



"Bright Star" - Wally Feldman, Marion-Bermuda start.

Blue Water Log

FALL 1985

BERMUDA RECAP

In a fleet of over 125 boats, B.W.S.C. sailed off with 8 prizes.

Herb Marcus did what has become a historic thing: Second overall, First in Class First Navigator, and of course First Shorthanded. In 1977, Herb did much the same — attended the Awards Ceremony on Sunday at "The Princess", and then arrived back in Marblehead on Friday to start the Halifax Race the following day. The secret is that if you sail far enough and fast enough, the bottom never gets foul.

Silver also went to "Chouette" — Allen Desatnick, "No Se" — Commodore Duane Marshall, "Charisma" sailed by Dieter Empacher, "Trilogy", skippered by Joe Barr.

Having sailed in the first four races, it has become very evident to me that every active Blue Water member either manages to crew or desperately wants to.

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MINIFLEET CAPTURES BLUE WATER CRUISING IDEAL

"I would say cruising meant leisurely sailing or moving from place to place in search of pleasure." L. Francis Herreshoff's words (The Complete Cruiser) proved prophetic as a Blue Water Fleet of 10 boats, blessed with almost perfect weather, ranged across some of Southern New England's finest cruising grounds during the 2 weeks from July 21 through August 3rd. By the standards of many past cruises, this was a small fleet, but our relatively small numbers were more than compensated for by the distinctive family atmosphere we all came to enjoy.

Highlights over the two weeks of sailing were many, varied and exciting. A successful Padanaram rendezvous was concluded by a fine tour of Concordia Yachts, courtesy of Brodie MacGregor, Concor-

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COMMODORE'S CORNER

Dear Blue Water Friends,

I'm musing over all the things Helene, Tracie, Elisa and I have done with Blue Water this year. Frankly, we're bushed. . . . It has been such a busy year that I'm really ready to pack up the boat and start on the overdue house repairs. We really got in a long and eventful season and logged over 2,000 miles under the keel. I hope it has worked out as well for you as it did for us . . . It's been a great year!

Starting from the First Aid Course and running through the Fall Regatta, 1985 will stand out as a period when there was no shortage of events for you to take part in and a year for variety. Our program is all the more surprising when you recall that we run the show with volunteers.

Continued on page 4

SAINT JOHN RIVER RE-VISITED

By Hilda Marvin

The intent of this article is to inform fellow BWSC members that three days of cruising east of Mount Desert Island lies the St. John River, a favorite of ours and others who have visited this great river.

This summer we went back again. It was my eighth trip and Vale's ninth since he took a charter there once. We were with Bill and Etta Deighan on their new (to them) S&S 47' wooden yawl, *TRADITION* which was built by Derecktor in 1963. She is a lovely classic deep draft boat designed to the Cruising Club Rule with excellent accommodations for eight. Aft cabin, two companionways, cavernous refrid/freezer, two heads and wonderful stowage. We were seven going east and the amount of room was incredible. Vale keeps saying, "It's a hell of a boat, Bill!". It's true.

Falls. Bill had to make an unscheduled trip ashore which held us up a bit; however, we still would have made it if the wind had not decided to come in from the northeast. We thought we'd never see the stack at Lornville. He was getting a little frustrated because he really wanted to see how his boat sailed. At one point he went below to, once again, try to get something positive out of the Loran C. He finally punched in ETA and the machine spit out, "NEVER." We thought that was pretty funny but, you know, it was right. We missed the Falls. So we tied up at Market Square in front of the Hilton and enjoyed the new dockage and the adjacent Mall. Shopped, had breakfast ashore and both of us entertained cousins for lunch. One problem there, twice we rolled the rails under — once at midnight and again the following noon — which possibly was due to some tide differential. Problem could have been severe if fenders had jumped up expos-

At Royal Kennebecasis Yacht Club we lost two of our crew who were going back to Maine with other friends. Since we all had been in the River before we were in no hurry and spent a couple of days there with Bill and Vale checking out systems, etc. Not only were they busy on *TRADITION* but were first on the scene to rescue 2 of six people who were thrown from a small open gas powered inboard which exploded shortly after leaving a launching ramp. Of the two they rescued one couldn't swim and the other was badly burned. The burning boat then drifted toward our mooring and we started our engine and were ready to let go the mooring in a minute if necessary. The fire was doused by a passing boat with a large CO₂ extinguisher. It was a terrifying experience for those people and they were very lucky there were other boats in the immediate area.

The river is as beautiful as ever. We didn't get all the way up to Grand Lake but



"Kerry Dancer" inside the wharf at North Head, Grand Manan.

