

Blue Water Sailing Club

November 2007

BLUE WATER LOG





Commodore's Corner

By George Burnell

Elsewhere in this edition of the LOG you will find repetitions of my comments but it is incumbent upon me to tell you that we had a successful year and that the success is the direct result of the efforts of many dedicated members.

We went skiing in the high altitudes of central New Hampshire. We studied navigation, sail construction, marine weather, and diesel engines in warmth and comfort. We swapped stories and indulged ourselves in the company of old and new friends at the Spring Dinner.

We prepared over 400 participants to be safe during overnight passages in preparation for the Marion-Bermuda and the Marblehead-Halifax races. We co-sponsored the Marion-Bermuda 30th Anniversary Race (which we founded with the Royal Hamilton Amateur Dinghy Club) and Blue Water boats managed a First, a Last and the Ancient Mariner's award for the oldest crew, who finished the race with a canoe paddle for a rudder.

We introduced an overnight passage cruise to prepare members for blue water sailing and they learned one of the basic tenets – wait for the weather window. The women went off by themselves for a week once again to squeals of discrimination and established that fastidious sailors keep their keels clean.

The formal rendezvous on July 4th in Edgartown finished in Nantucket while numerous members sponsored rendezvous throughout the season in places as diverse as Lake Tashmoo, Gloucester, and St. John's River.

Cruising included regattas in Gloucester / Salem and Buzzards Bay. The Southern Cruise covered Chatham / Nantucket to Narragansett Bay and Block Island, while the Maine Cruise covered Penobscot Bay to Biddeford Pool with a first ever, predicted log sailboat race.

Our second Fall Cruise took advantage of fabulous weather at the Vineyard and in Buzzards Bay.

What's not to like? The Blue Water burgee was everywhere all the time. We have a steady stream of new members. A new group, KidSail, is

forming to enhance activities for the youngsters. The Marion-Bermuda Race looks healthy and we are tweaking our support structure. Start lining up your crew for 2009. Also for 2009 is our 50th Anniversary celebration to be held in Boston.

A good year does not just happen. We are blessed with members who make it so. My undying gratitude to Vice Commodore Sue Patton, Rear Commodore Pat Dieselman, the Chairs of the events and cruises, the Officers, the Board of Governors, and each and every member who assisted and took part in our activities. I have a special note of gratitude to Allan & Mary Ann McLean for their yeoman work on the safety at sea symposium. Blue Water Sailing Club is a living organization, it is vibrant, and it has been a pleasure and an honor to have shared this experience with you. Thank you.

Vice Commodore's Thoughts

By Susan Patton

Following in the footsteps of the last 48 years of BWSC, the 2007 sailing season was a great success with new and old members sharing the responsibility. All cruises this year were done with nominal fees involved.

Craig Spear (a member since 2006) organized and orchestrated the Memorial Day cruise and the July 4th north get together.

Allan McLean (member since 1987) chaired the Marion to Bermuda Safety seminar, and Aedan Gleason (2003) and Brian Schanning (2003) also helped out for the first time with the seminar. John Dieselman (1985) and David Patton (1998) more experienced members assisted in passing of their knowledge of previous seminars.



Celebrating the finish in Bermuda

November 2007



In the Marion to Bermuda Race, BWSC had three boats. Roy Greenwald (2004) won first in class on *Cordella*, a Valiant 42, in the celestial class with navigator Gail Greenwald. Jack May (1995) won the BWSC Commodore's Cup, on *Keewaydin*, a Tartan 41. And finally, a first time racer, Richard Pinkowitz (2006) won the cook's trophy on *Tantrum*, a Cal 39.

The BWSC get together in Bermuda, on the



Ancient Mariner winner Bob Robbins and Groupies after Marion – Bermuda race

South shore overlooking the Atlantic, was a wonderful way for our group to share experiences with the race. All the racers talked race strategy and of course, what they will do differently the next time!

The women's cruise in its 10th year continued to develop the female members' expertise in sailing. Navigation, MOB, anchoring, sail trimming, crewman ship, galley work, knot tying and captain skills were just a few examples of the skills practiced. The cruise had a few new members, and they are so excited about the women's cruise they are thinking of organizing the 2008 event.

Todd and Anita Smith (2005) organized the July 4th cruise. This was a direct result of the Smiths attending the 2006 July 4th cruise and the first exposure to BWSC cruising encouraged them to chair this year's event.

Jane Duma and Tom Toomey (2004), Patrick Carey (2006) and James Sallinger (2000) organized the Southern cruise. New harbors were explored for many of the members on the Southern cruise, and new members this was their first exposure to cruising with other boats and they loved it!

