

BLUE WATER LOG

New BWSC Officers at Hull Speed *Sleeves Rolled Up for 1998*

COMMODORE'S CORNER

by Carl Kramer

John was a chauffeur for a very distinguished professor of marine engineering and yacht design who gave many speeches on design. John always listened with admiration.

John told the professor he had listened to the professor's speech so often he could give the speech himself. The professor agreed to let him give it.

John gave the professor's speech with conviction and believability. The audience cheered. However, one member of the audience asked a technical question that John could not answer. He was embarrassed. He paused, he thought, and finally he said to the person who asked the question:

"Anyone with common sense should know the answer. To prove this I will ask my chauffeur in the audience to answer."

Like John, I have listened carefully to my distinguished predecessors Paul Hodess, Marion Dancy, Russ Kingman, John Dieselman and Harvey Goldfarb. You will understand, therefore, why I defer some difficult questions to them and look to them for guidance in my Commodoreship. 1997-1998 will be a continuation of their good examples.



BWSC ladies are buckled up for a blow during last June's all-women cruise. See story page 6.

Thanks, 1997 volunteers!

A hearty thanks from the members of the BOG to club members who enthusiastically volunteered to lead last year's programs:

Wendy & Chuck Goldberg/Maine Cruise
Martin & Barbara Owens and Eric & Jackie Pierce/Southern Cruise
Sue & Paul La Voie/Spring Regatta
Harry Pasquier, David Tesar, Davida Carvin/Constitution Sailing Weekend
David & Lisa Goldsmith/ Fall Regatta
Dick Freeman/ Mass Maritime Safety at Sea Seminar
(continued on page 4)

New Officers and BOG Elected at Fall Meeting

At the Annual Meeting on November 14 the following were elected as the Officers and Board of Governors for the 1997-98 sailing year:

Officers

Commodore: Carl M. Kramer
Vice Commodore: William Hammer
Rear Commodore: Merrill Feldman
Treasurer: Robert S. Gould
Secretary: Steven Ricci
Offshore Cruise Committee Chairman:

Joseph P. Fantasia
(continued on page 2)

New Officers and BOG elected at Fall meeting

(continued from page 1)

Race Committee Chairman & Secretary:

John R. Quarles

Clerk: Sue LaVoie

Historian: Richard W. Freeman, Jr.

Yearbook Chairman: Wallace Feldman

Board of Governors

Peter J. Bishop

Marion Cullen*

John Dieselman, Measurer*

Peter J. Dragonis

William J. Duggan

Wendy Goldberg**

Cathryn Griffith**

Russ Kingman*

Daniel Kostishack

Susan Lavoie

Barry Levenson **

Irwin Macey

Eric Pierce, MD**

Barry C. Steinberg

Robert G. Strayton

* Past Commodore

** New Member of BOG

Faith Margolin honored for dedication and long service

Past Commodore Harvey Goldfarb honored Faith Margolin at the Annual Meeting, recognizing the special relationship Faith and Jerry had with the club for over 23 years. Jerry was on the BOG for 12 years. Jerry and Faith met through sailing; sailing was an important part of their family life. The Margolins always offered a kindly helping hand to new members and to old hands alike.

And Faith responds:

Bulger 'gatecrashes' BWSC party

The BWSC annual meeting was scheduled for Saturday, November 15, 1997 at Pier Four Restaurant. Menus were set, plans ready to go and announcements made when Cindy Wisch was called to the phone. "Pier Four calling. Guess what? Billy Bulger needs the room you reserved for BWSC." "No! No! No!" was Cindy's answer.

"You know Billy," Cindy was told over and over again by the banquet manager. The room Cindy had long ago reserved was the very one Billy wanted for his daughter's wedding. Cindy's pleas fell on deaf ears. "I'll try threats," Cindy thought. "No, maybe court action. I will have it somewhere else?" She came to a BOG meeting to relate the situation. "I won't give in! I won't give up!" she exclaimed.

Of course you know who prevailed! On Friday, November 14, the Annual Meeting was held at Pier Four -- solid evidence that Boston's hardball politics are alive and well -- as if anyone doubted. Great hors d'oeuvres! BWSC members know when to make a strategic retreat, Cindy held out for a panoply of hors d'oeuvres...courtesy of Pier Four!

"Jerry and I met in Marblehead many years ago when I was learning to sail. We went sailing on our first date. Little did I know that our lives would be forever intertwined with sailing. It was natural that both Jerry and I welcomed the opportunity to give to Blue Water out of our love of what brought us so much pleasure. The spirit with which

1998 Calendar

Check the calendar on page 8. A large number of events for 1998 are already scheduled. Remember the dates are subject to change. Use the calendar for your 1998 preliminary planning.

VOLUNTEERS NEEDED for 1998 Activities

There has been terrific response for volunteers to help and lead the 1998 events. Volunteers are meeting later this winter to exchange ideas and to do some early planning. It will give an opportunity for volunteers to meet members who have run these events previously. It will be an easy way to get tips and to take advantage of past experience. In the meantime, start thinking about the events. Do not hesitate to contact the person running an event to contribute your ideas and suggestions and maybe lend a hand.

Help Wanted

We need help urgently with publications. Call Carl Kramer at 781-275-7624

the Club was founded was always magnetic, as were the members themselves, many of whom became our closest friends over the years. Our kids were raised on Blue Water events. What the Club gave to us far outweighs our contributions. I hope the spirit of the founders inspires the members to carry on the traditions."

Faith Margolin

Safety seminar repeats as a major success

*It will be back
again next year*

by Dick Freeman

Attendance was up 50% at last year's Mass Maritime Academy "hands-on" safety seminar. It is a "not to be missed" event -- and we are busy setting it up again for mid-May 1998.

Capt. George Gillis had us try to extinguish several different types of fire with our own fire extinguishers (they provided ones if you didn't bring your own). He first showed us how to do it and we did it ourselves. Next he demonstrated different types of flares which we then tried. *Once you see the difference between a SOLAS flare and the usual types you will only want to use*

SOLAS. Surprisingly, many flares did not work. MAKE SURE YOUR FLARES ARE WITHIN THE PROPER DATES. We practiced with flare pistols, parachute flares and orange smoke canisters (useless -- the smoke dissipates too fast).

