

# BLUE WATER LOG

## Commodore's Corner

Cynthia DeVine

As Commodore, I wish to thank you the members, volunteers, and the Board of Governors for your time, effort and willingness to be an active member of the Blue Water Sailing Club. Our success depends so much on your volunteerism, teamwork, mentoring and participation. Thanks for making 2016 another awesome year to be a Blue Water Sailing Club member.

Indeed, it was a very successful year. Our membership, which has average from 185-195 membership units over the past 10 years, remains strong and stable at 188. Our cash reserves remain over our stated goal of one times our dues (roughly \$29,000) despite trying to spend down some of the reserves this year by increasing the subsidies to various Blue Water events including significant subsidies for the Spring Dinner and Fall Annual Meeting Luncheon.

The Board of Governors (BoG) and Special Committee Chairs had a productive year meeting monthly for the most part except March, July and August. Although there was much work done throughout the year, which provided great benefits for our members and guidelines for future Board of Governors, I would like to highlight just a few of the Board's accomplishments. Those wishing for more information may view the BOG's meeting minutes on the web site at their leisure.

In November, two new ad hoc committees, the Social Committee and the Seamanship Educational Committee, were created. Both committees are evolving and envisioned to assist the Flag Officers and event chairs execute their respective events. In addition, the Seamanship Educational Committee is envisioned to oversee and work together with the Offshore and Safety Committees in order to form a coordinated educational program.

In January, the Beacon format was changed and sent out to members via Constant Contact. The

feedback has been very positive. In November 2016, we launched a new web site! Thanks to the reactivated Web Advisory Committee, consisting of Doug Robinson, Vince Miccio, Stephen Lee, Wally Feldman and Brian Schanning, we now have a more sustainable and user friendly web site via Club Express. In addition, the web site was developed at minimal cost (less than \$2,000) with significantly reduced monthly maintenance fees of \$72, down from \$240.

Rear Commodore Paul Fermano and his event chairs kicked off the winter seminar series with 22 Blue Water members slogging to Marion in torrential rains to attend a very informative talk by Kevin Montague of Northeast Rigging and Paul Adams of New England Rope reviewing new rope technology, running rigging and a new asymmetrical chute rigging option that simplifies launching and retrieval of spinners. Sue and Mark Struss once again hosted the BWSC Ski weekend at Mt. Sunapee in February. In addition, Sue and Mark organized two fun filled well-attended Pub nights, the first in Portsmouth and a second in Marblehead. John Rizzi followed by hosting 28 members in his barn for a basic diesel engine review run by Tom Cloutman of Cloutman Marine Services in Marblehead. In late March, Stephen and Gerri Ricci gave an extremely well received slide presentation at the Constitution Inn to 40 envious BWSC members. They covered their experiences cruising Scandinavia after purchasing their Hallberg-Rassy in Sweden, and then returning by freighter to the States. In April, David Russ, Eileen Fehskens and Dennis McKay presented the first Seamanship Educational program on Coastal Piloting and Navigation. Twenty-one BWSC members attended and were at times challenged to remember the basics once learned a long time ago, reminding us all that although electronic and digital equipment have made navigating easier and sailing more enjoyable, situations could deteriorate rapidly if "connectivity" is lost.

The New Member Reception in conjunction with the Spring Dinner Event held on May 14<sup>th</sup> at the Corinthian Club was again a huge success. Thank you Linda Allen, Pat Dieselman and Brenda Miccio.



