

# BLUE WATER LOG

## BWSC: ORGANIZED FOR 1997

**Marion Cullen Presents Gavel To New Commodore, Paul Hodess; praises members for their help in 1996**

### New Officers Elected; Volunteers Recognized

At the Annual Meeting held at the Back Bay Hilton on November 8th, a new slate of officers and Board of Governors was elected to run the Club next year.

Paul T. Hodess was elected to serve as Commodore, Carl M. Kramer as Vice Commodore, William Hammer as Rear Commodore, Robert S. Gould as Treasurer, and Stephen J. Ricci as Secretary,

In addition, Joseph P. Fantasia was elected as Offshore Cruise Committee Chairman, John R. Quarles as Race Committee Chairman and Secretary, Merrill I. Feldman, MD as Clerk, Richard W. Freeman, Jr. as Historian, and Dr. Wally Feldman as Yearbook Chairman. Fourteen other members were named to the Board of Governors for 1997. (See p. 3 for a complete list of officers and Board of Governors.)

Outgoing Commodore Marion Dancy-Cullen expressed her gratitude towards the many volunteers who ran seminars, cruises, dinners, weekend events and all the tasks that assure the success of the Club. Some of those honored included Russ Kingman, Merrill Feldman, Dan Kostishack, Carl Kramer, Irwin Macey, Jack Noble, Barry Steinberg, John Quarles, Steve Ricci, Fran Westerbeke, Bob and Jayne Strayton, Clark and Marcie Wrye, Linda and David Yanofsky, (continued on p. 3)

### *At Annual Meeting: Commodore's Award Given To Sibley Reppert and Chris Vezetinski*

*by Marion Dancy-Cullen*

The BWSC Commodore's Award recognizes outstanding sailing accomplishments.

Sibley Reppert and Chris Vezetinski, this year's recipients, began their adventure two years ago. With the help of Paul Hodess and Jerry Marcus they brought their boat to the Turks and Caicos. A few months later they headed to the San Blas Islands.

After passing through the Panama Canal they headed to the (continued on p. 2)

### Marion-Bermuda Race Scheduled for June 20; March MIT Forum Set

*by Russ Kingman*

Just seven months away is the start of the Marion to Bermuda Race on June 20th 1997. In 1995, the Blue Water Sailing Club had six entries; three of them brought home trophies.

Several important changes have been made to the rules for the 1997 race: GPS navigation will be allowed, sail cloth restrictions have been dropped, and a 406 EPIRB will be required. These and related issues will be discussed at a forum in March at MIT for all those interested.

For information, write: Faith Paulsen, PO Box 916, Marion, MA 02738, or call 508-748-2001 or fax to 508-748-0260 to request entry packages. Act NOW!



*Chris Vezetinski and Sibley Reppert (L-R, center) – with daughters Catherine and Victoria in Papeete, Tahiti – were given the Commodore's Award for their inspiring voyage to New Zealand*



## Commodore's Award: Cruise Earns Sibley, Chris Recognition

(continued from p.1)

Cocos Islands across the Equator to the Galapagos Islands. They stayed 11 days, then sailed 3,100 miles to the Marquesas, where Polynesians in canoes and catamarans welcomed them with a celebration.

They then headed 600 miles to the Tuamotos Archipelago, remote from civilization, and on to French Polynesia, visiting Cooks Bay, Moorea, Bora Bora and Raratonga. On their next leg -- at the beginning of August -- they stopped at Beveridge Reef, "an eerie rest stop in the middle of nowhere," 450 miles from Raratonga, a trip much the same as sailing to northern Maine for a lunch stop.

### **7600 Miles, 54 Days**

They then sailed to Niue (a highlight) and Tonga, having traveled 7,600 miles with 54 days of sailing. Finally they arrived in the Bay of Islands, New Zealand on Oct 18 last year. One year later the boat is still there.

Lest you think this was a simple trip by two solo adventurers, Sibley and Chris were accompanied by their two daughters, Victoria, then 12 and Catherine, then 10. They made the trip in their family boat *Victoria*, a Bavaria 1130, 37-ft LOA. Chris is a computer specialist and Sibley an attorney.

Highlight of the trip was Sibley's 50th birthday and Victoria's 13th, both on July 4th in Moorea, the halfway point to New Zealand.

How did it all start?

