

Blue Water Log

FALL 1989

Yachts "well dressed" at the Royal Hamilton Amateur Dinghy Club.

Report from Bermuda

The seventh biennial Marion to Bermuda race sponsored by the Blue Water Sailing Club, the Beverly Yacht Club and the Royal Hamilton Amateur Dinghy Club was especially exciting this year due to the finish of Jim Hayes ("Shambles"), BWSC Commodore, at the top of his class. A record number of boats (163) set off from Marion on June 23rd for what was an exhilarating downwind race.

And Jim Hayes did all the right things! Hurry up, beat all records, make the race in 92 hours (74 hours 50 minutes on corrected time), finish first in class (Class E) and 2nd overall, beat every Tartan in the race (11 of them including 5-41's and 2-42's). Jim had all of the right ingredients including the insight to assemble a hot crew of good drivers that included his two daughters and their best sailing friends from the Satuit Boat Club in Scituate.

Joe Fantasia, ("Gannet"), was another success story from BWSC, he finished third in Class B and was thirteenth overall. Unbeknownst to Joe, his course was tracked by satellite all the way down and it proved to be the perfect course; shortest on the rhumb line and the best through the Gulf Stream taking all of the eddies most favorably.

Therefore, from the Tuesday finish on, all of the partying was legitimate. Anna and Louis Sebok were lucky to be part of it all being "Shambles" crew on the return trip. During five gorgeous days in Bermuda, everybody had time to do a lot of beach-combing, swimming, shopping (Ellie Hayes and Anna Sebok criss-crossed each other in five different stores one day and picked out the same outfit totally independently of one another), dining, wining, moped riding.

The BWSC's award party under the tent at the Dinghy Club was well attended by the participants, Bermuda dignitaries and all the class winners and their crew. Louis Sebok took good care of all by providing plenty of rum swizzles, dark and stormies and great appetizers. Our host Club was extremely hospitable. The Bermudians gave us cocktail and dinner parties galore. There was even a tennis round robin for enthusiasts from Marion, BWSC and Bermuda.

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"Shambles" and "Gannet" at berth after the "good race, well sailed!"

REPORT FROM BERMUDA

Continued from page 1

The sail back was a lot slower possibly because the "Shambles" crew got older and fewer; the two Seboks with a combined age of just slightly less than the replaced four youngsters. The wind was non-existent for two and a half days so the fourth of July was celebrated by swimming around the boat like dolphins. The only other physical exercise was eating Ellie Hayes' super provisions. She prepared and froze fifteen times ten dinners all by herself. Gourmet treats like Chicken Kiev, Ham and Asparagus and Cheese rolled in crusty dough, stuffed turkey breasts, etc. She has to publish an offshore racer's cookbook entitled "How to Win Races With a Well Fed Crew"!

The return trip got a taste of the race for a while when the radio announced a "southerly moist airflow" which in reality translated into pouring rain and 33 knot winds. Jim's daughter Sandy came alive, did monkey-like tricks on the foredeck winging the biggest gennie aboard. Shambles had to be true to her name. After that, nothing was in its proper place.

Thanks to the wind, they did not run out of diesel fuel and the Seboks were delivered to Falmouth, Sandy was able to get to a friend's wedding and Jim had the pleasure of sailing the boat to Scituate with a single leftover crew in a roaring nor'easter.

An event like the Bermuda passage makes one feel life a lot more intensely. As if what one does or how one feels is more important. The sailing is real sailing. The friendships that develop are real friendships. This year there were only five Blue Water boats out of 163. Maybe in 1991 there will be more. It was well worth it.

Shambles (Tartan 40) Jim Hayes
Gannet (Alden 46) Joe Fantasia
Tradition (S&S 47) Ray Gaffey
Free Spirit (Mariner 47) Ray Gould
Sandcastle (Whitby 42) Jim Chadwick

Contributed by Anna Sebok

Skipper Jim Hayes in the "moist airflow" en route back from Bermuda.



Fall Regatta

Marblehead, September 15 through 17, 1989. The optimists won out for the Fall Regatta. Despite dire weather predictions, Saturday was clear and beautiful until the end of the day. Only after the cocktail hour had begun did the rain appear. The 1989 Fall Regatta had a good BWSC racing turnout. The racing fleet, combined with other BWSC boats that cruised the area and sailed into Marblehead for dinner at the Boston Yacht Club provided a good club showing. Eleven BWSC boats from Boston, Marblehead and Scituate assembled to join the Boston Yacht Club for the Hodder Trophy Regatta. The wind was brisk at 15 to 20 knots from the East with a resulting spirited race. Weather conditions made for a good sail for boats that like a good breeze!

The weekend started off with the traditional early AM Captains' meeting and breakfast. There were five classes with races sailed under both PHRF and BWSC rules. In spite of a complicated course set by the committee, BWSC boats made a good showing.