We left Northeast Harbor in mid-July in the fog which we carried on and off until we were approaching Grand Manan the second day out. We had no radar and Bill struggled with the Loran C to no avail so we were back to basics. Nothing new to us because on our own boat we had to do it with compass and taffrail log, too. The fog scaled as we closed in on the island and the sun was out by the time we rounded Swallow Tail and swung around into North Head. There were half a dozen moorings and a new marina just across from the Customs House. What a surprise. Would be a bit bouncy in a blow but great in fine weather. The snug spot is still rafted with a fisherman inside the wharf! Next morning we were planning another early take-off to catch the early afternoon slack to go through the

ing topsides to dock. The sun was out all the time we were there and it really makes a fun place to spend some time while waiting. My grandfather and 5 uncles had a building supply company, Gandy & Allison, with offices at North Wharf until the late sixties. Their building is now part of the historic restoration in this very area. The trip through the Falls was pretty and uneventful. We recalled our first trip up in 1954 in our *KESTRAL*. We were piloted through by my cousin, Bill Gandy and on the return passage followed a couple of fishermen in an aluminum outboard who told us it was "time". It was a bit early and, since the tide was with us we really had a sleigh ride. We were glad we had 7' draft and a heavy displacement boat. Since then we've learned not to hurry.



Blue Water boats at Market Sq. Landing, St. John, N.B.

enjoyed short sails, swimming and relaxing.

On the trip home we relished the thoughts of those sun filled days as we headed west. First day from St. John to Head Harbor, Campobello was sunny with the wind on the nose. Next morning early we caught the current to Cutler. By now it was piping up and it was nice to get to lobster land. Following morning, thick fog and blowing — this was the tail end of

hurricane Bob. We headed out into it as friends on another boat held up their coffee cups saying, "Have a nice day!" It was nasty out there. Enormous and confused seas, drippy fog and those never ending lobster buoys. We finally groped our way into the Cow Yard, anchored along with the two boats already there, had a late lunch, a nap and were just settling down to our happy hour when (1) it started to POUR and (2) all the horns on the other boats were blowing. We were dragging, that's for sure and finally ended up with two anchors and were secure to the point that it took an hour next A.M. to get the ground tackle up! Thus ended Bob. In the past we've had a variety of weather conditions. Once going east from the Cow Yard a front came through to the extent that the weather report included "hikers' warning". That told us something. We upped jib and mizzen and absolutely flew up the Grand Manan channel.

Bill finally found out that his boat really can sail even though it was only from Winter Harbor to Northeast. What a sail we had. She really moved and Vale kept saying, "It's a hell of a boat."

I cannot, will not, ain't gonna, keep quiet! Hilda and Vale Marvin have sailed just about everywhere there's water, and on some of the best boats around. Hilda has been a contributing writer to "Cruising World" and other boating magazines. Whenever we want brighter pages in "The Log", I call the Marvins and say, "I need a story!" — down it comes. Blue Water is fortunate to have them as members.

Hilda has written of a magic place, the "MECCA" of New England sailors. My first trip there was a year after Vale Marvin's in 1955. We followed a little 28' Ketch up to "The Falls"; and on the starboard bank was a large sign, "Are you prepared to meet your Maker?". We were 20 minutes after slack water. Didn't bother our skipper. We went through the falls like a twig in a brook at flood.

Look elsewhere on the page for pictures taken in 1983 at Market Place and again inside The Wharf at North Head, Grand Manan.

LABOR DAY WEEKEND

Jules & Carol Siegel

What can you say about a Labor Day weekend that combined 37 Blue Water boats, 120 people and a full gale? "A grand time was had by all!"

The Third Annual Blue Water Sailing Club Labor Day rendezvous that was scheduled this year to include a Saturday Whale Watch and Cocktail Party in Provincetown with a Sunday Race to a Plymouth Clam Bake and a Monday Brunch met with some weather obstacles but not with dampened spirits.

The Whale Watch was "cancelled" by judicious consent of all. 25 hearty souls actually sailed to Plymouth on Sunday with some green faced crew as a result. Not to be thwarted, nearly all of the rest of the clambake participants came overland to share in a delicious evening of camaraderie and good food. The newly instituted Commodore's Brunch was a resounding success and should become another BWSC "tradition".

The good turnout for this event is a real indication of the spirit that is always found in Blue Water events and the Chairmen thank everyone who helped make a success out of a potential disaster.

