



Blue & Water Log

FALL 1987

MARION-BERMUDA CRUISING YACHT RACE

Friday, June 19th saw the start of the fastest ever (3:13:57:47) Marion-Bermuda Cruising Yacht Race. Buzzards Bay didn't disappoint and provided the smoky sou'wester for which it is famous and 149 yachts in 7 classes crossed the starting line at Centerboard Shoal Buoy for the sixth biennial 654 mile race.

It has been said by those very yachtsmen who participate in this event that "man is not meant to endure four + days of living at 30 degrees while partially submerged in salt water". But this event endures and provides grist for many mills for some time afterward as well as silver for those fortunate few whose combination of skill and luck enables them to be "first".

Class Finishes:

First to Finish: LEGEND entered by Kevin Carse who also won Class B. He sailed

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ALONE TOGETHER . . . RETURN FROM BERMUDA

by Norman Doelling

After each Marion to Bermuda race, we hear about the excitement of the race and the good times and camaraderie in Bermuda. The trip home is rarely mentioned. The implication is that real men fly home and the "Second team" sails home on the boring return.

Having sailed back three times, Jean and I have a different viewpoint. Indeed, "getting there is half the fun", being there is half the fun and sailing home is also half the fun. This year we decided to sail the return trip alone . . . together. It was a sort of test for us. Would we really enjoy the high seas as a small team or would the high seas and foul weather be too much for us?

We planned on leaving Monday, but we were enjoying St. Georges so we didn't depart until 0600 on Tuesday (plans can be easily modified with a crew of two).

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1987 MAINE CRUISE

The Maine Cruise held its first event, a welcoming cocktail party, at the home of Harry and Sally Leach at Trevett on Sawyers Island. Harry, Sally, and their daughter Sally opened their home and hearts to BWSC. Their home is full of beautiful antique furniture that has been passed down from one generation to the next. It was an ideal setting for the party and there were about 80 people there eating hors d'oeuvres, drinking, and renewing friendships.

Officially the cruise consisted of 30 boats, however another 5 joined us at different times and the fleet averaged about 20 boats. Our only rock and roll weather occurred on the trip to Maple Juice Cove. The next day after spending the night in Crockett's Cove we did our obligatory day in fog and wended our way to Castine. A few of the BWSC boats almost followed another fleet into Buck's Harbor but stopped in time to avoid being awarded a group Pot Trophy!

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MARION — BERMUDA *Continued from page 1*

the boat as a family for their fourth Marion-Bermuda Race. In the true spirit of the intent of the event which encourages families to sail together, the first race that the Carse did as a family crew was in 1981 when the children were 9, 11, and 13 and they have sailed the boat both ways ever since. The six member crew had five Carse in this race. **LEGEND** also won the Family Trophy.

First in Class A: **SHORTZ** skippered by Kiki Bosch of the Royal Hamilton Amateur Dinghy Club. (It is nice that some members of the sponsoring clubs take some prizes!) **SHORTZ** is a new Swan 46. Kiki is a 25 year old who lives in California and has represented Bermuda in Snipe world championships. He owns and operates a sailboard company and instructs teachers of windsurfing.

First in Class C: **WHITE CAPS** skippered by Harvey White of the Beverly Yacht Club. (Again a member of a sponsoring organization takes silver!) White Caps is a Bristol 45.5 Ketch built in 1980; hull number 8. The boat was sailed with a six person crew including the two sons, daughter and daughter-in-law of the captain.

First in Class D: **INVICTUS** skippered by John Ellis of Princeton, New Jersey is a Chris Craft Commanche-42 launched in 1968.

First in Class E. **PIRATE** skippered by Max Muhlburger of Little Rock, Arkansas. The winner of the 1985 Race has a Swan 38 that was launched in 1974.

First in Class F: **ASTRI** skippered by Ken Foss who has been in every race since its inception. He has won a First in Class, First Shorthanded and a Third and Fourth in other years!