Class A: *Claddah* (Leo Fallon), 2nd
 Class B: *Chouette* (Alan DeSatnick), 4th
 Class E: Cruising Class

Andromeda (David Yanofsky), 1st
Shambles (Jim Hayes), 2nd

Other BWSC finishers included:

Sascha (Dan Kostishack)
Omega Express (Carl Kramer)

Kahala (Terry Cullen)

High Time (Jerry Marcus)

There was a full house at the post race cocktail party and dinner at the Boston Yacht Club as BWSC members and guests enjoyed the BYC buffet. The noise level was definitely louder at the end of the dining room where both *Andromeda* and *Shambles* had tables celebrating their victories. A good time was had by all.

The excellent racing/sailing weather and good post-race company made for a perfect combination! If we had those conditions every year we would increase BWSC participation tenfold!!

1989 Southern Cruise

The southern cruise this year certainly lived up to its reputation as being the laid back, comfortable part of the summer cruise schedule with ever the promise of good winds, good weather and good company! The 15 boats that were signed up for the cruise meandered in and out throughout the 10 days of the cruise with 10 to 12 being in company most of the time. Cruise Chairmen Phyllis and Dick Peckham and Jane Roman and Allen Latham put together a wonderful experience that offered a little of something for everyone and reflected their own particular interests in nature, boat building and a chance to develop cruising skills and confidences.

The kick-off party in the traditional seafaring harbor of Mattapoisett with the Mattapoisett Inn playing host to sumptuous cocktails was so successful that the group remained there for dinner as well. The Chairmen had even thoughtfully arranged for "taxi" service to the Inn. This first night get together has always been a BWSC tradition to bring old and new friends together at the start of a cruise. A windless trip the following day to Cuttyhunk scuttled the planned race but made for plenty of time to tour the island before the cookout on the beach that evening. Singing, enough juniors for a friendly critical mass and great people made for the close of another successful day.



"Summer Girl" in full sail with the "skipper" at the helm.

Tuesday found the fleet enjoying a brisk and then brisker sail toward Oak Bluffs. The Vineyard Sound seas were flat and only West Chop was a challenge to be overcome and conquered! As the fleet approached Oak Bluffs, the Tabernacle came into view surrounded by hundreds of gaily painted houses festooned with gingerbread and scrollwork. Our cruise book had promised "raft 3-5 boats first come on moorings" but none of us actually believed that this would mean 5 boats on *each and every* mooring in Oak Bluffs Harbor . . . but it did. It was quite an experience in togetherness! A short walk from the boat basin let the group ride the oldest merry-go-round in the USA and sample the food from hundreds of shops and restaurants.

A short sail across Nantucket Sound and a motor-sail up the Seapuit River to our mooring in quaint Cotuit was our fare for Wednesday. We dinghied ashore to Sampson's Island for a prearranged Audubon tour of the island, a protected nesting place for terns, gulls and plovers which was a delight for all. This was followed by an old fashioned beachfront picnic before returning to our boats. The following day the group took a tour of the Wianno Senior boat building facilities at the Crosby Yacht Yard with an around the island tour by motor launch following the tour provided by the yard. For Jim Hayes and Ed Craig this was a trip down memory lane as each had owned a wooden Wianno Senior earlier in their sailing lives! Cruise participants Dick and Andrea Garguilo invited us all to their Cotuit home for backyard cocktails and then a scrumptious dinner, a wonderful and hospitable surprise.

The following day, the weather turned against us. This caused the fleet to split up with some opting to lay over in Cotuit and others braving the seas for a challenging sail to Katama Bay in Edgartown. In the process of departing Cotuit, two boats ran ignominiously aground in full view of the assembled fleet! Just another cruising experience to be met and mastered.

A great sail to Hyannis to the hospitality of the Hyannis Yacht Club found the fleet together once again. Hyannis gave everyone a chance to catch their breath, shop, relax and enjoy the restaurants. The HYC put on a chicken barbecue followed by an unusual awards party that was fun for all.



Gamboler (Ed and Jean Craig) dwarfs "Decision" (Al Latham and Jane Roman) in tranquil Hadley Harbor.

We woke up to fog and so travelled in tandem to Vineyard Haven. The boats with radar were strategically interspersed in the long line and made each mark and circled until the fleet caught up. Another example of group spirit and companionship that make these cruises what they are. Another most interesting tour of the Gannon and Benjamin boat yard in Vineyard Haven and time to tour the island. A creative scavenger hunt was begun here as well and sent everyone off with a sack looking for unlikely items. Who says there must be juniors for there to be fun!

Westward ho, braving the currents of Woods Hole, we spent a peaceful evening in Hadley Harbor before setting off for the final leg across Buzzards Bay to Onset for our final evening at the Massachusetts Maritime Academy. MMA, part of the State College system, graciously gave us a tour of the Academy, its classrooms, radar training facilities and cadet ships which was followed by cocktails and the Commodore's Dinner that was held in a scenic room overlooking the Canal. There the scavenger hunt was judged with great competitive spirit evidenced from all! And then back to the real world to plan for the 1990 Southern Cruise.



"Bush Bash" in Pulpit Harbor. The President's brother graciously offered the use of his barn and then like the lone ranger, vanished before his identity was known!