1985 LABOR DAY WEEKEND

Post Mortem, Jules Siegel

- Would have been great if weather co-operated
- 37 boats signed up (7 guests)
- 87 were coming to Provincetown for Cocktail Party
- 60 had made dinner reservations at NAPI'S
- 103 adults/15 juniors signed up for clambake (93/15 made it)
- 85 signed up for Commodore's Breakfast
- Financial performance not too great
 - Had planned on modest subsidy for breakfast
 - Discovered BYOB for clambake was taboo and added free beer . . . after establishing price
 - Lost \$377!

RECOMMENDATION

Try it again next year

TONY HYDE

Some think the B.W.S.C. moves on sailboats. Some think B.W.S.C.'s importance lies in its intrepid explorers or its hard racing men. Some think the Board of Governors is most important to the Club. All wrong!

As with any organization, this club runs only as well as the Treasurer monitors the operation. It is the Treasurer who has the accurate count of members, both current and delinquent. It is the Treasurer who has the final assessment of the financial validity of every function. It is the Treasurer who has the checks when needed, to pay bills, make advances and settle accounts.

Tony Hyde has been our Treasurer since 1981. He has managed and reported on our accounts with patience, diligence, and the practical judgement of a business man.

Good old Tony has resigned. At this writing he is on the high seas headed for the West Indies. Tony resigned because sailing in the Caribbean had more appeal than shovelling snow in New Hampshire this winter, or endlessly making out financial statements for the club.

Tony will be missed not only for his careful ministry of funds, but for his courtliness and wit in dealing with all. Good sailing this winter, Tony; we all envy you!

CONTRIBUTING EDITORS

We need you! The "Log" flourishes on the material the members contribute. If we have few or no contributors, the copy will be one-sided and dull. The news or lack of it will make it dull.

All aspiring editors, please send your cruise and news items. Let's hear of your summer adventures, including pictures. You'll have the by-line.

Contributing editors: Hilda Marvin, Micky Martin, Duane Marshall, Jules Siegel.

If you have items or boats to sell, we'll list those too!

Send to:

Bill Sheehan
20 Malcolm Street
Hingham, MA 02043

BERMUDA RECAP

Continued from page 1

Memories of past races come flooding back. Sailing without any electricity in 1977, huddling in the cockpit expecting the worst, but escaping it in 1979, a tacking duel 500 miles at sea between "Escales" and "Sea Nest" in 1981, and the glorious downwind ride with hatches open and no foul weather gear in 1983.

We cherish the acquaintance and friendship of the many fine Bermudians we've met each time, and the gracious hospitality extended to all at co-sponsoring Beverly Yacht Club.

MINIFLEET

Continued from page 1

dia's owner. The first cruise race then got underway in a brisk and smokey southwester which terminated near sundown at the mouth of the Sakonnet River. Our stay in Bristol included a fine tour of the Herreshoff Museum and Dieter Empacher then showed us the inside workings at Bristol Yachts, and kindly included Blue Water members in the shakedown cruise of his newest 50+ foot Bristol Yacht.

As our group moved to Newport, we were treated to a spectacular display of unique fireworks sponsored by the Newport Yachting Museum.

Block Island featured a "Gourmet Cook-out", the traditional "Tour-de-Block" bicycle extravaganza, and the annual body surfacing contest at Monhegan Bluff.

Our stay in Cuttyhunk included an outstanding meal at the Allen House and Carol Siegel's Nature Walk in search of deer as well as other wild Cuttyhunk natives. We, on the Southern Cruise, also had the opportunity to solve the riddle of all those uninhabited harbors in Maine — it appears that every New England yacht is moored in Cuttyhunk for the summer! The threat of impending foul weather moved the fleet up Buzzard's Bay to Marion and safe anchorage. Paul and Annette Hodess graciously opened wide the doors to their home in Marion for a pick-up supper which was enjoyed by all. The same evening we were hit by a vigorous Northeaster and 4 inches of rain. The following day, however, gave us brisk northwest winds and a spirited sail into Quisett. Larry and Marilyn Bean provided a final treat for the cruise by entertaining the entire fleet at their lovely home for an outstanding dinner and

cocktail party which can only be described as elegant.

It is often true that good things come in small packages; and it does not take much reflection to realize that our Southern 1985 Cruise truly captured the Blue Water family cruising ideal.

Special mention needs to be made to the crew of "Carina" for her ongoing support as consultant during the cruise, to the crew of "Bluebird" for making a monumental effort to attend the cruise, and especially to the crew of "Pryde" who helped with the cruise planning and whose absence was sorely missed during our trip.

