

BLUE WATER BERMUDA SKIPPERS



Front Row: DeSatnick, Barr, Hickey, Goldsmith
Back Row: Deighan, Westerbeke, Tulberg, Kingery, Marcus, Feldman, Goldman, Michaud
Not Present: Fantasia, Hyde, Lyman



SUMMER CRUISES A HUGE SUCCESS

1983 BWSC MAINE CRUISE

Stanley and Alice Peterson

The cruise started with six boats participating in the Bi-annual race from Marblehead to Trevett. The winner was Al DeSatnick in Chouette.

About 20 boats anchored in Mill Pond on the Sheepscot River below Jean and Ken Walbridge's home on Hodgdon Island. The opening cocktail party was hosted by Jean and Ken on the lawn of their beautiful home.

On Monday, the fleet went to Pleasant Cove on the Damariscotta River. Dana Jefferson allowed us to use his property for a cookout on shore. It was a perfect

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1983 BWSC SOUTHERN CRUISE

From July 31st to August 12th, 41 Blue Water boats spent two weeks of (almost) perfect weather exploring the Southern New England Coast and the tranquil gunkholes of the Connecticut River.

From the first night get-together at the Beverly Yacht Club in Marion through the Commodore's Cocktail Party in Block Island, good times, good spirits and camaraderie made for a most memorable cruise.

A superlative Clam Bake in the dining room of the Allen House in Cuttyhunk, "classy" rafting in Mystic Seaport which produced a picturesque mass of BWSC boats, the Mystic Buffet, and the junior

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MISERY ISLAND RAFT-IN

Of all our events, the Misery Island Raft-In is our biggest "sleeper".

Its popularity has snowballed every summer due entirely to the imaginative programs created by Duane Marshall and Tony Hyde.

It took careful planning for this pair to roundtrip the Bermuda race and stage this fabulous weekend on July 17th. Cathy Hanafin, the Junior Log Editor, tells the story:

The Misery Island Weekend was fun for all ages. There were lots of games on Saturday, and "Capture The Miserable Flag" on Sunday.

Continued page 2

Maine — Continued

evening topped off with group singing. The weather remained perfect until Thursday when the fleet was at Northeast Harbor. A storm came through, so most of the boats took a lay day.

Saturday we had a clambake and dance at Burnt Coat Harbor on Swan's Island. The Islanders were perfect hosts and provided a great meal at this picturesque spot. An almost full moon reflected on the harbor, which some of us enjoyed on our walk back to our boats.

The next anchorages were Perry's Creek, Pulpit Harbor and Buck Harbor. An interesting lunch stop was at Butter Island where all of Penobscot Bay may be seen from the crest of the hill. (See Sept. issue of *Downeast* magazine). A short race took us to Buck Harbor, with Last Resort winning.

On Wednesday, July 27, the traditional Commodore's Cocktail Party was held at Ft. Madison in Castine. The Maine Maritime Academy opened their facilities to us and also provided a clambake at

the Fort. A musical play "Dames at Sea" was presented on the top deck of the "State of Maine" later that evening which was enjoyed by a number of the group. This was the last scheduled event of the cruise.

Several boats cruised together for another week, while the majority headed West and home.

Our thanks to everyone for supporting us and helping to make this a very enjoyable cruise.

Misery Island — Continued

The winners of these games were as follows:

SCAVENGER HUNT

"Scherzo"

FRISBEE THROW

"Astrid"

HULA HOOP

Cody K. Schaff

"Odyssey"

EGG TOSS

First game —

Dave & Amy "Astrid"

Second game —

Dr. Kostishack & Jorg (a guest)

"Kismet-2"

BOAT RACES

Misery Island

First race —

Michael & Amy Hotarak

"Candelia"

Second race —

Brandon Hyde

"Neuroica"

Third race —

"Astrid"

Fourth race —

"Sacha"

And the green team won "Capture the Miserable Flag".



The Whole Gang



Southern Cruise — Continued

dinghy-swamping in West Harbor (which quickly involved the adults too!), all added up to Blue Water fun. The weather was mostly cooperative, from 95° tropical conditions in the Connecticut River up to heavy weather beating into a Northeaster in the final days.

Race Chairman Dennis Moran managed a challenging, blustery course from Cuttyhunk to Dutch Island Harbor and a potpourri of weather on the course from Fishers Island to Block Island. Winners in the Dutch Island race were: (1) *Chouette*, (2) *Isolde*, and (3) *Astrid*. Winners in the Block Island race were — Class A: (1) *Chouette*, (2) *Isolde*, and (3) *Astrid*; Class B: (1) *Scherzo*, (2) *Scottlass*, and (3) *Bluebird*.

Cruise Chairmen Jules and Carol Siegel were MOST ably assisted by Annette Hodess (Marion Get-Together), Irwin Macey (Cuttyhunk Clam Bake), Ron Spinek (Mystic Rafting), Don Schaaf



Astrid's waterline looks a bit low as she ferries 22 BWSC members up the Connecticut River on a sightseeing day.

(Mystic Buffet), Lily and Harvey Goldfarb (Junior Activities), Dan Kostishack (Commodore's Party), and Dennis Moran (Racing), as well as by the many Cap-

tains-of-the-Day and the countless others who shared in the cruise responsibilities.



Some of the Blue Water fleet at Mystic on Southern Cruise

SPRING REGATTA

BLUE WATER SAILING CLUB — RACE RESULTS — 1983

Racing Class

1. FRUITION — Hickey
2. HOOLIMAR — Goldsmith
3. COALITION — Tedeschi
4. ACCORD — McCarthy
5. CLADDAGH — Fallon
6. CHOUETTE — DeSatnick
7. SPIRIT — Sarkisian
8. SILKIE — Marcus
9. HEATHERLY — North
10. CHUBASCO — MacNaught
11. FIJI WARRIOR — McCarthy
12. ARIGATO — Barron
13. ESCALES — Goldman
14. SEA NEST — Michaud
15. AIRBORNE — Heiler
16. SCHERZO — Moran
17. HIGH TIME — Marcus
18. TRADITION — Gaffey

Cruising Class

1. SASCHA — Kostishack
2. THARSIS — Baker
3. NEVROICA — Hyde
4. ARIEL — Davidoff
5. FASCINATION — O'Donoghue
6. NEDWICK — Woods
7. ASTRID — Margolin
8. CANTABRIGIAN — Goldberg
9. TRILOGY — Lambert
10. SHAMBLES — Hayes
11. MYSTIQUE — Archer
12. DRUID'S DELIGHT — Van Roeken
13. GOLIGHTLY — Koplovsky
14. PUFFIN — Hodess

SPRING REGATTA — SUNDAY — PURSUIT RACE

1. FIJI WARRIOR — McCarthy
2. COALITION — Tedeschi
3. NEDWICK — Woods
4. HEATHERLY — North
5. HOOLIMAR — Goldsmith
6. SPIRIT — Sarkisian