Maine Cruise 1989

If you can't picture yourself swimming from raft to raft in the nearly tropical waters of Quahog Bay in Casco Bay, looking forward to the world's largest pot luck supper with your sailing friends, topped off by an evening of star-gazing, then perhaps, just perhaps, you weren't one of the ninety-six sailors who enjoyed the 1989 Maine Cruise! If you didn't attend, you missed:

Luxuriating in the salt-water pool at Sebasco Lodge while others dawdled at the ice cream stand.

The total eclipse of the moon as it darted in and out of the cloud swept sky of the Boothbay region.

Dan Kostishack remarking "Shouldn't we present the President's brother with a BWSC burgee for hosting an invasion of yellow jackets in his barn in soggy Pulpit Harbor?"

Wondering if Big Bird would be seaworthy in time for the return trip West, ditto Somnium, Lions Paw and Early Light.

Wondering what to do with a drunken sailor.

Wondering if we would ever have a race.

Marge Empacher shouting, "Dieter, I know the fog is thick, but a Russian ship? Are you sure we're off Rockport, Maine, USA, North America?" The real reason why Dave Yanofsky received a T-Shirt that says "The Chili Kid." Bruce Bates would you care to share your chili recipe? Learning how to pronounce Ebenecook Harbor. Thank you Bob Shepard! Much appreciation to you and Gene for your downeast hospitality!

Uncovering a communist plot to mismark ledges around Port Clyde while mining the waters with lobster traps and toggles, victimizing Encore, Crosswinds and Omega Express.

Making new friends, keeping the old. One is silver and the other is gold.

Thank you for a great Maine Cruise . . . hope to see you next summer.

Paul and Wendy Keller



Judi and Jerry Marcus, Louis Sebok and Linda and David Yanofsky prove that there is good weather down east.



"Quahog Bay" at twilight. What Maine cruising is all about.



Nancy Van Roekens and Wendy Keller (at right) in Sarasota, Florida for a winter sailing adventure.

Women for Sail

by Nancy Van Roekens

At various boat shows I had noticed booths sporting "Women for Sail" Tee shirts. However, when Wendy Keller first showed me the brochure describing a sailing school for women, I was not at all sure that I wanted to spend any of my precious April vacation sailing with seven other women. It wasn't until after I had read the November *Cruising World* that it seemed more appealing. A summer camp for adults! And then there was the possibility that I might even learn something! So before we knew it, Wendy and I were flying to Sarasota, Florida to begin our adventure.

We were picked up at the Bradenton airport by Jill London, the co-owner of the school, who told us about its origins, the boat we would be sailing, some information about the captains and the other women who would be in our group. Arriving at the marina we see the "Nuage Neuf", a brand new 42 foot sloop that would be our home for the next three days. Being first on board we had our choice of berths and we opted for the aft cabin with private head. It became readily apparent that we had brought far too many warm clothes. We were used to Maine summers and this was about 30 degrees warmer than an evening in Maine. After unpacking our gear, we took a look around the marina and soon were expressing our feelings of apprehension over pina colodas. We both felt much

better after sharing our concerns and realizing that many of our feelings were mutual ones.

The next morning we met our captains and fellow crew. Captain Linda had sailed extensively in the States and in Europe. At the present time she was working for "Women for Sail", delivering yachts and saving her money so that she could once again have her own boat. Captain Becky and her husband were semi-retired. They worked in a sail loft when not cruising with their daughter in the Dry Tortugas. Chris had come from Wisconsin, Jodi and Judy were from Florida and Joan was from New York. All of us had some sailing experience. While Linda said we would receive general instruction in every aspect of sailing, she added that it would be most beneficial if we could each select two areas of concentration. How many times had I watched Peter change engine oil, tighten or replace a fan belt or tighten a stuffing box, but never had I understood THE ENGINE. So, we're on a new boat with a clean, shiny, *new* engine. Now was the time! The second image that flitted through my mind was that of abandoning the wheel as we approached the dock, convinced that the least damage I would inflict on our precious boat would be a hole mid-ships. Engines and docking! That was it! Chores were on a rotating basis to give everyone a chance to express herself creatively in the galley,

whipping up appetizers or whatever. Duty roster was completed, safety equipment reviewed and then I was given the helm. Start the engine, dock lines clear, slowly in reverse, remember the boat backs to port . . . suddenly I realized that I had done it, we were in the channel with nary a scratch on the boat. Just a dry mouth from breathing so hard and talking to myself. The day went well, we practiced taking fixes, charting - never will I forget the acronym Truly Verile Men . . . and so on. Fried chicken was enhanced by champagne and much laughter well into the night. Bed was late!

Next morning's sail was gorgeous, but I had only been at the wheel a short time, when the sky blackened, foam blew off the waves in streaks, lightning flashed, thunder roared, the coast disappeared and my knees started knocking. It wasn't the time to inquire if the boat was grounded. I just hoped my rubber soles would protect me. As quickly as it had begun, it was over and the sun was shining. Once again we were sailing and it was lovely. We mutinied that night and insisted on going ashore at the local pub for dinner. Another late night and much laughter. The next day marked the end of the cruise and after engine maintenance, knot tying and practicing waiting for the bridge to open in a tiny canal, tacking and turning on a dime until we were all reasonably proficient, we headed back to Sarasota. One more picture, exchanges of addresses, hugs and promises to keep in touch, and we began to leave one by one.