Aedan Gleeson, Vice Commodore, and his cruise chairs spearheaded the summer cruising season. Although we offered fewer cruises due to a lack of volunteer cruise leaders, we had impressive participation, particularly on the two-week summer cruises both north (31 boats) and south (15 boats). Andrew Lippman organized a great July 4<sup>th</sup> event in and around Marblehead, Bakers Island and held a barbeque on Tinkers Island. The Southern cruise started in Marion lead by Stephen and Gerri Ricci and co-chairs Alex and Carol Collier with 15 boats. Pat Dieselman and I hosted the 19<sup>th</sup> Women's cruise starting in Gloucester. After an incredible thunderstorm, we cruised to Rockland via Isle of Shoals, the Goslings, Linekin Bay Resort and Monhegan Island before joining the Maine cruise. It was delightful. The Maine Cruise led by new members Lee Hirsh and Barbara Robertson and Brad Gill and Mary Beth Ontkush was a fabulous success with 31 boats. There were many highlights to this cruise, but for me the gathering at the Morris's family property off Pulpit's Harbor and the Sweet Chariot Music Festival on Swan's Island were the most memorable. Bill Dobson planned a Memorial Day Cruise in the Casco Bay area; however, Mother Nature had other plans. The Shaw's planned a Columbus Day event; unfortunately it was cancelled due to a lack of registrants. The Annual Fall Meeting held at the South Shore Country Club rounded out the end of our year with one of the most attended events to date!

Our motto, Good Times, Good Sailing, Good Friends, reminds me how lucky we all are to be part of a great sailing club. I truly hope the enthusiasm I have seen this year and the increased participation will continue going forward as the success of Blue Water depends on YOU, the club members and future volunteers. Please consider helping out this coming year, you'll be glad you did! It is a great way to meet other members and give back to the sailing community.

## The Year's Events

The calendar for Blue Water Sailing Club was very busy again this year, with 17 events planned by the Bridge and Board of Governors. The activities were:

### Winter Seminars:

- Ropes and Rigging
- Diesel Engine Basics

- Sailing Scandinavia
- Sailing Instruments
- Seamanship Seminar: Hands-On Practical Coastal Navigation

Ski Weekend at Mount Sunapee

Spring Dinner Dance at the Corinthian Yacht Club

### On-Water Events:

- Memorial Day Weekend
- July 4th Salem Islands Rendezvous
- Southern Cruise
- Women's Cruise
- Maine Cruise
- Labor Day Cruise South
- Columbus Day Weekend

Annual Meeting at South Shore Country Club

In addition, there were two pub nights in Portsmouth, NH and Marblehead, MA.

## Spring Dinner

### Brenda Miccio

The 2016 Spring Dinner was held at the Corinthian Yacht Club in Marblehead, MA on May 14, 2016. The well-attended event, had 110 Blue Water members, and Pat Dieselman and I were the hosts. Eighteen new members and their sponsors attended the "meet and greet" new members' reception that was held in the Harbor Room before the Dinner.

The evening began with a cocktail and appetizer reception followed by a delightful Chef Carved Roast Sirloin and Chicken Masala buffet dinner. Information in regards to the upcoming Summer Cruises was presented by each cruise chair throughout the dinner hour. Piano entertainment was provided by John Middleton Cox with everyone enjoying the sing along fun that was led by our own Blue Water members.

This was an evening that surely should not have been missed!



## July 4<sup>th</sup> – Salem Islands

Andrew Lippman

The highlights of the July 4<sup>th</sup> Rendezvous were a trip to Baker's Island lighthouse and a barbeque on Tinker's Island. The Baker Island trip was organized through the Essex National Heritage Commission, which began operating tours of the lighthouse this summer (2016). The rest of the island is privately held and off limits to visitors. We had about 25 people visit Bakers and Tinkers Islands. The good news is that everyone had a good time on islands that are rarely visited.



Members enjoying their visit to Tinkers Island

## Women's Cruise

Pat Dieselman

The 19th Annual Women's Cruise is now behind us but the memories will linger. We couldn't have asked for a better week to have our cruise. More wind maybe, but weather wise a beautiful week. Our cruise started on Sunday July 22 with three boats meeting up on the Isle of Shoals. *Esprit d'Escapes* with Linda Allen, skipper, and crew Cecily Grable, Wendy Keller, Jane Durna, and Tim. *Lambay* with Bernie Gleeson, skipper, and crew Commodore Cynthia DeVine, Starr Tofil, and June Bugg. *Starfire* with Pat Dieselman skipper, and crew Pat Marshall, Sue Patton and Barbara Robertson. We enjoyed cocktails and appetizers on *Lambay* while the sun was setting.

