



Commodore's Newsletter

April 1995

The Winter Schedule of Events are proceeding apace. We have had a very successful Electrical Seminar, a well attended ski weekend, and the Bermuda Workshop on March 25, 1995. The Marion to Bermuda Symposium was held at MIT with Blue Water members Paul Hodess and Norm Doelling presiding. The Diesel Seminar was held on April 1, 1995. Of particular note, the Spring Dinner is on April 21, 1995 at the Boston Aquarium. We have made this a family affair with special prices for the kids; and we hope everyone can attend this kickoff party for a great sailing season.

One of the things that I have always missed was a better sense of who the founders of our Club were and how it came about. Bill Sheehan and I have been contacting many of the original members; and I thought you would appreciate excerpts from some of their letters that would give you some idea of our heritage.

From Fred Hersey:

In the winter of 1958-1959 a group of yachting friends and acquaintances met after a few informal talks for serious discussions at the Boston Yacht Club in Marblehead. It was a weekend and overnight.

Those in attendance - (13 sticks in my mind):

George Turner	Paul McBride
George Crocker	Simmie LeBlanc
Alan McGinnes	Thurston Hartford
Don & Roger Kent	John Behm
Lee Van Gurmet	Paul & Ed Blampied
Fred Hersey	

OBJECT: Getting cruise sailboat owners together.

DISCUSSION: A two-week cruise each summer which would involve port-to-port racing each day. Also discussed, holiday weekends with a cruising class race.

These were to take place at various places ... Boston, Scituate, Marion, etc.

NAME FOR THE NEW CRUISING CLUB:

I believe a contest was run for choosing a name.

The final meeting was held at the Smith House in the Spring of '59 and was attended by a fairly large group. I guess you would call them charter members along with their wives.

At this point, I realize I have forgotten one of the main objects of this new organization. It was mainly for the cruising and racing of family groups. All cruises and races were to be family oriented.

Now, back to the meeting in '59 at the Smith House.

The name "BLUE WATER" was chosen although I don't remember who won the contest.

That summer the first cruise (family) was held. I believe it started at Point Independence Yacht Club in Onset and included the Buzzard Bay area, Narragansett, Martha's Vineyard hitching Quisset, Cuttyhunk, Edgartown, Hadley's, Falmouth, Mattapoisett (not in that order). We did port-to-port racing each day.

George Crocker started the races in his 8 meter Tango. After all the boats were across the starting line, he would hoist the anchor, sail through the fleet, drop the hook at the finish line, have a drink and wait for the first boat to finish.

I do not remember how the boats were handicapped (or, if they were).

One year Paul Blampied's Skipjack Schooner Priority, (Atkin's design, built by myself) won the race from Cuttyhunk to Edgartown down wind, reaching all the way, flying a Jolly Wobbler. It was a very unhappy win for some of the fast boats.

Some of the summer cruises started off Rockport, Cape Ann-starting gun about 4:00 p.m. destination, Trevett, ME; distance - about 90 miles, overnight Sequin - at daylight, up river back of Booth Bay to Trevett - arrival of first boats 9:00 to 10:00 a.m. and last boats 12:00 noon to 1:00 p.m. I cannot remember the name of our host at Trevett.

From Trevett we sailed down the back way to Boothbay and began from there the start of port-to-port racing ... Eggemoggin reach, Fox Island thru Muscle Ridge Channel, Somes Sound, etc.

When the club reached its tenth birthday in 1969, Commodore Fred Nichols asked that a brief history of the Club's beginnings be recorded. The following was from Roger Williams, Jr.:

EARLY HISTORY OF THE BLUE WATER SAILING CLUB

One Saturday in September 1959, following the finish of an auxiliary race, a group of four ardent auxiliary sailors gathered to bat the breeze. During the course of the gab, it was lamented that there were so few auxiliary day races and organized cruises. Why couldn't an organization be formed modeled after the very successful twenty-two year old Off Soundings Club? That was just what was needed in eastern New England waters. Enthusiasm mounted and as the group broke up it was agreed that they would all get busy on the telephone contacting sailing friends for their reactions and would keep in touch with each other on developments. The results of the telephone calls were exciting and in October a dinner meeting for an expanded group was held in the Commodore's Lounge at the Marblehead station of the Boston Yacht Club.