Did I learn anything? Was it worth the time and money? Would I do it again? Yes, yes, and yes. The patience of the captains, the knowledge acquired, the camaraderie, the sense of accomplishment all combined to produce a fantastic experience. It also made me appreciate THE CAPTAIN and inspired me to become a partner in the acquisition of knowledge and an equal in the shared responsibility of sailing.

There might be some confusion about who initiated the venture, but both Wendy and I are in complete agreement about its success.

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.

Paul and Mary DeWinter,
"Ecstasea", Pacific Seacraft 31,
Boston

Anders and Kate Moestue
"Horajio", Chuck Paine 29,
Marblehead

Peter and Joan Lesser
"Encore", Cal 39, New York

Tony and Kathleen Jackson
Kurt, age 11; Katrina, age 9
"Defiance", Ericson 39, Portsmouth

Curtin and Judith Bean
Ryan, age 8; Kathryn, age 7
"Somnium", Tartan 40, Scituate

Edward and Barbara Haddad
"Sizzlin", Baltic 37, Boston

Blue Water Sailing Club

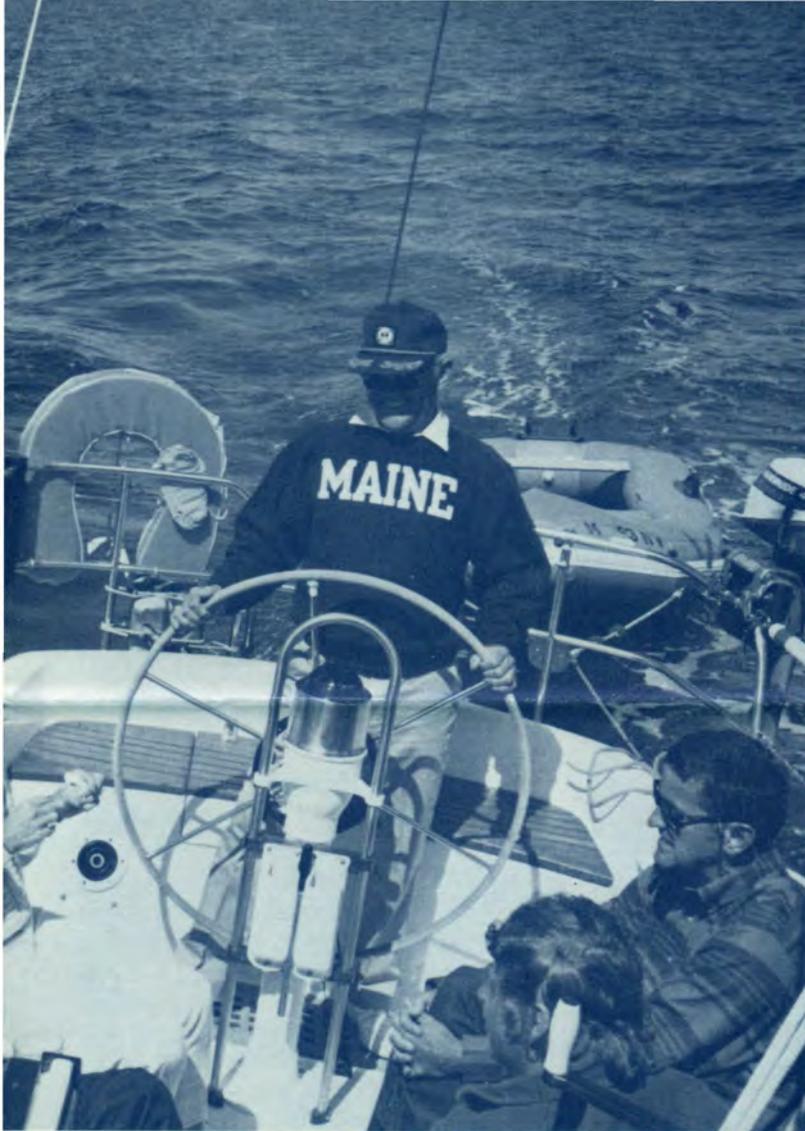
Schedule of Upcoming Events

Annual Meeting/Dinner: Friday, November 17th at "Boylston's", Chestnut Hill. Leo and Maureen Fallon have planned another gala evening with good food, good company, election of BWSC Officers from the 1989-1990 year, awarding of prizes and gifts from summer events. Plan to come and join your friends.



Labor Day cookout on the beach at Provincetown.