But for every skipper and crew who sail to win or even just to finish, there are scores of others whose efforts and toil before, during and after the race make it all possible. This event is sponsored by the Beverly Yacht Club, the Blue Water Sailing Club and the Royal Hamilton Amateur Dinghy Club. BWSC members who participated deserve mention here. In addition to the Firsts in Class mentioned above, you have all read the many articles in the press and the sailing magazines about the winners in each class and many of the more colorful participants, but let's hear a cheer as well for the unsung heroes!

Among Blue Water boats that competed this year are:

HORIZON — a Pearson 10M out of Marion, skippered by John Noble of Wellesley who sailed with his son John and daughter Susi among a crew of six. One of the smaller boats in the race, it did very well coming in 19th overall as the first Blue Water boat over the line.

NO SE' — Duane Marshall's Catalina 38, was fourteen minutes behind Class E winner **Pirate**, to pick up second in Class E. Blue Water Crew included Paul Hodess, Louie Sebok and Anker Berg-Sonne.

CHOUETTE — A Tartan 41 skippered by Alan DeSatnick, was also in the 1983 and 1985 Marion-Bermuda Race.

ANNA — An Albin Nimbus 42 with a hail port of Portsmouth, NH. Skipper David Pomfret of Wellesley Hills also competed in the 1983 and 1985 races.

SHAMBLES — Jim Hayes' Tartan 40 won mini-class for Tartan 40's. Blue Water members crewing included Sandra Hayes, John Dieselman and Ken Dieselman.

ASTRID — Jerry Margolin-Ericson 39. Blue Water member crewing included Dennis Moran, Gerry Marcus, Amy Margolin, Micky Martin and Ron Spinek.

KERAMOS — David Kingery-C&C 40. Dave originated the concept of a cruising race to Bermuda and was a driving force behind the first race in 1977. In addition, he has made 2 transatlantic passages and two transpac passages as well as several Mass-Caribbean passages. His son Andrew sailed with him.

WINDBORNE — Norm Doelling sailed short-handed with four member crew including his two sons. His trip home was even further short-handed with wife Jean. Norm will be the entry chairman for the 1989 Marion-Bermuda Race.

SLEEPER — Dick Lent's Bristol 41.1 was also in the 1985 race.

WILLOWAY — Dick Tudan sailed his Bristol 45.5 for the first time in a Marion-Bermuda Race.



In addition to the skippers and crew, Blue Water was well represented in every other aspect of the Race:

Management Committee Chairman: Dave Kingery

Management Committee: Sherb Carter, Dieter Empacher, Joe Fantasia, Norm Doelling, Annette Hodess, Dick Kitz, Rob Lane, Herb Marcus, Bill Salvo, Herb Sarkesian and Lou Sebok.

Entry Committee Chairman: Joe Fantasia

Entry Committee: Norm Doelling, David Kingery

Inspection Committee Members: F.S. Carter, Dieter Empacher, Leo Fallon, Russell Goldsmith, and Bill Salvo.

Handicap Committee Chairman: Rob Lane

Executive Secretary: Annette Hodess

Symposia Committee: David Kingery

Race Committee: Joe Fantasia

Race Book Chairman: Annette Hodess

Race Book Committee: Elaine Goldsmith, Duane Marshall, Earle Michaud, Pat Michaud

Compliance Committee: Joe Fantasia

Trophy Committee: Annette Hodess

This event, one of the many and varied that Blue Water is involved in, may be one of our most visible to the world outside of BWSC, but there are many others, on the water, cruising and racing and on land in the off-season. This LOG highlights the Marion-Bermuda Race as well as the other events of the summer.



On the beach at Eel Point, Nantucket

BWSC SOUTHERN CRUISE 1987

The Southern Cruise, chaired by Carol and Jules Siegel, lived up to its billing as an opportunity for laid back family fun on the warm sunny waters of Buzzards Bay and Nantucket Sound.

Eighteen boats with skippers, crew, and friends gathered for the kick-off rendezvous in Marion. Thanks to the hospitality of Joan and Eric Woods, who so graciously made their home and garage available for our use, the rain didn't dampen the party or the first of many successful and well attended children's activities.