During the Commodore's Dinner at the Beverly Yacht Club, fine food, drink, and comradery were capped off by a number of awards presented to "deserving" crew members by Jason and Lee Mondale. While these were primarily for Junior Activities, you may be sure that at our Fall Meeting further "awards" will be given in recognition of special "contributions" which occurred during the cruise. We look forward to seeing you and your sense of humor at the Annual Fall Meeting for these presentations.

Mickey and Mary Martin

COMMODORE'S CORNER

Continued from page 1

Think what our volunteers do compared to your clubs with paid staff . . . I think you'll be proud of Blue Water when you do.

It's time for a special vote of thanks to the friends who staffed your functions and made this year what it was. . . . If you have not already done so, make a point of writing or phoning them to tell them what a good 1985 they helped to put together.

Elaine Sacco

Russ and Elaine Goldsmith

Helene Marshall and Lil Goldfarb

with publishing by Ron and Maureen Spinek

Bruce and Nancy Brodsky

Brian and Chris Hotarek

Tony and Ronnie Hyde

Mickey and Mary Martin

Ira and Betty Dyer, Norm and Jean Doeling

Jules and Carol Siegel

Herb and Ruth Marcus

Jason and Lee Mondale

Dan and Elaine Kostishack

I'm looking forward to seeing you at the Fall Meeting. We will vote for your new slate of officers and Board of Governors.

And I'm going to get a chance to publicly thank this year's group for the help and support this season. I'd like it if you would help me do that in style so please reserve the 15th of November for us and help make a memorable evening. We'll see you there.

Best Regards,
Duane Marshall, *Commodore*

Commodore's Corner

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Seafarers Cook In
Spring Meeting
Spring Regatta
Misery Raft-In
Southern Cruise
Eastern Cruise
Labor Day Cruise
Whale Watch
Fall Regatta
Fall Meeting

The fleet at the Royal Hamilton Amateur Dinghy Club



Blue & Water Log

SUMMER 1985

MARION – BERMUDA RACE

Blue Water Entries as of April 15th

Bright Star	Wally Feldman
Sleeper	Dick Lent
Trilogy	Joe Barr
Gannet	Joe Fantasia
	Tom Saliba
	Ben Walcott
	Herb Marcus
Silkie	Jack Westerbeke
Interlude	John Clayman
Isolde	Dave Kingery
	Allan DeSatnick
Keramos	Duane Marshall
Chouette	Jerry Marcus
No Se	Paul Hodess
	David Pomfert
Anna	Deiter Empacher
Charisma	Bob Davidoff
	Lou Sebok

COMMODORE'S CORNER

As we come up to our new course for 1985, I am pleased to find all is going very well for this year and barring interference from Acts of Nature, we should have one really good year.

As of this writing, the Spring Dinner is coming up and will be a first-class affair. I hope you all get a chance to come and see what a great package Nancy and Bruce Brodski have put together. All this was done in the middle of shopping for their new Bristol 41! For those of you who like funny things — she'll be named Broad Sky.

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VOYAGE OF THE "GODSPEED"

It would seem that the horizons of adventure for club members expands year after year. Those of us who sail in Maine in the summer know well Peter and Caddy Meekins, the most low key gracious couple one can imagine.

At this writing, Pete Meekins is at sea, Alternate Captain on a replica of the "Godspeed". Subsequent to her shipment to England, the "Godspeed III" is being sailed into the Thames, and the crew presented to the Queen. After this, she will sail south to Madiera and the Canaries, then across to the West Indies, and north arriving in Jamestown, Virginia, at the end of June, to commemorate the original landing in 1607.

Chosen for the position of captain, George Salley of Gloucester Point, Virginia, works as a computer scientist with the National Aeronautics and Space Administration.

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CRUISE TO B.V.I.

Bill Sheehan

Were it not for Joe Goldman, I'd probably still be sailing to Marblehead and back. Since 1977, we've done four trips to Bermuda, one to Nova Scotia, one to the Lower Chesapeake, one Annapolis to Cape Cod, and now a two-stage cruise — Charleston, S.C. to West Palm Beach, followed by sailing from the Exumas, in the Bahamas, to B.V.I. the hard way. Carlton Mitchell wrote of this trip years ago in a story called, "The Thomy Road", "Yachting's" Bill Robinson wrote of a 1982 trip "South to the Caribbean."

Here it is, the unexpurgated diary of a B.W.S.C. trip last December on the good ship "Escales."

There are two things you must know about the Goldmans. Joe's solution to all problems is to put up more sails. Harriette's solution is to have bigger and more exciting meals. I'll go with Harriette every time!

