

# BLUE WATER LOG

## Jack Noble, Veteran Bermuda Racer

by Catherine Griffith

"Bring the jib sheet in an inch. Bring it in two more inches. How does it look? Is the speed up or down? Okay, we need to move the car forward one hole on the track. Does that look any better?"

Anyone who has sailed with Jack Noble aboard his C&C 39, *Zephyr II* is familiar with his attention to sail trim. Jack and his crew constantly keep an eye on the wind, the sails and the boat speed. These factors help decide whether to tack or to hold on for the next puff of air ahead, and when to think about taking a reef in the mainsail.

Jack's sailing career began on a home-made boat of his own design on a lake in the Poconos. Later, he moved to New England and sailed on a Sunfish in fresh-water lakes when his children were young, then on a Catalina in the waters off Marblehead, and eventually on his present boat in Buzzards Bay — and beyond.

As astonishing as it may seem, Jack has raced in every single Marion-Bermuda race except the first. "I joined the Blue Water Sailing Club in 1983, but I started doing the race in 1979."

"The first race I did more on nerve than anything else," Jack said. "I represented myself as a celestial navigator — I'd had a little training in the Air Force — and then I went out and bought a sextant and relearned it. We got down to Bermuda, no problems."

Jack spoke about the 1991 race, when most of the fleet encountered rough weather crossing the Gulf Stream. "We had six on board, three sick below, and the next day the weather turned nice and the seas went flat." Suddenly, there were helicopters buzzing overhead. Then a fleet of British naval vessels appeared on the horizon, crossing the path Jack had plotted for Bermuda. Knowing *Zephyr II* might come dangerously close to a collision, Jack radioed the naval fleet. The message came back, "Hold your course." The navy fleet was slowing down to let *Zephyr II* pass safely ahead! Dozens of British sailors lined the cruiser's starboard deck, intently



"Photo © Cathryn Griffith"

watching and photographing *Zephyr II* as she sailed safely across their bow.

When asked why he keeps entering the Marion-Bermuda Race, Jack is quick to respond. "I find it fun using celestial navigation to get down there. When I first got into it, the race had to be celestial. Sometimes you sit on the boat for hours, waiting for a peek at the sun. I've always gotten enough sights to know where we were. Sometimes you estimate a point, and when you're allowed to turn on the electronics [a few miles off the Bermuda shore], you're right where you thought you were. Sometimes, you're 5-10 miles away."

For the past several years, the Marion-Bermuda race has included a division for boats using electronic navigation, but Jack remains loyal to celestial navigation.

For Jack, sailing has always been a family affair. His daughter, Susie, and son, John, grew up sailing. Now married and living away from Boston, they each have made time to race to Bermuda with their father, as does Susie's husband, Mike Losapio.

Jack has given many sailors their first opportunity to make an offshore passage. One such sailor is Dave Patton, who crewed for Jack several times before racing his own boat, *Fiddlers Green*, to Bermuda in 2001. That year, soon after buying his Tartan 42, Dave won the Commodores' Cup for best performance by a Blue Water Sailing Club skipper.

Jack has won the following prizes: '87 Bermuda Longtail Trophy, '93 Commodore's Cup, '95 Bermuda Longtail Trophy, '93 RHADC Centennial Trophy, '97 Bermuda Longtail Trophy, '99 Town of Marion Trophy, and '01 Commodore's Cup (with David Patton).

The next Marion-Bermuda Cruising Yacht Race is scheduled to start on June 17, 2005, and it's likely that Jack will pack his sextant and celestial navigation tables and race to Bermuda again.



## Seminars

### Electrical

*Dan Gingras*

More than 45 people attended the electrical seminar held on April 3 at the Bunker Hill Community College. Steve Ivers from Jack Rabbit Marine presented a lively presentation on the intricacies of charging systems, battery management systems and the new systems which will soon be available.

Steve spoke about batteries and how they should be charged, charging and monitoring systems and the complexities of hooking it all together. His slides detailed some of the newer equipment by Xantrax which should be available later this year, particularly newer NMEA 2000 compliant chargers and inverters.

He also spoke about alternative charging sources such as wind and solar power. Steve agreed to make his presentation available for on-line viewing or download.

The presentation and several spreadsheets necessary to calculate electrical usage are on the Blue Water members Website.

### Legal, Insurance & Towing

Gerry Rosen chaired the seminar on February 7 exploring the controversial tow vs. salvage issue as well as numerous insurance questions.

### Paint

Mark Devine chaired an informative seminar on March 13 presented by Interlux and covering anti-fouling systems, topsides/varnish systems, blister protection and keel repair, just in time to launch our boats.

### CPR/First Aid

*Dave Patton*

While preparing for the sailing season last spring, a number of BWSC members undertook CPR and First Aid training so that they might be better prepared for an unanticipated health issue or accident while at sea. On Saturday April 24th, twenty eight BWSC members and friends received training from Healthcare Educational Resources in both CPR and First Aid at the Conant Community Health Center in Bridgewater, MA. During the training, the interaction and camaraderie between BWSC members and the staff of Healthcare Educational Resources supported the learning process and made the event a complete success. Numerous members gave high marks to the training staff and venue. Both CPR and First Aid were American Heart certified and met the requirements for applicable CPR and First Aid training, as required by the Coast Guard. The CPR certification received by the participants is good for 1 year, while the renewal period for the first aid certification is 2 years.

## Annual Spring Meeting

*By Catherine Griffith*

The Blue Water Sailing Club's Annual Spring Meeting, chaired by Cathryn Griffith and Wendy Goldberg, was held at the Marriott Hotel in Newton on Saturday, May 1, 2004. One hundred twenty members attended.

Everyone gathered to socialize during a cocktail reception, then moved into the dining room for a delicious dinner of Ginger Roasted Salmon and Olive Grilled Chicken.

Commodore Eric Pierce welcomed the members present and promised a lively spring and summer program. Chuck Mitchell and Ed Green, chairs of the Southern Cruise and Maine Cruise respectively, spoke about plans for the summer cruises.

The evening's events also included a brief business meeting and an engaging presentation by BWSC members Willem and Elsbeth Vanker.

In Secretary Fred Kern's absence, Cathryn Griffith read proposed amendments to the Constitution, the purpose of which was to provide staggered terms for Board members. The vote was unanimous in favor of the changes.

Willem and Elsbeth Vanker presented the evening's program. They displayed photographs taken during their summer cruising adventure to northern Norway aboard *Spirit of Aeolus* in 2003. Elsbeth described their boat and itinerary, then Willem narrated a video of their cruise. Individual maps were placed on each table, so members could follow *Spirit's* itinerary from Holland to the island of Spitsbergen, located between 75 and 80 degrees North.

To reach this remote area, *Spirit of Aeolus* had to leave the protection of the island chain along the Norwegian coast and sail through the North Sea. In the log of their voyage, the Vankers wrote about Spitsbergen that, "the name conjures up cold, remote wilderness with bird colonies, polar bears and glaciers." Their adventures at sea were eased by the long daylight hours near the North Pole during June and July.