Monday morning had some of us heading out early while others dinghied ashore for a stroll around the Island. The boats arrived in Biddeford Pool in early afternoon and some of us walked to the beach for a swim while others enjoyed the local market and restaurant.

Later that evening *Sea Change* with skipper Kate Mullins and crew Cathryn Griffin arrived to join us as the sun was setting.

Tuesday the fleet headed out to the Gosling, a beautiful cove in Middle Bay in Harpswell. Here some of us enjoyed swimming and later we all dinghied to Little Gosling for a pot luck dinner on the beach. The dinghy ride back to the boats had us racing down the harbor among lots of laughter.

Wednesday we arrived in Linekin Bay and reservations at the Linekin Bay Resort. We had full use of their facilities which included an afternoon of swim-



At Isle of Shoals



At Goldwaithe's Store in Biddeford Pool



At the Goslings

ming in the pool and cocktails and dinner at the restaurant. Some of the boats had to leave the next day so this was the night of our crew dinner. We said "goodbye" to *Sea Change* and *Lambay* with some crew leaving and other crew switching boats. Port





Clyde was our next Port of Call with an enjoyable lay day on Friday.

As the weather gods were good to us, Friday



Women's Cruise at the Goslings



Monhegan Island Coast  
Worth the trip!

was the only day we experience fog and that was the day we all boarded the ferry to Mohegan Island where we enjoyed the beautiful island that is Mohe-

gan. Saturday it was off to Rockland and meeting up with the start of the Maine Cruise.

I have sailed all the "Woman's Cruise" cruises for the last 19 years and every year the experiences, the wonderful women who join us, and the memories continue to be an important part of my sailing life.

To all of you Blue Water woman, come join us next year... "Good Times Good Sailing Good Friends"

## Southern Cruise

Stephen Ricci

The Southern Cruise began in Marion, where a folk festival was underway the weekend the boats gathered there. The group gathered for a dinghy cocktail party at the Handler's boat. The next stop was Cuttyhunk, and a large lobster fest. After stopping overnight at 3rd Beach, the cruise traveled to Block Island and a group dinner ashore and a lay day. Block Island was crowded, as usual.



The Southern Cruise at their own lobster festival

The cruise stayed overnight at Fishers Island en route to New London, CT. At Fishers, we found the Pequod Inn had re-opened, and a spontaneous dinner was arranged. At New London the group toured the Coast Guard Academy and museum; the tour was led by a third year midshipman. This was a cruise highlight. A Commodore's Dinner was held at Tony D's. The next morning, the cruise visited the US Submarine Museum at Groton and in the afternoon sailed to Stonington. There were stiff winds the next day while the group pressed eastward to



the Pt. Judith Anchorage; some boats went on to Dutch Island Harbor to get out of the wind. The following day the cruise went into Wickford for a barbeque at the marina. The final day of the cruise everyone went to Newport.

## Maine Cruise

Lee Hirsh

There were 31 vessels participating in the Maine Cruise. Many said it was the best Maine cruise in years. There were about 50 people at the kick-off cocktail party in Rockland including guests and past members. From Rockland, the cruise traveled to several harbors on their way to Southwest Harbor on Acadia -- Belfast Harbor, Holbrook Island near Castine, Kent Cove on the Fox Island Thoroughfare, Burnt Coat Harbor for the Hootenanny -- and Cranberry Island near Northeast Harbor. One highlight was the stop at the farmer's market while at Kent Cove, and another was a cocktail party near the Hinkley Boat Yard in Southwest Harbor.

On the way to Pott's Harbor the group stopped at Mackerel Cove on Swans Island, Pulpit Harbor, Port Clyde, and Ebenecook on Southport Island. Thirty-one people joined the end the cruise at Pott's Harbor at a dinner sponsored by BWSC. While there, members were forced to ride out a fierce squall in mid-afternoon that lasted about 30 minutes. There was also a big turnout the home of Morris Hancock in Pulpit harbor. Another fun event on the cruise was a popover breakfast gathering at Common Good Cafe in Southwest Harbor.