MONDAY & TUESDAY NOVEMBER 26 AND 27

Arose at 6:00 a.m.; no breakfast; arrived at airport by 8:00 a.m. Coffee with Goldmans and Krahmers. Miami about 11:50 a.m. Reservation to Georgetown okay. Baggage overweight. Flew copilot to Georgetown and successfully joined boat. Dinner at "Eddies"; chicken with supplements of turtle steak and conch fritters. Wind is strong from northeast. Sent cards. No relaxing aboard. Met "Marty," retired Arabian oil man — now single handling A C & C Landfall 42" — has lots of local knowledge.

WEDNESDAY NOVEMBER 28

Spent 1/2 hour while waiting for phone, talking to Hume Cronyn. He has been coming to Georgetown for 20 years. Looked at and talked to boat owners. Joe's box finally arrived at airport. Joe spent \$35 in taxi fares trying to get it. Called Houston and talked to Ann and Hilary. Len and Liz Baum, N.Y. attorney, came aboard — also had "Alia" over for a drink. After dinner, went to dance at "Peace & Plenty" — typical Caribbean fungi band. Back to boat and found all asleep.

THURSDAY NOVEMBER 29

Up at 0600, cast off and on our way; seas calm, breeze 5-6 m.p.h. east. Difficult passage going out. Going out with us "Captain Cook" a "Southern Cross" owned by Frank Cook of Weymouth, MA, also a "Valiant 40" and a "Tartan 34" owned by Bill Kellogg. They are heading for Rum Cay. During World War II, the U.S. Navy dredged an extensive basin 18' deep with an exit channel. These are now unmarked, and one finds the exit channel by trial and error.

FRIDAY NOVEMBER 30

Took the watch at 0500 and found Plana Cay at 0600 . . . looked like a beached whale. We had a hell of a time finding Mayaguana. It just wouldn't show up. Rain squalls accounted for some of this. Navigation is easy — straight up wind. Talked to "Two Can" out of Wilmington, N.C. They are anchored off Start Pt., L.I., in rolling seas. A nice couple on a steel hull. We went through the reef and anchored in Abraham's Harbor; large shoal, 2 fathoms deep and 6 miles long. Not a light showed through the night. Cocktails, excellent dinner. I am nervous about the anchor; no way to take bearings, but it held all night.

SATURDAY DECEMBER 1

Wind still 15 knots at 120°. Up anchor at 0900 and I conned out through the reef, a serious business, short steep seas and breakers to our right — no place for engine failure. Cleared island about noon; saw wreck of freighter on south reefs. Spent the morning changing hoses on forward head to eliminate holding tank. What a smell!! Now powering (into it) toward Caicos Island; will landfall tomorrow forenoon. Harriette talked to Herb Marcus this a.m. on short wave quite by chance. It's reassuring to have this communication.

SUNDAY AND MONDAY DECEMBER 2 & 3

Raised Caicos Island early morning. A little confused as to where we are; no topography on charts, no habitation. Eventually found our way to a point off South Caicos; got into shoals with short steep seas; power sailed out 4-5 miles to avoid shoal, then eased sheets to reach about 12 miles to Cockburn Harbor, South Caicos. Met Tom and Kitty, newlyweds, and also boat bums headed for Virgins. Tom freed centerboard and all went to dinner at "Harborview House" — steamed crayfish, excellent. Impossible to get to fuel dock, so we have not fueled or watered. I soaped myself on a rain squall, then rinsed. An interesting island, the last of the Bahamas.

"Escales" at Puerto Plata





Harbor at Culebra.

TUESDAY DECEMBER 4

Set sail about noon for Puerto Plato, Dominican Republic. This will be a 120 mile thrash. Wind is strong and a beat all the way. Changed to small jib. Beautiful night; big disturbed seas, a rough passage; winds at 25 knots and above. Landfall about 2 a.m. December 5, high forbidding hills outlined by a quarter moon.

WEDNESDAY DECEMBER 5

Continued down coast — found Puerto Plato; easily entered at 0600 EST, 0700 local time. Dominican gun boat passed us. Anchored, then docked for customs — very friendly, but officious. They took the weapons. I am exhausted; Krahmers are leaving and new guests coming aboard. Mark and Penny Gross from Milton.

I cleared immigration and left with Krahmers for Santo Domingo by bus. Trip must be 150-175 miles through mountains — spectacular scenery, animals roaming, barios near towns, Christmas lights in houses — a mysterious land. Stopped at Santiago, then Santo Domingo. Stayed at Santo Domingo Hotel, first class and very inexpensive.