The Coast Guard also had a static exhibit of model boats and the different type of failure modes they might experience. Using the models, they showed different ways of stopping leaks using wood plugs, cedar shakes and wraparound patches. A very interesting part of this was the simulation of how different boats, mainly fishing trawlers, take on water and the dynamics of how they sink (read *The Perfect Storm* for a reference). The CG clearly takes its responsibilities to all mariners very seriously.

A mock MAYDAY call was simulated between the Coast Guard and a simulated boat in



USCG helicopter and patrol boat demonstrate rescue procedure during last May's Safety-at-Sea seminar

distress; it showed the whole sequence. Rescue crew and boats are away and proceeding immediately and querying by CG is relayed to the rescue boat while it is underway. This was in response to a question from the audience as to what seems to be excessive questioning of a person in distress by the CG. We were delighted to learn that at 0200 with crew asleep at Woods Hole the rescue boat was away from the dock with all four hands in four (4) minutes. We learned more of what the Coast Guard does and how it is trained for

rescue. They are well trained and that is comforting.

Next came a demonstration of a CG helicopter rescuing someone in three scenarios. 1. Lowering the rescue basket to a boat, 2. Lowering the frogman to a boat, 3. Hover low so the frogman can jump into the sea. Sailboats expecting a helicopter overhead must lash sails; remember that the mast is a high-risk element. Expect to be asked to go into the sea for a rescue. Note the downdraft of the helicopter is hurricane force.

(continued on p. 7)

When racers cruise and cruisers race...

Is the grass always greener on the other side of the street? BWSC members think of themselves as cruisers and adventurers, with more than a touch of wanderlust. So it may come as a bit of surprise to see how many members are actively participating in PHRF races during the week and on weekends. Moreover, on the summer cruises whole fleets of BWSC boats are joining point to point races.

Talk about the latest refrigeration or generator or AC is deferred to talk of kevlar, deck sweepers, three-second-a-mile penalty and bending the latest racing rules.

Some of the regulars racing their own boats are Bob Gould, John Quarles, John Dieselman, Dan Kostishack, Dave Yanofsky, Carl Kramer, David Tesar, Brian Sullivan, Alan McLean and Duane Marshall (on occasion) in the Boston-Marblehead area and Barry Steinberg, Jack Noble and Paul Hodess in the Buzzards Bay area. Some of these racers are crewing on each other's boats. It's a great learning experience.

Other members are crewing regularly for the above -- including Don Atwood, Cathryn Griffith, Harry Pasquier, Peter Keene, Mike Gardner, Steve Ricci and Ron Tracy. John Van Amsterdam and Ben Walcott crewed on *Presto's* overnight race to Northeast Harbor.

Racers are always looking for crew. Call any of the above. It's fun, educational, and more than a little scary! Don't be shy.



Presto, under spinnaker, during race to Maine in August

We need volunteers. Contact club officers.

Volunteers are needed for many events. Suggestions are encouraged. Call:

- Bill Hammer for summer events. (603) 888-9191.
- Merrill Feldman for winter events. (617) 598-5935.
- Carl Kramer for all other events (617) 275-7624.



Maine cruise members enjoy the flowers at Thulies Garden in Northeast Harbor last summer

1997 Volunteers: thank you very much *(continued from page 1)*

Colin & Melanie
Richardson/Labor Day Weekend,
Gloucester
John Quarles & Linda Allen/Ski
Weekend/BVI Charter Cruise
Austin & Jane Heath/4th of July
Peter Blampied/ GPS & Loran
Seminar
Peter Dragonis/ Halsley
Herreshoff Seminar
Jeff & Cindy Wisch/Fall Dinner
Meeting
Russ & Wendy Kingman/
Columbus Day Weekend
Dan Kostishack & Barry
Steinberg/Race Seminar
Sue La Voie/ Ladies Program

Thanks also to the many members who went out of their way to help out and add something special to cruises and events. Some gave through extra friendliness, others offered good humor in the midst of chaos, some gave spontaneity to help light a spark. Some showed concern for others when a helping hand was needed....And some displayed extra graciousness when grace under fire was difficult.

Maine Cruise Highlights

by Chuck & Wendy Goldberg

A total of 22 boats participated in this year's cruise with eleven converging at Roque Island's Great Harbor for the optional first week and the remainder of the fleet joining up at Northeast Harbor.

We were blessed with truly excellent weather; there was very little fog or rain and the winds were light. This meant some motoring.

Cruisers who made the long hop to Roque Island spent some time exploring Little Kennebec Bay, new to most of us, and the north side of Roque Island with its beautiful homes and vistas.

Several trips to Jonesport for crew changes and lobster runs provided an opportunity for some of us to visit this often-bypassed

port. Stops at Mistake Island, Eastern Harbor (Cape Split), Sorrento and Little Cranberry Island provided the fleet with opportunities for mussel-picking, hiking, dining ashore and cocktail partying.

Northeast Harbor was the setting for an all-fleet cocktail party on the docks of the marina. Joining us were a number of other Blue Water members already moored in the harbor. Sea kayaking had to be canceled due to rain. Instead, Wendy Keller led a hike to Jordan Pond followed by lunch. Coming back from the Pond, many of us stopped at the Thulies Gardens and Japanese Gardens. Both were rare treats of planning and beauty. One of the highlights of the cruise was an

evening of dining and entertainment at the DeckHouse Restaurant and Cabaret Theater in Southwest Harbor. The staff performed a lively offering of various Broadway and popular songs.

At Mackerel Cove, a planned cookout due to an open fire hazard had shifted to an "on the rocks" location provided by the

(Thanks to Jules Siegel, Russ Goldsmith, Fred Kerns and Dieter Empacher for their fast help in getting *Presto* off the rocks), Long Cove in Tenants Harbor. The final planned event of the cruise, was the Commodore's dinner at Southgate Resort, opposite Moffat Cove, Boothbay. Bob and Gene Shepard, once again, treated us to their hospitality by providing



A familiar event on many Maine cruises is the Commodore's dinner at Moffat's Cove, near Boothbay.

Swanns Island Boating Association. Our Race Coordinator, John Quarles, planned a race from Mackerel Cove up Blue Hill Bay but it had to be called after much mulling about the starting line. No wind! At the Kollegewidgwok Yacht Club the kids ruled during the two-day stopover. There were wonderful kids' activities under the leadership of Jeff and Nancy Fitch. Hikers were rewarded with more beautiful vistas. The dining ashore was gourmet.