## Spring Regatta 7

By Peter Bishop

The 2004 BWSC Spring Regatta was held in Scituate on May 29 to May 31. The Satuit Boat Club very generously offered us the use of their facilities for the regatta.

Saturday, May 29 was arrival day, with boats coming from both the North shore and the Cape. A total of 14 Boats had signed up, while others chose to drive to Scituate. A get together cocktail party was held on Saturday evening at the Satuit Boat Club.

Sunday, May 30 was race day and the weather really cooperated. It was a sunny day with a brisk westerly breeze. The race committee set a course from the Scituate Harbor Bell to Jason Shoal Bell to the North River Bell and finishing at the Scituate Harbor Bell. This gave the racers a course that offered plenty of both upwind and downwind sailing.

There were enough boats to have two race classes.

Finishes in each class were as follows;

### CLASS A

1. Keewaydin; J. May
- 2 Winterhawk; D. Kostishack
- 3 Early Light; M. Gardner

### CLASS B

- 1 Free Spirit; B. Gould
- 2 Ipanema; J. Venegas
- 3 Starfire; J. Dieselman
- 4 Crosswinds; A. McLean
- 5 Querencia; E. Pinanski

Following the racing, a dinner was held at the Pier 44 Restaurant, where everybody had the chance to recap each others' exploits or miscues that had occurred on the racecourse. After dinner, the race results were announced.

Monday, May 31, boats left to return to their home ports.

Special thanks to Pat Dieselman and the Race Committee for their efforts and to the Satuit Boat Club for their hospitality.

## Women's Cruise 8

By Sue Patton

BWSC boats were captained by Sue Patton, Pat Dieselman, Pat Marshal, Elaine Sacco, Janet Brown, Chris Vezetinski and Vicki Pasquale. This fleet of seven boats gave more than 30 women memorable experiences and challenging adventures.

For example, captains and crew had the chance to navigate in "pea soup" fog. In another instance, one boat that had lost its shaft had to sail into Scituate under total sail power during the "heavy" Fourth of July weekend traffic. Having to call the coast guard for assistance during the crisis brought the knowledge of captain and crew to a new level. A memorable hail storm of golf ball proportions added to the landscape of challenging experiences, while sailing for a total of 115+ miles. Janet Brown captained Jen "n" Us for the first time with only one minor mishap. The boat lost a dinghy for a few hours.

Here are some comments from the 2004 Women's Cruise sailors:

*"The 2004 Women's Cruise on Fiddlers Green with my sister/Captain Sue Patton, sister/first mate Nancy Carini, and friend/navigator Catherine Griffith was the highlight of my summer."*

*Excitement is an understatement! We won the race, my first, and by far the best part of the cruise for me. Entering Scituate Harbor under sail was indeed challenging. Sue coaxed the boat with grand fanfare. To end a wonderful trip, hail rained down on us as if to say, "Ladies, you rock!"*

*(Marge Vecchi - sister/wench woman)*

*"I loved being a part of the Blue Water cruise, albeit only one night - but the sail from the Vineyard to Nantucket was wonderful! Sue gave Donna & me great orders! And of prime importance; no one had a hangover after Sunday night's dancing and song at "Happiness IS" & Lola's lounge!! Hope to participate again!"*

*(Beth Allee)*

*"Wish I could have stayed all week. Fabulous experience; great people. Each time I go, I learn so much more and am SO impressed at the ability of the women to take apart "heads" and repair them and leaky faucets, hoses and whatever challenges are thrown at them. Thanks for including me."*

*(Donna Taverna Riopel)*

Co-chairs Pat Dieselman and Sue Patton planned great sailing with very interesting destinations. "We sailed everywhere. The wind she gods were with us again. And above all we had a fun time!"



# Croatia to the Canary Islands

## PART ONE

On Aug. 8, 2003, Elaine Sacco, long time BWSC member, arrived in Split, Croatia to begin an extended Mediterranean cruise aboard the 42 foot catamaran Island Princess with Captain Tom and friends Don & Alice. The following is an edited and condensed compilation of the first half of her log reports:

"I am having the time of my life, boating again in this wonderful cruising area. We swim just about every day, sometimes 2 or 3 times, as we stop for lunch or pick up a mooring for the night. The water is a beautiful deep blue. Lots of Italians cross over here to cruise, because it's far superior, quaint towns with friendly marinas and reasonably priced food .... also delicious.

**8/19-8/22** We picked fruit (apples, pears, grapes and plums), almonds, and rosemary, all from Tom's garden, as we prepared the boat for our cruise.

**8/23** We are off, leaving Sumartin and heading SE. The weather continues to be very hot, so we just stop and swim as our boat drifts. Don dove and found a large clam and Tom took out the meat which we turned into a large "Clams Casino" for an appetizer. We have stopped at different places along the way... overnight in Korcula, very Mediterranean, tall stone buildings loaded with history, narrow stone walkways, connected with an arch. We saw water polo, kick boxing, and listened to young men, who sang in harmony with keyboard and guitar.

**8/24** On the way to Dubrovnik, we stopped at the town of Pomena, on the island of Mljet. We visited the Benedictine Monastery, on the islet of St. Mary's which dated back to the 12th century. The unusual thing is that the monastery is on an island, in a lake which itself is on an island. Figure that out!

**8/26** After waiting most of the morning for some large thunder storms to pass, we finally headed for Italy, crossing the Adriatic, dodging large thunder storms in the late afternoon and evening. Finally one caught us pretty good, but was kind enough to let up as we approached Monopoli harbor.

**8/27** Monopoli is full of beautiful churches, with surprisingly exquisite marble interiors and alters. We had a 5 star lunch "Fruit De Mare" .... squid octopus, anchovy, oysters, muscles clams, prawns, fish of different sizes, fresh cheese, vegetables, local wine and bread. Every dish different and delicious. That evening, in search of some wonderful creamy Italian ice cream, we were surprised and delighted to see talented Italian dancers in the square.

**8/28** We continued south to Otranto, another fishing harbor and old town. It was here in the 15th century, the Turks slaughtered all but 800 of the inhabitants of the town and told the remaining inhabitants that they would be spared, if they renounced their Christianity. All 800 refused and were killed! We toured the heavily fortified



*Tribunj Harbor, Croatia*

town, castle, and cathedral. The walls in the cathedral, had frescos and the ceiling had beautiful ornamentation. We left Otranto at 5am crossing the Gulf of Taranto, which is part of the Ionian Sea, headed for Crotone. We were forced further north by the weather to Ciro Marina, where we again tied up to the fishing dock and had dinner in this delightful town. The next day, we made it to Crotone. This was the hottest day so far, in this record breaking heat. We sweated so much, we could hardly pee!

We headed for Rocella Ionica rounding Cape Rizzuto and crossing the Gulf of Squillace on the way. The next morning we headed south, rounding Cape Spartivento, to the Strait of Messina. Swordfish regularly migrate through the Messina Strait and peculiar boats have evolved there to catch the migrating fish. These are modern motorboats with immense lattice steel masts and bowsprits. The mast has a chair at the top for the captain, who can steer the boat from his perch. An electric winch hoists him up and down. The bowsprit is longer than the boat and may be a good 50' long. The whole affair is elaborately stayed and the boats operate only in calm weather. The swordfish move sluggishly, and the boat can creep up and harpoon the unsuspecting fish. Venturing into the Tyrrhenian Sea, we headed north, up the east coast of Italy, ending up in Bagnara Calabra, a small fishing harbor.