Chris bought Sibley the book "The Happy Isles of Oceania--Paddling Through Paradise," by Paul Theroux. Chris read it and wrote away for sailboat charter information. Sibley's reaction? "If we are going to go, we are



*Faith and Jerry Margolin at the helm of Astrid earlier this year*

## **Jerry Margolin - July 4, 1996**

*by Harvey Goldfarb*

Jerry Margolin, a BWSC member since 1974 and long-term officer and member of the Board of Governors, passed away on July 4, 1996 in Lunenburg, Nova Scotia on *Astrid* while participating in a BWSC cruise. His wife Faith and Lillie and Harvey Goldfarb accompanied Jerry on the cruise.

Jerry's love of sailing went far deeper than cruising the waters off the coast of New England. He was instrumental in starting many BWSC activities, such as the Labor Day cruise and race from Provincetown to Plymouth.

In the many ports Jerry and his family visited he always made

taking our own boat."

And so they did. *Victoria* will be shipped from New Zealand to her home port of Padanaram later this winter.

Congratulations Sibley, Chris, Victoria and Catherine on the cruise of a lifetime!

Want to hear more of this great adventure?: it's the subject of a winter special seminar! See page 5 for details.

new friends and introduced them to the enjoyment we all derive from the Blue Water Sailing Club. Besides cruising, Jerry's boat *Astrid* fared very well in races: Marion to Bermuda, Boston to Halifax, and the BWSC Campobello race.

Jerry will be missed by all of us.

## **BWSC Members Hold Leadership Posts in Constitution YC**

Harry Pasquier is Commodore, Melanie Richardson is Secretary and Mary Ann Kramer is Treasurer of the Charlestown-based Constitution Yacht Club.

Many other BWSC members also are active members of CYC -- Peter Davidoff, Bob Davidoff and Davida Carvin, Jack and Shirley Roberts, John Quarles and Linda Allen, Carl Kramer, Alan and Mary Ann McLean, Bob and Cindy Gould, Colin Richardson, Ron and Maureen Evans and June Pasquier.

Home for CYC is at Constitution Marina in Charlestown. Many members keep their boats there and at nearby Shipyard Quarters.



# Maine Cruise Highlights

*Fog to start, then clearing; a good time was had*

by Bob & Jayne Strayton

A total of 24 boats participated in the 1996 Maine Cruise from August 3- 17th. The boat and head counts varied substantially during the two-week period as member and guest boats came and went.

Fog crept in on little cat's feet, densely, during the first few days, after which the weather was mostly delightful, but winds light.

Seven boats and 17 people made it through peasoup to our initial rendezvous at The Basin on Sunday, Aug. 5th. Next night, thirty-eight people from 14 boats -- some came by car! -- joined the kickoff reception at Bob and Eugenia Shepard's beautiful home in Moffat Cove and dinner at OceanGate. Our thanks, as always, to the Shepards' for their warm and gracious hospitality.

Highlights included:

- An experimental and largely chaotic plan to run mini-cruises, resulting in several AWOL CODs and dreaded 25-watt roll calls on several mornings; mercifully, they were brief.

- A superb children's program. Led by Jean Deighan and Glen Porter, it brought together

nine boys ages 6 to 9, who learned to kayak, race, and develop art projects -- the latter resulting in a special showing and awards program at the Hinckley BBQ. The program made friends of three young cruising families -- the Lees, Pierces, and Trainors.

- Five lively social events kept the fleet in good spirits: a reception in The Basin; another at the Shepards' followed by the lobster bake; a Stu VanTine-improvised dinner at the East Wind Inn for a drenched fleet after a BBQ rainout in Tenants Harbor; a wharf BBQ and kids' awards program at Hinckley's Great Harbor Marina, which 32 people attended; and the Commodore's lobster bake at Lunt's Harbor in Frenchboro as a cruise finale on August 15th.

Many visitors joined the cruise: Bill Deighan, Bill Sheehan, Dick Gibson, Russ Kingman, Jeff Wisch, Jules Siegel and their first mates and crews, as well as George, Nancy and Hilda Marvin, and others who slipped quietly in and out.

We enjoyed chairing and sharing the Down East adventure.

## New Officers Elected; Volunteers Recognized

*(continued from p. 1)*

Lee and Jason Mondale, Alan and Mary Ann McLean and Russ and Elaine Goldsmith.