Blue & Water Log

SPRING 1989

"Get into the Maine Spirit"

Planning for the 1989 Maine Cruise

Paul and Wendy Keller, Chairmen for the upcoming Maine Cruise to be held from August 5th through August 20th, have the initial plans for this popular and well attended Blue Water event well in hand. The August dates were selected with "help" from the Naval Air Station Brunswick Weather Detachment which suggest that this time of year has the greatest probability of having better winds and less fog. All of Paul and Wendy's planning show the same high degree of scientific input coupled with a keen sense for fun, good harbors and the best cruising grounds. We are in good hands with Paul and Wendy!

A series of "up the coast" legs would assemble the fleet for a kick-off on Portland, where there will be a Cocktail Party at the Portland Yacht Club. The cruise will then take a coastal route which

emphasizes secure harbors with good approaches, which will include Quahog Bay for rafting, Townsend Gut for Cocktails on the Shepard's lawn, Boothbay or Christmas Cove, Tenants and Pulpit. After reaching the Northeast Harbor area, more time will be planned for relaxing, group activities, walks, tours, etc. On other years this has included walks to Jordan Pond, Asticou Terraces and Thuya Lodge.

There will be the option for a breakoff for boats wishing to add a third week to continue on to Roque Island. There are plans to try and incorporate some races on the legs back home that are still not completed.

As always, the Maine Cruise plans sound great and make the most of the best cruising ground in the world! So save those dates and plan to join the fleet.

Marion-Bermuda Race Symposium

On Saturday, April 1st, 1989 a well attended, informative and altogether successful symposium was held, very ably chaired by Norm Doelling. Although the intent was to prepare participants for the June 23rd Marion-Bermuda Biennial Cruising Yacht Race, the topics discussed and information to be gathered was useful for any cruising yacht sailor. If you did not attend this and have never attended one of these events, it is highly recommended!

BWSC member Herb Marcus (Silkie), many times winner of his class and of the Short-Handed Crew division, led off the morning with a discussion of *Navigation and Strategy*. Herb's name comes up many times at BWSC Annual Meeting and he is a frequent winner of prizes in the many BWSC events so his tips and information were meaningful both for

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offshore passagemakers and for the rest of us who may never venture on a 700 mile Ocean Race.

Much useful information was gleaned from the discussion of *Health at Sea-Hypothermia* given by BWSC Fleet Surgeon, Joe Barr, MD (Trilogy) and *Sea Sickness*, by Chuck Oman, Associate Director of MIT Manned Vehicle Lab. Whatever your experience may be with mal-de-mer, it could not exceed the research experience gained in the testing for space flight and Chuck had some good

advice and suggestions for prevention and treatment that is valuable to every skipper.

Kerry Emanuel, Professor of Earth, Atmospheric and Planetary Sciences Department at MIT spoke about *Weather Basics and Data Sources*, a good addition to our usual sources (NOAA Radio and common sense).

Peter Davis of North Sails provided not only a suggested racing inventory for racing skippers, but much general information about sails and their uses in varied weather conditions for the general

sailor, all without nary a sales pitch in his section on *Sail Selection*.

After a delicious and quite elaborate luncheon, we all were treated to a demonstration of flares, survival suits and life rafts at the MIT Boat House and on the Charles River in Jim O'Connor's *Flare Demo, Solas vs. Standard; Life Raft Display*. Unexpectedly, we had a first hand demonstration of the dangers of hypothermia, as we watched six racing dingy's overturn on the Charles in heavy air, with difficulty in righting themselves and a not-too-attentive chase boat.

One of the best talks of the day was from Navy Captain John Bonds, Executive Director, USYRU on *Boat Preparation for Safety*, with guidelines and practical rules that would be essential for any skipper to have and to use. John Marshall, Design Project Manager for 1987 & 1988 STARS AND STRIPES Campaigns for the America's Cup talked to the group about *Boat Preparation for Speed*. With the exception of an elaborate description of bottom preparation which most of us would not be willing or interested in doing, his other suggestions were all generic enough to be of value to the cruising boat sailor.

Although the section on *Provisioning* contained many useful hints for the cruising sailor, *Approaching and Finishing in Bermuda* only succeeded in making those skippers who were not planning to make the passage wish that they were!

The registration was fully booked (over 350 participants) and there appeared to be many others who came to hear the speakers without an actual registration. (The latter missed out on the scrumptious lunch and day's end hors d'oeuvres!) watch for the repeat of this symposium in 1991 and plan to come even if you aren't planning to make the Bermuda passage. And, hats off to Norm Doelling for a very well planned and executed day.



Outgoing BWSC Commodore Gerry Marcus passes the gavel to newly elected Commodore Jim Hayes, shown with wife Eleanor.

Meet Your Commodore

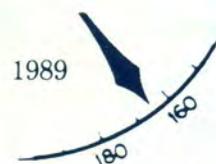
The 1988-1989 BWSC Commodore, Jim Hayes, lives in Scituate with his wife Eleanor. They have two grown children, Phyllis Karlberg and Sandra Hayes. Jim is co-owner of a small engineering and manufacturing company on the South Shore. A member of the Satuit Boat Club, co-host with the Scituate Harbor Yacht Club, of the BWSC Spring Regatta (to be held this year on June 16, 17, and 18), Jim is proud of the fact that daughter Phyllis was Club Commodore during the 1988 Spring Regatta!