**9/2** We motored to Tropea. Pastel colored houses cling to the cliff tops and churches seem to grow from the rock itself. From Tropea, we continued north to Cetraro. Arriving just before a very strong front blew through, forcing us to stay here for an extra day.

**9/5** Leaving Cetraro, we motor sailed to Camerota, a well groomed, delightful town, with nice shops and restaurants, and very friendly locals...much nicer than Cetraro. Then we headed for Alamfi, but ended up in Salerno,



looking for safe dockage. The next day was a day for touring ... Don and Alice went to Pompeii and Tom and I took the fast ferry to Capri. This time (I was here just about a year ago) I was determined to get to the highest point on the island and I did ... 1/3 of the way by Funiculi, 1/3 by a WILD BUS RIDE. I think the bus driver had a genuine death wish. Everyone on the bus was screaming/moaning as we wound our way up the steep, narrow, twisting road, doing at least 45 mph., inches (honest!) from the edge of the sheer drop off below! I don't know for the life of me, why the bus didn't tip over. The final 1/3 was by a one seat chair lift. Needless to say, the view was spectacular!!!!

**9/8** Procida, one of the islands located NNW of Capri, is a patchy lived-in town with faded pastel houses and narrow cobblestone streets. The waterfront is checkered with restaurants, ice cream cafes, and small stores, including a substantial section for the fishing boats, who sell all kinds of creatures from the sea; octopus, squid, skate and fish of all kinds.

**9/10** Another lay day waiting for a strong front to go through before we cross over to Sardinia. I'm really enjoying the life in this small town, much better than Naples. Here you meet very friendly local folks and sailors from all over the world, who are eager to talk and share experiences.

**9/11** We finally left Procida and motor sailed to Ponza, famed for its beauty. The harbor and small town are picturesque with pastel, rose, ochre, blue and white houses under green slopes and the fishing boats provide splashes of bright color on the waterfront. Around the coast, the rock pinnacles and cliffs have been eroded into fantastic and wonderful shapes ... a geological feast of metamorphosed rock twisted and compressed every which way and then eroded by the wind and sea. We crossed the Tyrrhenian Sea to Sardinia, stopping at Maddalena, one of the islands on the NE top of Sardinia. Our sail was fast, close hauled with 15-20 kts. The threats of gale force winds on our tail, never reached us, but kept us alert all night. Leaving Maddalena, we headed through the Bonafachio Strait. We had quite a roller coaster ride in unexpected gale force winds to Stintino, over 60 miles away, on the upper NW coast of Sardinia. Many cruisers that had been waiting out the weather, greeted us in amazement, as we entered the harbor.

When the winds subsided, we motor sailed to Puerto de Addaya, a small harbor on the NW side of Minorca. We caught a big blue fin tuna on the way over. I sautéed some in olive oil and seasoning right away. Yum Yum!!!

**9/19** We motor sailed along the N side of Minorca -- lots of barren cliffs and hills, dropping anchor in Puerto de Pollenca, on the NE side of Majorca, for the night.

**9/10** We rounded the N side of Majorca and headed SW to Soller. The cliffs along the way were much more majestic and formidable than Minorca. The jagged stone, dotted with caves of all sizes and shapes, on the water and above, had vertical streaks of various colors, similar

to candle drippings. The sparse spotty green vegetation clung to the barren surface for dear life. Don, Ally and I took an electrically driven "San Francisco" trolley ride into the small town of Soller, passing through back yards full of bountiful blossoming fruit and olive trees. We left at 5am to make Barcelona before dark, crossing in light winds and calm seas to Marina Port Vell then down the east coast of Spain towards Gibraltar.

Of all the wonderful things we experienced in Barcelona, Gaudi's life work, the Sagrada Familia cathedral was certainly the most impressive. Started in 1882, it is the only cathedral in the world which is still under construction. Festa Major, which means "The Most Important Festival," was occurring the entire time we were there ... WOW! Bands, parades, fire works, wine and cheese tasting, open air markets everywhere, you name it, we had it!



*Corricella Harbor, Procida, Italy*

We left Barcelona after lunch on 9/25, heading S stopping at Villanova, Saliens, and Segunto, arriving in Valencia the morning of 9/28. We visited the Ceramic Museum, which was the palace of the Marques de Dos Aguas, and saw ceramics from Roman times to present. The most notable feature was the renovation of the main entrance, carved from alabaster stone. A bus tour allowed us to visit "The City of Arts and Sciences," the largest cultural and leisure complex currently being built in Europe. A unique venue for learning about art, science and nature, in an enjoyable way ... Science Museum, L'Hemisferic with Planetarium and IMAX Cinema and Laserium, Oceanographic Park and Palace of the Arts, extremely modern, Star Trek like, beyond my ability to describe. *To be continued in the Spring LOG.*



# "Penobscot Crawl" Maine Cruise

by John Kennan

The 2004 Maine cruise was a resounding success with 29 boats participating. The spirit of camaraderie was felt by everyone. The weather was great with the exception of one very foggy day. Can you believe it, one foggy day. As chairpersons of this years Maine cruise we could not have asked for anything more.

The venues we chose this year offered the peace and tranquillity of Maine's idyllic island inlets and harbors. One particular destination was the Basin, not too far up the New Meadows River. We anchored in the Basin and enjoyed one another's company in this very special place. Some of us even went for a swim.

From the Basin we sailed in extremely thick fog to Tenants Harbor for the evening. The weather Gods had to remind us that we were in Maine. Our next stop was Belfast. Belfast was truly delightful. Everyone was so impressed with the warm reception to Belfast Harbor by our gracious host and harbor master, Kathy Messier. She is truly a delightful person. Her attentiveness to our needs can only be described as exceptionally thoughtful and caring. We will certainly return to Belfast someday to rekindle our new found friendship with Belfast and it's gracious ambassador.

The next morning we set sail for Castine, a charming harbor town and home to the Maine Maritime Academy. Castine proved to be an exceptional stop over for us. Our first day in Castine was scheduled to be a day of rest but as we all know, we immediately sought out all willing participants for eating, drinking, and laughter. That was never an issue! The next morning 37 members joined a very informative and interactive safety seminar presented by Ed Biggie and Michael Carr of the Maine Maritime Academy. There were PFD and flare demonstrations and a few of us even had the opportunity to try out an immersion suit. Later that afternoon we all met at the Castine Harbor Lodge which is on the shores of the Bagaduce River in Castine for cocktails and hors d'oeuvres. The weather was exceptional so many of us mingled with friends out on the veranda overlooking the Bagaduce River. The cocktail hour could not have been any better but there was more to come. Seventy-nine of us walked up (at least some of us walked) to the Maine Maritime Academy for an outstanding Commodore's Dinner that was followed by a slide presentation by a representative of the Maine Island Trail Association. Our stay in Castine was described by many of us as one of the best times they had ever experienced on a cruise. Truly a highlight of the Maine experience.