7. ARRIGATO — Barron
8. CHOUETTE — DeSatnick
9. SCHERZO — Moran
10. SACHA — Kostishack
11. ESCALES — Goldman
12. THARSIS — Baker

13. NO SE — Marshall
14. ODYSSEY — Schaaf
15. MYSTIQUE — Archer
16. FASCINATION — O'Donoghue
17. ASTRID — Margolin
18. GOLIGHTLY — Koplovsky



After many years and many Regattas the committee retired. Bill and Marion Montalto, Bob and Pat Vuil



FALL REGATTA BLUE WATER SAILING CLUB RACING — SATURDAY

Class A

1. SABRA — Rosenberg
2. ACCORD — McCarthy
3. CLADDAGH — Fallon
4. HIGH ZOOT — Villari
5. LAST RESORT — Blodgett
6. CHOUETTE — DeSatnick
7. FRUITION — Hickey
8. MT. LION EATER — Prout
9. SILKIE — Marcus
10. SCHERHERAZADE — Chandler
11. SPIRIT — Sarkisian
12. KIMBERLY — Zimmerman
13. SYZYGY — Hermann

14. ARIGATO — Barron
15. LOVE MACHINE — McCauley
16. NA KONI — Freeman
17. ISOLDE — Westerbeke

Class B

1. NAN C — Crawford
2. ALLEGRO — Raymer
3. RA — Schwarzinback
4. REAL GUSTO FIVE
5. WHIZZ — Smith
6. BUEZIA — Miller
7. POSTAGE DUE — Clapper

Class C

1. FASCINATION — O'Donoghue
2. SASCHA — Kostishack
3. SCHERZO — Moran
4. ASTRID — Morgolin



FALL REGATTA BLUE WATER SAILING CLUB PURSUIT RACE — SUNDAY

1. FRUITION — Hickey
2. SABRA — Rosenberg
3. SCHERHERAZADE — Chandler
4. CHOUETTE — DeSatnick
5. FLIGHT — (Disqualified)
6. POINT BLANK
7. MT. LION EATER — Prout
8. CLADDAGH — Fallon
9. ARIGATO — Barron
10. HIGH ZOOT — Villari
11. SPIRIT — Sarkisian
12. LOVE MACHINE — McCauley
13. SUN DANCER
14. SASCHA — Kostishack

15. NA KONI — Freeman
16. ASTRID — Margolin
17. FASCINATION — O'Donoghue
18. REAL GUSTO FIVE — (Disqualified)
19. WHIZZ — Smith
20. KISMET TWO — Empacher
21. ALLEGRO — Raymer
22. RA — Schwarzinback
23. NAN C — Crawford
24. SCHERZO — Moran
25. ALTO MARE
26. SYZYGY — Hermann
27. ISOLDE — Westerbeke
28. NO SE — Marshall



has officially been discharged and
sumier, Ed and Betty Appleton.

COMMODORE'S COMMENTS

Dan Johnson

A year ago — just prior to my election as your Commodore — I began to wonder just how we as a club were going to accomplish in the year ahead all the things that were expected of us. I had these thoughts because the Blue Water Sailing Club has increased considerably in the year-round programs offered to its members since I first participated some six-

teen years ago. Thus the job seemed almost overwhelming — especially to a Commodore living two states away from much of the action!

In spite of my earlier concerns some twelve major events have taken place. In looking back on these events there is one phrase that seems to continually come to mind in describing Blue Water events — GOOD FELLOWSHIP. In every activity of the club be it a ski weekend in the mountains, regattas, the Marion-Bermuda Race, one of the summer cruises

or any of the purely social events, good fellowship seemed to stand out as a strong point of any Blue Water gathering.

As your Commodore during the 1982-83 year I was privileged to participate in a majority of the club's activities. A heartfelt "thanks" to each of the event chairmen who made it all happen. My thanks, too, to the officers and board of governors for their support given to the business of the club.

It's been a fun and rewarding year.

BWSC SPRING REGATTA RECAP

Bill Barron

Excellent weather and the largest turnout ever combined to make the 24th annual BWSC Spring Regatta at Scituate Harbor a most exciting event.

A slight lack of wind did not hold back a

fleet of nearly 40 boats racing a course to Marblehead and back. The fleet returned just in time for dinner at the Scituate Harbor Yacht Club. The dinner was attended by 184 people, including Commodore Dan Johnson and his wife, Marge.

Fruition took first place on corrected time in Saturday's race for Class A followed by *Hoolimar* in second and *Coalition* in

third. Class B results on corrected time had *Sascha* in first place followed by *Tharsis* and *Neuroica*. The beautiful weather held out, and after the traditional Sunday Brunch the Pursuit Race was won by *Fiji Warrior* with *Coalition* and *Nedwick* taking second and third place.

Thanks to all who participated.

BLUE WATER BERMUDA RECEPTION

July 1, 1983

Sherburne Carter

Slightly over two hundred people attended the BWSC reception at 1600 on July 1st to honor the Class Winners and crews. It was held on the terrace of the RHADC and arrangements were made for the serving of hot and cold refreshments and an open bar.

Instead of commenting on the success of the affair or the image creation for BWSC, I will leave that judgement to the several BWSC members present. However, as a result of dealing with the RHADC for the past two races, I cannot say enough for their cooperation. To have held this affair elsewhere would have created many additional problems not to mention the long distance factor in negotiating.





THE BLUE WATER JUNIOR LOG

The Blue Water Junior Log is for the children of BWSC. Children any age can contribute to the Blue Water Junior Log. Write articles (preferably with photos), or puzzles, jokes, cartoons, pictures, photos, etc. Send to:

Kathryn Hanafin (Ed.)
Cushing Landing
Scituate, MA 02066

Unscramble These Words

by Heather North

- | | |
|--------------|------------|
| 1. obat | 6. obom |
| 2. macnatysh | 7. lhewe |
| 3. weadrel | 8. spomsca |
| 4. wdnadinw | 9. hwcin |
| 5. nkiresnip | 10. nesli |

Answer in next edition!



SOUTHERN CRUISE



"Fruition" & "Scherzo" at Bassett Island

Well, this year the two-week cruise was a success. There were plenty of fun games for the kids.

We started out with a balloon hunt. The winners of that were Amy Margolin, Julie Kostishack, and Tracie Marshall.

Second was the dinghy-swamping which was a tie for both teams. Ben Seigel and Melinda Lewis were captains. The object was – how many people could get into a dinghy without sinking it. Well, everyone got on Melinda's team, so Mr. Martin got in and sunk it. Ben's team was the same but as a parent Mr. Pisatnic went in and – ah – sunk it.

Then there was the balloon-bombing. All the kids bomb four parents on a surfboard. It started out with a bang. "No Sé," "Astrid," and "Pryde" were on the raft. It turned out, nobody cared about the wet, cold, parents on the surfboard. The kids bombed the three-boat raft. The boats had to be slightly cleaned afterward!