Maine Cruise gathering at the home of Lynn and Morris Hancock near Pulpit Harbor

## Annual Meeting

The Blue Water Sailing Club annual Meeting was held on November 4 at the South Shore Country Club in Hingham, MA. There was a significant turnout for this event, as members gathered to greet one another, and to vote for the new officers of the club.

The new Officers for 2017 are:

Commodore	Aedan Gleeson
Vice Commodore	Roy Greenwald
Rear Commodore	Stephen Ricci
Clerk	Manuel Hontoria
Treasurer	Stephen Lee
Secretary	Roy Mayne
Marketing	Diane Hontoria
Membership	Peter Dempsey
Yearbook	Wallace Feldman and Ann Welch
Communications Officer	Doug Robinson

Long Range Planning Chair  
Suzanne Struss

### Board of Governors

- Term ends 2017  
Peter Davidoff  
Betsy Fermano  
Dennis McKay
- Term ends 2018  
Gail Greenwald  
Donald Kaplan  
Mark Struss
- Term ends 2019  
David Russ  
Brenda Miccio  
Tory Leuteman

Cynthia DeVine remains with the Board of Governors in the capacity of Immediate Past Commodore.



The Russ Kingman Award is 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...This award is presented in the memory of Russell Kingman, deceased member and past Commodore, who had a real sensitivity to the importance of volunteerism in the club. The Russ Kingman Award was presented to Dennis McKay for his dedicated service on the Board of Governors, his creative and constructive contributions within that committee, for his willingness and competence in implementing the Commodore's new Education and Seamanship initiative, and for his efforts to expand the cruising horizons of the club.



Members attending to the Pot Trophy award presentation by Wally Feldman at the Annual Meeting

The Commodore's Award recognizes a member whose contributions to the club have been above and beyond the call of duty. It is awarded at the discretion of the Commodore. It was presented to David Kettner for his many years of dedicated service.

David served as Log Editor since 2008 and as Log Editor and Historian since 2010 when these positions were combined. In 2012 he compiled and edited the First 50 Years booklet on the history of the BWSC. In addition David served on the BOG from 2014 to the present. He also co-chaired events for BWSC and truly has been an active and much appreciated member of Blue water.

## In Memory

We received notice of the following deaths this year:





**Leo Fallon:** Leo was employed for over 45 years as teacher in the Medford School system who taught history and woodworking to sophomores and juniors. Leo enjoyed a long distinguished sailing career racing his sailboat, the *Claddagh*. He was a national champion of the 110 at age 17, and continued his racing throughout the years with many Regatta victories. He was a two-time winner of the Key West Race Week; he won the seven PHRF Championships, six Mass Bay Championships and a Block Island Race Week, among the many Regattas he raced in. He was a member of the Boston Yacht Club in Marblehead and the South Boston Yacht Club, and was one of the founding members of the Marion to Bermuda Race.

**Duane Marshall:** He began his technical career at Hewlett Packard in Palo Alto, then moved east where he worked on designing open-heart surgery monitoring systems, airborne instruments for H-bomb measurement and simulators during the cold war, and was a consultant providing electronics for controlling lathes used to make contact lenses. In 1974, he joined Megapulse in Bedford, MA and designed solid state megawatt LORAN transmitters. In the early 1990s, Duane was promoted to Director of Research & Development at Megapulse, where he continued his work with LORAN transmitters worldwide. Duane and his wife Pat lived aboard their Saga 43 sailboat, No Se', for four years, traveling between the New England coast, and the Bahamas. Duane participated in six Bermuda races, three of which he captained his boat. He was Commodore and a lifetime member of the Blue Water Sailing Club, Commodore of the Seven Seas Cruising Association, and member of the Corinthian Yacht Club.