Bucks Harbor was our next stop before heading down the Eggemoggin Reach to Wreck Island for a wonderful lobster bake hosted by Sue and Paul La Voie. Sixty-eight of us gathered sea weed, built fires on the



*A quiet race down Eggemoggin Reach*



*Lobster Bake at Wreck Island*

beach and feasted on lobster, clams, crabs, and mussels.

From Wreck Island some of us made our way to Seal Bay while others went straight to Maple Juice Cove via the Fox Island Thoroughfare. Weather forecasters were now talking about hurricanes Bonnie and Charlie and this news caused many of us to reconsider our plans for a farewell cocktail hour at Sebasco Estates. Some decided to make their way home but others (chairpersons included) decided to go to Booth Bay Harbor. We made friends with "Jack", the new owner of Carousel Marina and decided to stay for an extra four days. We kept a watchful eye on the weather and you guessed it, there was more eating, drinking and laughter.

Well, the Maine cruise affectionately known as "A Penobscot Crawl" was truly a success. We rekindled old friendships and even made new friends for life. The cruise could not have been any nicer.



# Southern Cruise: GEMS OF THE SOUTH <sup>10</sup>

by Chuck Mitchell

This year's southern cruise commenced with a pig roast at the New Bedford Yacht Club in Padanaram. With approximately 50 people in attendance the first night, we were blessed with a beautiful evening as the kickoff dinner promised good things to come. Everyone was excited about this unique cruise with layovers at most wonderful southern ports of call.

After doing their best devouring a unique feed followed by a wonderful evening of cocktails on the deck, the fleet departed to Cuttyhunk for a quick overnight stay. Fair winds brought the cruise to the Ida Lewis Yacht Club and Newport RI for a two day stay. The beauty of the mansions and the museums certainly warranted a lay day and were enjoyed by all.

The Rhode Island portion of the cruise then moved to an extended stay at Block Island. Whether meandering the island on footpaths or by bicycle, this remains one of the most unspoiled and special places in the south.

By Friday, the cruise returned to Buzzards Bay with favorable winds blowing them into Cuttyhunk for a catered lobster bake. The next day the fleet departed for a spirited sail down Vineyard sound to Vineyard Haven. At the same time a front from the north moved in to set the stage for the first race of the cruise to Nantucket. Winds gusting to 35 knots provided a wet and wild beat to the first mark followed by a 14-mile close reach to the second mark. This mark proved the deciding factor for the race, as there was a header approximately 1 mile before the mark. Several boats DNF when unable to hit the mark, while Sanity Check, Gem N US and The E2 were forced to tack in order to make the mark. Free Spirit had enough leeway to make the mark and this proved the deciding factor by a 3-minute margin over Sanity Check in second, Gem N US in third. The fleet retired for two days to a wonderful time in Nantucket with many group meals and camaraderie abounding. What a wonderful combination of the best of history and modern conveniences there is to be had on Nantucket.

With the front departing, so did the fleet to Cotuit. After several days of strong, northerly winds, the relative calm and warmth of the change was welcome. Most opted for a quick motoring to what turned into a sunny day, a precursor for what was to be a wonderful party at Tom and Angela DeVesto's house. Live entertainment along with a wonderful catered dinner was only surpassed by the beautiful views of Cotuit.

The next day, the second race of the cruise to Edgartown was expected to be held in beating conditions, but as seemed to be all too frequent on the trip, the weather gods refused to cooperate and it was a run in

light air most of the way. Free Spirit was leading to the first mark, but then a wayward genoa sheet which caught and ripped out the starboard lifelines followed by two 360's as the skipper tried to get his bearings again allowed Coatue and a retinue of other boats to pass. The corrected results were as follows. First Place, Coatue, Second Place, Gem N US and in third THE E2.

Edgartown was a welcome sight for the remainder of the cruise. After a lay day strolling the streets and shops, the fleet converged on the wonderful hospitality of the Edgartown Yacht Club for the Commodores dinner. The evening was perfect, warm and friendly. With almost 50 in attendance, we enjoyed the last night with old friends while relishing the newfound ones who had joined the cruise as guests. Blue Water Sailing Club concluded the Gems of the South cruise as many of the luckiest ones departed to sail on to Maine to start the northern cruise.

I know now that the best way to truly enjoy the other members of this club, is to do exactly what the name of the club implies, Cruise with them. I hope that a good time was had by all and thank my cochairs Tom and Angela DeVesto for their contribution and for all the participants, in making this cruise, a true gem.

## Fourth of July <sup>9</sup>

by Mary Ann McLean <sup>B. Ross</sup>

This year the Fourth of July holiday was spent in historic Salem. Our group of over twenty boats was graciously hosted by the Hawthorne Cove Marina. On Saturday over fifty people gathered at the Hawthorne Hotel for a cocktail party followed by a delicious dinner. It was a good thing that we had to walk back to the Marina to get to our moorings! Sunday was a warm and pleasant day. Pat Dieselman organized thirteen enthusiastic boats for a planned race. The race was shortened due to the light air; but all of the participants very much enjoyed themselves. The land lubbers had a special day of touring the Peabody Essex Museum and downtown historic Salem. At 5 PM over sixty members and crew gathered back at the new deck of the Hawthorne Cove Marina for a lively pot luck cocktail party and dinner. After the marina event, we walked to Derby Wharf to hear a wonderful open air concert given by the Hillyer Festival Orchestra. This was followed by the best fireworks we've seen in years! Monday dawned cloudy; but we left with pleasant memories of a fun time.



## Welcome Aboard

We are pleased to share our sailing experiences with each of you!

DUNPHY, James F., M.D. and Katherine  
EARLY, Robert and Marie  
GOULD, Arnold and Ronnie  
HANDLER, Michael and Marcie  
JONES, Guy S.  
KETTNER, David and Caroline  
MANDELBAUM, Dr. Eric and Jennifer  
PEFFER, Randall and Jacqueline  
TOOMEY, Thomas J. and Jane A. Durna

## In Memorium:

We have shared our lives with fine sailors who have made our lives richer by their friendship. We wish them fresh breezes and calm seas in the great beyond, celebrate the time we shared and extend our sympathies to the loved ones left behind:

GOLDSMITH, Russell\*  
SHEEHAN, William\*\*  
MONTALTO, William\*  
O'DONOGHUE, John F.  
MARCUS, L. Gerald\*