Then, find the biggest fish. Well, there wasn't exactly a fish, but, there were stories by Melinda Lewis who won a prize and Suzy Margolin got a trophy for finding the biggest jellyfish, and Jeffrey Hodess for finding a mini-sized horseshoe crab. They both got trophies.

Throughout the cruise those were the games and now trophies! Yes! Amy, Tracie, and Julie got medals for the balloons.

Both teams for dinghy-swamping got two gift certificates to McDonald's.

No prize for the parent-bombing. It certainly was no success!!!

And that was really it for the kids' games. I think even the parents had fun.

Then, the hard goodbyes!

That's it!

by Cody Schaaf
"Odyssey"

We are starting a much-needed sales column for boats and marine gear. Call Bill Sheehan, 749-1328, giving only the item name, category, and a name and phone number to call. We will not accept asking prices or any extensive description.

FOR SALE

34' Sparkman & Stevens Sloop; New Diesel. Call Bill Sheehan, Hingham, 749-1328

41'1" Bristol Sloop — A gem of a boat. Call M. Zigelbaum, 879-0263 Framingham, MA

42' Chris Craft "Commanche" Sloop — A Love Boat. Call R. Cunningham, Marion, 748- 0295

7'11" Dyer with Sail, 300# Mushroom. Call Al Krahmer, Duxbury, 934-6339.

NEW OFFICERS SLATE

The Nominating Committee met on Saturday, September 17, 1983, and unanimously nominated the members listed below for the 1984 slate. All nominees have been contacted and have indicated their willingness to serve in the positions indicated, subject to their election by the membership.

COMMODORE
VICE COMMODORE
REAR COMMODORE
SECRETARY
TREASURER
CLERK
OFFSHORE CRUISE COMMITTEE
CHAIRMAN
RACE COMMITTEE CHAIRMAN
RACE SECRETARY
MEASURER
HISTORIAN
BOARD OF GOVERNORS

Bill Montaldo
Duane Marshall
Wally Archer
Jim Hayes
Tony Hyde
Don Kostishack
Herbert A. Sarkisian

Dennis Moran
Ray Gaffey
Dieter Empacher
Dan Johnson
Don Ellis
Joe Goldman
Al Kramer
Jerry Marcus
Jerry Margolin
Herb Sarkisian
Bill Sheehan
Kevin O'Keefe
Jack Westerbeke
Earle Michaud
Clark Wrye
Louis Sebok

VALEDICTORY

We must note with sadness the sudden death of two top notch members; Eliot Zigelbaum and Ira Gordon.

If charm were money, Eliot would have been a millionaire. He lived Will Rogers' credo, "I never met a man I didn't like."

"Sonny" Gordon, one of our newer members had generously offered his boat for race committee work. It is regrettable that we have not had the opportunity to enjoy his friendship and presence.



Section 3 of Article IX states: Any six members in good standing may nominate candidates for any office by submitting to the Commodore in writing the names of such candidates at least two weeks before the Annual Meeting.

John Westerbeke, Jr., *Chairman*
William J. Sheehan
Joseph Goldman, M.D.

B. W. S. C. ENTRIES 1983 MARION TO BERMUDA

Boat	Blue Water Skipper	Crew
<i>Asylum</i>	Sven Tullberg	
<i>Bright Star</i>	Wallace Feldman	
<i>Chouette</i>	Allen Desatnick	Dieter Empacher
<i>Escales</i>	Joseph Goldman	John McCormack Al Krahmer Bill Sheehan Clark Wrye
<i>Fruition</i>	John Hickey	
<i>Gannet</i>	Joseph Fantasia	
<i>Gunhild</i>	Sherburne Carter	
<i>Hoolimar</i>	Russell Goldsmith	
<i>J.K. Too</i>	William Dieghan	Richard Gibson Com. Dan Johnson
<i>Keramos</i>	David Kingery	
<i>Nevroica</i>	Edgerton Hyde	Duane Marshall
<i>Rubicon</i>	Warren Lyman	
<i>Scherherazade</i>	Hugh Chandler	
<i>Sea Nest</i>	Earle Michaud	
<i>Silkie</i>	Herbert Marcus	
<i>Spirit</i>	Herbert Sarkisian	James Hayes
<i>Trilogy II</i>	Joseph Barr	



SPRING 1983

COMMODORE DAN JOHNSON WRITES:

As this is being written nearly 50 Blue Water members and families have just returned, tired but happy, from a wonderful skiing weekend at Maine's Sugarloaf - USA, the first of ten scheduled activities between March and our November annual meeting.

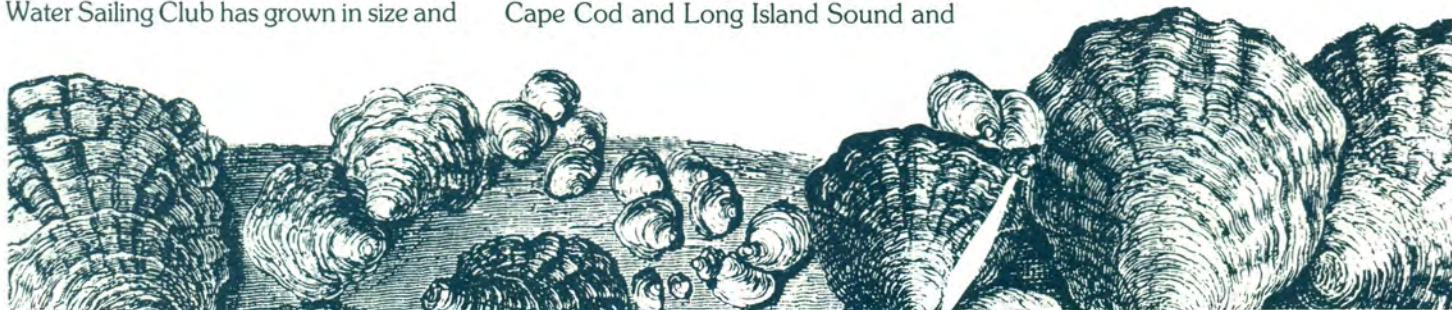
From a small beginning in 1959 Blue Water Sailing Club has grown in size and

kinds of activities offered its membership. For the past few years the club has maintained a full and active membership of some 250 members with 225 yachts listed on the club roster. From the very beginning the purpose of the club has been to promote good fellowship between individuals interested in sailing and to provide opportunities for expanding experiences for cruising auxiliaries.

The scheduled spring meeting, seminars, spring and fall regattas, Marion/Bermuda Race, summer cruises to both Cape Cod and Long Island Sound and

the Maine coast offer ample opportunity for a variety of experiences, as do the Whale Watch off the Massachusetts coast, the Misery Island Raft-in early in July and the Oktoberfest in Boston Harbor.