THURSDAY DECEMBER 6

Called Joe Goldman and returned to Puerto Plato, this time in daylight. Senorita Deleon at the hotel very helpful in getting call through. Caught 11 a.m. bus back to Puerto Plato (beggars every-

where). Out to dinner this evening with crew; excellent service, food fair. Piella not like Ann's; troubadours sang many songs — a little corny.

FRIDAY DECEMBER 7

Ashore to shop — guides everywhere. Called office and talked to Barb Hago-pian only; she check with Trish — everything fine. Cast off about 12:30 for Samana. Sailed afternoon and early evening — beautiful night, off watch at 12 midnight. Next watch had squalls and occasional high winds, 20-25 knots.

SATURDAY DECEMBER 8

Proceeding past Samana. Weather is excellent, so we opt to continue for 2nd night and cross Mona Passage. Very good evening; wind picked up eventually to 20 knots, compass 120°. Sighted two ships on collision course; first one altered after we flashed light on sails. We altered for second ship, a large fishing boat. Next watch had heavy air, some rain and spray. They sighted Isla Descheco 2:30 a.m. about 20 miles for Mayaguez, Puerto Rico.

SUNDAY DECEMBER 9

Arrived safely at Puerto, Mayocquez about 8 a.m. Tied up and all is quiet. Customs unavailable. Later in day we anchored out to escape the surge at the wharf. Went ashore in the p.m. to again check customs. Must clear in the a.m. Tried some of Joe's rum — excellent!

MONDAY DECEMBER 10

Talked to Captain of Port; a very officious type; cleared and off under power at 9:00 a.m. Rounded Cabo Rojo about 11:30; now heading 95° compass to Ponce. Hope to have shore dinner and call Ann. Weather continues to be excellent. Hope to hit Culebra by Wednesday. We have delightful clear weather, fortunately, because the compass for one reason or another leads us off 8° to the south.

Ponce is an easy entrance. We arrive after 5 p.m. and find everything quiet but the bar. Had two rum punches and called the office. Called Texas and talked to Ann; all okay. Dinner at the Ponce Y.C. We're the only ones in the diningroom with two waiters. The service is distinguished; but the food is fair.

TUESDAY DECEMBER 11

Up at 6:45 a.m. and out for a walk. You could lose the use of your legs on a boat. Saw a boat at the yard belonging to the Ponce Environmental Control Commission, name "Rachel Carson." We fueled and cast off; another excellent day. If the wind must be on the bow, it's good to have it light.

The boat still goes off course and wants to head to Antigua. Either Joe is wrong or someone has left a wrench near the compass. We have a special crew member named "George" — he's the auto pilot. God bless him!

We pass Punta Lima and approach Las Palmas. The villas on the hillside are spectacular in their locations. Las Palmas itself appears a bit chintzy, an artificial harbor with a marina. The docks are good, but the buildings are tired plywood, badly in need of improvement. There is a French restaurant here that is very good and very well patronized. We had a good meal and so to bed.

WEDNESDAY DECEMBER 12

We got an early start, put the #2 jib on in hope of sailing. Before leaving, we explored the inner harbor; it is a real estate development that has gone tired and now is beginning to enjoy a revival of interest. Not for me!

We pass through historic Roosevelt Roads and see the Naval Base off to port. The water here is not deep, 30-60'. Off to the

Continued on next page

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south we can see bomb explosions on nearby Vieques. It's the Navy practicing. We approach Culebra about 2:30-3:00 p.m. and can see Dewey through a very small cut between hills. We continue past Punta Del Soldado and enter the well marked opening in the reef. It's good to enjoy the accurate American bouyage system. In times past, I have felt much like Columbus approaching strange islands without a sign of habitation or navigational aids. We have a depth sounder; Columbus didn't.

Culebra is exciting to me. It's a tropical version of Swan's Island, Maine. There are only modest homes, generally clean. People are friendly, but there is no pressure to spend money.

THURSDAY DECEMBER 13

Ashore at Culebra for light shopping and then a 2-3 mile hike to Flamingo beach — a beautiful horseshoe tropical beach that defies description. We passed the one-way airport on the way out; you land and take off toward the water. We saw a single engine plane on the side of the hill. It had not made the airport, but we learned no one was hurt.

Penny and I waited until the park ranger was going home to lunch to get a ride back to the harbor. He politely refused any compensation. We joined Joe, Harriette and Mark at the local inn. There, they were making pastries for the forthcoming celebration of the opening of a bank.