New and old members organized the Maine Cruise – Pat and Duane Marshall (1970 and former

commodore and also a pot trophy winner!) and David and Caroline Kettner (2004).

Thomas Dussault and Mary Pyatte (2006) organized the Labor Day Cruise.

Our Rear Commodore Pat Dieselman (1985) chaired the fall cruise again.

Unlike past years the Columbus Day cruise by the JoAnn and Richard Pinkowitz (2006) had great weather.

I want to thank all the members for organizing such a great year of sailing.

Spring Social Dinner Dance

By Janet Brown

The Spring Social at The Minuteman Club, Hanscom Field was well attended with 130 members and guests. Connie Beauregard, Pat Dieselman and Janet Brown wanted to do something a little different from the traditional social. In place of the usual carnations, Kem Vassallo volunteered to make a variety of knots for the new members to wear. The centerpieces were a collection of a stained glass sailboats, each surrounded by sand candles and shells.

There was plenty of time for members to socialize during the cocktail hour and dinner. The dinner was set up in stations that allowed members to move around and mingle more than the usual sit down style.

Cruise Chairs spoke about the upcoming summer events while everyone enjoyed their coffee and choice of dessert from pastry trays and fresh fruit. There was still time for everyone to listen and dance to music played by DJ Alan Synott.

Diesel Engine Maintenance and Anchoring Seminar

By Don Kaplan

In April, a capacity crowd of almost 70 people attended "Diesel Maintenance and Anchoring", held at Corinthian Yacht Club (CYC), in Marblehead. The seminar was sponsored jointly by BWSC and the CYC Cruise Group. CYC graciously opened its doors a month before the club's official opening. Breakfast, lunch, and snacks were provided.



Colin Richardson, whose dry wit and practical advice stimulated a lively discussion, presented Diesel Maintenance. Colin reviewed the basics of diesel function and repair, as well as newer trends in electronically controlled engines. He displayed and discussed both essential and arcane tools for diesel maintenance and repair. Gift suggestions for both father's and mother's day completed the session.

In the afternoon, Wallie Everest presented a discussion of anchoring, which included an exhaustive handout. Wallie stressed the need for intelligent anchoring system design. An appreciation of the forces endured by the anchoring system, and how to treat them with respect and safety was stressed. The advantages and disadvantages of different types of anchors completed the instructive and enjoyable day.

Memorial Day Cruise

By Craig Spear

The start of the BWSC 2007 season found perfect weather for the Memorial Day cruise to Gloucester and Salem. The fleet arrived at the well-protected Cape Ann Marina in Gloucester on Saturday. We were impressed that Craig Spear's Catalina 380 *Free Spirit* was such a good platform for a cocktails and appetizers as 20 people fit into the cockpit at the dock for this fun party.

On Sunday, part of the fleet toured the Annisquam River, and then sailed around Cape Ann, past Rockport, down to Salem. Other boats took the direct route from Gloucester to Pickering Wharf in Salem. Although the weather was good and we did not need shelter, that marina is equally well protected, which was a consideration this early in the season. The cruise dinner found 40 people at the popular waterfront Finz Seafood restaurant, where there were many stories shared of sailing adventures.

The boats left Salem Monday to return to their homeports, with some boats stopping at Great Misery Island off Manchester-by-the-Sea for a final farewell lunch. As was the entire holiday weekend, the weather and wind remained perfect to end the cruise with contented smiles on our faces. The Memorial Cruise was one of those weekends that remind us why we love cruising.

Blue Water 200 Overnight

By Ed Stott

The ultimate goal of the Blue Water 200 event was to establish greater confidence in our members' ability to complete a safe offshore, overnight passage. In May, a preparation meeting was held at the home of Blue Water 200 Chair Ed Stott.

The meeting was attended by eight members and opened with members sharing their fears and concerns about overnight passage making. Concerns included fatigue, fear of containers and large objects in the water, night vision and disorientation, what to do in case of a medical emergency, and how to abandon ship. Throughout the meeting, these topics and more were covered in detail.

By the end of the meeting, members were excited about the trip and already felt more knowledgeable and confident in their ability to safely complete an offshore passage. The highlight of the evening was the receipt of the detailed preparation information they received in their packets.



Don, Jack, and Maura at the Skipper's Meeting

The planned departure (June 22nd) was postponed due to poor weather that weekend, and an alternate plan was implemented. Four BWSC boats officially completed overnight sailing:

- Gareth Wohl - *Possibility*
- Don and Maura Suprenant - *Hakuna Matata Too*
- Jack and Ellen DeMambro - *Catalyst*
- Ed and Liz Stott - *Gypsea*



Participants commented, "The boat preparation and briefing handouts were extremely useful; very helpful and good practice for longer voyages. We used your float plan effectively, because it allowed my husband to relay communications to significant others when our departure and arrival plans changed."