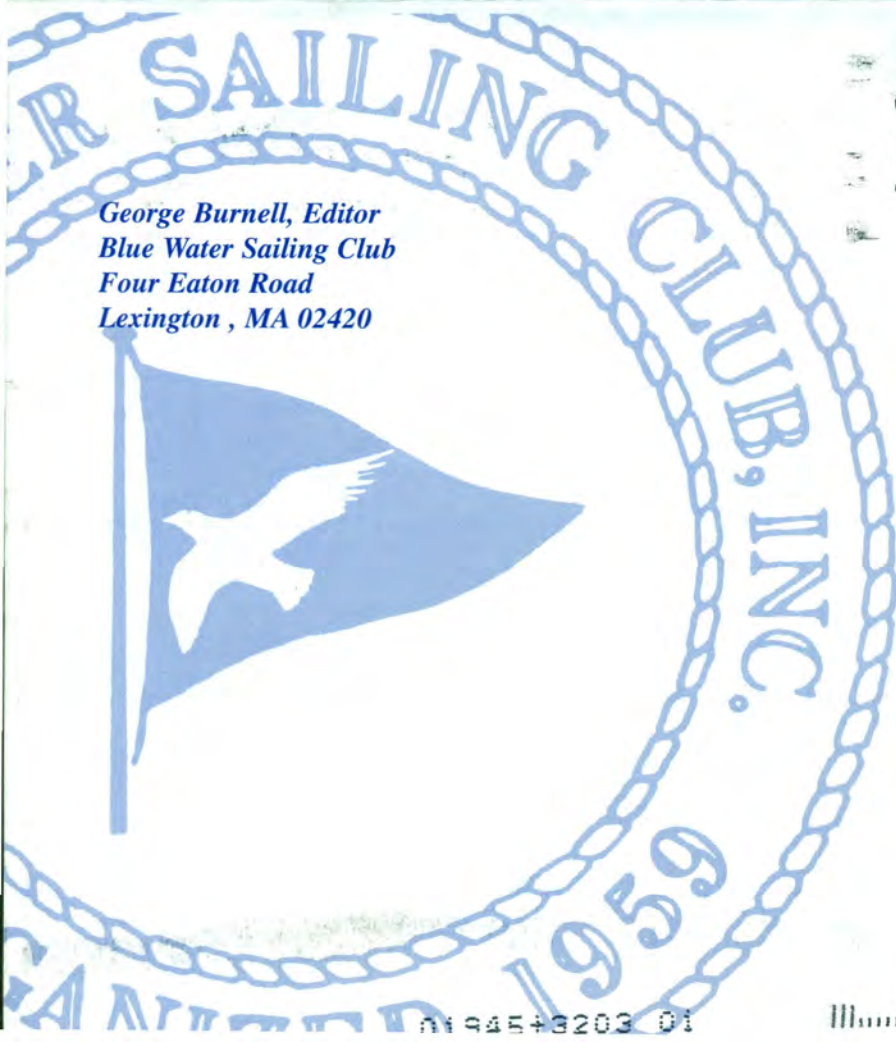
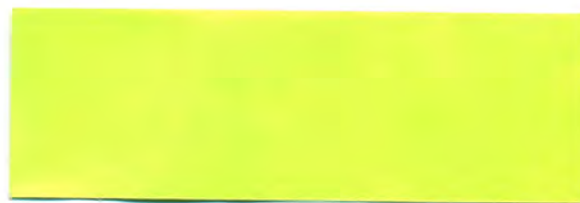
\* Past Commodore

\*\* Founder and Past Commodore

## Greece

Our Greek charter is set for next September – from the 11th to the 25th. We will be cruising the Ionian Islands, feasting on the local cuisine and reliving a glorious past culture in the company of twenty committed members, as of press time, on five boats. Come join us for a memorable sailing vacation. Contact George Burnell or Vicki Pasquale.

*George Burnell, Editor  
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# BLUE WATER LOG



## 2003 Sea Safety Seminar

*George Weinert*

The Sea Safety Seminar was held in the late spring in the Town of Bourne. The seminar was divided between morning lectures and followed with a practicum at the Monument Beach Marina. The morning keynote speaker was Louis Sebok and he discussed his long standing ocean experience. His discussion included how to manage foul weather, that is to sail away from the low. He described how to identify the location of the low and what direction to sail to minimize wind. In addition the Coast Guard presented recovery techniques both from rescue boats and aircraft. Demonstrations were provided regarding the inflation of life rafts as well as VHF radio systems including digital selective calling. West Marine participated, displayed equipment, and provided late afternoon hot dogs. A nice luncheon was provided by the Upper Cape Cod Technical School. After lunch, buses shuttled participants to the Monument Beach Marina where participants met a CG boat and crew and learned dewatering techniques and other CG procedures. The Bourne Fire Department provided a fire and extinguishers. Participants became fire fighters for a few minutes. Flares were shot as well by participants.

A survey conducted following the Sea Safety Seminar revealed that most learning occurred from the practicum.



*Beverly Yacht Club*

## Octoberfest Weekend a Roaring Success!

*Meg Steinberg*

Good weather and party venues that were accessible regardless of potentially inclement weather produced a Columbus Day Weekend with record turnouts, both by land and by sea.

Our first night's rendezvous was held at the Beverly Yacht Club in Marion. Over 50 guests attended the potluck event. This translated into over 25 hors d'oeuvres and 25 dessert selections, plenty of food for everyone!

Sunday's weather was cloudy and cool with only a light breeze. Nonetheless, eleven boats sailed across to Quisset. Many more arrived by car for the wonderful Octoberfest dinner hosted by Cindy and Jeff Wisch at their lovely home in Quisset. Wendy Kingman made all the arrangements for a delicious catered dinner.

By Monday morning, the weather had gone south. Coffee and Danish were relocated into warmer quarters in the neighborhood clubhouse. We packed it to the rafters for one final gathering before heading off for home. Stiff winds and choppy seas made for an exciting departure.

A special note of thanks to Jeff and Cindy Wisch for all their hospitality.



## 2003 Fall Dinner

*Joe Ribaud*

The 44th Annual Meeting and Buffet Dinner was held at 3 P.M. on Sunday, November 2, 2003 at the Marriott Hotel, Burlington, Massachusetts.

Commodore John Quarles presided. The order of business included the Secretary's, Clerk's and Treasurer's reports and the election of new officers and Board members.

The proposed amendment to the BWSC Constitution clarifying "associate membership" was approved by the members present.

The Race Award was presented to new member Jose Venegas for the BWSC cruising race of the year.

A Special Award was presented to Jack Noble, who participated in every Marion-Bermuda race except the first race. He was given a plaque acknowledging his "continuous participation and exemplary performance as navigator and numerous times as Captain in the celestial class of the Marion-Bermuda Cruising Yacht Race."

The major theme of the meeting was to acknowledge all of the BWSC members who gave their time and talent to organize various seminars, events and cruises, despite certain horrendous cruising weather this year.

Wally Feldman presented the Pot Award and hinted about the "runner-ups" and their experiences in cruising this summer. Wally's keen wit made it fun listening to the screening process and final selection of the winner. A good time was had by all and our memories of such experiences will be remembered for years to come.

Incoming Commodore Eric Pierce set forth his plans and objectives in moving the Club into the Year 2004 with heightened communication, interchange and technology skills of the members.

The buffet dinner was excellently planned for the Club's 133 members and friends attending including bartender service throughout the dinnertime and food stations for pasta primavera, seafood- flounder, turkey and sirloin carvings and a host of gourmet desserts.

It was a gala evening at a cost per attendee of \$40 after the Club's subsidy of \$8. Plans for a change in venue are being considered for the 2004 meeting. Your suggestions are invited.