Other stops included Bucks Harbor, at the western end of beautiful Eggemoggin Reach, Seal Bay on Vinalhaven Island

moorings for many of the boats and some land transportation. Vice Commodore Carl Kramer thanked the Shepards at the dinner for the many years their hospitality made Boothbay and Moffat Cove a special stop. As always, many cruisers slipped in and out of the cruise. David and Linda Yanofsky and crew, Dan and Elaine Kostishack, Mike and Pam Gardner, Stephen, Deborah and David Lee, Peter and Janice MacDonald, Duane Marshall and Pat Valencourt with guests, John and Pat Dieselman, Russ and Elaine Goldsmith with Joe and Harriet Goldman, plus Jerry and Judi Marcus.

(continued on p 7)



Intrepid BWSC ladies enjoyed a week-long "women's only" cruise aboard Half Nelson -- with many adventures en route

ALL-WOMEN CRUISE A BIG HIT

Plans are jelling for 1998 repeat

Half Nelson hosted an exciting "all women's" cruise for one week to the Cape in mid-June.

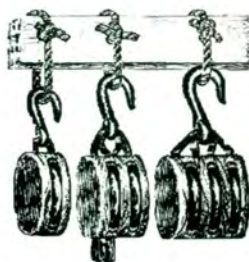
Melanie Richardson was Captain. The ladies sailed from Marblehead to Scituate to P-Town to Martha's Vineyard -- through the Canal and Wood's Hole -- with their final port-of-call at Mattapoisett.

The week began during the last very cold weekend in June. But the weather warmed up ushering in one of the best summers ever. Mary Ann Kramer was the navigator for the week. Crewing aboard at different times were Mary Ann Dowd (Commodore, Constitution Yacht Club), Fran Westerbeke, Pat Dieselman, Elsbeth Van Kirk, visiting from Canada and Julie, a friend of Melanie.

Lest you think the cruise was all fun, some of the

adventures included heavy winds with double reefs most days (see front page photo), a hopelessly jammed holding tank, failed GPS (thanks for the skills developed over the years of dead reckoning), missing the last launch to the boat at night, and locked in a Mattapoisett Police car. The ladies coped with all: don't they always.

A repeat is planned for 1998. Maybe more all-ladies boats will do it. Why not yours?



Fourth of July Event

Attracts 70 BWSCers

Austin Heath and Barry Steinberg ran a very successful "no plans" Fourth of July event centering in Edgartown. The casual format once again proved very popular - and served as a focal point for many members. Volunteers hosting the potluck dinners and cocktail parties were rewarded with very good turn outs. Some boats dropped in to say hello and then went on to do their own thing. Let's do it again.

Bay of Fundy-Passamaquoddy Cruise Considered for 1998

Wally Feldman is contact person for a possible cruise to Passamaquoddy Bay. It will start with a race (with engine allowance) to Campobello. Ports of call might include St. Andrews, Federal Harbor, Chamcook, Diquedash and other scenic and spectacular places in this region.

Timing would allow for participants to join all or part of the Maine cruise. This will be similar to the enjoyable 1992 version.

If you may be interested call, fax or email Wally Feldman at: Feldmanw@plava.cc.plattsburg.edu
518-564-4214 Phone
518-564-3183 Fax at work
518-562-0812 Fax at home

Europe in 1999 & 2000 ?

There is talk of continuing from Bermuda after the 1999 Marion-Bermuda Race and heading to Europe, and perhaps returning in the year of the Millennium: the year 2000. Interested? Co-ordinate through Carl Kramer.

EVENTS LINING UP

by Merrill Feldman
Rear Commodore

The following events so far are scheduled for this winter:

"Ski Weekend" -- at Loon Mountain on Feb. 27, 28 and Mar. 1. Chaired by Tom and Laraine Devins

"Women at Sea" -- The repeat of last year's hit seminar. This time there will be a series of four practical seminars for the women of our fleet. What to do and how to do it! A round-table discussion for all sailing ladies. Lots of fresh material. Chaired by Sue LaVoie. "Hands on Safety Seminar" -- US Coast Guard Station at Mass Maritime Academy. It is a repeat of last year's important and terrific seminar. Not to be missed! And a fun day. Chaired by Dick Freeman.

"Cruising the Pacific" -- Sibley Reppert and Christine Vezetinski present a video narrative of their family adventures to the South Pacific. Feb. 8 at Constitution Meeting Room.

Maine Cruise Highlights

(continued from p. 5)

Many relatively new members participated in the cruise, including Marlene and Michael Lefton, Donna George and David Tesar, Rick and Maria Duncan and Linda and Neil Scoltock.

Throughout the cruise we enjoyed an active social scene as various boats hosted numerous cocktail parties, keeping us in good spirits -- no pun intended. Everyone helped out.

Guests included Bob Kramer and Marcie Jackson, Leine and Helmut Empacher visiting from Stuttgart Germany. Leine presented a handmade tote bag to each boat on the cruise with the boats name on it. Very nice!

REUNION AT SEA

by Russ Kingman

As a member of the Marion-Bermuda Race Management Committee, I'm involved with many of the planning activities that result in the spectacularly enjoyable events, not only of the race itself, but of the pre- and post-race festivities. Unfortunately, my boat is one foot too short for the minimum race requirements, so I miss the main event and all the fun following the race in Bermuda.

But not this year! Turning a dream into a reality, I planned to follow the format of the Bermuda 1-2 Race (single-hand down, double-hand back), leaving a day before the official start of the race. Actually it offered many advantages. If the weather forecast (I got two) was really poor, I wouldn't go. If the wind died (it did) I'd use my engine (I did). If the wind piped up (it did) I'd reef and slow down (I did). If I chose to use my cruising chute (I didn't) I could. I could also use

GPS and/or Loran (both worked well) at will.

One week before the race, my crew that was scheduled to sail the return trip with me had to withdraw. No sweat. I'd singlehand both ways. Three days before I left, on Father's Day, my long lost 34-year-old son called from California.

The conversation went like this:

"Hi, Dad. This is Russ.

What are you up to?"

"Hi Russ. I'm sailing to Bermuda in three days."

"Can I come?"

"Sure."

Whereupon he quit his job, hopped a red-eye East, climbed on the boat, and we were off for the "great adventure."

A lot of talk took place in the five days and five nights at sea each way. Teamwork and togetherness healed old wounds, and new directions emerged.