Hors d'ouvres, a dinghy full of iced soda and beer, followed by steaming bowls of Harriet's delicious clam chowder, were a wonderful start to a relaxing cruise. Ron and Maurine Spinek had done a masterful job in planning a cruise long schedule of junior activities that culminated in an awards ceremony at the Waquoit clambake. This attention to our juniors

is really the spirit and intent of BWSC cruising activities that involve all ages of cruise participants.

The first morning of the cruise presented what was to be the only rain to interfere with our plans. With a forecast for clearing skies, the Captain of the Day called for a change in plans that would pass up Quick's Hole and Tarpaulin Cove and instead take us on a midday start down the bay to Hadley Harbor. It was a good call. At noon, with clearing skies, we headed for Hadley. Upon arrival the sun came out and stayed out for the rest of the cruise and with it the awnings, swimmers, sail boards and sailing dinghys.

The following day, light winds became the usual solid sou'westerly that these waters are famous for. We sailed into Edgartown with most of the fleet anchoring in beautiful uncrowded Katama Bay. Here again the awnings, swimmers, sail boards, and sailing dinghys came out. The next

day, being a lay day, most boats moved into Edgartown Harbor, rafting on those expensive rental moorings, to be closer to town and the shoreside dinner arranged at the Beef Tender by Irwin Macey. A pleasant walk (especially after dinner) from the harbour saw us all in a private dining room for a great dinner.

During the lay day in Edgartown there was a 3 boat Tartan 37 match race organized by Dan Kostishack. The owner of each boat was aboard, but only to help the racing crew find things and make sure that the gorillas didn't do any damage! With matched boats the race was close and exciting. Julie Kostishack, in her first try at skippering a big boat, and much to her dad's chagrin, got the best start in Laramie. The race was ultimately won by Carina with Dan Kostishack at the helm. In between there was quite a bit of lead trading among Laramie, Puffin and Carina as they first beat and then reached and ran in Edgartown outer harbor.



Dune Buggy being loaded to return to the dock of the Eel Point cookout.



The next day provided another glorious sail with fair winds all the way to Nantucket. Plans to anchor at Head of the harbor were foiled at Second Point, not by shallow water, but by anchoring difficulties which in retrospect could have probably been overcome with bow and stern anchors set to counteract the strong current running against the wind. This place needs to be kept in mind for another time as there are lovely and secluded beaches waiting not too far from the madding crowds of the main harbor. Fortunately Bob Strayton had arranged for moorings and the whole fleet was well taken care of.

Four wheel drive vehicles (3 of them) were available for members' cooperative use the next day for exploring the dunes and off-road scenic spots and were used to ferry everyone out for an evening cookout on the dunes at Eel point. Irwin Macey, Louie Sebok, and Dan Kostishack showed their true selves as wild and crazy guys behind the wheel of their new toys. Try to explain it to the kids!

After our two planned lay days in Nantucket, during which we did it all, shopping, eating, biking, beaching, etc., it was time to head across the sound to Waquoit for our Clambake and Commodore's party. The size of the racing fleet was held down by the 25 to 30 knot head winds and Gulf Stream like seas which

presented themselves outside the Nantucket breakwater. Undaunted, Paul Hodess, with a very sea sick crew came in first aboard Puffin.

Entrance to Waquoit proved no problem for most of the boats. Some did a little bottom dragging on the way in, and a few more did it on the way out the next morning but we all made it. With all due respect to Louie Sebok's local knowledge, however, there is NOT plenty of water and I don't recommend it as a steady diet for those drawing over 5 feet.

Louis and Anna Sebok had done lots of work in getting the supplies and caterer together and with Louie bringing our supplies from shore to the party site in his Miami Vice speed boat we had a great clambake on a postage stamp sized beach on Washburn Island. Commodore Dennis and First lady Kitty arrived by car and launch to make it an official "Commodore's" party. Following the drinking and eating, junior activities were brought to a very spirited close with a gala awards ceremony that the elders enjoyed as much as the juniors.

As was expected the cruise dispersed the next day with memories of old friends, new friends, new anchorages, and a wistfulness that comes at the end of a good thing.