## The Commodores Corner

*Eric Pierce*

The Board of Governors and event chairs have done a superb job in bringing you the well attended ski weekend, an excellent seminar series and an exciting array of summer cruising and racing events. Special thanks to Mike Gardner our Vice Commodore and Paul Goldberg the Rear Commodore. New this year was a combined CPR and First Aid certification course organized by Dave Patton our Safety Committee Chairman. We plan to repeat that course periodically so that all Captains and Crew can gain and maintain those important capabilities.

After careful review of the BWSC financials, the board decided that a reserve fund of one year's annual budget would provide an adequate cushion and cover cash flow variations. In addition we wanted to begin setting aside funds for our 50th Anniversary Celebration in 2009. Taking those goals together the Board decided that next year would be an appropriate time for a modest increase in our dues and fees. We will always endeavor to keep Blue Water Sailing Club the best value in organized yachting.

On the advice of the Long Range Planning Committee chaired by Mike Mathias, a new committee has been formed. The new committee will focus on coastal cruising and will be chaired by Steve Ricci. The committee's mandate is to support all cruising events by providing advanced planning including new ideas and destinations, cruise chair recruitment and development, experienced advice and organizational assistance. The committee will also be charged with responsibility for club moorings.

We have a great season of events planned and I hope that you will take full advantage of the exciting offerings. I look forward to seeing you all out there this summer. Be safe and keep your BWSC burgee flying proudly.



## Race Committee

*Pat Dieselman, Chair*

This year our Spring Regatta will be held in Scituate at the Satuit Boat Club. For many of us this brings back memories of all the fun races we had outside that harbor over the years. Our first official BWSC race, which was called the June Regatta, was held in Scituate in 1960. Ray Gaffney Jr. was our first Race Committee Chairman and held that position for many years. There were 65 boats participating and 375 people ashore for dinner. The average size of the boats was less than 30 feet overall.

That summer the first Cruise went to the Cape where there were cruise/races almost every day from port to port.

The Fall Regatta was in Marblehead and had 45 boats participating and 200 people for dinner.

Here we are 44 years later and the average size of our boats is 36 feet with an average of 5 boats participating in just one or two races/year in recent years. What happened? I went to the BWSC web site and took a look at the survey results that the Long Range Planning Committee compiled and found that of the 169 members who responded, 112 said that they participated in racing. Maybe we should have also asked, "How recently have you raced"? Given the fact that 89% of the membership is over the age of 50, maybe some of us consider ourselves too old to be chasing boats around a racecourse. What do you think?

I have a goal this year and I need your help. I would like to establish a list of members who are interested in racing and would like to crew on a boat and another list of boats who would be interested in racing and are looking for crew. Once these lists are compiled they would be posted on the BWSC website "members only" section for members to access. These lists would not be limited to just BWSC races.

I know that this club has a number of experienced racers and potential racing members. Who knows, maybe we can hit that 65-boat participation again.

So, if you would like to experience the thrill of the RACE, contact me at (978) 356-6227.

## 2004 CRUISES

### Memorial Day Regatta

*Peter & Marion Bishop: plans in progress.*

### Women's Cruise

*Sue Patton*

The Women's Cruise is a powerful and fulfilling event in the Blue Water Sailing Club. A team effort is really fostered with discussion and planning before any sailing tasks are done. The Blue Water women usually sail a bit during the day, moor in some nice, pleasant place, drink some wine and eat some great home cooked food.

Our crews are all women, some with a lot of sailing experience and some who want some new experiences or challenges in life.

June 26, Friday evening thru Friday, July 2.

Tentative plan: Salem, MA to Plymouth, Oak Bluffs, possibly Nantucket, and Provincetown with an overnight sail back to Salem. You can sign up for one day or up to the whole trip. You can bring your boat or join a crew.

### July 4th Cruise

*Alan McLean*

The fourth of July weekend will be spent in Salem from Saturday July 3rd through Monday, July 5th. On Saturday, people may choose to tour the newly renovated Peabody Essex Museum during the day or just relax. A group dinner is planned for that evening at a location yet to be determined. On Sunday there will be a race followed by a potluck cocktail party early in the evening. There will be a big band concert on the lawn by Pickering Wharf, followed by fireworks. Throughout the weekend you can tour the waterfront. The orientation center presents an 18-minute introductory film on Salem's maritime history. Ranger-guided tours of Friendship, a full size replica of a 1797 Salem merchant vessel, 1819 Custom House, 1762 Derby House, and the 1672 Narbonne House. The House of Seven Gables and the PEM will again be a visitors' option before setting sail for home ports. Salem is a fun and exciting place to visit and we hope you can join us!

2004 CRUISES continued on page 6



# CRUISING THE ARCTIC CIRCLE

*with Willem and Elsbeth Vanker  
edited by George Burnell*

E-mail drives me nuts. A hundred pornography and Viagra peddlers bombard me every day. So as I delete the trash I'm on auto pilot — then something catches my attention. Here it is — an e-mail from the Vanker's. Aeolus Log #2. Where was #1? Lost forever in the Delete file.

The heading is: "June 26, ARRIVED AT HORNSUND, Svalbard after 62 hours at sea." Out comes the atlas to figure where on earth Willem and Elsbeth have decided to venture this year. I was having enough trouble finding all the harbors for the Maine Cruise without knowing Norway and points north. (Svalbard is an archipelago well north of Norway extending from about 76 -80 degrees north.)

At my request Elsbeth agreed to write an article for this LOG issue but was deterred at the last minute by a family emergency. Therefore, let me share with you some excerpts from their logs:

Spirit of Aeolus is in the Arctic Circle where people are scarce and polar bears reign. They have just navigated the Barents Sea and are now describing the snow covered mountains giving off the red glow of the sun at 1:00 o'clock in the morning.

A few days earlier in Norway, they raft up to a new Oyster yacht on it's maiden voyage. Being a Sunday, there was no fuel to be had so an invitation for cocktails came in just right. In the morning they headed for Bear Island, 259 miles away, with full tanks, caught a 22 pound cod and raised sails in 11 to 21 knot winds, air temp. 45 F and water temp. 47 F, cutting through the choppy seas. "The radar screen remains empty and, besides the seagulls that soar around and above us and have the audacity to poop on our boat, we see just water and sky"

Willem and Elsbeth had planned to stop at Bear Island but a large ridge of floating ice blocked the way. With seals for company they passed Bear Island seeing only the mountain tops protruding from the clouds. They headed another 140 miles north to the Polar Bear research station at Hornsund, on the southwest coast of Spitzbergen.

"A blue building was set back from the shore, slightly elevated. There were a few smaller buildings around and two rusted amphibians. We learned later that these are used to unload the semiannual supply ship that comes with food and equipment. The ground reflected a slight purple hue from the Purple Saxifrage. These are the first "spring" flowers that come into bloom here. Along the water's edge are a lot of small pebbles. The terns, seemingly very casually, lay eggs between the stones. Skimming the shore line further I was lucky to see a blue fox hunting for the tern eggs."