Coming home through the Gulf Stream, we outran tropical storm Anna's 50-knot winds by following Herb Hilgenberg's advice: "Get west of the rhumb line."

Three days later, 60 miles south of Martha's Vineyard at 2000, we were hit with 50-knot winds from a violent cold front. Cooperation pushed us through the night under a triple-reefed main with heavy seas on the stern quarter. By dawn the wind and seas had moderated and Gay Head began to take shape. We were home and together.

Safety seminar

a major success

(continued from p 3)

In the inside pool we tried on inflatable PFDs. One BWSC member's did not inflate. Why? His gas cartridge seal was pierced. Check gear before you need it. Good thing the pool was shallow. We also had a dynamic demo of a liferaft inflating and the chance to climb in and out of it. Much appreciation is due Capt. Dave Roemer, Capt. George Benway and Capt. George Landrigan for their professional yet entertaining presentations. Lunch was good. Don't miss the 1998 version in May. Exact date to be announced.

A Letter from Tanzania

Anna and David Pomfret, long-term BWSC members, are both physicians serving as medical missionaries in E. Africa. This is a highly condensed version of what they sent me. See text for their web site or email me for full version at CarlMK@aol.com

Dear Carl,

We are on a very limited schedule of electricity so that I will try to take excerpts from the dispatches which are all on the web at www.webaxis.net/bruce/ and if you highlight travel, then Africa, you will find our dispatches which number about 10 per year.

We arrived here in late March of 1996. Coming to this country has been a lifelong ambition and now that the children are educated and settled we felt we could begin a new life: the real adventure began Dec. 9, after we decided to come to Kilimanjaro Christian Medical Center (KCMC) in Moshi, Tanzania.

We live in a nearly perfect climate. The problems we encountered were firstly, learning Kiswahili, learning computer skills, and leaving our beloved grandchildren and children. We have been here nearly two-and-one-half weeks and I have just seen my fourth case of cerebral malaria (2 fatal).

It's always very cool in the morning and Kilimanjaro is always clear and capped in snow, it's so truly beautiful. Only our Bartlett chalet offers such beauty with breakfast.

The problem of security is real because citizens have nothing and therefore thievery is rampant and common. Interestingly, if a thief is caught and she or he has the good fortune of being arrested he or she will be beaten at least three times. First, they will be beaten by the people who caught them; second, by the court which will sentence them to lashes with the jail sentence; and third, in prison, where a ten-year sentence for a petty crime is tantamount to receiving a life sentence. These are the fortunate ones: the others get the burning-tire-around-the-neck treatment. Despite this, stealing is an art form in this country.

I will be spending at least one week with the flying doctors in Hanang, a city in the northern zone of Tanzania where we provide consultant services to the referral hospitals.

A strange thing is the fact that Anna and I are very old in this country (life expectancy is 46) and since the elderly are revered we are constantly greeted with the term "Shikmoo mzee" to which one responds "Marahaba" or -- translated -- "I offer you my respect elderly one" to which I respond "I accept your respect."

Interestingly, the reason the elderly are so respected in this culture is because when one dies he becomes the living dead, so called because he is remembered by friends and family. A spirit does no harm or evil [until it is no longer remembered by the living]. Then it becomes a ghost who does all manner of evil.

The poverty of this country has become more and more apparent during this period. The per capita income is \$90, making it the poorest country on earth.

Poverty is an ingrained way of life, an endless inescapable cycle. There is a vast network of European and American "do gooders" whose numbers exceed the number of expatriates who lived in Africa in colonial times. Few are qualified, many are creating problems which will take years to unwind. An excellent book on this subject is *Lords of Poverty* by Hancock, who has an uncanny way of portraying the donor society and their rules in Africa.

"...do gooders...astonishingly well-paid directors...
hopelessly addicted to the trappings of status and authority"

KCMC was founded to serve the poor. Its mission is to work for the depressed. It has a cadre of astonishingly well-paid directors whose diverse range of perks and privileges rank them among the highest and best paid individuals in the land. They never cease to advocate the causes of the weak and lowly, but, paradoxically, they have acquired great personal power, prestige and are hopelessly addicted to the trappings of status and authority. They are patricians at patient's expense and have the strongest possible vested interest in preserving the status quo. Anna and I love this institution and we adore this country. It's only that the resulting poverty is so very striking here.

(over)

Anna presented her ongoing work on genital Schistosomiasis and its consequences in females.

*"Mourning is romance in reverse...
if you love, you grieve...there are no exceptions"*

One of the most obvious things apparent to any physician here is the number of deaths that we would consider preventable in the more privileged countries of the world. In the West few of us have been really troubled by multiple deaths of family, friends and colleagues, whereas here it's an accepted part of life and one can see young children, relatives and friends dying every day. They seem to understand that the meaning of life is connected, inextricably, to the meaning of death; that mourning is romance in reverse, and if you love, you grieve, and there are no exceptions..."only those who do it well, and those who don't."

The first week in June I am scheduled to be in Musoma on Lake Victoria in the northern zone. It's a three-and-one-half-hour flight from Moshi. I was asked to serve as an examiner for the school of radiology which graduated its third class. This month began with a long three-hour flight to Musoma, located midway up the northeast shore of Lake Victoria on the Kenyan border. I was not well and the long trip did not help.

The beauty of the Rift Valley and flying over the Serengeti was a sight I shall never forget. Endless herds of wildebeest in migration and the beautiful active volcano of Ol Doinyo Lengai -- Mountain of God or Masaai mountain -- where many Masaai died in its last eruption 20 years ago.

Lake Victoria is a vast lake with sandy beaches and clear blue water. Regrettably the lake is contaminated with Schistosomiasis hematobium. Only on my final day there did I discover that the water I drank and bathed in all week came from this lake. I anxiously await the onset of my first bout of hematuria. The most striking feature of Musoma, excluding fresh fish, beaches, and the huge aids-to-navigation in the lake is that there are no wazungu (whites). I did not see one white person all week and the way the children looked at me, felt my skin and touched my hair, I suspect they had not either.

We revisited Arusha National Park. This trip was excellent and we saw many elephants and the extinct crater "Ngurdoto" which is uninhabited and which humans are prohibited from descending into. You can sit at the rim and enjoy views of buffalo, elephants, and all manner of wildlife as well as tropical fauna not seen elsewhere in Africa. Mount Meru frames the view to the north, and Kilimanjaro to the south. We had a picnic overlooking Big Momella Lake.