Norm Duelling with the one that didn't get away!



Junior awards ceremony at Waquoit

MAINE CRUISE *Continued from page 1*

Following a lay day at Castine, David and Judy Beebe arranged a great cocktail party and dinner for about 90 people at the Castine Y.C. The lobster stew was incredible and there were seconds and even thirds for some! And after dinner the group helped Nancy van Roekens celebrate her "39th" birthday.

We spent some time in the Eggimoggin Reach area and then went on to Blue Hill. It was great sailing weather with impromptu races occurring at every moment. At Blue Hill we went ashore for a cookout at David and Sharman Wendell's summer home. The setting is perfect and renovations to the house are almost complete which make this a truly unique place. The highlight of the cookout was the delicious crabmeat chowder that David and Sharman prepared. Some 70 people had a very special evening thanks to the host and hostess. The next morning a group took their dinghies into the town dock and then proceeded to climb Blue Hill. The view of our boats in the harbor was spectacular, as were the blueberries that we picked along the way.

After several days of excellent Maine sailing we arrived in Northeast Harbor where Paul and Wendy Keller arranged for us to attend an excellent concert. In addition to 34 adults several of the children came and were amazingly good.

After Northeast the fleet temporarily split into two groups. One went on to Sorrento where Fred and Wilma Nichols hosted a party and cookout at their home.

It was a great time and really good to gather at the Nichols' again. Five boats went on to Roque. Suffice it to say it was incredibly beautiful and the weather once again cooperated! The Frenchman's Bay group arranged an instant party at the Winter Harbor Y.C. where attitudes were appropriately adjusted so that late night rollies in the harbor were only a minor inconvenience.

After an overnight at Lunt Harbor on Frenchboro, with several scenic walks along forest paths (the wild and dangerous Pogonia was never sighted), we headed for Burnt Coat Harbor, Swans Island. Cocktail hour was followed by a traditional lobster dinner at the Boat House.

We sailed on to Seal Bay on Vinelhaven. Those who had been in before led the fleet around the submerged rocks, past seal covered ledges, and into a glorious anchorage surrounded by pines and sheer rock faces. We are still trying to learn the identity of the raft master who engineered an incredible raft of 6 or more. In any event, later several members were introduced to new friends.

After a night at Tennants Harbor we made our way to the Boothbay area for the final shore event of the cruise. Dan and Elaine Kostishack hosted the Commodore's Cocktail Party and a dinner at the Boothbay Harbor Y.C. It was a smashing evening and a time to wind down after a very successful cruise.

Some thank you's are in order — first to Dennis Moran. Aside from providing all kinds of support to the Cruise Chairman, the Commodore promised perfect weather and so it was. Secondly to the Youth Activities Chairpersons, Janice and Peter MacDonald. They got T-shirts and prizes and did a great job with the limited supply of Juniors. A big hand goes to the Race Chairman, Ray Gaffey. This was not a big racing cruise but Ray was there to get things set up when people wanted to race. And then all of the Shore Events Chairpersons deserve recognition for running outstanding events. Thanks go to Harry and Sally Leach, David and Judy Beebe, David and Sharman Wendell, Paul and Wendy Keller, Fred and Wilma Nichols, and Dan and Elaine Kostishack. Finally, thanks to the Cruise Chairpersons, Peter and Nancy van Roekens who received a standing ovation for making this Maine Cruise a truly special event.





ALONE TOGETHER *Continued from page 1*

The weather was clear and hot, the wind was about 10 knots on the beam and our fishing gear was at the ready. We soon got a strike on our trolling line and pulled in about 2½ to 3 feet of Barracuda. Heeding warnings of possible ciguatera (fish poisoning), we threw him back. The day got warmer and our clothing got more casual . . . another advantage of being alone . . . together. Another strike yielded a nice Pompano for dinner.

At night we stood 2 or 3 hour watches with the off-watch person sleeping in the cockpit (our auto-pilot had died as soon as we departed from St. Georges). "Windborne" (a Hinkley 38) sailed comfortably all night under full main and a #3 Genoa. Our "Locata", the nautical fuzz buster, assured us that we were clear of ship tracks.