Plans for the 2008 BWSC Offshore are in progress and will be announced in the coming months.

Women's Cruise

By Cynthia Wright DeVine and Cecily Grable

This year's Women's Cruise celebrated its' 10th anniversary with 18 participants in four boats – *Quintessence*, *Starfire*, *Jem-N-U's*, and *Wind Dancer*. The boats gathered in Marion and we began the cruise with a windblown BBQ at Cecily Grable's home.

On the next morning the group, accompanied by blustery winds, departed for Green Pond on the recommendation of our Commodore. Our short stop for lunch and swimming in Hadley's Harbor was a delightful respite before our interesting passage through Woods Hole. Several of us had not experienced the sight of buoys lying on their sides in the current before. Did anyone see THE R2??

Entering the shallow Green Pond with a stiff breeze and a following sea was an exciting experience but we were soon able to relax and enjoy the evening hosted by George and Mary Burnell at the home of Andrew and Irene Kulin. We enjoyed a potluck dinner, a rousing sing-a-long at the piano and dessert featuring a delicious chocolate fountain.

After successfully navigating the exit from the Pond, we made a quick jaunt over to Oak Bluffs Harbor where the group enjoyed hiking, swimming, biking, and shopping and knot practice. A large raft made for a grand cocktail party and luckily, for the locals, the wind was off shore.



Mary and the
Commodore



Lunch at Wood's Hole

Weather forecasts of thunderstorms along a cold front caused us to cancel plans for Menemsha, Cuttyhunk, and Race Day, and we headed to Quisset Harbor. That evening a short walk to the Knob was well worth the risk of weather. Our lay day started off with a MOB review followed by a group photo-op on the dock. From there, we dispersed and ventured on in to town. Some stopped at the Woods Hole Museum and Aquarium and found it extremely informative, while others enjoyed the shops and views. An unexpected surprise found all cruise participants at Capt Kidd's for lunch. Yum!

Our last day of the official cruise steered us to Red Brook Harbor for anchoring practice, more swimming in really WARM water and a farewell dinner at the Chart Room.

It was a fabulous time!! Thanks to all who participated.

July 4th North Rendezvous

By Craig Spear

A small fleet participated in the July 4th North Rendezvous for the BWSC this year, and found very challenging weather. Following a Blue Moon cruise to Gloucester, Cape Ann and Bakers Island, several boats hailed each other on the afternoon of July 4. Calls were shouted from one boat to another while passing in the mooring fields of Salem and Marblehead. Besides comments yelled across the water, cell phone and radio communications were used to say things like: 'it's too windy to get in the dingy', 'no way can we raft in this blow', and 'we're happy right here.' While the *Free Spearit* was on a borrowed



mooring, the one boat that tried to raft decided to hang off the stern and cross from their bow to our stern. They stayed for dinner and the semi-fireworks, then returned to their boat to head off another mooring.

The low clouds and fog caused postponement of the Marblehead fireworks, but the Salem show went on as planned. We needed jackets and hats even when sitting behind the dodger and under the bimini. Somehow, we had a great time and enjoyed the sailing, even if the weather was challenging

Southern Cruise

The Gunk' holing Challenge

By Tom Toomey

The goals of the chairs – Patrick Carey, Jane Durna, and Tom Toomey – for this cruise were to create an itinerary that was attractive and different for as many of the members of the club as possible. With the assistance of Commodore George Burnell, we established a historical profile of last ten years of BWSC cruises. Based on this profile and the cruising experience and expertise of our chairpersons, we established a cruise plan that we believed to be both challenging and enjoyable.

The first week was a less challenging experience for the shoal draft and smaller boats that could not participate in last year's long distance challenge, and consisted of a series of gunk' holing challenges. ("Gunk' holing is the art of getting a boat into an area forbidden to larger vessels and out again without going aground more than a dozen times" J. Benjamin.) The second week was for a more general assortment of boats to explore the variety of the Rhode Island coast.

On Saturday (July 14), seven boats participated at our first gunk' holing challenge destination, Lake Tashmoo, Marthas Vineyard. Cocktails were aboard the *Isolde*. On Sunday after completing this first gunk' holing challenge, the fleet had a wonderful sail to Nantucket with favorable tide and winds. Eleven boats made it to Nantucket. Cocktails were aboard the *Free Spirit*. A lay day (Monday) in Nantucket permitted the crews to participate in a variety of activities. Then we took the "T" to Madaket to the

summer home of Roy and Gail Greenwald (the Nantucket Harbor Hosts) for cocktails and a cookout. On the return trip to town on the "T", it was fortunate that the activities were being recorded on video only.