We have a new granddaughter[who we returned to the USA to see]. Meredith Nancy arrived ten days late and only hours before our departure home. She is a big child with black hair, violet eyes, and a very strong pair of lungs.

We have started rationing electricity, which means that refrigeration is nearly useless, no hot water, and great difficulty in cooking. Our Tanzanian mail carrier is also compromised a great part of the time.

The report of persistent water shortages in the face of heavy rain left me feeling trapped and depressed. Where we live, the large rivers feeding the hydro-electric dams are indeed low and drying up but not because of a paucity of rain but rather due to the siphoning of water to irrigate huge rice projects of large companies. This does not in anyway help the population as the rice is sold out of the country and one can see the resulting death of the hippopotamus and crocodile populations along the dried banks of these river beds.

KCMC was host to its fiftieth Postgraduate Seminar, an international event, dealing with traditional medicine.

This more or less covers our time in East Africa to date and highlights what we are doing. We love mail and would be pleased to hear from any members who care to write.

David and Anna Pomfret

1998 EVENTS PLANNED*(All dates tentative)*

**We need
volunteers,
ideas and
leaders.**

**Please
call
Bill Hammer
at
603-888-9191**

**Note:
These dates
are
preliminary.
Watch for
a final
calendar
in the
future.**

Event	Planned Date	Event Coordinator
Ladies Navigation	January 11	Sue LaVoie
Constitution Mtg Room		
Pacific Cruise Talk	February 8	Sibley Reppert
Constitution Mtg Room		
Ski Weekend	Feb. 27 - Mar. 1	Tom & Laraine Devens
Loon Mountain		
Diesel Seminar	March 14	Colin Richardson
Midnight Motors, Lexington		
Spring Meeting	April 4	Merrill Feldman,
Peabody Museum		
Safety Seminar	May TDB	Dick Freeman
Mass Maritime Academy		
Spring Regatta	May 24, 25, 26	Michael & Dorothy Martindale
...Spinnaker Island YC, Hull		Ron Tracy, Race Committee
4th of July, Provincetown	July 4-6	Leader Needed
4th of July	July 4-6	Arthur & Glenda Wolpert,
Buzzards Bay		Stuart & Bette Lehman
Southern Cruise	Jul. 18 - Aug. 1	Michael & Janice Mathias
		Barry & Gini Levenson
Maine Cruise	August 1-15	Leaders Needed
Campbello Cruise	TBD	Wally Feldman
Labor Day, Gloucester	Sept. 6-8	Leaders Needed
Labor Day @ Buzzards Bay	Sept. 6-8	Leaders Needed
Mid-September, Marblehead	TBD	Leaders Needed
Columbus Day	Oct. 11-13	Leaders Needed
Fall Meeting	November 7	Colin Richardson
Harvard Club or SEA		

**Carl Kramer, Commodore
Blue Water Sailing Club
32 Elmbrook Road
Bedford, MA 01730**



BLUE WATER LOG

Commodore's Corner

by
Paul Hodess

Warm Spring Greetings to 1997 Bermuda Race Entrepreneurs!

Don Maher, Kwaheri, Paul Hodess, Puffin, Virginia Gibson, Spark, and Jack Noble, Zephyr, are participating in the 1997 Marion-to-Bermuda Race on June 20. The Race Symposium, sponsored by BWSC, was held on March 22 at MIT. Joe Fantasia organized an outstanding function, with help from Bob Gould, Norm Doelling, Don Atwood, Russ Kingman, Annette Hodess and Rhoda Fantasia. BWSC attendees included Louis Sebok, Jack May, Herb and Ruth Weiss, Elliot Mishara, Duane Marshall, Phil Jones, David Tesar, John Dieselman, Gerry Marcus, Jules and Carol Siegel, Ron Bolivar, Ed and Dorothy Barron, Eric Pierce and others.

SPRING DINNER A HIT!

Cruises all set to go...

"...The Peabody Museum was the star"... "Best turnout ever"... "Museum tour was terrific"... "Next year, same time, same place"... "Never saw so many sailing friends in one place at the same time..."

These were just a few of the comments as a record 184 members and guests turned out for an outstanding kickoff of the 1997 sailing season. It will be hard to top the Merrill and Avis Feldman and Sandy and Irwin Macey team who organized it.

Virginia Hill came the furthest -- from New Jersey - to attend; Michael and Marlene Lefton, Woodstock, NY, were a close second.

Highlights included the cruise chairpersons presenting their plans for the season:

Russ Kingman talked about the Spring Regatta and the women sailing events. Chuck Goldberg outlined the Maine Cruise. Eric Pierce spoke about the Southern Cruise, while John Quarles showed slides on the very successful BVI charter cruise.

Sibley Reppert and Chris Vezetinski showed part of the video of their trip to the South Pacific in 1995. This was a preview of coming attractions. Next winter they will present the whole video and give a talk about trip preparation at a winter seminar.

Caribbean Adventure

All Fun and Games On Winter Club Cruise

On February 23 over 30 eager BWSC members and guests headed for American Airlines(sic!) and the start of a British Virgin Island Charter Cruise. The adventure was heightened with the anticipated American Airlines strike the week before the charter was to begin. Thanks to a last-minute strike postponement the charter began on schedule.

This was a party time cruise... food, sailing, rum, snorkeling, scuba diving, racing, more food, more rum, and... well you get the picture.

(continued on page two)



Party animals dinghy en masse to yet another soiree during the 1997 winter cruise to the BVI. More photos on page two.

Caribbean Adventure: in words and pictures

(continued from page one)

We visited the Caves, Gorda Sound, Biras Creek (we were told it was pronounced "BARE A*S" Creek (hmm), Peter Island, the Baths, Trellis Bay, Bitter End YC and Anegada, starting and finishing at Soper's Hole on Beef Island, Tortola, the SunSail base. The Christmas winds were still blowing -- helping our big 50-foot+ Beneteaus' move along.

Included were Dan and Elaine Kostishack, David and Judy Beebe, Pat and John Dieselman, Cindy and Bob Gould, Carl and Mary Ann Kramer, Duane Marshall and Pat Vaillancourt. Also included, Mary Ann and Allen McLean, Mike and Pam Gardner, Brian & Maureen Sullivan, Linda Allen and John Quarles, Ben Walcott, and John Van Amsterdam.