The Board of Governors and the able Event Chairmen are busy planning exciting and meaningful events for 1983. We hope most of our members and their families will want to take advantage of most of these well-planned activities. We're looking forward to an exciting year — come join us.



SAILING TO BERMUDA

It may be interesting for those not fortunate enough to go, to learn a little about the sail from Marion to Bermuda.

Excitement starts to build in the early spring, and communication with other crew members seems to increase on a daily basis. All of this comes together during the week in which the race starts, with a variety of social activities planned at the Beverly Yacht Club and the Tabor Academy facilities. Some of these are open to non-participants. There is always an air of excitement and anticipation as we all consider the weather forecast, the other boats, late crew changes, last minute scrambles for special equipment that is arriving, and the extension of sympathy to those not going with us. A veritable procession goes to the starting line off Bird Island; and it seems that the 120 plus entries are generally matched by an equal number of spectator boats all milling around. We have been fortunate every year to have good air at the start. The beat down Buzzards Bay is always exciting. The boats are well bunched, and there is close contact where N.A.Y.R.U. rules apply. We eventually take the long starboard tack past No Man's Land at dusk, and we are in open seas and on our way.

After the night and the next day pass, the number of boats in view diminishes. The second night out generally brings us to the Gulf Stream, where the seas have always been in turmoil. When you are used to seas all moving in one direction, it is surprising and disconcerting to have seas coming from all directions; some occasionally reinforcing each other to produce unusually large waves. It is here we begin to run into porpoises, flying fish, and sea birds not associated with coast-wise sailing.

The big guessing game of the race is where to enter and leave the Gulf Stream. The

skipper who guesses right on that usually does quite well.

It has been our good fortune in the last three races to have good weather east of the Stream; and emotionally you almost feel that the race is over. There are two more days to go, however, and anything can happen. Probably the most disconcerting thing is to have the wind leave you and get becalmed. We sat once for one whole night watching the flash of Gibb Hill Light, with just a whisper of wind to move us.

Whether you are early or late, fast or slow, crossing the finish line is a tremendous relief. The long passage up to Hamilton Harbor is a time of relaxation.

Sailing on "Escales" has been a joy! She is a big, comfortable boat — extremely well laid out for offshore racing. John McCormack, our navigator, and Diane, his wife, each have their own berth. Joe Goldman, the skipper, has his. The rest of us tend to shift around, depending on whether or not we are on watch; but the boat is so spacious, we are not conscious of crowding. We sail with SSB and VHF radio, a shortwave transmitter, and all the other goodies you might expect.

In 1975, John and Diane spent a year and a half going Transatlantic to Ireland, and then to Greece by way of Gibraltar; they are extraordinary on the boat.

Diane regularly whips out the same elegant meals you would expect at a dinner party — Beef Wellington, for instance. John, who is an outstanding race skipper, has a sixth sense always of where we should be for the fastest possible passage. Mitch Goldman and Dale Hyerstay, who have been watch captains, are top-notch in assessing sail trim and keeping the watch on their toes. Al Krahmer and Clark Wrye, B.W.S.C. members, and Joe Goldman's son, Steve, round out the crew.

The stress of trying to sleep with the constant banging, and noise of the crew changing sails makes for continual difficulty and discomfort. The resilience of our crew in this environment is a credit to them all.

We utilize a Swedish watch system, breaking the 24-hour-day into two 6-hour and three 4-hour watches. This gives everyone a period of solid sleep at night. The entire crew is overseen by Joe, the skipper, who has a faculty of getting the right people on boat and seeing that everyone maintains good spirits throughout the trip.

Racing to Bermuda is an experience everyone should aspire to. Those of you who cannot go might find that you can get a berth on a boat coming back.



VALE MARVIN WRITES:

Dear Bill:

Altho no boat is any longer listed beside my name, I seem to be as active in sailing as ever. Thought you'd enjoy reading the enclosed.

Pelagial is a custom one-off ketch designed by McCurdy & Rhodes and built at the Hinckley Co. in 1982, possibly the fanciest and most expensive 56 footer ever built. I was the owners' agent during the 22 months the project was under way. She's an incredible boat.

VIRGINIA CAPERS 2 Action-Packed Weeks

CHAPTER #1

This describes briefly the first 3½ days of an action-filled two weeks beginning when, on October 21st Rusty, the Porters and I left Southwest Harbor on PELAGIAL headed for Norfolk. Off Monhegan the first night after we had cut loose the lobster pot the warp of which was jammed between the lower aft section of the skeg and rudder just as Farnham Butler had predicted, we picked up a NW front and carried it for nearly 48 hours. Betty had contacted a weather prophet at Otis Air Field, Falmouth, Mass. and he predicted a continuance of the northwester so we laid a direct off-shore course from Vinyard Sound to Norfolk. Great sailing although quite cool. When past Cape May we picked up a weather report about a fast moving northeast gale

then off North Carolina and headed for us. Being committed we had no choice but to keep going, tacking down wind and hoping for the best. At times the boat would surf down the back of a huge wave and almost out of control and nearly broach. Steering became too much for the auto pilot so it was hard manual steering. As I told McCurdy I was thankful that all the lead was as low as possible. We landed in Portsmouth about midnight on Sunday the 24th and anchored off the Holiday Marina. During the storm several of the main ship harbor buoys dragged and one landed on the shore. Traffic was stopped on the Bridge-Tunnel and at some point gusts up to 80 mph were recorded. As you probably read the 58 ft. Boothbay Challenger TRASHMAN went down and 3 of the crew perished. She was at the Hinckley Co. most of the summer and hauled out beside the railway for several weeks. Apparently the waves smashed the large cabin ports and she filled up and sank. Details in the Norfolk paper were gruesome. A 36 ft. ketch from York, Me. went aground on an outer bank after sails were blown away and the diesel engine quit. Four crew members were rescued by a Coast Guard helicopter. A Swan 40 was towed into Morehead City with chain plates ripped out. Meanwhile, Hilda left Manset on Sunday, the 24th to drive down to Norfolk. At that time weather reports were calling for gorgeous fall days. She stayed with a friend in Conn. that night and next AM met the storm in New Jersey but, though gale force winds were predicted (and more as the day progressed) was not at all con-

cerned because she figured with the NW front that PELAGIAL had gotten into Norfolk by Sunday noon at least! Not until she called Nancy on Monday night did she know what was going on.