The voyage to Chatham on Tuesday was without wind and with much low-level cloudiness. The planned race was cancelled. The entrance into Chatham presented some skippers the second gunk' holing challenge. The entrance is marked by the Coast Guard buoys and an alternate channel is marked by the town's harbormaster. Eleven boats made it to Chatham. Cocktails were aboard the *At Last* and *Quintessence* raft. The lay day (Wednesday) in Chatham brought more low-level cloudiness and rain. Cocktails and the Commodore's Dinner were at Christian's. BWSC members Wendy Keller and Jo Ann Pinkowitz provided transportation to town. Twenty members attended the dinner.



Commodore's Dinner in Nantucket

After completing the second gunk' holing challenge (Chatham) for which the major challenge for most participants seem to be approaching the harbormaster's dock without touching bottom, it was on to the third gunk' holing challenge. There was little wind, but some chose to sail. Eleven boats made it to Cotuit. The Harbor Hosts were Hank and Marsha Bornhafft, and Jim and Elaine Freedman. Cocktails were aboard *No Hassle*.

On Friday, our planned destination was Hadley's Harbor. Some skippers chose to leave Cotuit early to get the favorable height of tide, another to get beyond Hadley's to get mooring for Saturday evening, and another to accomplish planned crew enhancements for the remaining cruise. The winds were strong from the Southwest and created high seas on the shallow shoals of Nantucket Sound. At least three skippers made it to their planned destina-



tion, but only one skipper made it to Hadley's Harbor. The remaining skippers chose to take a lay day in Cotuit. "It is the weather that separates the tourists from the sailors," says Raz Parker. The tourists explored the harbor, bay and surrounding inlets and coves. There was also a practice rescue exercise.

Saturday was a beautiful sailing day. The boats that were scattered by the previous day's weather were again joined. Ten boats made it to Cuttyhunk. Cocktails were aboard the *Magic* and *Starlight* raft. On Sunday, we had a beautiful sail to the Sakonet River and up the inlet to Bristol. Nine boats were at Bristol, and we had a Lobster Bake at the Bristol Yacht Club. The Harbor Host was Jim Salinger.

Monday (lay day) in Bristol brought some rain. The principal activity of the day for most members was a visit to the Herreshoff Museum. Most members took advantage of the variety of restaurants that Bristol offers for cocktails and dinner. It was fortunate that at one of these restaurants a BWSC group was the only party in the restaurant. Tuesday's race to Newport was postponed to Wednesday. Skippers secured dockage and moorings to suit their Newport



At the Herreshoff Museum

mission (Shop, Shop, Shop Until You Drop, Drop, Drop!!!!). Seven boats were at Newport.

Wednesday's race to Block Island was cancelled because of the lack of wind and some low clouds. Seven BWSC boats were at Block Island. The cocktails were aboard the *Catawba*. Thursday, lay day in Block Island, was warm and sunny. Activities included kayaking and biking. Cocktails and dinner were on the deck of the *Oar*. The tardy skipper and crew had cocktails and dinner at Dead Eye Dick's. Friday morning brought thick low-level

cloudiness and little wind. It was a long haul from Block Island to Padanaram especially if you had to use your sails only. Four boats made it to Padanaram for the Southern Cruise finale. The Harbor Hosts were Larry and Toni Shaw at the New Bedford Yacht Club.

In Summary, sixteen boats participated in the 2007 BWSC Southern Cruise. But the measure of the success of this cruise must be measured not by the number of boats but by the quality of the participants.

Maine Cruise

By David and Caroline Kettner

The Maine Cruise this year ran from July 28 through August 11. Pat and Duane Marshall, who wanted a cruise with no fees and many opportunities for enjoying the quiet solitude of Maine, planned the itinerary. The trip began somewhat inauspiciously in the fog, as the Maine coast endured three days of it. Even so, five boats – *No Se'* with Pat and Duane Marshall and Pat and John Dieselman as crew, *Augusta True* with Caroline and David Kettner, *Sea Hawk* with Anne and Fred Kerns, *No Hassle* with Elaine and Jim Freedman, and *Lazy Jacks* with Bill Dobson, a Blue Water Sailing Club candidate, began in Sebasco Harbor on the New Meadows River. All arrived in the fog; *Sea Hawk* had completed a 22 hour journey up from the Cape. After a planned second day at Sebasco, three BWSC member boats set off for the 32 nmi trip to Allen Island – again in light fog. *Lazy Jacks* had intended to sail with us, but the fog, light wind, and the masses of rockweed that clogged the engine intake on the boat, curtailed Bill's plan to continue on with us. When we arrived at Georges Harbor at Allen Island, we found the harbor clogged with lobster pots, so the group moved to a small cove between Burnt and Little Burnt Islands. We were joined by *Snowflake*, with Jo Ann and George Weinert and their two guests. Some of us hiked on the two islands while we were there.