The group was joined by Herb and Ruth Weiss who were wintering in the BVI's aboard *Windpower* and Clarke and Marcie Wrye and family who were aboard *Romance*, their Freedom 40.

Guests included Mary Ann Dowd (Commodore of the Constitution Yacht Club), Bob Kramer and Marcie Jackson, Bill and Jean Strong and others. The pictures:

Southern Cruise -- Wanted! Kids for a good time

Martin and Barbara Owens and Eric and Jackie Pierce are co-chairpersons of this year's Southern Cruise -- bringing fresh perspectives and ideas. Both couples are new to BWSC and have set the standard for participation by new members.

The kickoff dinner will be Monday, July 28 at Jamestown's Trattoria Simpatico, following an informal cocktail party the day before at Padanaram.

The cruise will visit several Narragansett Bay harbors: East Greenwich, Herreshoff Museum, and Kickanuit River, and then head to Cuttyhunk for a beach party.

Next, a relaxing sail to Edgartown via Lake Tashmoo and Tarpaulin Cove, great spots for hiking and beaching. Then on to Nantucket -- a perfect spot for bicycling and maybe a visit to the whaling museum. The cruise will wrap up on August 8th with the Commodore's dinner at the popular Mattapoissett Inn.



A League of His Own: BWSC's 'Unsung Olympic Star'

The brains behind the boats...

*Reprinted with the
permission of the
Marblehead Reporter.*

Dieter Empacher, long-time BWSC member, naval architect, and yacht designer should be walking around wearing 25 Olympic medals, including eight gold medals.

**"...but, they soon
switched back to an
Empacher..."**

choice for at least 10 countries during the 1996 Summer Olympics in Atlanta.

"The American rowing team decided to go with an American-made shell instead of an Empacher before the Olympic competition. But they soon switched back to an Empacher," said Dieter in an interview in his office at Dion Yacht Yard in Salem.

The switch paid off for the Americans at the final competition on Lake Lanier in Georgia. Every finalist in the eight-man shell competition rowed an Empacher shell. Holland won a gold medal, Germany a silver, Russia a bronze, and Canada came in fourth, the USA fifth, and Australia sixth, all in Empacher shells. The eight-man shell produced an unprecedented record: winning every Olympic and World Championship since 1988.



Dieter Empacher

Dieter began designing rowing shells at his father's boatyard in Eberbach, Germany near Heidelberg. He rowed at Hamburg University and in international regattas for nearly 10 years. Dieter's father was a master boat builder and his brother continues with the family business to this day.

Dieter is not only a rower and a designer but as we all know a sailor too. His years sailing on the Baltic Sea as a young man gave him a passion for sailboats which led to his first trip to Marblehead 34 years ago.

Dieter wanted to do something with sailboats when he wrote to many of the US boat yards in 1963. A positive and encouraging response from Graves Boat Yard in Marblehead brought him to the USA. At Graves, one of his projects was reshaping the hull of *Nerfertiti*, the famous 12-meter America's Cup contender. Dieter met Ted Hood while on this project and, about the same time, his

BWSC Officers

- Paul Hodess, Commodore
- Carl Kramer, Vice Commodore
- William Hammer, Rear Commodore
- Robert Gould, Treasurer
- Stephen Ricci, Secretary
- Joseph Fantasia, Offshore Cruise Chairman
- John Quarles, Race Committee Chairman and Secretary
- Merrill Feldman, Clerk
- Richard Freeman Jr., Historian
- Wally Feldman, Yearbook Chairman

Board of Governors

- Don Atwood
- Peter Bishop
- Marion Cullen
- Peter Dragonis
- William Duggan
- Austin Heath
- Dan Kostishack
- Russ Kingman
- Susan La Voie
- Irwin Macey
- Robert Strayton
- Barry Steinberg
- Jeffrey Wisch
- Clarke Wrye III

future wife Marge. He went to work as a chief yacht designer for Ted Hood for the next 18 years, designing several of Hood's famous *Robins*, the Canadian Cup winner *Dynamite*, and the 12-meter *Independence*. Today, Dieter is putting the finishing touches on a kayak he has been commissioned to design. "Kayaking has become the new thing," he notes.

Dieter's winning tradition will continue as he returns to Germany this fall for more design work on rowing shells back home.

An Arctic Love Saga...

GLAAEDELIG JUL
JUULISIORLLUARITSE
MERRY CHRISTMAS
KALLA
CHRISTOUGENNA
HAPPY SOLTICE HAPPY
CHANNUKA

Season's greeting from the low Arctic! A sailing saga of Jens Ostergaard and Gia Yannekis, members of BWSC.

It has been a monumental year for the two of us. As we write, it is cold, the night sky is very clear with the constellations shining bright and the Aurora Borealis, the Northern Lights, presenting a dramatic show. The moon's reflection is brilliant on the snow-covered mountains. We are living in Nuuk, on the southwestern coast of Greenland.

We sailed here on *Little Bear*, our 52-ft/15 meter, wooden Northsea trawler motor sailor, this summer. With months of preparation, provisioning and charting we readied ourselves for the sail North. We left Badger's Island, Kittery, Maine at sunset of the 15th of June, with a cannon salute! Our crew consisted of Gia and I and some friends. We had a good trip from Portsmouth, NH to Port Clyde, ME to shake out the systems and to start the long voyage. Of course, nothing broke until we reached Canada. Then quite a few, but non-essential things broke.

Stopping first in Lunenburg, Nova Scotia, the home port for the Canadian Tall Ship Blue Nose II, we then sailed to Halifax through an easter-

ly blow that thoroughly tested the boat, crew and equipment. We hammered into a steep chop for a full day, glad to tie up at Cable wharf in downtown Halifax. We spent two days in Halifax refueling and resting. Halifax is a nice city, full of friendly people. The downtown wharves are great for visiting boats. We left Halifax for Canso Causeway between Nova Scotia and Cape Breton Island sailing into Port Hawksbury late at night. We spent four days there at anchor waiting for a northerly gale to blow itself out. The people at Port Hawksbury were gracious hosts to us and *Little Bear*.

On June 28th we left for Newfoundland through the locks of Canso Causeway entering St George's Bay, Cape Breton, onwards across the Cabot Strait. We stopped in Port au Choix, waiting for a gale to blow over. We were warmly welcomed by people in the town and had two good days of hiking in the hills and chatting with visitors. The people are very helpful with a good sense of humor. We

were treated very well. Here the trees are sparse, the coast is smooth with gentle green hills, some snow visible and not much habitation between the small villages.