## 1997 Officers

Paul T. Hodess, Commodore  
Carl M. Kramer, Vice Commodore  
William Hammer, Rear Commodore  
Robert S. Gould, Treasurer  
Stephen J. Ricci, Secretary  
Joseph P. Fantasia, Offshore  
Cruise Committee Chairman  
John R. Quarles, Race Committee  
Chairman and Secretary  
Merrill I. Feldman, MD, Clerk  
Richard W. Freeman, Jr., Historian  
Wally Feldman, Yearbook  
Chairman

## 1997 Board of Governors

Don Atwood  
Peter J. Bishop  
Marion Cullen  
Peter J. Dragonis  
William J. Duggan  
Austin Heath  
Daniel Kostishack  
Russ Kingman  
Susan Lavoie  
Irwin Macey  
Robert G. Strayton  
Barry C. Steinberg  
Jeffrey Wisch, MD  
W. Clark Wrye III

## BVI Cruise Plans Now Completed

Thirty-two BWSC members and guests have signed up for the February 1997 charter cruise in the British Virgin Islands. Boats by Sunsail, flights by American, fun for all. The cruise was organized last Spring by John Quarles and Linda Allen and Carl and Mary Ann Kramer.



*A special treat during the Maine cruise in August was the periodic sighting of Bluenose II, "up close and personal"*



# Searching for Nova Scotia

## Hardy fleet endures fog, cold en route to Bras D'Ors

by Russ and Wendy Kingman

We left Cape Cod aboard *Summer Girl* on June 28 and sailed up the Maine coast to Frenchboro where we met the Fitches on *Adhara*. Most of this leg occurred in cold rain and fog -- a precursor of things to come.

After a lay day due to rain and fog, we left Frenchboro July 5th at 0600 for Shelburne, our customs' port of entry. We sailed all day, all night, and arrived 156 miles later in Shelburne at 1500 the next day, where we pulled into the Shelburne Yacht Club, the smallest yacht club I've ever seen.

The last line had not been secured when we received an invitation to a seafood chowder and strawberry shortcake dinner that night. The chowder was made by an award-winning cook from Shelburne. After crossing the Bay of Fundy with a wind-chill factor of about 30 degrees, this sounded like a banquet and we quickly accepted. We cleared customs by phone, took showers at the club, cleaned up the boat, and it was now time for supper. This was a banquet! The best part, however, was the people themselves, who went out of their way to make us feel welcome. Great hospitality.

### Rain, Cold Dominate

The wind chill factor crossing the Bay was a portent of things to come. It is approximately 350 miles up the coast to Baddeck in the Bras D'Or Lakes. Rain, cold, and fog were common while we made 40-50 miles daily. Locals described it as the worst July in 50 years.

But we had come prepared. We had brought ski hats, mittens, jackets and the best foul weather gear on the market; it still wasn't enough. The alcohol cabin heater was used almost continually in



Russ: Another sunny day enroute

port. We were jolted when we paid more than \$28 for a gallon of alcohol! Wendy describes July as our "Family Outward Bound" experience. I will omit my description.

*Summer Girl* and *Adhara* arrived at Baddeck on July 19th and joined the following Blue Water boats: *Windpower*, *Hoolimar*, *Escales*, *Isolde*, *Reality*, *No Se*, and *Bright Star*. We explored the Lakes the next six days then took several tours, including outstanding tours of the Alexander Graham Bell Museum (his summer home was in Baddeck) and Fort Louisbourg in Sydney.

### Sun At Last

The return trip down the coast featured more of the same weather; finally the sun broke through as we made landfall on August 5th at Northeast Harbor, Maine. The next two weeks in Maine produced the best weather of the entire summer.

Our impressions? A beautiful

## Volunteers for 1997 Summer Events

There has been a terrific response from volunteers to help and to lead 1997 summer events. There will be a volunteers' meeting later this year to exchange ideas and to do some early planning. It will give volunteers an opportunity to meet members who have run these events previously. And it will be an easy way to get tips and to take advantage of past experience.

In the meantime, start thinking about the event you are involved with. Do not hesitate to contact the person who will be running it with your ideas and suggestions.

And for those who aren't yet involved, maybe you too can lend a hand. Call the chairpersons noted elsewhere in this newsletter to offer your services.