In the days that followed, Hilda, George and I (Nancy was working) moved their Pearson 35 from above Annapolis to Yorktown. Thick fog the first morning so take-off delayed as no sound buoys (nor on board radar) leading to the Kent Island Narrows bridge. About 11 AM we left the slip but no power forward. Hilda's first reaction was for me to call Henry Ward. Fortunately there was a travel lift so we limped over to it and were lifted out. The prop was totally covered with barnacles and the salt water intake screen was also plugged. George had been in Europe for 80 days so the boat hadn't moved. We finally arrived in Solomons at 11:30 PM after running into thick fog while out in the Bay. So, with our trusty compass and running on time we did O.K. with the fog lifting outside of Solomons. Just like Maine. Fog and many, many crab buoys (regardless of what they catch they're a hazard). The final run to Yorktown gave us a fine sail as a front came in which lasted till dark. On board for night running (not originally planned) was a feeble flashlight and a hand light with a broken switch. In the darkness we were about a boat length from getting tangled in a fish weir and narrowly missed an unlighted can on the edge of the shipping channel into the York River. At 11:00 PM with less than 300 yds from the marina we eased onto the bottom a/c miss-
Continued on page 4

NOW COLORS FOR BUOYS

The process of changing the color of many of the nation's buoys began last month in New England's First Coast Guard District.

Under the switchover, agreed to by members of the International Association of Lighthouse Authorities, it will still be "red right returning," but all black cans in U.S. waters will be changed to green. Black and white striped cans will be painted red and white.

John Kelley of the Boston Aids to Navigation office said black buoys have already been replaced by green in Buzzards Bay and other New England locations. Starting in May, the Coast Guard will make its first concerted effort by converting all aids in northern Maine near the Canadian border.

Other changes under the international agreement, signed by the United States last April, include changing all special purpose buoys, used for marking off dredging areas, torpedo ranges and the like, from white to yellow.

The new rules call for green lights on reg-

ular port-hand buoys, and red lights on starboard-hand buoys. In addition, lighted and sound safe-water buoys will have distinctive red rounded top marks, Kelley said, once the new tops become available.

He estimated that it will take six years for the Coast Guard to complete the changeover. There are approximately 2,800 aids in New England waters, about half of which will be affected by the changes.

PIONEER SYSTEM FOR LOCATING DISTRESSED BOATS NOW IN USE

A new, computerized VHF-FM radiolocation system now in Coast Guard hands could revolutionize search and rescue response in coastal waters within this decade.

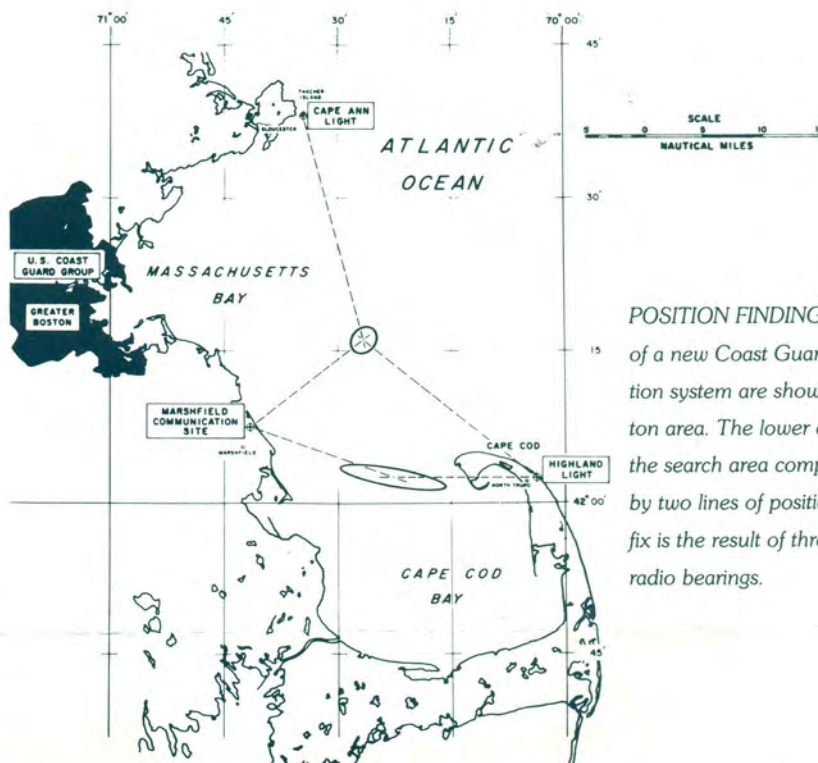
The prototype high-tech system already is in operation in the Boston area, where it can give Coast Guard watch-standers the position of a vessel just seconds after a radio call is initiated afloat.

Its application in high-density boating areas nation-wide could mean many more lives and property saved, as well as a dramatic decrease in fuel consumption and search time for Coast Guard vessels and aircraft.

Three unstaffed automatic direction finding (FD) stations along Cape Cod Bay and Massachusetts Bay are used to provide instant bearings to radio calls. If the transmission is picked up by two or more antenna sites, the latitude and longitude of the calling vessel appear on a video display terminal at Coast Guard Group Boston. The data is simultaneously recorded on a line printer.

The system was installed last August and involves DF antenna sites at Cape Ann Light, Marshfield and Provincetown, Mass.

Terry Green, project engineer at Southwest Research Institute in San Antonio, Texas, builder of the system, said that DF systems in the future would be enhanced



POSITION FINDING capabilities of a new Coast Guard radiolocation system are shown off the Boston area. The lower ellipse shows the search area computer-indicated by two lines of position. The upper fix is the result of three intersecting radio bearings.

with a computerized chart of the coverage area to provide a graphic display of target vessels.

"In fact, another option that we are incorporating for the Coast Guard is that when a rescue vessel gets into the area, we can take a location on the rescue vessel. Then we can ask the computer for a heading to take, the last known location for the vessel in distress."

As an example of how fast the computer works, Green said each line of bearing is computed about 10 times in a quarter of a second. The sum of the calculations produces an average bearing.

"If it receives a bearing from two sta-

tions, it automatically initiates a location calculation. And that location calculation is there in real time on the left side of the screen," he explained.

In addition to latitude and longitude, the computer also gives the Coast Guard the parameters of an ellipse where the target is most likely to be found.

The oval shaped ellipse is a better search tool than a smaller, more circular pinpoint, he said, because "the circle is not as statistically accurate or as geometrically accurate as the ellipse."