Wednesday was equally warm and delightful. Jean called me from below to say we seemed to have a bite on the line. I hurried on deck just as the line began singing. No matter how hard I applied the brake, the line kept going out. Jean started the engine and followed the fish. When almost 250 yards of 50lb. line were out, I stopped the line by grabbing it (with a gloved hand!). For an hour and a half we played Old Man and the Sea, till we gaffed and landed a monstrous yellowfin tuna. He was bigger than the one that got away: 4½ feet from the nose to the end of his body; perhaps 100 lbs. perhaps 150 lbs. We tried to return him to

the sea but he expired during the fight, just before I was ready to.

We feasted on the freshest sashimi (yes, we keep soy sauce and wasabe on board) and had tuna steak at home a week later. This was the only time we wished for an on board freezer since we could have saved much more of that tuna.

The rest of the trip was anticlimactic, but enjoyable. The weather deteriorated as we approached the Gulf Stream (doesn't it always?). As the wind increased, we shortened sail more than we usually do. At twenty knots, we had one reef in the main and had furled the #3 a bit. On the third evening the wind was about 22 knots and the forecast was for 20 to 25 knots for the night, so we took down the main and raised the storm trysail.

"Windborne" reached at about 6¼ to 6½ knots instead of the 7 knots we had been doing on the way down, but we were comfortable at 20 degrees instead of 30 degrees. Saturday night we picked our way through the trawlers just below No Man's Land and arrived in Marion at 0658, five days after leaving Bermuda.

We sailed conservatively, had a good time, and finished feeling a little proud of ourselves and pleased with "Windborne". She's almost 20 and we're a bit older. We started the trip friends and ended the trip friends. Our advice to anyone contemplating a similar venture is . . . "do it now!" Alone . . . together.

ANNUAL FALL DINNER DANCE

Friday, November 13, 1987
at Barrett's Landing, Charlestown
Chairmen:
Dan and Elaine Kostishack
Save the date and plan to come!

WELCOME ABOARD

Welcome aboard to new BWSC members and their families. When you see them afloat or at club events, make yourselves known and make them feel at home.

FOR SALE

"Bright Star" a 41.4 Tartan Offshore Ketch is on the market. Contact Wally Feldman, 16 N. Prospect Ave., Plattsburgh, NY 12901.

WANTED

Did you enjoy reading about Norm Doelling's return trip from Bermuda? These reports make your Log more interesting. The BWSC Log welcomes and needs your input, photos, articles, news items, etc. Contact Editor, Carol Siegel.



KEEP YOUR CALENDAR OPEN FOR THE
FALL REGATTA. WEEKEND OF SEPT. 26TH
AT THE BOSTON YACHT CLUB IN
MARBLEHEAD. JASON MONDALE AND
DIETER EMPACHER ARE THE EVENT
CHAIRMEN.



"BWSC boats at Plymouth Marine — Labor Day."

Blue & Water Log

SUMMER 1987

BLUE WATER LOG:

From the New Editor

Obviously, I have a tough act to follow. Bill Sheehan did a yeoman's job for many years with the Blue Water Log and has set a very high standard. This issue is planned to be an opportunity to start the ball rolling and to solicit input and ideas from all of you for subsequent issues. Commodore Dennis Moran wants the events of the cruising and preparation-for-cruising year to be at your fingertips and to this end, the calendar for the remainder of the year is repeated, with some editorial notes, primarily for new BWSC skippers and their crew. With enough interest and material, there will be a listing of boats and marine supplies, new and used in a "Buyers and Sellers" section of the Log.

Please call me in the evening at 862-3519 or just drop your suggestions and/or articles in the mail to me at 30 Turning Mill Road, Lexington, 02173.

Carol Siegel ("Carina")



WINTER REPORT February 27 - March 1, 1987 Blue Water Ski Weekend

Okemo Mountain was the host to the annual winter rendezvous of the BWSC. Under the very able chairmanship of Jack and Fran Westerbeke, the 5th annual ski weekend continued its tradition of fun and sociability that was initiated in 1982 at Sugarloaf Mountain in Maine.