Sailing for the Hayes family started when they moved to Scituate at the beginning of 1962. They day-sailed with an old friend aboard his classic schooner and cruised with him to Newport for the 1962 America's Cup race and then to Maine in 1963, all of which whetted Jim's appetite for yachting and led to the addition of "Shambles" to the Hayes family!

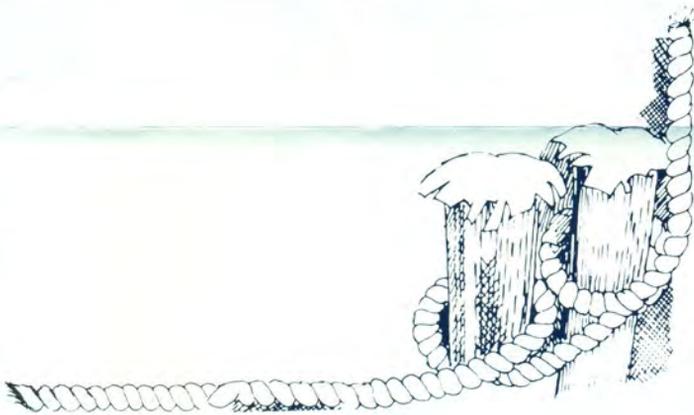
The original "Shambles" was an old gaff-rigged Wiano Sr. and the boat was used mostly for day racing. When the children were small, they did "cruise" in the Wianno. Amenities in those days included the sterno and the bucket! Trips were made to Marblehead, Manchester, Plymouth, Hyannis and even to Martha's Vineyard.

Since that time the Hayes' have sailed in the Cape and Islands areas and extensively in Maine. Their sailing interests have taken them to San Francisco Bay, the British Virgins and the Greek Islands on charter boats. This year they look forward to the BWSC cruises and another Marion-Bermuda race with daughters Phyllis and Sandra again as crew.

When "Shambles" comes out of the water, the Hayes family interests turn to skiing and hockey.



BWSC Fall Annual Meeting Report



Leo Fallon with the ubiquitous

160 BWSC members and guests gathered on November 18th for the Annual Fall Meeting and Dinner Dance chaired by Jerry Margolin ("Astrid"). A newly constructed banquet facility in Chestnut Hill, "The Boylston", provided enough room for a spacious and sociable cocktail and hors d'oeuvres hour with a separate room for dinner, dancing and the Annual Meeting, all on a separate floor from the restaurant below. Parking across the street made the whole evening convenient as well as fun and delicious!

All of the Commodores of the BWSC, past and present, were invited to attend and we had a very good representation. Sixteen of our former Commodores are still active in Blue Water. It was quite a sight to see them all together in one place for perhaps the first time ever!

The business of the evening included the election of the 1988-1989 Flag Officers, Officers and Board of Governors (see the list below); awarding of the "silver" for the races run during the spring, summer and fall (also listed elsewhere in the Log) and the awarding of the ubiquitous "Pot Prize".

Having been dormant since 1984, this award, consisting of a chamber pot with the names and dates of the "winners" since its inception in 1969, and given to that skipper who had "distinguished himself" with some act of seamanship during the past season that he had probably hoped no one would ever remember, never mind discuss aloud at an annual meeting, was given this year to Jerry Margolin. The entitling deed will not be set in print. Ask Jerry to tell you his tale of woe!

Prior winners of the "Pot Prize" include Charles Jones (1969), Wayne Peterson (1970), Bob Snow (1971), Richard Kitz (1972), Russell Goldsmith (1973), Bill Sheehan (1974), Leo Fallon (1975), Sherb Carte, Joe Goldman (1980), Harvey Goldfarb (1981), Jack Westerbeke (1982), Bill Montalto (1984), and Jerry Marcus (1984). We welcome the prize back into the Annual Meeting agenda. Just remember, any one of you *could* be eligible. Just come on a cruise or enter a race and show us what you can do!



Leo Fallon with the ubiquitous "Pot Prize"



Herb and Ruth Marcus ("Silkie") gather some of their racing silver.

A tradition and highlight of the evening was the awarding of the racing event prizes to the successful skippers and the "take home" gifts to all of the yachts that participated in the summer cruises. Winners of the annual "silver" included, in order of finish:

Spring Regatta: Morning Races: (Chairman: Peter McDonald)

- Division 2: "Jade", John Smidt; "Charisma", Charles Kramer; "Flyaway", Brian Woods.
- Division 1: "Pegasus", John Dieselman; "Andromeda", David Yanofsky; "Morning Star", Neal Finnegan.
- Division A: "Spirit", Herb Sarkisian; "Arigato", Bill Barron; "Silkie", Herb Marcus.

Spring Regatta: Afternoon Races: (Chairman: Peter McDonald)

- Division 2: "Charisma", Charles Kramer; "Gosling", Eric Woods; "Jade", John Smidt.
- Division 1: "Blue Pigeon", Marvin Gordon; "Madrigal II", S. Norod; "Pegasus", John Dieselman.
- Division A: "Arigato", Bill Barron; "Spirit", Herb Sarkisian; "Silkie", Herb Marcus.