When the weather cleared, we left for the grand crossing of the Labrador Sea to Greenland. The forecast for Belle Isle was 10-15 knots from the east, nothing particularly worrisome, and we left in a dead calm. However, just after midnight we found ourselves in 30+ knots of wind and with steep seas. It was a night we would not soon forget. Fortunately the weather pattern shifted, creating calm seas and smooth sailing. That was a relief, as 20-30 knots on the nose cost us a lot of time and fuel and the culinary efforts suffered markedly.

After a week offshore, we approached Paamiut in southern Greenland. We kept a lookout for the East Greenland Pack Ice known as "Storis". In fog, at slow speed and with heightened apprehension we came as far
(continued on next page)

"Gia, did you ever think about living near the Aurora Borealis?"

Little Bear underway



The saga continues...

(continued from preceding page)
as 10 miles from Paamiut at 3:00AM and waited for sunrise and clearing. We observed less than 20 large icebergs and no massive floating ice packs. The fog lifted around us and we safely tied up in Paamiut, a huge relief for us. Now we could relax.

[Gia flies back to New Hampshire.]

We could never do justice to Nuuk's beauty in words. Photos cannot capture it, it must be seen. Nuuk sits on the coast with a natural harbor and entry to a very beautiful fjord. This time of

"For me, Jens, I won the princess, Gia, and half the kingdom."

year there is no sign of green, although in the summer the mountains are rich with green and bright colors from wildflowers. As there are no trees this far north, the mountains and hills are very dramatic. The colors depend on the weather. In winter white, black, gray and the color of the sky dominate. The surrounding waters are magnificent, massive and majestic; the occasional icebergs are a work of art. It is common to spot whales. Mountains and the sea are visible from almost everywhere in Nuuk. The center of Nuuk has its own version of "Strawberry Banke", as in Portsmouth, NH. It is very cosmopolitan, yet quaint. It is the capitol and the largest town in Greenland, with a population of 12,000. The Greenland Home Rule Government is here and many Danes work

Racing Cruisers Get Advantage --

but with some restrictions

Reprinted from the PHRF-NE Fall 1996 Newsletter.

A recent PHRF-NE handicap adjustment is bringing cruising boats back to racing:
1. Six seconds per mile credit is given if: headsails are on *bona fide* roller furling gear, working sails are made only of dacron or mylar (no kevlar, spectra, other exotics), and a maximum of one jib over 110% and one jib under 110% are used. Jibs must be flown attached to the swivel and drum. They cannot have decksweeper foot skirts. If the largest LP exceeds 150% a penalty is applied.

2. A separate credit of three seconds is given if maximum LP is 135% or less. A nine second handicap is given for only an asymmetrical spinnaker tacked at the bow.

3. Another six seconds per mile credit is given if you have mainsail luff roller furling and the mainsail has no battens.

4. Whisker poles are limited to J without penalty. It is illegal to have a crew member hold a boat hook or pole to pole out the genoa. And it's dangerous!
Cruisers' interest has been heard! Keep racing!

are very blessed with all of you, we toast you and hold you close to our hearts! We wish you all a wonderful season and a New Year filled with great love, light, laughter and health.

Hai det godt. Mange hilsener fra Gia og Jens



An illegal whisker pole

for the administration. The country is bilingual Greenland-Danish with English as the first foreign language. There are grocery store and co-ops, banks, hardware store and a small national museum.

[Gia returns.]

From our apartment in the section Nussuaq we can see incredible views of the fjord, icebergs even an occasional whale. All sections of town are conveniently linked by an efficient bus line that runs constantly. People walk with back packs, baby strollers, sleds with toddlers. Mountain bikes have special tires with studs that allow them amazing ability to ride on the ice and snow.

I have a wonderful job at TELE[which is why Jens went to Greenland] with friendly and stimulating colleagues. In good Inuit fashion, the most important comes last. It is so good to finally have Gia here, and live together, There is a consistent theme through this Holiday letter...our lives

WELCOME ABOARD

Welcome Aboard, the following new members:

Barbara and "Wink"

Dutra of Brockton sail a Moody 37 out of Kingman's at Cataumet where they belong to the Red Brook Harbor Yacht Club. They have sailed throughout southern Massachusetts and Long Island Sound and have chartered in the BVIs and Florida Keys.

Ron Tracy and Jean

Bruch of Marblehead, sail *Jean Marie*, a Nelson Marek-designed Morgan 36, in the Marblehead and Salem area. Ron is an enthusiastic racer, crewing for other members on Thursday night races in Boston Harbor. Ron is a dentist and Jean a physician. They sail with their young daughter, Karen, 4+.

James and Lynne Marie

Jamoulls of Raynham sail their Westsail *Lynne Marie* out of Parker's Boat Yard in Cataumet. They have two boys ages 21 and 18. Jim is a licensed USCG captain with lengthy sailing experience.

Stephen and Deborah

Lee from Bedford sail *Salacia*, a Freedom 30 out of Marblehead. They have an 8-year-old boy, David. The Lees were part of last year's Maine cruise and showed some of us how to sail *fast*.

Michael and Janice

Mathias of Mansfield have extensive sailing experience and sail *Alcyone*, a Cabo Rico 38, out of Padanaram. Michael is a building designer and Janice an executive secretary. They have sailed

throughout New England and did an offshore passage to Norfolk, Virginia. They are active in the United Sail and Power Squadron.

Herb and Arlene Stacks

have been sailing New England waters for 20+ years. They own a Beneteau First 41, *Fastacks*, which is sailed out of Rhode Island. The Stacks' are members of East Bay Yacht Club. Herb is a dentist and Arlene a business manager.

Special editor's note: Reading through the background of new BWSC members is always a special pleasure, perhaps because I see similarities to my own and perhaps that it describes a path of life's adventure. The following is a letter Janice and Michael Mathias submitted to Norm Doelling with their application. It struck home to me and is so very well written and reflects so much on New England that it is reprinted here: a composite of us all and a sentimental journey.

