag R when competing in the racing (spinnaker) fleet, and code flag T when competing in the cruising (non-spinnaker) fleet.

The Hingham Bay PHRF is also experimenting with a new scoring system this summer, called the Rinderle-B system. It has been developed by two members of the Marblehead fleet and is intended to provide a fair score for series in which varying numbers of boats race. This system employs a pre-calculated table of weighted scores and copies of this table will be available to those entering the Hingham Bay series.

The New England PHRF fleet is expected to grow to some 900 boats this season, including the Hingham Bay fleet. The Handicapping Committee will begin meeting shortly and completed applications from anyone interested in racing in the Hingham Bay series are requested to be submitted as soon as possible. Questions can be answered by Mike Kenney at 337-7953. The dues are \$20.00 renewal and \$30.00 for new members. Address for the Hingham Bay PHRF is 302 Union Street, South Weymouth, MA 02190.

BLUE WATER SAILING CLUB INVITED TO CHAPMAN BOWL

The Scituate Harbor Yacht Club is holding its annual Bowl Race on Friday evening, 5 June. This is the weekend preceding the Spring Regatta and gives an opportunity to bring your boat down the weekend before and flex your racing

muscles. The Chapman Bowl Race is an over-nighter.

Members are asked to make arrangements with either the Scituate Harbor Yacht Club or the Scituate Boat Club to leave them in Scituate until the Blue

Water Sailing Regatta on the following week, which it is reported can easily be done.

If you would like to participate in the Chapman Bowl or would like more details, call Herb Sarkisian at 659-2918.

FROM THE MASTHEAD!

The trophy selection at the Annual Fall Meeting was outstanding and the Race Committee, under Bill Montalto, is to be congratulated.

Not everyone can boast that he has been piped aboard not only by his Club but by his whole family. At the Annual Meeting with the election of Bill Sheehan as Commodore of the Blue Water Sailing Club, proud attendees, in addition to his wife Ann, included Bill Jr. and wife Ann, Mary and husband Jim, Kathy and husband Mason, Tricia and husband Chuck and Barbara. And Hilary traveled all the way from Houston, Texas.

CONSTITUTION CHANGES PASSED AT FALL MEETING

There was a spirited discussion during the business segment of the Fall meeting over certain proposed amendments and changes in the Constitution and By-Laws.

After all were heard, the Constitution changes outlined below were unanimously adopted.

Reference is made to the Constitution, page 13, Article XI, Membership, Section 1. This section to be rewritten as follows: "The club shall be composed of Honorary Members, Life Members and such number of Regular Members as the Board of Governors shall from time to time determine."

Section 2. This section to be rewritten as follows: "Honorary Members shall be elected for a period of one year at any Annual Meeting or Special Meeting of the Club upon recommendation for such action by the Board of Governors. Honorary Members are exempt from payment of membership dues."

A new Section 2a to be inserted as follows: "Life Members may be elected at any Annual Meeting or Special Meeting of the Club upon recommendation for such action by the Board of Governors. Life memberships shall be granted only in those very special circumstances where a club member has been active in the Club's sailing activities for at least 20 years, shall have served on the Board of Governors, and shall have made a unique and continuous contribution to the Club. Life memberships shall not be automatic in any sense and shall only be granted in clearly exceptional cases. Life members may vote or hold any elective office and participate in all Club activi-

ties. Life members are exempt from payment of membership dues only."

Reference is made to the Constitution, page 14, Article XI, Membership, Section 5, Subsection (a). This subsection shall be rewritten as follows: "To establish and have available a form of application for membership which shall include at least the applicant's name, age, occupation, home and business address, description of his then owned yacht and his yacht club or sailing association membership."

A new subsection (b) to be inserted (and resequence the subsections within Section 5), to read as follows: "To verify that the applicant is a member in good standing of a recognized yacht club or sailing association."

FALL REGATTA TO BE RUN FROM BOSTON YACHT CLUB

You can look ahead to a great race and social weekend on September 19th and 20th, when the Blue Water Sailing Fall Regatta will be held in Marblehead, at the Boston Yacht Club.

There will be round-the-buoy races with a 10:15 start on September the 19th. Every member of a yacht club can enter, but a PHRF rating is needed. There will be silverware for five different classes: 3 PHRF, 1 IOR and 1 for those yachts using cruising canvas.

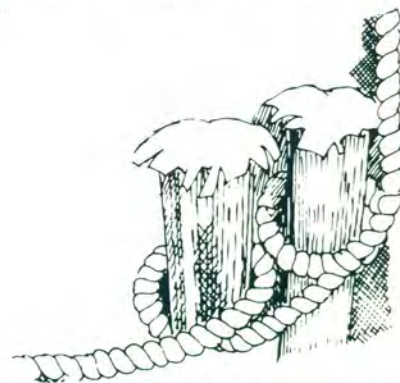
There will be the traditional Saturday evening Social in the club at 6:00 P.M.