The next day the group pushed on about 32 nmi to Seal Bay on Vinal Haven. Four more boats joined the cruise here – *Covenant* with Harriet and Ed Dwyer, *Windpower* with Ruth and Herb Weiss, *Star-dust* with Marilyn and Gordon McKenney, and *Carina* with Carol and Jules Seigel – with *No Hassle*



coming in from Tenant's Harbor, making a total of nine boats. We stayed in Seal Bay two nights, and this was the first good opportunity for the group to bond. Since Seal Bay is good for collecting mussels, several people went collecting for a cocktail party the next day. Carol Siegel kindly provided recipes for preparing and cooking mussels to everyone. We spent the lay day doing dinghy cruises of Winter Harbor and the "back way" all the way to Perry Cove and to North Haven. Some people had lunch on Vinal Cove at the end of Winter Harbor, and some traveled all the way to North Haven. In the evening, we made a dinghy raft on a mooring in Seal Bay, recounting the various adventures of each crew and enjoying freshly cooked mussels, wine and other goodies.

On Thursday, we journeyed about 20 nmi into Camden with four of the group's boats. In Camden, *Matchmaker* with Sandy Miller and Wilfred Sirois, joined the cruise. Although this was a chance to replenish provisions and get laundry done, the real highlight of this stop was a chance to celebrate Marilyn and Gordon McKenny's 55th wedding anniversary along with Marilyn's twin sister, Carolyn!

The following day, we traveled about 8 nmi to Gilkey Harbor on Isleboro to participate in the Seven Seas Cruising Association (SSCA) GAM. This day was one of the few good sailing days, with south winds carrying us on a beam reach. All the boats listed previously participated in this two-night stay, along with *Winterhawk*, with Elaine and Dan Kostishack and *Wren* (a chartered boat), with Cecily and Wally Feldman. With the SSCA boats there



Rub-a-dub-dub, three Commodores (plus one) in a tub

were some 35 to 40 boats anchored in the harbor near the ferry terminal. The Siegel's hosted a cocktail party on *Carina* the evening after we arrived. The first night was very exciting because a thunderstorm came through the area. Lightning was all around, but no boats were affected by it. However, the high winds caused some alarm for crews. *Matchmaker* dragged their anchor some 200 yards before finally stopping near the main channel. Wilfred had to drop a second anchor to stabilize their position. *Stardust* was on a mooring near Warren Island, and Gordon spent two hours with the engine running, pushing into the wind to ease the load on his mooring lines.

The term "GAM" apparently refers to a "get away meeting." When sailing ships met on the high seas, the crews from each ship would go off in the long boats, without the officers, and raft up to exchange news and other sailing information. The SSCA GAM assembly started the next day with an elaborate and impressive potluck lunch. A guest speaker then described their adventures cruising in the Mediterranean, dealing with some of the myths, difficulties, and exciting aspects doing so. The final event was a reading of the names of all the participating boats. This was very interesting, because many of the boats listed were less than 40 feet in length, and quite a few people had made around-the-world passages. We were very surprised there were not many large (50 ft class) boats involved.

After traveling about 13 nmi the next day, we arrived at Holbrook Harbor, near Castine. Here we met *Devine Wind*, with Cynthia and Mark Devine. The harbor was restful and quiet – a good thing because the weather was expected to become poor with wind and rain the following day. On Monday, we moved on to Center Harbor, a distance of about 17 nmi. As the day progressed, the southeast winds began gradually building. By late afternoon, when most of the fleet had found an anchorage or mooring, the winds grew to about 25 to 35 knots, bringing some heavy rain. This weather forced the group to break up, and captains selected various ports to duck into to let the weather pass. We managed to get into Center Harbor before the heavy winds struck, but *Snowflake*, which had gone to Camden first for a crew change, arrived afterward, having worked their



way through 45-knot gusts. By 7 PM, however, all was again quiet.