## WANTED: IDEAS FOR MORE SEMINARS

BWSC's seminar series is meant to organize programs that bring hands-on knowledge of specific sailing challenges to members. If you have a topic you'd like to learn more about, please contact Bill Hammer, our Rear Commodore.

part of the world inhabited by some of the nicest, most hospitable people we have ever met; challenging sailing, some wonderful memories, and a sense of accomplishment. Highlights? Shelburne, Lunenburg, Halifax, particularly the maritime museum, Liscombe Lodge, and the Lakes themselves.

We arrived home on August 20th after eight weeks "at sea". As we picked up our mooring, we thanked God for both a safe journey and that we live on Cape Cod -- the best sailing area in North America!



## WINTER EVENTS AND SEMINARS

by Bill Hammer

The following events so far are scheduled for this winter; dates not shown will be published soon:

**"Ski Weekend"**-- Jan 31, Feb. 1&2 -- Bethel Inn, Bethel, Maine. Chaired by John Quarles and Linda Allen.

**"Sail Trim and Racing"** for cruisers who would like to improve their sailing skills and try their hand at some BWSC races. Covers basic racing rules, new rules and basic racing strategies plus sail handling. Co-chaired by Dan Kostishack and Barry Steinberg.

**"Preparing Your Boat for Long-Distance Cruising"** Practical hands-on repair and refitting with a critique of the before and after results. Chaired by Terry Cullen.

**"Womenship"** A practical seminar for the women of our fleet; what to do and how to do it. A round table discussion for all sailing ladies. Chaired by Sue Lavoie.

**"Hands-on Safety Seminar"** at the US Coast Guard Station at Mass Maritime Academy. A repeat of last year's important and terrific seminar. Not to be missed...and a fun day! Chaired by Dick Freeman.

**"Halsey Herreshoff on Sailing and Sailboats."** Tentative. Mr. Herreshoff is the curator of the Herreshoff museum and a guardian of a wonderful family sailing heritage.

**"Weather Seminar."** Tentative. A rerun of this excellent seminar of last Spring. Chaired by Don Atwood.

**"Paddling Through Paradise"** Shipley Reppert's and Chris Vezetinski's exciting story of the South Pacific trip that earned them the Commodore's Award.

by Dan Kostishack

A hearty welcome aboard is in order for seven new sailing families who joined BWSC during the past two months. They are:

**George and Nancy Marvin** of Annapolis, Md live aboard *Trumpeter*, a Bristol 45.5 out of Norfolk, Va. They are a second generation BWSC family-- father Vale (deceased) and Hilda are charter members of BWSC. For those of you with a bent for history Vale ran the first BWSC Maine cruise. George is a retired naval officer, a Captain. Nancy is a professional social worker. They have cruised over 20,000 miles the past 17 years; George sailed with his parents for many years earlier.

**Cecily and Ernest Grable, MD** of Waban, Ma have been sailing Buzzards Bay, the New England coast and New York the past 16 years. They now sail *Quintessence*, a Tartan 41, out of Marion. They have two grown children.



*Chris and Sibley's Victoria (white hull) at anchor: a tough day in Paradise*

## WELCOME, NEW MEMBERS

The Grables are members of Beverly Yacht Club and Metropolitan Yacht Club of Braintree.

**Virginia Hill** lives in Jersey City, New Jersey and sails out of Scituate. She has a Pacific Seacraft 34, *Virginia II*. Virginia is a member of the Satuit Boat Club, the U.S. Sailing Association, and the American Sailing Association. Virginia has two grown children.

**Bill and Jane Jackson** of Medfield, sail *Windigo*, a Bristol 38.8 out of Cataumet. Their extensive sailing experience includes Bermuda to Newport, Jamaica to Panama, the Bahamas, the Virgin Islands, St. Vincent, and Grenada. They are members of Red Brook Harbor Yacht Club.

**Sal and Barbara Spignese** sail *Eagle*, a Nonsuch 30, based in Marblehead. They live in Lexington. They are members of the Dolphin Yacht Club. Cruising the Cape Cod coast the past 25 years they have also chartered in the Bahamas and in Greece.

**James and Susan Nye** sail *Buckeye II*, a Sabre 34, out of Marblehead. They live in North Conway, N.H. and are lifelong sailors, with 40 years of experience including racing MORC, PHRF, 210's, etc, etc. James is past Commodore of the Corinthian Yacht Club.

**Mat and Pat Bockh** live in Gilford, NH and sail *Powerless*, an Irwin 52. They sail out of Westport, Connecticut where they are members of the Westport Yacht Club. Like the other new members, they are long-time cruisers with 40+years experience.