About 1:00 p.m. we cast off and powered out of the harbor and over to Culibrita, a small high island topped by a lighthouse — much like Seguin. Penny and Mark went snorkeling. The island is entirely given over to a national park. There are no houses on it.

At 4 we set sail for St. Thomas, 25 miles away, power sailing at 8.5 knots to make an anchorage by dark. It all looks very familiar as we pass by Sail Rock, then Truman Airport. It's almost dark when we anchor at Water Island. Wrapped the painter around the wheel; easily removed; no sharks!

FRIDAY DECEMBER 14

9:00 a.m. — powered around Water Island, past Charlotte Amalie, west of St. Johns then toward Peter and Salt Islands. We saw a large "Ketch" up on rocks, possibly a victim of the November gale. The day is beautiful, but a moderate number of boats; the charter season is not yet in full swing. We turn into Road Town and the Moorings." The voyage is ended. Spent time greeting

friends from last winter and walking the yard of Tortola Yacht Service. Damaged "CSY" boats boats are hauled here.

SATURDAY DECEMBER 15

Seated beside the pool; my flight home leaves at 2:00 p.m. The next person to walk by is Vale Marvin. He is staying on "Belon" across the channel at Virgin Gorda.

It's been an exciting trip with the wonderful Goldmans — the most gracious shipmates I know!

BWSC 1985 Events

Racing Rule Workshop	3 May
Spring Regatta	15 June
Marion-Bermuda Race	21 June
Misery Raft-In	12 July
Southern Cruise	21 July
Eastern Cruise	4 August
Whale Watch	24 August
Labor Day Cruise	31 August
Fall Regatta	14 September
Annual Meeting	15 November



Jane Kraitmen, Kitty, Tom, Harriette and Joe Goldman, Al Krattner at Cockburn Harbor — S. Caicos



Pat and Earle Michaud, Leo Fallon at the Dinghy Club

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AT DARK HARBOR



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FOR BROCHURE AND FERRY SCHEDULE. WRITE: Kathleen Waterman, Innkeeper
Islesboro, Maine 04848 (207) 734-2222

Not an advertisement, but a testimonial! The Blue Water dinner at Islesboro last summer was one of the most pleasant we've experienced.

The setting and the hospitality were extraordinary. Our hosts, the Watermans, could not have been more gracious or thoughtful.

The evening before we had found reasonable, quiet moorings at the Dark Harbor Yacht Yard across the harbor. A well-kept secret was two washers and a dryer available in their shop.

C.P.R.

In February, Elaine Sacco, a certified C.P.R. instructor, presented a C.P.R. program at the Commodore's home. The attendance in no way matched the importance of this program. If we could prevail on Elaine, this program should be re-run twice a year at different locations. We support an activity that will sometimes and suddenly demand this skill to save someone's life. We should all be familiar with it.



Herb Marcus, Fran Westerbeke, and Elaine Sacco.



"Kerry Dancer", "Tide Marsh II", and "Pequod II" at St. John's, N.B. City Landing



"Escapes", "Pryde", "Sascha" and "Lion's Paw" at Perry's Creek

CONTRIBUTING EDITORS

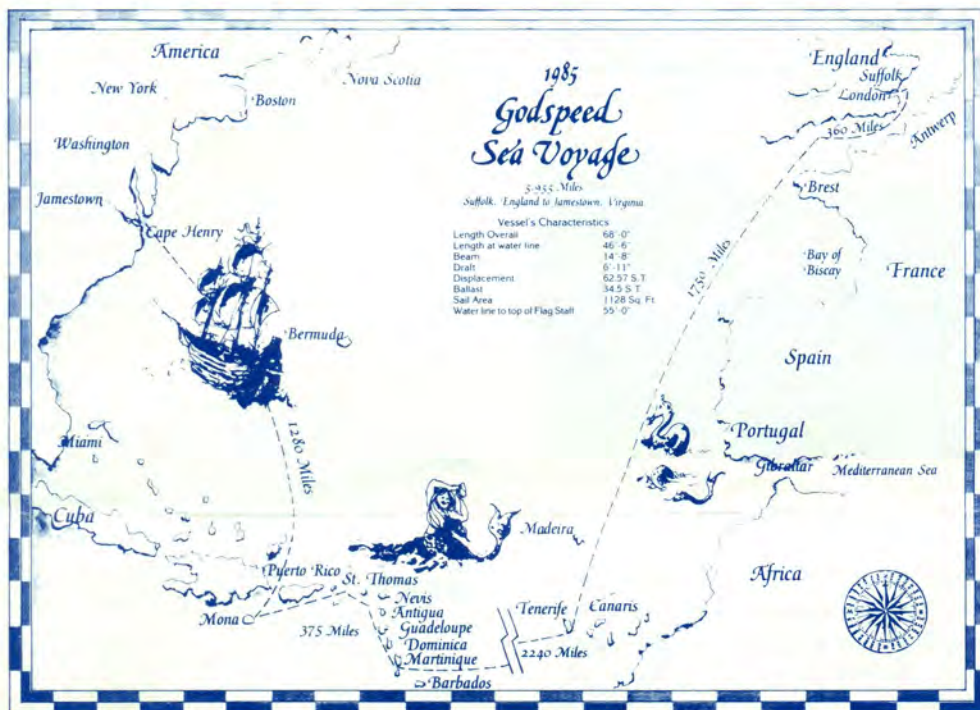
We need you! The "Log" flourishes on the material the members contribute. If we have few or no contributors, the copy will be one-sided and dull. The news or lack of it will make it dull.