Most of the group met at Riverside Station to ride the bus, with cocktails, hors d'oeuvres and no need to drive!! Others, coming from the north, arrived by car. All in all, there were 60 people at the Saturday evening banquet. Nearly half were teens and young adult "crew", an important fact to keep in mind when you plan with your own crew to attend next year. As a result, it was an event that appealed to and had good participation of all ages in the tradition of all BWSC events, on the water or otherwise.

Downhill skiing, cross country skiing, antiqueing, a good book . . . a weekend well spent. See you all next year!

"Waiting for the bus at the end of the ski weekend".

LABOR DAY CRUISE: Another BWSC Tradition Is Born

On Labor Day of 1981, 5 Blue Water skippers arranged to rendezvous at Plymouth Harbor Marina. Since this was an "unofficial" event, no burgees were aloft but BWSC spirit clearly prevailed. From this humble beginning grew the Annual Labor Day Cruise which now includes a sail to Provincetown on Saturday with a race to Plymouth on Sunday for a gala clambake and chance to share in shoreside camaraderie. Each year since then, this weekend has grown to become the Blue Water tradition that it now is.

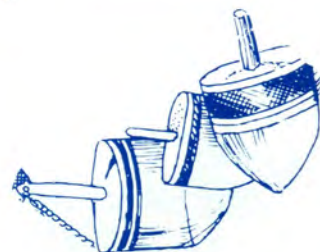
Under the able chairmanship of Ron and Maureen Spinek, close to 25 boats with skippers and crew participated in some or all of the events. Herb Marcus coordinated the Annual Whale Watch to coincide with the passage to Provincetown

on Saturday. This year the weather cooperated and many skippers were able to pass through Stellwagon Bank to see the whales much to the delight of crew and skippers alike. A grand sail to Provincetown with cocktails and dinner at "Nappy's", a chance to view the "natives" on shore and a Sunday race to Plymouth, was just the beginning of the fun. The now obligatory "complete" clambake in the spar shed at Plymouth was attended by over 100 people, some of whom arrived over land, just to prove that this weekend is not restricted to skippers who moor close enough to arrive by boat.

A brunch on Labor Day morning, early enough to allow passage back north or

through the canal is a more recent and welcome addition to the weekend.

On another note, Dan and Elaine Kostishak and Carol and Jules Siegel, discovered that they shared a honeymoon week in Jamaica that has its anniversary every year on Labor Day. What better way to celebrate than at the annual Labor Day Cruise . . . and so another tradition is born!!



MAINE CRUISE July 18 - August 5, 1987

The Maine Cruise this year will reinstate the Trevett Race, an overnight race from Cape Ann to Trevett at Sawyer's Island in the Sheepscott River. For those who would prefer a tour up the coast, there will be a cruising race from Cape Ann to Hood Island at Biddeford Pool with a second day race to Trevett. When the cruise dates are closer at hand, there will be the opportunity for tandem passages from Provincetown and other areas. The passage down east need not be made by any boat alone who wants company. Watch for more details.

This cruise has always been well attended and usually falls during good weather!! Scheduled races, "easier" days, junior events and cocktail parties and dinners are scheduled at regular intervals. For the young and young-at-heart, three separate days of dingy races, rock climbing, cave exploration and special children's olympics are planned. To date, there are 14 teens signed up! Everyone will have the opportunity to tour the fort at Castine and the Maine Maritime Acad-

emy training ship. The Commodore's Cocktail Party will take place again at Swan's Island with a repeat of last year's entertainment. (Editor's note: this entertainer should not be missed!!).

The 1987 Cruise has been planned to have the longest sail after the long passage up to Trevett, to be 25 miles. There will be an option to go to beautiful Roque Island for those skippers who want the excitement of another sail.

Chairman Peter and Nancy Van Roekens have cruised this area for many years and will share their knowledge with the cruise. Volunteers are wanted and welcome for Captain of the Day, Race Chairmen, Shore Events, Children's Activities and to share their own "local knowledge".