**Doris Sepuka:** Mrs. Sepuka was a teacher at Dartmouth High School for many years where she taught English and Computer applications. Doris was also a well-known and respected realtor for Anne Whiting Real Estate. She was involved with several area organizations including Market Ministries, Nativity Preparatory School of New Bedford, and Dartmouth Natural Resources Trust. She was also active with several committees at her church. Doris had a passion for sailing. She was a commodore for the Low Tide Yacht Club and served on the board of directors at the New Bedford Yacht Club. She was the wife of Ken Zimmerman.

**Ira Dyer:** Ira Dyer was a former member of BWSC. He attended MIT and received his PhD in

1954. He joined Bolt, Beranek, and Newman, performing research in acoustics. He created an ultrasonic scanner whose design found its way into the scanners used today for cardiology and pregnancy. He also led investigation of sound and vibration in complex structures, including ships, submarines, aircraft, and spacecraft. He later became Head of the Department of Naval Architecture and Marine Engineering and the Director of the Sea Grant Program at MIT.

## Two Cruises; Same Season

Caroline and David Kettner

It's not often one can participate in two very different cruises in the same sailing season (Caribbean and Maine, excepted). We were able to do so in 2016, with one cruise in April, and one in July and August. The April cruise was a "crewed charter" so to speak – we were on a cruise ship on the waterways in Holland and Belgium. Our second cruise was, of course, to Maine on our own boat, *Augusta True*.

My alumni association plans trips throughout the year, so when the offering of a trip through Holland Belgium was offered for April we joined it, figuring we would be tired of winter weather by then and wanting to look at tulips. Our "crewed charter" was aboard the *Amadeus Elegant*, a ship registered in Germany, 360 ft long, 37 ft wide (*Augusta True* would fit in crosswise), 20 ft high above the water, a 4.5 ft draft, with 40 crew and space for 150 guests. Luckily for us, the ship was not quite full.

Our trip began in Amsterdam, where we flew into the Amsterdam Airport Schiphol where we caught a bus to the city. Right away we were 10 ft below sea level. The Netherlands and a portion of Belgium is the delta formed by the Rhine River, so it



Amadeus Elegant in Amsterdam

is very flat. By building dams and pumping out the



enclosed spaces (“polders”) the Dutch have reclaimed much of the land for farming. The windmills do the pumping by driving an Archimedes Screw to lift the water over the dam.

We had three days in Amsterdam and visited the Anne Frank house, the Van Gogh and Rijks museums, and dodging bicycle riders who move like Boston drivers. The spring weather was most welcome, and there were potted tulips everywhere. Amsterdam itself has a spider web of canals, and on some there are old houseboats that never leave their mooring. It's all very picturesque. After the three days we boarded the ship and settled in for the cruise.

Like most cruises of this sort, the boat travels at night and docks in the early morning so the guests can go sightseeing. Since we were in canals for most of the journey the boat motion is barely perceptible. The waterways were very busy with commercial traffic, and at times we passed through locks along with other barges and smaller craft.

Our first visit was to the Keukenhof Gardens about an hour's drive from Amsterdam. There are almost 80 acres of tulips and other flowers on display there (they claim there are 9 million bulbs) that are planted by about 20,000 volunteers every year.



Keukenhof Gardens

The Gardens are open for eight weeks each spring. This is what we came to see. Of course, like most

cruises, the weather doesn't always cooperate, and it was raining lightly during our visit.

From Keukenhof we traveled north by land to the port of Hoorn, on what was once called the Zuiderzee before it was dammed off from the sea. Hoorn was the home of the Dutch East India Company.

On succeeding days, we traveled along the eastern edge of the Netherlands, stopping at Kampen, Arnhem, Nijmegen, and Maastricht. At Arnhem, we traveled to the nearby Kroller-Muller Museum, which contained a large private collection of Van Gogh paintings. One wonders how the art survived the war. At Maastricht, we visited a US cemetery holding about 60,000 soldiers who died in World War II. There is a continuing effort at the cemetery to identify remains that are still unknown.

We passed into Belgium and stopped again in Antwerp, from which we had excursions to Ghent and Bruges. At each stop, the architecture and art were the highlights of the day trips.