The following morning 10 people gathered at the Wooden Boat School near Center Harbor for a tour. Our tour guide was the shop manager, who gave an excellent summary of the various activities. We arrived during Family Week at the school, so there were youngsters and adults working on radio controlled boats, a shellback dinghy, and kayaks. By the end of the week, each project was expected to be sufficiently complete to take home for final finishing. There were about a dozen projects under way when



Students at the Wooden Boat School

we visited. The school operates June through September, and teaches many different techniques of boat building, boat design, and artistic activities like sketching and photography.

That afternoon we traveled about 17 miles to Frenchboro, on Long Island. There was some southwest wind to help us along, and for a while the sailing was good. Along the way, *Augusta True* snagged a line for a lobster pot and we had to cut her free manually. This was our first experience with this particular Maine adventure – not especially fun. Quite a bit of line and the float remained under the boat, well out of reach from above, and we were faced with another hour or so to complete the two miles into Frenchboro. The crew on *Snowflake* was only a few minutes behind, and provided a welcome tow. Gordon McKenney used his dinghy as a tug to help get *Augusta True* rafted with *No Se'.*

Five boats went to Frenchboro – *No Se', Augusta True, Snowflake, Stardust,* and *Sea Hawk.* The highlight that evening was a lobster dinner at Lundt's Deli nearby. The lobster flavor here in Maine has no match anywhere else. The following day was full of fog and rain and the cruise chairs decided it would be best to spend another day on moorings rather

than to venture out into the fog and the sinisterly lurking lobster pots. We cleared *Augusta True's* propeller (receiving 12 feet of line and a slightly battered float as a prize).



A lurking villain...

Fred Kern, who had been swimming nearly every morning anyway, was prepared in case extra help was needed to clear the problem. During the rain, all the women enjoyed a competitive game of Mexican Train dominoes while attempting to learn the State of Maine song on *No Se'* while the men retreated to *Augusta True* and *Snowflake.* By the afternoon, the skies had cleared sufficiently for several people to take a walk around the small town. There are about 60 people living on Long Island year-round, so it is very quiet and beautiful – "the way Maine should be." That night, the northwest winds came up. *Snowflake* was rafted to *Stardust,* and during the night *Stardust* felt a bump with a nearby lobster boat. At about 2 AM the crews of the two boats were working to disengage the raft and get *Snowflake* onto another mooring nearby. The stay in Frenchboro provided equal opportunities for rest and excitement.

Tenant's Harbor was our next destination, and we set off on the 41 nmi trip in 15 to 25 knot northwest winds. As the day progressed, the winds gradually died out, forcing everyone to motor the last few miles. Two boats anchored in Long Cove, while three opted for moorings. *Snowflake* treated us to a cocktail party, and George Weinert introduced the "Tenant's Harbor Martini," a rather powerful concoction.



Maine Cruisers rafted up in Frenchboro with the resident lobster fleet

A few enjoyed a group dinner at Cod End, where we recounted the journey from Frenchboro. The following day we headed on the long trip home toward The



Basin on New Meadows River. At the Basin we had four boats – *No Se'*, *Augusta True*, *Snowflake*, and *Sea Hawk*. Bill Dobson joined us again on *Lazy Jacks*. A group from the Eastern Yacht Club in Marblehead had already arrived, rafting up with their boats. There were two rounds of cocktail parties – one each on *No Se'* and *Snowflake* – as well as a dessert party on *Sea Hawk*. The Basin itself proved a very quiet, smooth, and lovely spot.

The last stop on the cruise was Biddeford Pool, and the home of Ann and Skip Irving. We left Bill Dobson pointed *Lazy Jacks* south down the New Meadows River, and sailed on out into Bigelow Bight all that day and night, returning to his home harbor in Harpswell the following day. Fourteen people went to the Irving's home, and Barbara and Martin Owens were there along with Ann's brother and sister-in-law with their son. The Irving's did all the cooking – appetizers, wine, barbeque beef and chicken along with salads, and desserts – and the cruise members did almost all the eating. This dinner was a great capstone event for the cruise, and all the cruise members appreciated the Irving's hospitality and the



Some of the guests at Ann and Skip Irving's home chance to relax on 'terra firma'.

State of Maine Song

Written and Composed by Roger Vinton Snow

Grand State of Maine, proudly we sing
To tell your glories to the land
To shout your praises till the echoes ring
Should fate unkind send us to roam
The scent of the fragrant pines,
The tang of the salty sea will call us home.

Oh, Pine Street State!
Your woods, fields, and hills;
Your lakes, streams, and rockbound coast
Will ever fill our hearts with thrills.
And tho' we seek far and wide
Our search will be in vain,
To find a fairer spot on earth
Than Maine, Maine, Maine!