At the Marblehead Dinner Meeting, it was decided to form an organization along the lines of the Off Soundings Club, the new club to be known as the Blue Water Sailing Club - its purpose being to promote weekend sailing, family cruising, and racing. Committees were appointed and activities planned. To promote further interest in the BWSC a dinner meeting was held on Thursday, December 2, 1959 at the Smith House, 50 Memorial Drive, Cambridge, MA.

The Smith House meeting was a tremendous success, plans having been made for an attendance of forty with a turnout of seventy-nine interested boat owners. Simmie LeBlanc acted as chairman until after the election of officers. The purpose of the Club was outlined in detail. A Constitution and By-Laws were adopted. The following officers were elected: Commodore, Roger W. Kent; Vice Commodore, Jack E. Wilson; Rear Commodore, George G. Crocker; Secretary,

Dr. Paul F. McBride; Treasurer, Charles W. Turner. A burgee was adopted.

On February 27, 1960 the paid membership was seventy-four regular and seven associate members. The first annual meeting was held April 21st at the Colony Hotel in Swampscott with an attendance of over two hundred people.

At the June Regatta at Scituate there were sixty-five boats and three hundred and seventy-five people ashore for dinner. An informal cruise to Provincetown in August drew ten boats with fifty people ashore for a cookout. The Fall Regatta at Marblehead had forty-five boats and two hundred for dinner.

Thus was the Blue Water Sailing Club launched.

From Ray Gaffey, Jr.: (responding to Bill Sheehan)

My recollection of the BWSC origins more or less correspond to yours. As I recall, the idea was broached at a Marblehead meeting (which I didn't attend) to emulate the Offsoundings Club in L.I. Sound.

A brief article appeared in the Globe setting the meeting at the Smith House in December - which I did attend. I was working for Merriman Brothers then and felt it would be good for business. There was a huge crowd there in a small room upstairs.

Because of the interest, the club was formed then with Roger Kent voted the first Commodore. Many of the By-Laws reflected the Offsoundings Club's as did the initial rating rule. I'm sure you know all this as you were there.

In March or April 1960, I was approached by Charlie Turner to take over the Race Committee duties from Simmie LeBlanc who had volunteered for them originally and then withdrew because of business.

The decision was made at the December 1959 meeting to have one regatta in the Spring on the South Shore and another on the North Shore in the Fall. Scituate was the logical choice for the first Spring Regatta as there were two clubs willing to act as hosts, and plenty of space.

We had 65 boats at this first regatta, far outdoing our expectations. Some mention should be made of the groundwork done by Russ Smollett of Scituate who was not even eligible to be a member of BWSC. He got the Chamber of Commerce and the whole town behind the regatta. One interesting note is the average size of the boats in that first regatta was less than 30 feet overall! As I recall, we didn't change the by-laws to the 20 foot minimum waterline for a number of years so as not to lose the MORC boats.

The Fall Regatta that first year was equally successful with over 60 boats attending. As I recall, the summer cruise that year (there was only one then), went to the Cape. I do remember a meeting at Roger Kent's house prior to the cruise, where we established handicaps for the cruise entrants. There were cruise/races almost every day from port to port.

From Jack Willson:

During the late 1950's, there were many events sponsored by yacht clubs in the New England area. These included

everything from the Edgartown Regatta through Portland's Monhegan Island Race. In between were events scheduled by Boston, Marblehead and Manchester Yacht Clubs. These included Marblehead Race Week cruising class races by the three Marblehead Clubs. All of these were open to any cruising class boat with a legitimate rating whether owned by a club member or not. I entered and won Manchester Patten Bowl weekend series before I became a member of Boston.

The same group of cruising class boats usually were entered in most of these events. In that era a cruising class boat was well equipped with racing gear, with sails to match, and had a NAYRU, CCA or other recognized rating as well as comfortable accommodations for cruising. Today a cruising class boat could be a stripped down racing machine that hardly resembles a 1950's boat.

After these races, generally at the trophy presentations, many of us would get together and discuss the race and the weekend. This group of sailors was, to a great extent, the organizers of the BWSC. Although many of them competed in the Boston Power Squadron Auxiliary race, their main activity was in the racing divisions of the club events.

A group including myself, Roger Kent, Simmie LeBlanc and a lot of others whose names I cannot remember offhand, arranged the first of a series of meetings at the Boston Yacht Club to discuss the organization of a New England based sailing association for cruising sailboats.