"I started sailing Beetle Cats at the New Bedford Yacht Club and at age 13 built my own Sailfish which I sailed for many years. During my military 18-month stay at Guantanamo Bay, Cuba, I sailed Bull Eyes' at the Guantanamo Bay Yacht Club. In 1978, I took a one-week course at Boston Harbor Sailing Center where I qualified to sail Solings in Boston Harbor. We purchased our first boat, an O'Day 22 centerboard sloop, in 1979 and with not enough room for my wife and our

two little girls, we promptly moved up to an O'Day 25 sloop the very same summer. After cruising Narragansett Bay and a vacation trip to Block Island, we put the boat away for the winter and realized we were hooked on sailing. At the Rhode Island boat show in January, 1980 we traded up to a Newport 30 sloop. With this boat we cruised from Nantucket and the islands to the Connecticut shore and Long Island. In October of 1982, I was navigator on an offshore delivery of a friend's Tayana 37 from E. Greenwich, RI to Norfolk Virginia.

"As our children grew so did our boat as four years later we negotiated to have our Sea Sprite 34 built at the C.E. Ryder Yard in Bristol, RI. We sailed *Windchime* for the next 11 years from our home port of Wickford, RI as far as Cape Ann and New York...In September 1994 we sold our beloved *Windchime* and purchased our present boat *Alcyone*. In June 1995 we sailed her from Southwest Harbor, ME to her present home at Padanaram. It was during this trip I met you at Hadley's Harbor."

***"To all ... brave
and hardy
Seamen of New
England...to
avenge its
wrongs and to
protects its
rights...to serve
the Flagg of the
USS
Constitution..."***

***"As our
children grew
so did our
boat..."***

**Venerable USS
Constitution to
SAIL again**

***BWSC will be
there: July 21***

David Tesar, Davida Carvin and Harry Pasquier are organizing BWSC participation in this historic event -- which occurs on July 21, 1997. Watch for details on a terrific BWSC weekend July 19-21 to celebrate what is expected to be a major event! The ship will sail outside the Nahant area after being towed from Boston. Sails will be set about 1000. Plans are to meet in Salem and sail out to meet her. There will be a BWSC reception at Past Commodore Marion Dancy-Cullen's condo at Shipyard Quarters in Charlestown. You are all are cordially invite to watch from other members boats if you are too far away to bring your own.

Halfway Round the World In 40 Days With Jules

Jules and Carol Siegel completed a 40-day adventure aboard a Russian cruise ship -- starting in the Bahamas, through the Florida Straits, to the Yucatan Peninsula through the Panama Canal to the Cocos Island then along the west coasts of Peru, Chili and Argentina -- finally disembarking at Ushuaia, Argentina just 50 miles north of Cape Horn.

by Carol Siegel

Snow was falling when we reached Ushuaia, Argentina. At 55 degrees south latitude, this is the southernmost city in the world. It was our disembarkation point after a 40-day Elderhostel expedition that began in Freeport, the Bahamas, aboard the *Alla Tarasova*, a Russian-registry ship.

A French yachtsman, working on his steel ketch docked at the local Ushuaia yacht club, spoke with us about the pleasure he had living at the dock with his family during the southern winter and his plans to sail in the summer to South Georgia and Antarctica. It would be his eighth trip there. He reported that the winds en route were not too bad...only 40 kts. Returning, the winds are on the nose!

Cruising aboard the 300-foot steel *Alla Tarasova* proved to be exciting and adventurous enough for us and it was memorable. We did not need to do it on our

own boat. During the trip we went from tropical weather in the Caribbean and the Equatorial Pacific where we snorkeled and swam, to the cold northward flowing Humboldt Current that has a profound effect on the climate for most of the west coast of South America. En route we transited the Panama Canal, made our way up the Sambu River of Panama in native built dug out canoes, to visit a Choco

from the icebergs for our drinks at the bar!

At sea we heard talks by naturalists, historians and archeologists. Near land we explored the coast inlets, fjords and glaciers by Zodiac. We took land based excursions by bus led by knowledgeable guides.

While everything went well during our cruise we evaded a series of near catastrophes. A



Carol dockside at Ushuaia

Indian settlement. We hiked to the top of the Cocos Island of Costa Rica.

Nearing the southern tip of Chile, we entered a region of cool, rainy and unsettled weather but with beautiful fjords. We continued to the Straits of Magellan, and then the Beagle Channel. Glaciers lined the coast with waterfalls tumbling to the sea. We were surrounded by aqua blue icebergs. That evening we gathered chips

volcano erupted in Guatemala just after we left. A radioactive Russian space launch fell near us as we left Peru. Leaving Chile, we received reports of an earthquake; after there was an appearance of Fidel Castro in Vina del Mar. Finally the guerillas took over the Japanese embassy. No BWSC cruise could boast of so many near-misses.

It's a good thing we hadn't taken the next ship!

"We evaded a series of near catastrophes..."

Maine Cruise: Stretch Your Horizons

*Chaired by Wendy &
Chuck Goldberg*

There will be two- and three-week sections for this year's Maine Cruise; emphasis will be to "bring the kids". We are planning on kids' fun activities, kayak races, hikes, pigouts, etc.; the cruise will have something for everyone. Volunteers will be appreciated.

The kickoff dinner is at the Annisquam YC on Saturday night, July 26, with attendees of both sections encouraged to attend.

On Sunday, July 27, the three-week cruise will begin with an overnight leg to

Roque Island where we will cruise for a week then join the rest of the fleet at Northeast Harbor.

For those who wish go on the two-week cruise, there are two options for getting to Northeast Harbor:

An overnight race will start from the Marblehead on Saturday, August 2, headed by John Quarles. For those who do not wish to sail overnight, the cruise will leave from Gloucester on Saturday, August 2, for Biddeford Pool (approx. 50-60 miles). Then it will sail Sunday for Tenants Harbor (approx. 60 miles) and proceed on Monday to Northeast Harbor

(approx. 35 miles).

Overnight racers should just be waking up! We will match up all those interested in this option in order to sail together as a flotilla. There will be a lay day in Northeast Harbor to enjoy land activities.

From Northeast Harbor we spend two weeks cruising to Somes Sound, Blue Hill Bay (with a lay day), Swan's Island, Eggemoggin Reach to Buck Harbor, Seal Bay on Vinalhaven Island, Tenants and Boothbay harbors for the Commodore's Party. Then we will head back via Harpswell Harbor and Biddeford Pool.

**Volunteers
needed!**

*Carl Kramer, Editor
34 Elmbrook Road
Bedford, MA 01730*