"After a hot chocolate with Cointreau and whipped cream to celebrate our arrival we went to bed for a quiet night's sleep. We felt satisfied to have reached our destination after 22 days of heading north"

Mid afternoon found the Vanker's going ashore with rifle in hand in case of polar bears, having been invited to dinner at the research center, enjoying the reindeer, arctic terns and blue



*Spirit of Aeolus at glacier.*

foxes. With a late start they leave the harbor in poor visibility and a very fine rain (mist) for an overnight to the Russian mining community Barentsburg.

Located along the shore of the Gron Fjorden, a side fjord of Isfjorden Bay, this town of 800, mostly men, maintains a recreational/community building with an Olympic size swimming pool, theater, hotel, hospital, even a new chapel and a cafeteria that was declared "off limits", for health reasons, from the hundreds of passengers from the cruise ships (and the Vankerks) that visit there. "The lack of anything green except in a very large wall hanging is very apparent and the black coal dust everywhere adds to the bleak and somber atmosphere of this town. It also started to coat Spirit in rapid fashion so we decided to move on to Longyearbyen, two bays over to the east."

First on the agenda was repair of a broken motor mount, a problem that has been haunting them the past two years. With the mount welded and reinstalled, Willem and Elsbeth explored the town and the countryside with a five hour walk on moraines, glaciers and tundra. "The moraines surprised us the most. Sharp stones one to two feet or more. The rock is quite brittle, not like the granite we are used to. The stones fracture



with the ice. It made for quite a challenging walk."

Large enough to attract 35 cruise ships a year, Longyearbyen sported two hotels, the SAS-Radisson providing welcome respite for dinner of reindeer, whale and seal.

With new crew aboard Willem and Elsbeth set off to explore the waters around Svalbard. A recommended harbor was choked with ice so they anchored off a low stone moraine beach. A walk on shore with rifle and camera in hand yielded a curious young reindeer and a remote hut whose owner advised them he was working on the cabin then promptly returned inside, not interested in any conversation.

The next day they sailed to the glacier in Borebukta where a 15 meter chunk of ice hung up on the anchor chain. Fortunately the wave action broke the ice and the pieces floated free of the boat.

With no fireworks for the Fourth of July they sailed into Trygghamn, a deep fjord with another glacier and a camp of kayakers. On to Prins Karlas Forland to seek out the Walruses. There on the beach were these massive (7,000 pounds) creatures who survive on shell fish, lying close to each other, on their back, side or stomach with the huge tusks sticking out of their mouth during the annual molt. In the water they become lively and inquisitive, circling the boat and nudging the inflatable.

Further north to Ny-Alesund, former coal settlement, then Pierson Hamna, former marble quarry, followed by Blomstrandhamna to see some ice "close up". "In the midst of all this there are all kinds of birds, especially the Auks (Alk). There is the Little Auk, the Black Guillemot and the Bruning Guillemot. All these birds seem to be just as comfortable under the water as above. And with all that ice around! There is also the Fulmar, a quiet bird soaring around us as we sail. Skimming the surface, it is amazing how close they get to the water and then lift up, grazing the sails and the rigging."

July 10th. "Swinging behind our new anchor in Eidembuka, West Spitzbergen, we are riding out a storm, 45 Knots or Beaufort 9. Suddenly a bang and then an occasional rattle from the anchor chain. We put on our foul weather gear and go outside to check it out. The anchor is still holding. So far so good. The chain is pulling out link for link over the locked gypsy and that makes the rattling sound. Not so good. The loud bang was caused by the breaking of a nylon line we had rigged to take the load off the chain to dampen the violence. Now the strain was pulling the anchor chain slowly over the windless and out of the boat as the broken nylon line swung useless in the wind. We decided to put out all 60 meters of new chain plus some heavy nylon and retired to the cabin. We are happy to be at anchor and not sailing in the middle of this turmoil"

"The views are easily 30 or more miles, showing snow capped mountains or open ocean. While the vistas are awe inspiring, we miss the lack of substantial vegetation and get

ecstatic by very small flowers that seem to grow against all odds. The scenery is shades of white (snow), of gray, blue, turquoise (sky), brown, black and purple (land). Some steep mountain faces have large spots of green. This is moss growing on bird droppings. With binoculars you can see hundreds of birds sitting high up on ridges above the green patches.

Back into Longyearbyen for yet another crew change. In Ny-Alesund once more they tie up to a Polish research vessel that has a complete machine shop where more repairs are completed on failing motor mounts.

[Editor's note: And so ends Log 4. Log 5 has vanished, probably into that black hole, the delete file, with the never ending spam.]

It is now July 24 and the late spring means there is too much ice to proceed with the original plan to circumnavigate the island of Spitsbergen so they start a return along the west coast.

"We are getting a bit blasé about ice by now. When the anchor is down and all is quiet, we hear a sound as if we are in



*Nusfjord*

the middle of a gigantic deep-frying pan. This sound is produced by floating ice, which is all around us. There are small air pockets in the ice. The water melts the ice and with tiny explosions the air comes free. In addition the waves lap against the under surface of the ice, providing a soft 'ticking' sound which reminds us of food cooking in the deep-fryer"

After a visit to a WW II German weather station sabotaged by the Norwegian resistance fighters, a stop at the sixteen mile wide Lilliehook glacier, and restocking in Ny-Alesund, Willem and Elsbeth elect to search out polar bears on Bellsund Island where trapper Louis Nielson collects eider down:

"You have to be very careful with the polar bears. They are around as long as there are eggs in the nests to be eaten. So you bring a gun. Then you have to wear a plastic hard hat or something else to protect yourself from attacking terns. The terns are very protective of their eggs and young. Then, once you have the eider down, you still have to clean the moss, twigs, etc. from it. The down reminds us of Velcro: when it is





*Trollfjord*

sticky and when you pull it apart it makes the same sound as Velcro. With all the dirt sticking to it, the cleaning process is very cumbersome but once clean, it is extremely light. A favorite trick is to ask someone to close the eyes and ask in which hand you have dropped a ball of down. You just cannot tell! If you cup your hands around a ball you can feel the warmth radiating and you understand why a down duvet is so wonderful."

But still no (live) polar bears. With the nests empty the bears have lost interest.

Heading west down the Bellesund, the wind began to build out of the northwest. With Willem and crew Sigurd seasick and the autopilot out, Elsbeth had the helm. (Let's hear it for Women's Sail!) "During the height of the storm we had a heavy reefed main and a small piece of Genoa out and we were screaming through the water towards Greenland! I noticed some brown fish surfing the waves along our side. Somehow I found it comforting to have the company of these dolphins. We were in survival mode for two days and two nights, taking watch, trying to drink and eat as much as possible and sleep the rest of the time." The storm broke and the last day at sea was in perfect sailing conditions.

July 31st they arrive back in Norway, spending the next few days in relative warmth, visiting friends from an earlier trip, swimming, diving, walking on green grass, admiring the flowers, and feasting on orange-yellow Cloud Berries before making the three day trip to Tromso for still another crew change, this time picking up Blue Water members John and Pat Dieselman who are spending two weeks onboard.