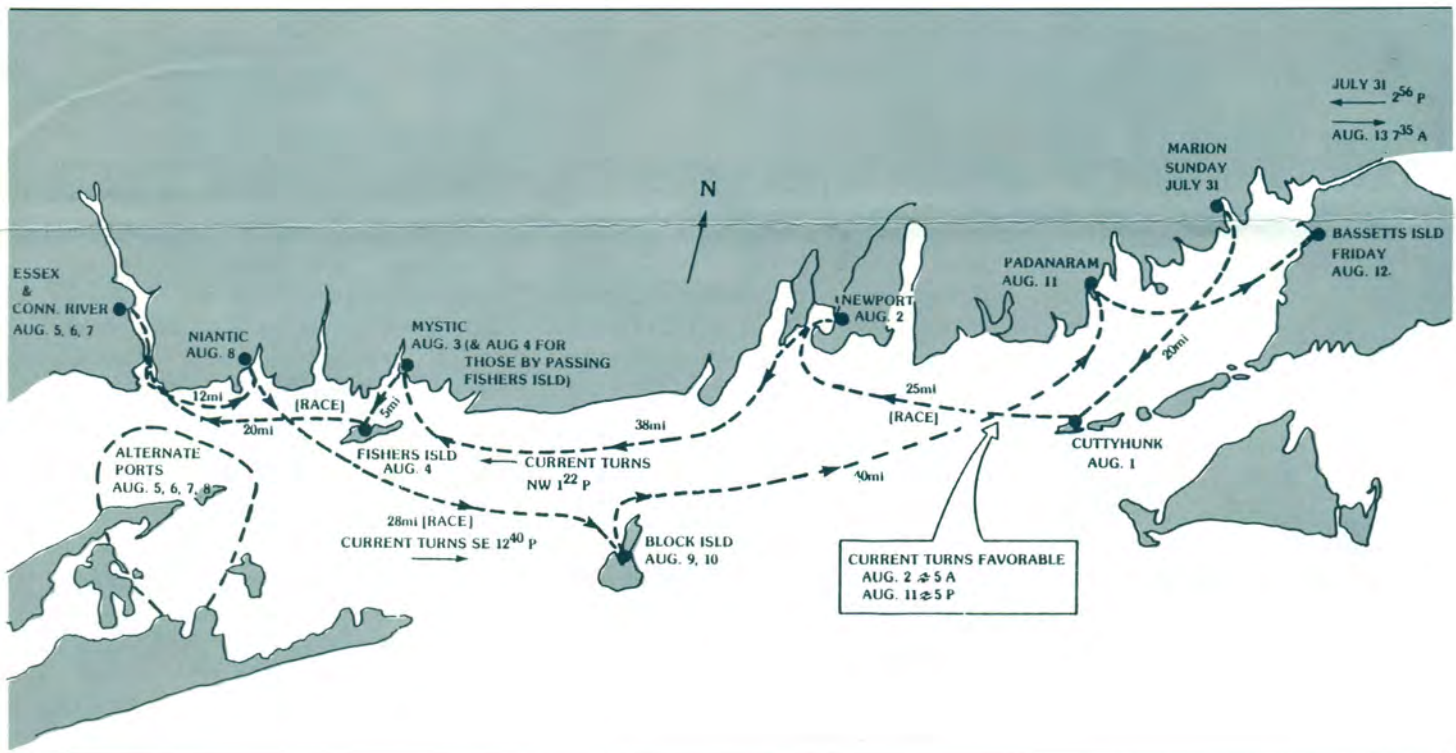
"Halcyon Queen" and "Heigh Light" finishing race at Union River, Maine.

PROPOSED BWSC SOUTHERN CRUISE SUNDAY JULY 31 — FRIDAY AUG. 12 1983

CRUISE CHAIRMAN: JULES & CAROL SIEGEL

RACING: DENNIS MORAN

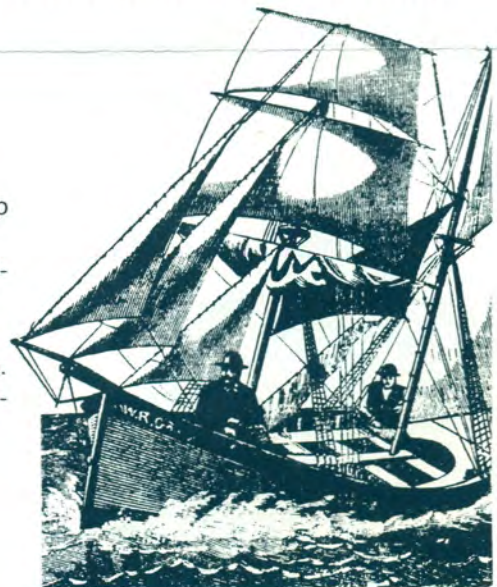
JUNIOR EVENTS: HARVEY & LILLY GOLDFARB



We are starting a much-needed sales column for boats and marine gear. Call Bill Sheehan, 749-1328, giving only the item name, category, and a name and phone number to call. We will not accept asking prices or any extensive description.

FOR SALE

- | | |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>12' High Speed Fishing Skiff</p> <p>34' Sparkman & Stevens Sloop; New Diesel. Call Bill Sheehan, Hingham, 749-1328</p> | <p>42' Chris Craft "Commanche" Sloop — A Love Boat.
Call R. Cunningham, Marion, 748-0295</p> <p>7'11" Dyer with Sail 300# Mushroom. Call Al Krahmer, Duxbury, 934-6339.</p> |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



Continued from page 2
ing an entrance buoy. By this time George had lost his sense of humor. He put out an anchor so we had no trouble getting off by using a genoa winch. My first order of business after arriving home was to order a 300,000 candle power searchlight for the boat!

Epilogue — Although boatless since selling FIDELIO in 1980 I have moved through the water in '82 on six different boats nearly 2,000 miles. One devastating storm in a lifetime is plenty. I just can't praise enough the performance of PELAGIAL on her maiden voyage.



Tuneup for the
Spring Regatta
and
Marion-Bermuda Race
Race in the
Chapman Bowl

Overnight Race
2 Racing and 2 Cruising Classes
Starts from Scituate — 1800 Hours, June 3
Call Herb Sarkisian
659-2918(H) - 426-7320(B)

SPRING REGATTA

On Friday, June 10, 1983, the 23rd Annual Blue Water Sailing Club Spring Regatta at Scituate Harbor will begin with an arrival party at the Scituate Harbor Yacht Club with chowder, salad bar, beer, and set-ups provided for BWSC members and crews.

The Saturday morning coffee and donuts Skippers Meeting will be held at the Satuit Boat Club next to the Yacht Club. Crews invited too.

Cocktails, dinner, and music at Scituate Harbor Yacht Club follows the race Saturday evening. Watch your mail for entry forms and menu choices.

After the traditional Bloody Mary Brunch

at SHYC on Sunday morning, there will be a short pursuit race from Scituate to Cohasset. For boats heading north, this will kick off their return trip.

Circle these dates: June 10, 11 and 12 for a fine weekend at Scituate Harbor.



WORD SEARCH

Solution to the Last Puzzle

PORT	EAST
STARBOARD	WEST
LEEWARD	SAILS
WINDWARD	MAST
BLUE WATER	BOOM
NORTH	SPINNAKER
SOUTH	HULL



A	S	M	F	W	B	S	S	A	W	T	O	S	P	N
P	U	W	O	P	K	T	Y	L	B	A	T	S	A	E
L	F	E	C	O	O	A	S	C	E	R	S	I	R	D
E	P	E	J	Y	B	R	E	K	A	N	N	I	P	S
R	I	O	X	B	U	B	L	U	E	W	A	T	E	R
O	E	E	R	L	O	O	T	D	E	A	S	M	I	A
I	G	K	O	T	W	A	F	O	O	L	O	E	Q	C
S	L	I	A	S	Y	R	E	D	K	E	U	S	T	T
N	O	R	T	H	G	D	R	D	L	N	T	S	A	M
R	Y	R	O	I	H	A	R	Q	R	I	H	P	E	E
O	H	L	L	L	W	O	G	H	Y	A	E	A	B	Z
S	I	T	L	D	E	U	M	H	M	A	W	P	O	D
E	R	U	N	S	S	T	O	U	E	N	R	E	E	L
I	E	I	L	T	T	C	R	L	D	A	U	P	E	Y
V	W	Y	O	N	T	U	E	L	I	R	E	R	R	L



Race start in Eggmoggin Reach. Foreground left to right; "Bright Star", "Decision", "Heighlight".