MAINE MINI-CRUISE FROM BOOTHBAY TO MANSSET

Malcolm E. Morell reports that they have the basic course charted for the 1981 Maine mini-cruise.

Events are scheduled to start on July 26 in the Boothbay Harbor area, probably Christmas Cove. From there, they will move on and cruise East through Muscongus Bay, Penobscot Bay and Jerrico Bay to Mt. Desert Island.

The highlight will be a rendezvous on Saturday afternoon, August 1st at Bob Hinckley's at Manset, which is East of the Hinckley Boat Company. There will be a traditional "raft-in" complete with cocktail party and other nautical activities.



NELSON HARTSTONE

There are those that race a boat dashing, noisily, and successfully.

There are those who race with the crew, the sails, the sheeting points, and the tactics carefully planned. These men are the most successful of all.

Nelson Hartstone was one of these, and in the days when we penalized winners by increasing their handicap, Nelson was still winning with a 50 per cent increase.

Nelson drew up the Constitution for the B.W.S.C. and participated in all its events quietly and successfully over the years. Nelson served very importantly in the structuring of the Marion-Bermuda Race.

It is with profound sorrow that we acknowledge Nelson's death in Florida on April 18th.

He was a cornerstone in our club.

TREASURER'S REPORT FROM THE FALL MEETING

Balance November 1, 1979

| | | | |
|------------------|----------|-----------------|-------------|
| Account Balances | Checking | \$5,354.15 | |
| | Savings | <u>4,198.21</u> | \$ 9,552.36 |

Income

| | | |
|---------------------|---------------|-------------|
| 1979 Fall Regatta | \$ 77.00 | |
| 1979 Dues | 235.00 | |
| 1979 Annual Meeting | 3,435.00 | |
| Miscellaneous | 220.00 | |
| Spring Meeting | 2,132.25 | |
| Dues | 5,540.00 | |
| Spring Regatta | 3,151.00 | |
| Maine Cruise | 2,873.50 | |
| Fall Regatta | 1,420.10 | |
| Interest | <u>232.22</u> | \$19,316.07 |

Expenses

| | | |
|----------------------------------|-----------------|-------------|
| 1979 Annual Meeting | \$3,620.65 | |
| Trophys | 2,689.37 | |
| Administrative | 1,322.15 | |
| Miscellaneous Refunds & Expenses | 243.26 | |
| Memberships | 156.75 | |
| Spring Meeting | 2,035.65 | |
| Spring Regatta | 3,358.41 | |
| Misery Island | 100.00 | |
| Cape Cruise | 394.03 | |
| Maine Cruise | 2,816.87 | |
| Fall Regatta | <u>1,398.71</u> | \$18,135.85 |

Balance October 31, 1980

| | | | |
|------------------|----------|-----------------|-------------|
| Account Balances | Checking | \$6,302.15 | |
| | Savings | <u>4,430.43</u> | \$10,732.58 |

SOUTHERN CRUISE *Continued)*

The 1981 Cruise Committee is headed by Don Ellis and Helene Levine. Children's Program chairmen are Dieter and Marge Empacher. Races will be planned and supervised by Ray Gaffey. If you would like to help or have questions, call Don Ellis (523-2972, 567-0118). For pre-cruise planning refer to NOAA charts 13205, 13209, 13214, 13218, 13221, 13230 and 13258.



CARIBBEAN CRUISE BEING ORGANIZED

By Eliot Zigelbaum

Winter 1982 is not far away, and if we plan ahead, the 1982 Blue Water Winter Caribbean Cruise will get underway. Hopefully we can collect enough information to develop a group for sailing fun in the sun.

Please let me know your preference for time and location. Send in answers to the questionnaire below so plans can get underway.

Briefly, let me describe some of the locations we have mentioned in the questionnaire:

The Virgin Islands

Briefly, the Virgin Islands are well traveled by many people in both bare boats and boats with paid crews. Navigation is primarily eyeball and the entire length of the Sir Francis Drake Channel can be sailed nonstop in one day easily. Current cost for four in a boat with split provi-

SOUTHERN CRUISE TO EXPLORE WEST OF BUZZARD'S BAY

The 1981 four state Summer Cruise is planned to cover new ground to the west of Buzzard's Bay and the Islands, with visits to Rhode Island, Connecticut and New York from Massachusetts.

Sunday, July 26, the fleet will rendezvous at the Beverly Yacht Club in Marion Harbor. Reg and June Cunningham will host the opening party at their Marion home on Sunday evening.