All aspiring editors, please send your cruise and news items. Let's hear of your summer adventures, including pictures. You'll have the by-line.

If you have items or boats to sell, we'll list those too!

Send to: Bill Sheehan
20 Malcolm Street
Hingham, MA 02043

Voyage of the Godspeed



COMMODORE'S CORNER

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And of course knowing the rules means you'll be able to do the Spring Regatta at Scituate this year without undue embarrassment (like I had with a buoy last year). Brian and Chris Hotarek have the formula for a fabulous weekend this year. The caterer is improved and the traditional Scituate hospitality is preserved. How can you go wrong for the weekend? Chowder Friday night, or race Saturday, or dine and dance Saturday night, or breakfast leisurely Sunday, and finish with the Pursuit Race — we'll see you somewhere.

Both cruises are moving along well. Whether you choose to go South with Mickey and Mary Martin or East with Ira and Betty Dyer and Norm and Jean Doelling, you'll be in very capable hands. The organization is excellent and you may find yourselves treated to unusual visits such as the Concordia facility, etc. These are the toughest of our activities to organize, so in addition to enjoying the ambiance for several weeks, it would be good to give your chairmen and co-chairmen a pat on the back and some support if you can. The best way to do this is by volunteering to take a day as Captain of the Day or Leader of the Urchins for beach games. Then your chairman will really appreciate your thanks!

(Mickey's # is 838-2804, Ira's # is 527-7059.)

Did you know that Herb and Ruth Marcus will visit the Galapagos soon (after visiting a daughter in Panama)? Wonder if this impacts the Whale Watch?

The Hydes are preparing for extended Caribbean cruising this winter. If you have some experiences to share with them, I'll bet they'd welcome your call.

Did you know the Michauds and the Hayes and the Fallons are chartering a boat in Greece in May?

Following this will be the Racing Rules Workshop on the 3rd of May. Our Rear Commodore Dennis Moran will help you to understand changes in the rules and review the old basics in addition. If you haven't had a brush-up recently you get more than a social evening out of it! Wally Feldman tells me the yearbook is into the print shop and you should see them soon.

I guess I should stop with the advertising and leave some space for the rest of the Log. I can't sign off without a personal thanks to Elaine Sacco for giving superb First Aid and CPR courses this Spring, Elaine and Russ Goldsmith who shared their trip to Ireland with us and to Lil Goldfarb and Helene Marshall for a delicious cook-in.

VOYAGE

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Alternate Captain and Sailing Master is Peter Meekins of The Blue Water Sailing Club. Approximately 12 crew members will accompany the "Godspeed" on her return trip from England, through the Canary Islands, down to several stops in the Caribbean, and homeward to Virginia.

The voyage will follow the 1607 route and will make many port calls which were made during the original voyage. Upon returning to Virginia, several area municipalities will host the "Godspeed" as sponsors of the voyage.

The original voyage began December 20, 1606, and ended May 13, 1607. The reenactment is designed to minimize the chances of adverse weather and to take advantage of the most favorable navigating conditions. Although portions of the voyage will be carried out with many instruments and equipment similar to that used in the 17th century, state of the art navigational and radio equipment will be on board as a safety precaution.

I can't say enough for the Marcuses, Judy and Jerry, who put together another first-class ski trip to Stratton. You should have been there! Next year the Van Rockers have the duty — a tough act to follow! The friendship and efforts of Blue Water people have been very important to me and have made it easier to adjust to my birthday cakes having more than 53 candles. Thank you for your support and confidence — let's enjoy a really good 1985 together.

Good sailing,
Duane Marshall, Commodore



Commodore Duane Marshall.