SUMMER 1983

1983 MAINE CRUISE

Stanley Peterson

This summer the Maine BWSC Cruise will be started with a renewal of the Marblehead-Trevett Race. This is 110 miles and provides an exciting overnight passage to Maine.

Jean and Ken Walbridge will host the opening party at their home which overlooks the Mill Pond where we will initially rendezvous.

The itinerary is arranged so that there are no long day sails, but with the opportunity to include several port to port races. Saturday, July 21st, we plan to return to Swans Island for a repeat of an excellent shore dinner and dance provided by the "Oddfellows and Rebeccas" of that community several years ago.

The facilities at Maine Maritime Academy at Castine will be opened up to the

cruise on July 27th. The Academy will provide a shore dinner at historic Fort Madison which is located at the mouth of the Bagaduce River. We understand that the athletic facilities will also be available.

If you have a third week to spend in Maine, Bill Sheehan would like to accompany those interested to Passamaquoddy Bay and possibly to St. John, New Brunswick.

For those who regularly cruise the Maine waters, welcome back. For those boats making their first trip down East, welcome to the best cruising grounds on the East Coast. Islands floating on shimmering waters, seals basking on rocks, and gulls following fishing boats on their homeward trip. An area of friendly people, good harbors, and deep water. A few days of fog, possibly to make the experience more memorable.

BLUE WATER TO HOST BERMUDA RECEPTION

F. Sherburne Carter

The Blue Water Sailing Club will 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, Paget, on Friday, July 1st, between the hours of 1600 and 1800.

This reception will honor the Class Winners including their crews. All Blue Water Sailing Club members and ladies in Bermuda will receive invitations. Additional invitations will be available at a nominal charge through the reception committee chaired by F. Sherburne Carter.

CELESTIAL NAVIGATOR

In March the B.W.S.C. offered a course in Celestial Navigation. This was given by Dick Gibson.

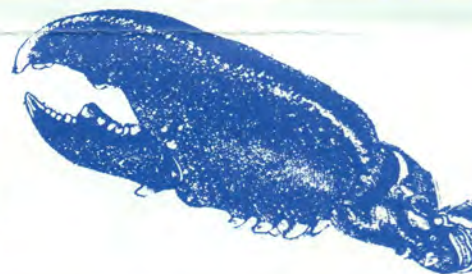
I have attended many sessions on Celestial; I have absorbed something from each of them. None of us who attended had ever experienced a program so clearly unembellished and so concisely stated. Dick referred to it as "Cookbook Navigation". This does his program a disservice. All redundancy was eliminated. The superfluous or relevant importance of each correction in making sight reductions was carefully explained and emphasized. Because the course had to be completely covered in 4 hours — and it was, it was a steady diet of meat with no salad or dessert. I thought it regrettable that experienced navigators did not attend. I'm sure they would have picked up a few more facets of simplifications



All ages at Gibson's Lobster Boil.

available in sight reductions for small boats.

Dick prepared a syllabus especially for the B.W.S.C. Celestial Program. For those who are interested, a few copies are still available from Dick Gibson. They tell all!



COURTESY AFLOAT

The fresh paint and varnish glisten on your boat. You're afloat and ready for another season of cruising and racing.

This is a good time to touch on and review some of the attitudes and customs that distinguish an experienced yachtsman who is welcome wherever he goes. Unlike country clubs or big city yacht clubs, most of those we visit in this part of the world are like the B.W.S.C., administered by dedicated amateurs. Most often we approach these clubs as visitors and rely on the traditional hospitality clubs extend to visiting yachtsmen. The welcome they extend is often very nearly what members would offer if you visited their home.

The professional service on demand found at marinas will not be available, nor should it be expected.

Summer yacht clubs are largely hatcheries for the next generation of sailors. The nearby waters often teem with racing fleets of various sizes.

How often do we invoke that unwritten rule of the road — "the larger boat has the right of way at all times". Be they

large or small, boats racing should be graciously given a wide berth. We should never keep them in our wind shadow, even if a tack is necessary in order to avoid them.

Fred Nichols, our authority on all nautical matters set down some other familiar glitches that deserve our attention.

Moorings: Small harbors, more boats, light anchors that require long rodes all complicate the mooring situation. If everyone had a mooring, I could use yours and you, mine when we were cruising. Marinas, rental moorings, and harbor desirability spoil this simple solution. The attitude of skippers toward the moorings of others varies. An old hand, who is a good friend of mine, will under no circumstances pick up a mooring. I tend to be quite free with other sailors' moorings on the rationale that my mooring and a guest mooring, which I maintain, are being used in my home port. If you sail from a marina or a yacht club that rents your mooring in your absence, you will have to wrestle with your conscience. The penalty for using another's mooring is the very strict need to be ready to get underway at once if the owner should return. Unfortunately, this return

may be late when every sensible anchoring spot is filled. Also, it can create panic aboard as each late arrival shows up at the harbor mouth.

Anchoring: Light anchors, more boats, and small harbors with many moorings complicate anchoring. The spot you select, with six feet of water at low tide, will have sixteen feet at high tide. For this you will need 110 feet of scope with your light anchor. This makes a swinging circle of 220 feet minimum when the southeaster, which carried you in, goes northwest in the evening thunder squall. Remember that the boat to windward is probably in 30 feet, and this will require a swinging circle of 400 feet. Seamanlike alternatives are heavier anchors, all-chain rodes, or a Bahama moor. Life becomes more complex as late finishers drop their anchor in your swinging circle. The answer of course is to sail where the people aren't. However, Greenland must get as cold and damp as the Aleutians.

Noisy Halyards: A good friend says he can keep his internal halyards quiet. If he is able to do this, there is little reason for the serenade that accompanies a rising wind in many anchorages. Your ability to disregard the noise may not be matched

by your neighbor's. Gilguys or frapping lines are a simple solution.

Trailing Dinghies: Your dinghy trailing astern increases the problems of a late-comer in a crowded anchorage. Securing the fendered dinghy alongside, at your boarding station on the starboard quarter, not only helps the late arrival but also allows you to stay below when the tide turns against a light breeze on a quiet night.