Whether this is your first cruise down east, or this is an annual event, the 1987 cruise should be as successful as ever! Call Peter Van Roekens for information or to volunteer . . . and plan to travel down east this year.



"A smart bit of spinnaker work, boys. I reckon the race is in the bag."

SOUTHERN CRUISE: August 9 - August 18, 1987

A real change of pace is planned for this year's cruise to "southern" waters. Under the chairmanship of Jules and Carol Siegel, 10 days have been planned that will include many gunk-hole anchorages that you may have passed by or been reluctant to venture into alone.

A cocktail party on Sunday evening in Marion will give skippers the weekend to journey through the Canal before the start of the cruise and an opportunity to gather with the rest of the cruise participants.

Racing events will be scheduled for fun, including a "star race" as well as a two boat "match" race with pooled crew and many spectators.

Many gunk holes are on the schedule with spinnaker sailing, dune buggy rental and ventures into shallow draft areas in Boston Whalers and other shallow craft.

The cruise area will begin in Buzzards Bay and will focus on Vineyard and Nantucket Sounds, Martha's Vineyard and Nantucket, with strategic lay days to allow time to move at a relaxed pace. At this point, the sail to Nantucket will be the longest day except for the passage down to the area from north of the Canal.

Mark down the dates and plan to come with us! Jules and Carol are looking for volunteers to participate in cruise activities. Many have already volunteered, but more are welcome and needed.



"At the end of an overnight to Camden."

CALENDAR

June 13 – 14 SPRING REGATTA, SCITUATE

Two days of racing with a banquet on Saturday evening. There will be a Chowder Party on Friday night, Saturday PHRF racing, Dinner on Saturday evening, Brunch on Sunday with Pursuit Race. Bring your own boat or be a crew for another. There are always berths for racing crew. All shore events are open to BWSC members whether or not you will be racing. Watch for more details. For more information, call John Dieselman (racing), 769-0695 or Dennis Moran (shore), 545-3786.

June 19 START OF MARION TO BERMUDA RACE

Watching the start of this biannual race is a great way to spend a beautiful June day if your boat is in the Buzzards Bay area. There will be a cocktail reception in Bermuda sponsored by BWSC that you will be invited to attend on . . .

June 26 BWSC CLASS WINNER'S RECEPTION

at the RHAQC in Hamilton, Bermuda.

July 11 – 12 MISERY ISLAND RAFT-IN

Tony and Ronnie Hyde will again chair this event that is geared for the young but appeals even more to the young-at-heart. A sail to the lovely harbor at Misery with those shore events (scavenger hunt, boat building and then a race with those toy boats! and on and on) followed by cookout on shore. If you have never made this weekend, try to come this year. It is great fun for all!!!

July 18 – AUGUST 5 MAINE CRUISE

August 9 – August 18 SOUTHERN CRUISE

September 5 WHALE WATCH

September 5 – September 7 LABOR DAY WEEKEND

September 26 – September 27 FALL REGATTA

Dieter Empacher and Jason Mondale will chair this racing event in Marblehead. There is always a Dinner for families, and non-racers have always been invited and are most welcome.

November 13 ANNUAL DINNER DANCE

Elaine and Dan Kostishack will coordinate this terrific end-of-the-season party. The food is always good, the dancing always lively and the company always terrific!



WELCOME ABOARD

Welcome aboard to new BWSC members and their families. When you see them afloat or at club events, make yourself known and make them feel at home.

HAROLD and LILA GOLDSTEIN
"Dolly III" Gloucester

ALAN and MARY-ANN McLEAN
"Crosswinds" South Natick

CHARLES and KARIN CONN
"Osiris" Cambridge

PETER and JANICE MacDONALD
"Highland Fling" Framingham

RICHARD and PHYLLIS PECKHAM
"Nautibuoy" Hyannis

RICHARD PASS
"Passport" Woburn

THOMAS and RUTH LIBERMAN
"Ethyssa" Magnolia