John and Pat are treated to sightseeing, fjords, glaciers, huge vistas, mountains, waterfalls, and vast expanses of water. The Trollfjord "is a magical area. There are fish racks everywhere for the drying of the 'Stokkfisk' cod. This is the real scenery for the folklore where trolls are involved in all manner of magic. Looking at the mountain faces you can well imagine why the tales started here. Looking at the mountain silhouettes, you can see sleeping giants breathing with toothless open mouths and huge animals laying at prey. In short, lots to stim-

ulate the imaginative brain".

Later "we hike quite high up to a pass where we find a small mountain lake at the other side. Elsbeth and Elin find courage to swim, Sigurd and I are supportive. The view east over the West-Fjord is impressive. Our eyes follow the hillside we just climbed, the bay where the boats are laying at anchor and then out over the sea. We see the mountains rising out of the sea, a distance of some 30 miles."

The trip from Balstad across the Vest Fjord was "a little rough" with gray sky and imminent rain to the quaint hamlet of Kjerringoy, then on to a modern marina in Boda. Steadily working their way south they visit organic cheese farms, more glaciers, old stone churches, and revel in the tales of ancient trolls. Time is up for John and Pat — in Trondheim they take their leave as new crew comes aboard.

"On September 3rd we enter Harlingen on the flood tide, 5250 miles since we left on June 3rd. It feels almost unreal and hard to believe we really were in Svalbard 5 weeks ago!"

[Editors Note: Willem and Elsbeth will be presenting an hour video and travelogue of this trip at the Spring Dinner. This promises to be a fascinating evening. Don't miss it.]

## 2004 CRUISES Continued....

### "Gems of the South" Southern Cruise

*Chuck Mitchell  
Tom DeVesto*

Save the date! July 17 to 30 for this year's Southern Cruise. Saturday night kickoff at the New Bedford Yacht Club, a stop in Cuttyhunk for getting acquainted, then on to Newport and the Ida Lewis Yacht Club for cocktails on the porch. Tuesday is for all that Newport offers. This is followed by two days at Block Island that Scott Croft poetically describes in *Boat U.S.* as the "Bermuda of the North. A land of Gothic spires, mansard roofs, wide lazy verandahs and gingerbread upon a slice of windswept dunes, towering bluffs and clover green rolling moors dotted with hundreds of fresh water ponds and two thousand miles of low stone fences."

We are planning a beach party at Cuttyhunk on the way to Vineyard Haven with a nice reach to Nantucket for two days of fellowship, biking and a beach party. Tom DeVesto is hosting festivities in Cotuit, expect a race from there to Edgartown, with a layday for touring the island and cocktails/dinner at The Edgartown Yacht Club. The Cruise ends in Buzzards Bay with the Commodore's Dinner and boats poised for the Maine Cruise. Bring the kids, beach clothes, shorts, cocktail glass and good humor for a tour of our island gems.



## **"Penobscot Crawl"**

### **Maine Cruise**

*John and Mary Kennan  
Ed and Brenda Green*

We are pleased to announce that the 2004 Maine Cruise is well underway. The cruise dates are July 31st - August 15th. One of the planned stops on this year's cruise will include the Basin on the New Meadows River for swimming, cocktails, and a pot luck supper. We also will be visiting Long Cove at Tenants Harbor and from there we will be off to Belfast. We are planning to have a race from Tenants to Belfast. From Belfast we will be off to Castine for two days (August 5th and 6th). In Castine we are planning an exciting and interactive Safety at Sea Seminar on August 6th given by some of the officers and cadets. Later that evening our Commodore's Dinner will be enjoyed indoors at the academy.

Just when you think you have satisfied your insatiable appetite for cruising, eating, and camaraderie we have planned to take all of you to Wreck Island for two more days of fun and relaxation including a beachfront lobster bake on August 9th hosted by Sue and Paul La Voie. From Wreck Island we are off to Seal Bay in Vinalhaven followed by a trip through the Fox Island Thoroughfare and a trip up the St. George River to the idyllic Maple Juice Cove where Andrew Wyeth put to canvas the inspirational Christina's World.

Our cruise will conclude at Sebasco Estates for farewell cocktails as we share the wonderful experiences of the Penobscot Crawl.

We hope to see you all on this year's cruise.

### **Labor Day Cruise**

*Mike and Dorothy Martingdale: plans in progress.*

### **Columbus Day Cruise**

*Martin and Barbara Owens: plans in progress.*

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## **Russ Kingman Award**

After a brief experience granting the award on cruise races it has been decided to base the award as follows:

The Russ Kingman Award shall be presented by the

Board of Governors on an annual basis to an individual or couple who have demonstrated a "Spirit of Volunteerism" as a member of the Blue Water Sailing Club.

The award is to be presented in memory of Russell Kingman, deceased member and Past Commodore, who always showed a real concern and sensitivity to the importance of volunteering in the Club.

This award is to honor a member who contributes above and beyond his or her time and energy to the many tasks in our organization that allow us to continue to be the "Blue Water Sailing Club".

The recipient will be chosen by a committee appointed by the Board of Governors.

## **From the Offshore Chair**

*John Quarles*

As you may have heard, the June 2004 inaugural Liberty Cup Race from Marblehead, MA to Lorient, France has been canceled due to an insufficient number of entrants to conduct a successful race. The economy and recent rubs with France no doubt played a role as well. An enormous amount of credit and thanks is due to the many Blue Water Sailing Club and Corinthian YC volunteers who gave personal time, money and energy to get this event off the starting line. BWSC thanks each of you for your efforts.

**The next Marion Bermuda Cruising Yacht Race is scheduled to start on June 17, 2005.**

Four BWSC boats participated in the 2003 event with two bringing home trophies and awards.

BWSC is a sailing club with close to 200 boats that could qualify for the event, yet we have had fewer than six boats participate over the past several races. Our objective during 2004 will be to: one, increase the number of BWSC boats participating in the race and two, to increase the number of BWSC members volunteering their time in support of the race. Towards the first objective we are planning seminars on "How to prepare your boat for safe passage making," both coastal and offshore. Be sure to watch for announcements on seminars. The

Continued on back cover



*Continued from page 7*

second requires YOU. There is a need for volunteers to participate in the pre-race planning and activities that will take place starting later this year. Please contact our Commodore, Vice Commodore or myself to take part in this fun event.

The MBCYR Symposium conducted by BWSC in preparation for the race is known as the standard event for Safety At Sea Seminars. Paul LaVoie, who has provided outstanding leadership of the Symposium committee, has decided to hand over the chairmanship to George Weinart. Please join me in thanking Paul for his yeoman efforts and welcoming George to fill some rather large shoes left by Paul.

## Foreign Charters

John Quarles started it all with a group charter in the Caribbean. Then came a charter in Turkey. John Diesleman followed in 1999 with a six boat charter in the French Riviera and in 2002 with a four boat charter in Croatia. George Burnell is now exploring group charters in the Caribbean and in the Mediterranean, probably Greece. Interested members should contact George.

## Share the Experience

Sponsor a new member to Blue Water Sailing Club.

Insure that future generations of sailors will continue this unique organization with camaraderie and distinction.

Please contact Membership Chair, Herb Stacks for application or assistance.

*George Burnell, Editor  
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