Sunday Pursuit Race: (Chairman: Peter McDonald)

"Sascha", Dan Kostishack; "Jade", John Smidt; "Spirit", Herb Sarkisian.

Campobello Race: (Chairman: Duane Marshall)

This event was the initial BWSC sponsored two day mini-ocean race to Canada. Designed as an opportunity for overnight ocean racing experience, in preparation for a longer race or to develop skill and confidence in such an endeavor, its partic-

ipants will be listed. By all accounts, it was a success and will hopefully be repeated as a biennial event. If you have an interest in participating and want first hand recommendations, give one of them a call.

Participants: Dave Pomfret (Anna), Bill Baron (Arigato), Jerry Margolin (Astrid), Joe Fantasia (Gannet), Bill Sheehan (Kerry Dancer), Jack Blodgett (Last Resort), Duane Marshall (NoSe'), Dick Gargiulo (Polaris), Dan Kostishack (Sascha), Earle Michaud (Sea Nest), Jim Hayes (Shambles), Dick Lent (Sleeper).

Race winners: "Sea Nest", Earle Michaud; "Arigato", Bill Barron; "Sascha", Dan Kostishack.

Cape Cod Fourth of July Rendezvous: (Paul Hodess: Chairman)

"Bluebird", Louis Sebok; "Carina", Jules Siegel; "Puffin", Paul Hodess.

Southern Cruise: (Harvey Goldfarb: Chairman)

First Block Island Race (August 15th): "Isolde", Jack Westerbeke; "Pryde", Harvey Goldfarb.

Second Block Island Race (August 16th): "Bluebird", Anna Sebok; "Circe", Jack Ryan; "Willoway", Dick Tudan.

Labor Day Rendezvous: (Herb Marcus: Chairman)

"Silkie", Herb Marcus; "Scherzo", Dennis Moran; "Puffin", Paul Hodess.

Fall Regatta: (Dieter Empacher and Jason Mondale: Chairmen)

"Sascha", Dan Kostishack; "Silkie" Herb Marcus; "Andromeda", Dave Yanofsky.

Sunday Pursuit Race:

"Sascha", Dan Kostishack; "Silkie", Herb Marcus; "Andromeda", Dave Yanofsky.

The Story of the Coziest Ski Weekend in the History of BWSC

by Louis Sebok

How can there be a BWSC Ski Weekend in the year of the least snowfall in the East? Apparently not too many of us believed that it was possible to ski in the mountains when all of the New England weathermen reported no snow the whole winter. The Seboks tried to convince the Blue Water ski enthusiasts that the mountains are different from the sea where winds and waves can hardly be tamed. The ski areas made plenty of snow, groomed the slopes constantly and skiing was better than ever; no crowded slopes or lift lines. Unfortunately, only 14 of us braved the unbelievable, so the mini-crowd had it all to themselves: the minibus with the maxi drinks, the entire ski lodge (only a few "outsiders"), a privately catered gourmet meal, our very own bus driver giving us "custom rides" to Killington, Pico Peak, ski shops, pick up and delivery from the slopes any time we asked him to be at our service.

Skiing was the very best, even on Sunday when there was as much fog on Pico as the coast of Maine in July. Luckily the tips of our skis are a lot closer than the bow of our boat. So Dieter, the forerunner did not miss his Radar.

Anna was lucky to have the kind of smoke detectors in the room that shut up before the whole lodge noticed that she tried too hard to burn the spinach puffs while having fun drinking with the group. There were two of us who turned a year younger with song and cake to commemorate the event.

All of us from Marblehead, from Upstate New York, New Hampshire, Newton and Manhattan got close to each other on this "Raft up". We wish we could have shared all of the fun with more of you. See you next year!



Maxi-Pleasures on the mini-ski weekend
L to R Anna Sebok, Louis Sebok, John Smidt, Dieter Empacher,
Marge Empacher

1988-1989 BWSC FLAG OFFICERS, OFFICERS AND GOVERNORS

Commodore: Jim Hayes (Eleanor), "Shambles", Tartan 40

Vice Commodore: Peter Van Roekins (Nancy), "Druid's Delight", Pearson 10M

Rear Commodore: Louis Sebok (Anna), "Anna", Moody 42

Secretary: Joe Fantasia (Rhoda), "Gannet", Alden 46

Treasurer: Jules Siegel (Carol), "Carina", Tartan 37

Offshore Cruise Committee Chairman: Louis Sebok

Year Book Chairman: Wally Feldman (Cecily), "Bright Star"

Race Committee Chairman: J. Raymond Gaffey, Jr. (Jean), "Tradition", Tartan 10

Race Secretary: J. Raymond Gaffey, Jr.

Measurer: Dieter Empacher (Marge), "Kismet II", Bristol 35.5

Clerk: Jerry Margolin (Faith), "Astrid", Alden 44

Historian: Gerry Marcus (Judi), "High Time", Tartan 30

Board of Governors: Phil Jones, Bruce Bates, Harvey Goldfarb, Earle Michaud, Paul Hodess, Dan Kostishack, David Yanofsky, Eric Woods, Norm Doelling, Dennis Moran, Jim Simpson

Helpful Hints for the Cruising Sailor

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.