# An Offshore Experience

## and an Opinion on Races for Cruisers

by Bob Gould

*This is a condensation of and excerpts from Bob Gould's views on racing rules for real cruisers plus notes on Free Spirit's participation in the 1996 Newport-to-Bermuda race. The editor also took the liberty of injecting a few of his own views (see italics). Contact Bob Gould for an unabridged and unpurgated version and some strong words about participation in such future Races.*

**NOTES ON FREE SPIRIT'S PARTICIPATION IN THE 1996 NEWPORT-BERMUDA RACE** or "Why do we have to keep relearning the same old lessons the hard way?" Plus a few new ones?

The Newport-Bermuda race was to have been the scene of our resurrection to excellence from ignominy in previous races. Excellence -- from the perspective of the crew of *Free Spirit* -- would have been to finish in the middle of the fleet (*check with Bob on previous finishes*).

*Free Spirit had a new*

*carbon fiber mast, much taller than the one it replaced and with it a much larger sail area for the main. The mast was rerigged with inboard shrouds for higher pointing. The keel was modified with a Bob Gould-inspired miniwing.*

Keen competition in the so-called cruising class included *Nirvana*, a 81'9" maxi-boat which holds the Newport-Bermuda race record of 2 1/2 days. To finish in the middle of the fleet would have been victory enough.

*Free Spirit's* family crew was older this year, more mature and more experienced. *Free Spirit* had its high-tech face lift and was ready to go. "We were confident."

*... and who was it that said: "the best laid plans ..."*

*Bob Gould explains...* *Free Spirit* was competitive early in the race. In light airs, she kept up with the majority of the fleet for the first 24 hours; she fairly flew across the Gulf Stream when the wind increased to 35 knots with eight-foot seas. She averaged 8.3 knots.

### *Then the lessons began...*

While on the coach roof in front of the mast, I forgot the basic "one hand for the boat and one hand for yourself" rule. Holding on to the bitter end of an unsecured topping lift and standing directly in front of the mast, I found myself launched into the air when the boat broached. I did a swan dive landing on the lifelines (which fortunately held). My youngest son dragged me back from heading further over the side. I was wearing a harness which was clipped on, but my tether was too long. The pain of a likely cracked rib forced me back to the cockpit.

### *Then on to more lessons...*

A slipped bowline and a poorly secured downhaul led to a torn sail and a whisker pole which exploded.

At the same time, the steering chose to seize and we had no steering. With my injured rib, I spent four hours in a cramped cockpit locker dissecting and inspecting the steering system, which seemed to work but only intermittently. At that point, my kids looked at me and said, "Dad, this is stupid", and with the agreement of the entire crew, we decided to drop out of the race and motor into Bermuda. The following day I discovered that the autopilot had shorted out and the autopilot clutch was intermittently engaging (even though the unit was turned off); this wouldn't allow us to steer. Shutting the power off completely to the system corrected the problems, but by then the race was over.

### **MEA CULPA--** Lessons learned.

It is unrealistic to expect a crew to gather the night before a major ocean race without practice that season and expect to avoid major errors - especially at night. To successfully compete in such an event one needs to campaign a (continued on p. 7)



*An impromptu raftup in Gloucester Harbor on Labor Day 1996: 7-8 boats from both BWSC and CYC enjoying the lighted boat parade Saturday evening and the Schooner races on Sunday*



## Bob Gould's Offshore Experience And Opinion On Rules For Cruisers

(continued from p. 6)

boat seriously the entire previous year and all Spring with at least the nucleus of crew.

Everyone must have specific jobs assigned to them and be shown the best way to handle each job. Otherwise, people are reinventing the wheel. My problem as a skipper (and one which I am trying to change) is that I try to do everything myself. This means that I cannot focus on any one thing well enough and I have not attempted to train my crew so that each one is expert in one or two specific jobs.

When major changes (*aren't they all major?*) are made to a boat, such as a new mast and larger sail area, the stresses incurred become geometrically increased. Thus, on *Free Spirit*, the boom vang failed and a mainsheet bale pulled out. There were failures such as the upper roller furler on the mainsail furling system, a torn mainsail tack, a couple of broken winch chairs. At one point we were sewing a new tack on the mainsail which was flaked (more or less) on the deck, while repair of the upper mainsail furler was being fashioned.