Floats and Wharves: Think of the next fellow when you tie up to a float or wharf. Tie at the end of the float or wharf in order to allow the next boat maximum

maneuvering room and space. Teach your crew and children to tie the dinghy behind or on the side of the float in order to keep the face open for larger boats. Limit your time alongside and have someone aboard who can move your boat if the need should arise.

Recharging of Batteries: Despite assurances of the person who installed your icemaker, running your main engine or generator creates noise. Only you can balance your need for ice cubes against breaking the peace and quiet, which is one reason for which people cruise. Consider your downwind neighbors'

needs against yours since you are both there to enjoy.

Sounding of Horns: We are required to carry a signaling device. We should try to remember that the horn is aboard to give required whistle signals and not to recall children or notify neighbors that happy hour is here.

Radio Discipline: Our voice radio serves a useful purpose. The rules are quite clear in defining channel use. Skippers should not allow their crew or children to violate these rules.

CRUISING EAST

Bill Sheehan

Most westerners and mid westerners are familiar with Cape Cod, and well they might; it gets much exposure. It is a select few who are familiar with the Maine coast and the water to the east. It is given to this precious few the privilege of cruising the entire coast.

Last year some of us went to Grand Manan and to Passamaquoddy Bay. "Hanou II" and "Bright Star" went to St. John, New Brunswick. It is my hope this summer to break off the Maine Cruise after Burnt Coat Harbor on July 24th, or after Castine, i.e. July 28th, and head farther east. I would tentatively try to make St. John and Milbridge in three days, and spend a day in the St. John River. I would expect to return by way of Point Lepreau

to Blacks Harbor and Passamaquoddy Bay, spending two or three days there before returning to Les Etats Unis about August 7th - 8th.

When the Sheehans get interrupted in their cruising, they often leave the boat on a secure mooring in a sheltered harbor for a few days, then return by car or bus to continue.

Greyhound drives the entire coast from Boston and Portsmouth, New Hampshire to St. John, New Brunswick (see accompanying schedule). It is only by utilizing this and or Bar Harbor Airlines that we have enjoyed the best of company and skilled crew over the years. We will welcome anyone interested in sailing farther east to join us.



E. Quoddy Head Light, entering Head Harbor, Campabello.

BANGOR—PORTLAND—BOSTON									
SCHEDULE Nos. 105									
Folder No. 61	4-24-83	3044	3024	3050	3026	3052	3036	3038	3048
Lv Halifax, N.S.	(2702) ALL	Ar							
Lv Amherst, N.S.	(2565) SMT	Ar							
Lv Moncton, N.B.		Ar							
Lv St. John		Ar							
Ar St. Stephen, N.B.	(2565) SMT	Lv							
Lv ST. STEPHEN, N.B. (AT GL)		Ar							
Al Calais, Me.	(ET)								
Al Perry									
Al Machias									
Al Columbia									
Al Gouldsboro									
Lv Bar Harbor	(e)	Ar							
Lv Ellsworth		Ar							
Bucksport									
Ar BANGOR, ME.	GL	Lv							
Lv Presque Isle, Me.	B&A	Ar							
Ar Bangor, Me.	(2490) B&A	Lv							
Lv BANGOR, ME.	GL	Ar							
Carmel									
Al Newport									
Al Pittsfield									
Al Waterville									
Al Augusta									
Al Manchester									
Al Winthrop									
Al Monmouth Center									
Al Lewiston									
Al Upper Gloucester									
Al Winterport									
Al Searsport									
Lv Belfast		Ar							
Al Camden									
Al Rockland									
Al Thomaston									
Al Waldoboro									
Al Damariscotta									
Al Wiscasset									
Al Bath									
Al Brunswick (Boudoin College)									
Al Freeport									
Ar PORTLAND		Lv							
Lv PORTLAND	S	Ar							
Al Saco	S								
Al Biddeford									
Al Kennebunk									
Al Wells									
Al Ogunquit, Me.									
Al Portsmouth, N.H.									
Al Newburyport, Mass.									
Al Danvers									
Al Boston (South Station)									
Ar BOSTON, MASS.		Lv							

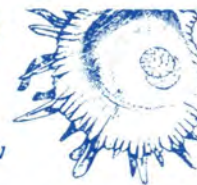
OH, FOR A HOLDING TANK!

Boston recently lost the use of a principal sewage pumping station for a period of two days. During this period, approximately 120 million gallons of raw sewage was released near Deer Island.

We asked our mathematics department to put this pungent event into perspective. Our scientists reached this fascinating conclusion. They assumed an average boat length of 30' and an average holding tank capacity of 30 gallons. It has been concluded that for the boating public to duplicate this remarkable performance, it would require a bow to stern line of boats from Boston to the Aleutian Islands by way of Australia.

Our mathematics researchers were completely at loss as to how to pass these 4,000,000 boats through President Roads to empty their holding tanks in a 48 hour period.

MORE BERMUDA ENTRIES



Boat

Blue Water Skipper

Crew

Isolde

Jack Westerbeke

Dennis Moran
Louis Sebok

Chouette

Gerry Marcus

POCKET PATCHES

Do you realize how distinguished a yachtsman looks when he has a B.W.S.C. Pocket Patch on his blazer?

Vice Commodore Bill Montaldo has on order a very limited number of these heavily embroidered emblems. If you wish to look truly elegant from now on, you might try Bill to see if he has any uncommitted.

JUNIOR LOG

Cathy Hanafin has volunteered to edit the Junior Log. Please send all your summer pictures and information to her so that she can put out the Junior Log in September.

Contact Cathy Hanafin
2 Cushing Landing
Scituate, MA 02066



Blue Water Whaling Fleet led by Captain "Ahab" Marcus Searching for Moby Dick.

We are starting a much-needed sales column for boats and marine gear. Call Bill Sheehan, 749-1328, giving only the item name, category, and a name and phone number to call. We will not accept asking prices or any extensive description.

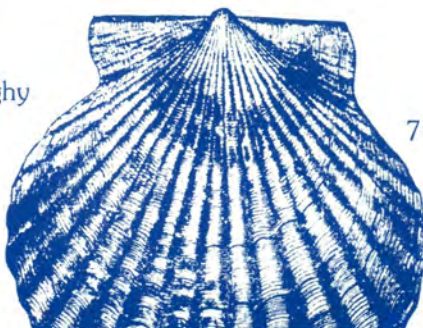
FOR SALE

Cal 33 — Faster than a Bullet
Sleeps 8 or 18. We're not sure.
Call Duane Marshall 861-8177

11' Boston Whaler Squall Sailing Dinghy
Call J. Westerbeke, Jr. 696-6144

12' High Speed Fishing Skiff

34' Sparkman & Stevens Sloop; New Diesel. Call Bill Sheehan, Hingham, 749-1328



42' Chris Craft "Commanche" Sloop
— A Love Boat.
Call R. Cunningham, Marion, 748-0295

7'11" Dyer with Sail, 300# Mushroom. Call Al Krahmer, Duxbury, 934-6339.