Merrill and Lois Feldman,
"Veritas", Sabre 41, Swampscott

Carl and Mary Ann Kramer,
"Omega Express", Omega 36, Bedford

Stuart and Nancy Van Tine,
"DiDiMau", Pearson 36, Hingham

Roger and Jeanne Rice,
"Island Girl", Tartan 28, Brewster

James and Martie Chadwich,
"Sandcastle IV", Whitby 42, Wellesley

William and Mary Frances Wilkinson,
"Linda Sue", Bermuda 40, Punta Gorda,
Florida

Owen and Janet Robbins,
"Metaphor", C7C 27, Manchester

William and Rosalie Hammer,
"Hammerlot", Endeavor 37.5, Nashua,
NH

Grant and Dorrit Saviers,
"Rollick", Oyster 43.5, Sudbury

This is a new addition to the Blue Water Log at the request of a number of Skippers and First Mates. We welcome your additions and own helpful hints!!

1. To keep your boat smelling sweet, wipe down the interior with a mixture of white vinegar and water. Don't be afraid to use it on your woodwork, cabin sole, counters, it will not ruin the finish. Your boat will smell so clean.

2. Put sheets of Fabric Softener (Bounty, Etc.) in drawers, hanging lockers, storage areas. This will do a lot to get rid of that moldy odor and make your clothes smell fresh.

3. A long dowel aboard your boat will be very useful to get behind your stove. Put a cleaning rag on the end of the dowel and you can reach way back and under to get rid of the fall downs and spills. Also use the dowel with a wet cleaning cloth to get at hard to reach places i.e. the bottom of a hanging locker, behind the head.

4. On a long passage, put dirty clothes in the sink to soak and then with a plunger (that's right, a small one if possible) plunge away. It acts like a washing machine and will get the soil out of the clothes.

5. Add a drop or two of bleach to your dishwasher (don't worry, it won't hurt you).

The grease and grime will be so easy to wash off. try this when using salt water to wash dishes. It really makes the task very easy and you *know* your dishes are clean!

6. Wipe down mildewed areas with undiluted bleach, wear rubber gloves and keep the area ventilated. It works like magic and absolutely will not bleach out your teak. Be careful of your cushions and clothing however.

7. When storing your yacht for the winter or even while you are aboard, put mothballs in plastic containers with slits on the cover. This will help get rid of the moldy smell. While in storage, put lots and lots of moth balls all over the boat. They will keep the boat free of odors and critters!

8. To iron out wrinkled clothes while on board, heat a fry pan until hot, place a towel on top of the article to be pressed and then iron with the bottom of the hot pan.

9. To warm or dry out your cabin when you don't have a cabin heater, turn a clean clay flowerpot upside down over a lighted stove burner. The clay radiates heat over a wide area.

"Would you know what to do?"

On February 18th and 19th Elaine Sacco ("Joel"), a Registered Nurse and Certified instructor in CPR and Red Cross First Aid, gave another one-day course in First Aid (18th) and CPR (19th) in her home to interested BWSC members and friends. Eight people attended for each day-long course. This was a repeat of successful instruction given in previous years.

Splints, bandages, rescue breathing, the Heimlich maneuver, identification of and treatment for poisoning and hypothermia, Cardiopulmonary Resuscitation, and many other useful, and even vital, pieces of information were taught to an interested and dedicated group.

Whether preparing for the Marion-Bermuda Race, other offshore passages or just insuring that one member of your yacht's crew, would be able to respond in the event of an emergency, these worthwhile courses are recommended for all BWSC members and will be repeated in other years if there is sufficient interest.

Blue Water Sailing Club Schedule of Upcoming Events

Spring Meeting: Chairmen, Russ and Wendy Kingman. May 12, 1989 with guest speakers Hank and Jean Taft, authors of "A Cruising guide to the Maine Coast".

Spring Regatta: (Scituate): June 16-18. Chairmen, Ed and Elaine Hanifin. Event will return to Scituate Harbor Yacht Club.

July 4th Weekend: Chairman to be announced. Watch for a flyer with details and save the dates.

Southern Cruise: July 29-August 13. Chairmen, Dick and Phyllis Peckham and Al Latham and Jane Roman. The more laid back cruise in warm waters with no fog! Save the dates and watch for more information.

Maine Cruise: August 5-20 or 27. Chairmen, Paul and Wendy Keller. Starts in Casco Bay, stays coastal. Weatherman promises NO FOG.

Labor Day Weekend/Whale Watch: September 1-4. Herb and Ruth Marcus, Chairmen.

Fall Regatta (Marblehead): September 15, 16, 17. Dieter and Marge Empacher and Jason and Lee Mondale, Chairmen.

Annual Meeting/Dinner: November 17. Leo and Maureen Fallon, Chairmen. "Boylstons," Chestnut Hill.