Fall Fun Cruise

By Pat and John Dieselman

Our second Fall Fun Cruise started with the participants holed up in Cuttyhunk on Monday waiting out 25-knot breezes. Tuesday morning, *Windpower*, *Isolde*, *Wind Dancer*, and *Starfire* headed to Hadley's Harbor for lunch and to wait for the current to change through Wood's Hole. Vineyard Haven was the destination where we were greeted by *Starlight*, *No Hassle* and *Carina*. *Calitri* joined up with us later in the day. Cocktails and good cheer were the order aboard *Wind Dancer* and *Starfire*, followed by dinner at the Black Dog.

Everyone enjoyed a lay day in Vineyard Haven. Ruth and Herb Weiss visited an old friend who took them for a ride in his private plane around Martha's Vineyard and the Islands. Jeff and Pat Kenyon also had friends on the Island to visit. A few of us hopped on the trolley bus and toured around Edgartown and Oak Bluffs, ending up at Sharky's for margaritas and burritos. *Romance* arrived and that evening we had more good cheer and cocktails aboard *Windpower* and *No Hassle*.

On Thursday, *Isolde*, *Wind Dancer*, *Romance*, and *Starfire* headed for Quisset. The crews enjoyed a walk in the Cornelia L. Carey bird sanctuary on "The Knob" followed by cocktails on *Isolde*.

Friday, *Isolde* and *Starfire* sailed across Buzzard's Bay to Onset and were later joined by *Augusta True* where we shared a potluck dinner at the Point Independence Yacht Club.

Saturday, we left at 6:00 AM to catch the current in the Cape Cod Canal, and headed for home. The winds were strong southwest at the east end of



the Canal, and we enjoyed a wonderful sail to Salem Harbor for most of the day.

Thanks to all who joined us this year and hope to see you and others again next year.

Columbus Day Weekend

By JoAnn and Rich Pinkowitz

A hearty contingent of Blue Water Sailors followed Christopher Columbus's lead and went to sea for the long weekend. Columbus headed out into unknown waters, but fortunately for us JoAnn Pinkowitz charted a nearly perfect course of the weekend.

Learning our lessons from Chris, provisioning for this journey was well organized. The Saturday afternoon cocktail hour, to warm us up after our various routes to Pocasset harbor, was hosted by Cecily Grable aboard *Quintessence*. Our nearly twenty attendees would have manned the Santa Maria, and the snacks and food could have served the crew of the Santa Maria for their four-week trip.

When Chris and crew arrived on shore they found natives. The Blue Water contingent traveled by dinghy to the Chart Room, a friendly, crowded and noisy restaurant that became friendlier, noisier, and maybe a bit rowdier with the presence of our crew. We were honored with the presence of Eric Pierce's dad whose family, while not back to Christopher Columbus, told me that his ancestor was the Captain of the Mayflower. Definitely a family of old salts.

Sunday morning was a scheduled trip from Pocasset to Padanarum. Rich Pinkowitz scheduled a race between the Nina, Pinta and Santa Maria, but they had not received their PHRF certificates yet so the race was between five more modern racers. *Serenade*, *Easy Street*, *Twilight*, and *Quintessence* lined up for the 10:30 am start. *First Light* was clearly misnamed because their crew didn't get to the starting line until nearly noon. The race was so close that officials are still reviewing the results to determine a winner. It was a great run, if a bit blustery, and everyone's time was quite respectable.

It was a short run down to Padanarum so everyone was able to get to Larry and Tony's Shaw's boat *Gemini* for a cocktail party. This get together had even more food and drink, so that we now had the Nina fully stocked. It was a short walk to the

Black Bass for dinner, where we had a bit more subdued crowd than Saturday night. But with the TV in the background, we could watch the Red Sox clinch the playoff while we chatted. George and Mary Burnell drove down to join us at the restaurant.

Monday, Columbus Day, was quite blustery, damp and gray. As we all dropped our moorings, went off onto the sea seeking our next adventures on the Blue Water. The warm weather brought out 9 boats for the cruise. Two boats sailed all the way from Bristol, RI - Ned and Harriet Dwyer on *Covenant* and Jim Salinger and Richard Pinkowitz on *First Light*.

Membership Momentum!

By Liz Stott

Blue Water Sailing Club is on the move and growing strong, with 200+ members. We welcome many new members this year! Since last April 2006, 32 new members and their families have joined the club. Many of you are younger families with children, or grandparents who intend to sail with your grandchildren, and that is a great thing! Kids keep us all young!