At this and other subsequent meetings, a lot of ideas were kicked around. I believe that the consensus, at the time, was to develop a club similar to the Cruising Club of America to be centered in the New England area. This group was to sponsor one or more races during the summer for all classes of cruising sailboats. This would eventually turn into the two regattas during the year plus the biennial Bermuda (cruise) Race.

We anticipated having our own measurer and our own rule or rules to cover all types of boats that might be interested in entering our races. Our membership eventually would include all types of sailboats from strictly cruising with no racing sails to outright racing machines.

An interesting sidelight, at one of the meetings, was the offer from one of those present who owned an advertising agency to have his art department come up with a club logo. The result was the seagull logo that was adopted for the club. At the time, we assumed incorrectly that this was to be done on a pro bono basis. Along with the artwork, we received a substantial bill.

There was at least one and possibly more meetings at the Boston Yacht Club where further details of the club were worked out. These led to the organization meeting in Cambridge.

CRUISE NEWS

CHANGES IN LATITUDE:

Having thoroughly enjoyed the camaraderie and memories inspired by last year's Southern Cruise, we hope to continue the Club's tradition with an equally exciting itinerary for the 1995 Southern Cruise.

A big bash is planned at the Newport Yachting Center to kick off the festivities. Then we'll sail southward, take in the Museum at Mystic Seaport, explore the Connecticut River, enjoy a visit ashore in beautiful Essex and check out the beautiful old whaling port of Sag Harbor. We plan to expand our horizons south to many more exotic ports of call. And finally, as we couldn't resist revisiting some of last summer's sensational destinations, we will include a layday at Block Island and hope to wind down on Cuttyhunk.

Plenty of exciting activities are planned, especially for the kids — with overnight sleepouts on the beach, treasure hunts, and sand castle contests.

The 1995 Blue Water Southern Cruise will run from July 16 to July 29. We look forward to a very pleasurable cruise and seeing you on the water!

Co-chairperson: Colin & Melanie Richardson and June & Harry Pasquier.

The Sea Education Association in Woods Hole was especially accommodating to the Blue Water Sailing Club last year, for our Kids Cruise. Several of our members are associated with this interesting organization. On Sunday afternoon, April 30, 1995 between 1:00 - 5:00 p.m., they are sponsoring a concert of sailors songs and ballads. The admission is \$20.00 (for scholarships). This includes the performance, refreshments, and access to the galleries of the Kendall Whaling Museum in Sharon, MA.

The directions are below for any members who might wish to visit.

Kendall Whaling Museum: 617-784-5642

From the South: I-95 N to Exit 8, Sharon/Foxboro. Turn right at top of exit ramp, proceed 3 miles, to town center. At stop light, turn left onto Route 27. Go over railroad tracks, up hill and around house in middle of road. Follow blue signs to Kendall Whaling Museum.

From the North: I-95S to Exit 10, Coney Street, Sharon. Turn left at top of exit ramp. Follow blue signs to Kendall Whaling Museum.

Watch for signs - blue with white whale - posted throughout town!

THE MAINE CRUISE

Elaine and Jim Freedman are the Chairpersons this year, and the cruise is planned for three weeks from July 29, 1995 through August 20, 1995. The first Maine ports will be in Casco Bay, then to Penobscot Bay and Mt. Desert Island. There will be plans for those wishing to go and come home in groups, as well as those who might wish to overnight. Members are encouraged to join the cruise for all three weeks if possible, or two weeks, or one week as your schedule permits. Also, a cruise like this is a great time to invite friends who might be thinking of joining the club.

Mark your calendars, and prepare for some of the finest cruising Maine has to offer. More on this at the Spring Meeting.

NEW MEMBERS

The following people have joined the club recently:

Peter Davidoff
Pam & Jack May
Carl & Todd Johnson
Susan & Alan Mitchell

WELCOME !!

Sponsors of NEW MEMBERS: Please call the new member or applicant that you sponsored and invite them to the Spring Dinner. It's a great place for introductions and to learn about the year's activities.

Note to Boat/US members.

The Blue Water Sailing Club is a "member organization" of Boat/US. As such, dues to Boat/US are 1/2 price. Just mention that you're a Blue Water Sailing Club Member and deduct 50% from dues.

John C. Dieselman
Patricia A. Dieselman
29 Pineview Condos
Millis, MA 02054



Blue Water Sailing Club
Broad and Water Streets
P.O. Box 6567
Boston, MA 02102