A special side trip for the MIT alumni aboard the ship took us to a portion of the Deltawerken, a series of construction projects started in the 1950's to protect populated areas along the Rhine, Meuse, and Schelde Rivers. We visited the storm surge barrier Oosterschelde to learn about a storm in 1953 that caused about 1,800 deaths, the design engineering that followed, and the massive and specialized construction process. A surge dam consisting of 62 openings, each 40 meters wide allows water to flow and ships to enter and exit the Schelde in normal times, thus preserving the fishing industry, and can be closed to keep out high seas during storms.





View of surge dam from ocean side

Our trip to Maine followed our usual pattern. We make only day trips, and so get to Maine in stages: Salem to Rockport (20 nmi), to Biddeford Pool (50 nmi), and to Boothbay Harbor (40 nmi) for a couple of lay days. One of our goals on this trip was to stay in harbors we hadn't visited before. We were headed to Rockland to join the Maine cruise, and on the way from Boothbay Harbor we stayed overnight in Round Pond, on the east side of Pemaquid Point. It was new to us, and is a very nice, well sheltered small harbor. We were able to reserve ahead for a mooring with Padebco, a local boat yard. We took a walk up to the main road through the village, visited the old general store which sold penny candy, and had a great dinner at The Anchor restaurant. We'd recommend a stop here if you haven't already done so. The harbor is great for two or three transient boats at a time, but likely to be too small for a group of five or more.

After another stop at Port Clyde we joined the Maine Cruise at the kickoff cocktail party at the Trade Winds Inn. While the rest of the group headed to Belfast the next day, we headed for the Pen Bay Medical Center to have the skipper's ankle checked out. It had swelled up badly the day before, likely because of a rolled ankle on the deck in Boothbay Harbor that took two days to show up. We joined the cruise again at Holbrook Island for the pot luck dinner, sporting an ankle brace.

We had previously decided to make a stop in Cradle Cove on Isleboro, another new harbor for us. We met *Lazy Jacks* and *Starfire* there. The winds

were SSW at about 20 kts, but there was some shelter at the cove. We found a mooring available. The next day we hiked on 700 Acre Island from the marina at the cove. Since the property is all private, it's necessary to stay on the road. The marina provided a welcome shower, however, as well as a nice laundry and small parts store.

The weather forecast indicated more wind – about 20 kts or so – for the next several days -- so we decided to get into Camden to get out of the discomfort. *Lazy Jacks* and *Starfire* headed for the nearby Warren Island State Park, anchoring or picking up public moorings between Warren Island and Spruce Island. We hadn't been into Camden in several years, and it was nice to get back to it. While we were there two wedding receptions took place simultaneously, involving at least three of the wind-jammers in the harbor.

From Camden, we began heading toward home. We spent two nights in Tenants Harbor on a Cod End mooring. Now that the Cod End Restaurant is closed, the mooring owner rows out in the late afternoon to collect the fee. Caroline had jammed a toe somewhere, so we paid a visit to the EMT's at the Town of St George City Hall. They were very good about bandaging the problem, and even arranged a ride back to the harbor for us. From Tenants we went to Ebenecook and the Hodgdon Yacht Service Southport Boatyard, another new harbor for us. There we met the Maine Cruise again, and enjoyed a cocktail get together with the cruise participants on the catamaran *Sea Hawk II*, owned by Anne and Fred Kern. The next day, the cruise left for Potts Harbor, and we stayed another day and met old friends from Stow MA, who live on Hodgdon Cove near Boothbay Harbor. They sailed over to Ebenecook to see us. In the afternoon we were hit by the same squall that went through Potts Harbor.

From Ebenecook we traveled toward home, stopping at the Great Island Boat Yard in Quahog Bay (25 nmi), then to Biddeford Pool (25 nmi), Wentworth by the Sea Marina near Portsmouth, NH (40 nmi), and then Salem Harbor (40 nmi). The medical visits aside, we had a nice return to Maine.