The Cruise is scheduled to progress Westward to Third Beach, Sakonnet, R.I., on to Block Island and then on to the fishtail section of Long Island. Three

or four days will be spent exploring Gardiners Bay and Peconic Bay and around Shelter Island. Some of the harbors to be visited in this area are Three Mile Harbor, Coecles Harbor, Sag Harbor, Deering Harbor and Greenport.

During the second week the fleet will return to Buzzard's Bay via Stonington, Conn. and Narragansett Bay, with stops in Rhode Island to be selected from among Dutch Harbor, E. Greenwich, Bristol, Jamestown and Newport. The cruise will end on Friday, August 7, in Padenarum.

sioning and air fare would be about \$850 per person per week (estimate only).

St. Maarten

This area, serviced by Stevens Yachts with 39-foot bare boats, requires a 10-day minimum for \$2700 plus \$450 for provisions for four people (not including liquor). This comes to about \$750 per person plus an estimated ITX air fare of about \$400 per person; this comes to about \$1150 per person for 10 days.

The Grenadines

Described as a windier area than the Virgins and requiring sail passages of longer distances than the Virgins, the costs with an ITX estimated air fare, split provisioning and CSY 44 boats = \$1000 per person per week.

After the level of interest has been established, we may be able to negotiate

some group rates. Some companies did indicate such an interest; however, not CSY or CYC.

Air fares are expected to increase making most of the above estimates incorrect; however, for now they can serve as some kind of guideline.

Marilyn and I look forward to hearing from you. Many of the companies have asked that we get back to them before APRIL 15, 1981; and therefore I urge you to return the questionnaire at your *earliest convenience*. Winter 1982 may seem far away to those of us who look forward to the spring launching of our New England-based boats, but Caribbean charters for the winter of 1982 are rapidly being booked up; so if we want to sail as a Blue Water group, let's get the answers in soon. We look forward to hearing from you, and thank you for your cooperation.

Questionnaire

| | Yes | No |
|--|-------|-------|
| 1. Would you plan to go on a Blue Water Caribbean Cruise? | _____ | _____ |
| 2. How many persons can you speak for in your party (please do not include other Blue Water members who will be receiving this questionnaire also)? 1, 2, 3, 4, 5, 6 | _____ | _____ |
| 3. Check the week you prefer. | | |
| a. last week in January, 24-30 | _____ | |
| b. 1st week of February, 1-6 | _____ | |
| c. 2nd week of February, 7-12 | _____ | |
| d. 3rd week of February, 14-20 | _____ | |
| e. 4th week of February, 22-27 | _____ | |
| f. Any of the above is all right. | _____ | |
| 4. Which cruising area do you prefer? | | |
| a. The Virgins | _____ | |
| b. St. Maarten | _____ | |
| c. The Grenadines | _____ | |
| d. Any of the above areas is all right. | _____ | |
| 5. Would you be willing to participate in a pool with other Blue Water members for purposes of crew-matching? | _____ | _____ |

Name

Please return ASAP to:
Dr. Eliot Zigelbaum
3 Pleasant View Terrace
Framingham, MA 01701

SAILOR PROFILES

DICK AND OLIVE GIBSON

- **Blue Water member since 1974**

- **Yacht:**

Gibson Girl, Pearson 35 sloop

- **Home Port:**

Surry, Maine

- **Club:**

Kollegewidgwok Yacht Club, Past Commodore

- **Past President:**

Maine Yacht Racing Union

- **Favorite Cruising Grounds:**

Maine, where else

- **Occupations:**

Dick Gibson for many years was involved in the United States Air Force Research & Development Program and also assigned to the White Sands Missile Center. He taught at Wright Field and subsequently headed the Electrical Engineering Department at the University of Maine from which he is now retired. For many years, he also consulted for the U.S. Air Force, which he presently continues to do. Olive at one time worked for Paul Samuelson at MIT where it is rumored that she met Dick Gibson. They have four children: Paul, Jr., Virginia, Ann and Betsy.

- **Interesting Activities:**

Hosting the Down East Cruises

RAY AND JEAN GAFFEY

- **Blue Water member since 1960**

- **Yacht:**

Tradition, 30' Olympic Princess yawl

- **Home Port:**

Scituate

- **Occupation:**

Operating Manager, Gibb-Henderson Marine; Owner Gaffey Yachts, Inc.

- **Favorite Cruising Grounds:**

The Cape or Maine

- **Yacht Clubs:**

Scituate Harbor Yacht Club; Hyannis Yacht Club

- **Interesting Activities:**

Measurer and surveyor, organizing races for the Blue Water Sailing Club.