The return trip was far less eventful. With a crew filled with Blue Water Board members — Don Atwood, John Quarles, John Dieselman, and Carl Kramer we (and our repaired autopilot) had a pleasant and enjoyable sail home. John Quarles surfed down a wave at 11 knots — a thrill.

*And all I had to do during the trip back was to sip lemonade and leave the crew alone...hmmmm... those Blue Water Board sailors.*

### A REAL CRUISING RACE CATEGORY- PROPOSED

Sailing in a long offshore race such as the Bermuda race subjects a boat and its crew to



*BWSC Board members John Quarles (L) and Carl Kramer (R) bring Free Spirit home after an adventurous trip to Bermuda.*

stresses normally not seen in round-the-buoy racing or coastal cruising. An offshore race category is needed that reflects the equipment and crew size found on real cruising boats. The category's rules should encourage safe practices.

**1. Autopilots.** If a boat sails offshore with a crew of 5 or 6 or less, sleep deprivation and exhaustion is likely. The current rules require a crew to hand steer the vessel around the clock. The rules say no autopilots! How can a vessel with a crew of six compete fairly with a crew of up to 24? *Nirvana* had a crew of 24 in the race including many professionals. Working autopilots should be required.

**2. Crew Size.** No more crew than there are permanent bunks.

**3. Head Sails.** Changing headsails with a small crew on a pitching foredeck in the Gulf Stream with 8-to-12-foot seas can be a life-and-death battle with a flogging sail with no luff control. Cruisers with roller furling should only be allowed to bring one headsail (up to 150%) that uses a luff groove to hoist. Any other jibs used should be hanked on — from storm jibs to extra large genoas.

If a smaller headsail is needed, a running headstay can be brought up forward and a smaller

jib on hanks can be set behind the furled genoa. This is more controllable and is safer. Boats with only hanked on sails would be allowed some limited head sail changes because hank-on sails can be changed on deck with some semblance of safety.

**4. Handicap Parity.** Boats racing against each other should have no more than 30 seconds-per-mile difference in handicap between the boats in any particular class. Greater handicap differences mean that boats are likely to be competing in totally different weather patterns and the race cannot be fair.

**5. Racing Boats.** Boats specifically designed as racing boats should be excluded from sailing in a cruising boat class.

**6. GPS.** Penalizing GPS users doesn't make sense! Use a sextant as a backup.

**7. No pros.** No professional racers, sailmaker racers or professional navigators.

**CONCLUSION:** A cruising class race should mean much more than just not using a spinnaker. The race should demand realistic crew sizes and corresponding equipment. Offshore racing should be safe and safety should not be penalized. Get with it Newport-to-Bermuda Race Committee.



## 1997 SUMMER EVENTS PLANNED

Here is a list of planned 1997 summer events and those who have already volunteered to help.

<b>Event</b>	<b>Head of Event</b>	<b>Need Help</b>
<b>Spring Meeting</b> , Peabody Museum	Merrill Feldman, Irwin Macey	
<b>Spring Regatta</b> , Scituate	Peter Bishop, Sue Lavoie	
Memorial Day Weekend		
<b>Bermuda Race</b> , June 19	Russ Kingman, Joe Fantasia	
<b>4th of July</b> , South	Austin Heath	***
<b>July 17th</b> First sailing of the	Harry Pasquier, David Tesar	
<i>USS Constitution</i> in 150 years	and Davida Carvin	
<b>Southern Cruise</b>	Martin Owens	***
<b>Maine Cruise</b>	Chuck Goldberg, Jules Siegel	***
<b>Canadian Cruise</b> , on St. John River	Jeff Fitch	
<b>Labor Day</b> , Gloucester	Colin Richardson	
<b>Labor Day</b> , Buzzards Bay	***	
<b>Mid-September</b> , Marblehead	David Goldsmith	
<b>Columbus Day</b>	Peter MacDonald	
<b>Fall Meeting</b> , Harvard Club	Jeff Wisch	

\*\*\* We need volunteers for these events; call Carl Kramer 1-617-275-7624H, 1-617-272-5676W. Maine and Southern Cruises need families to lead children's activities. Labor Day in Buzzards Bay needs a leader. Other events may need a hand. Please call. Can we count on you?

**Carl M. Kramer**  
**34 Elmbrook Road**  
**Bedford, MA 01730**