Liz Stott

Also joining us are some very seasoned, veteran sailors who have crossed oceans and participated in the racing scene! All in all, we have a really fantastic cross-section of members who are energetic and invigorating the club! We now have 204 member / families in the club.

Please welcome our newest members since May 2007:

- Deirdre and Kevin Coffey (5/07)
- Sarah and Mory Creighton (5/07)
- Wilson Dobson (9/07)
- Brenda and Rick Doyle (5/07)
- Erwin Eibert (5/07)
- Marshall and Lucy Green (9/07)
- Stephen and Susan George Isacoff (5/07)
- Peter Kingsley and Janet Swaysland (5/07)
- Richard and Anne Simmons (5/07)
- Bob and Jane Trenary (6/07)



KidSail

BWSC member, Mike Handler, has energetically initiated a special focus on BWSC Families and Kids. The goal is to create special, targeted activities that will be of interest to kids! We will be creating unique, stand-alone events for families, as well as making sure that we incorporate kid-friendly experiences into events that are currently on the calendar.

If you have kids or grandchildren, and would like to participate on the KidSail team, or learn more about upcoming KidSail activities, please contact Mike Handler: mike@contractdecor.com

Share the Membership Experience

If you have any friends or colleagues you think would enjoy the benefits of Blue Water Sailing Club, don't be shy! Anyone may extend an invitation to join, but official sponsors do need three or more years of membership under their belt. Here's a link to the Membership Information and Application Kit that is found on our website and may be sent along to prospective new members: http://www.bluewatersc.org/2007_bwsc_info_app_kit.pdf

Send Applications

Please forward all applications to Liz Stott, Membership Chair, via email: lstott@penton.com, or by EFAX: (866)847-6418. You may also send via good old snail mail: 2253 Commonwealth Avenue, Newton MA 02466

Basic Membership Requirements

- Initiation Fees: \$200
- Annual Dues: \$150
- Must own a sailboat with minimum waterline length of 20 ft.

In Memoriam

We have shared our lives with fine sailors who have made our lives richer by their friendship. We wish them fresh breezes and calm seas in the great beyond, celebrate the time we shared and extend our sympathies to the loved ones left behind.

Bob Davidoff
Ellen DeMambro
Joe Goldman
Edward Green



I know its November, but just one more daysail.....PLEASE?

BLUE WATER LOG

COMMODORE'S CORNER

By George Burnell, Commodore

'Tis a new year unfolding. We have our challenges, but by and large the Club is in good shape. 2006 was a successful year under the tutelage of Paul Goldberg who I thank profusely for his effort, guidance and a successful year. He is entitled to the lee berth as the new watch comes on deck.

This past year we added rendezvous' to our bag of tricks as well as a new fall cruise. Briefly, our on-water activities include cruises, which are one or two week events usually with 10 to 20 boats; Regattas which are usually three day events with racing; and the new Rendezvous' which are informal gatherings with little or no preplanned activity. Our experience with the rendezvous encourages us to move forward with this concept, looking for ways to make them easy to implement at locations popular with you. If you have any influence with the weatherman, put in a good word for us.

Like many organizations, we are showing our age. We are currently cruising along at about 200 members, healthy but not growing. Our membership committee, under Liz Stott's stewardship has reached out at the boat show and in other pro-active ways to get the word out to cruising couples who will benefit from our educational exposure, participate in our social activities and enhance our vitality. We look to your participation in support of this ongoing effort.

This year we have the 30th anniversary Marion-Bermuda Race which we co-sponsor with the Beverly Yacht Club and the Royal Dinghy Yacht Club (Bermuda). Our primary responsibility is the Safety at Sea Symposium. Allan McLean has done a spectacular job as Chair of this event with the assistance of John Dieselman, Dave Patton, Brian Schanning, Aedan Gleason, Paul Goldberg and a number of devoted volunteers. We hosted some 450 participants this year at MIT for a class A passage making seminar. June 14 some 100 boats will take off from Marion, with BWSC boats among them, headed for the Gulf Stream and an early arrival in Bermuda for the "Dark and Stormies". I shall be waiting on the dock.

While many of our members migrated south for all season sailing or other warmer weather pursuits, the hardier variety gathered at Waterville Valley in early February as guests of the Freedman's for Alpine skiing and homemade chili.

With three seminars behind us, we will be brushing up on diesels and anchoring shortly. Then we are off to the Officers Club at Hanscom Air Base for our spring dinner and a renewal of friendships born of seasons past.

The sailing season kicks off with the Spring Regatta during Memorial Day weekend in Salem and Gloucester.

The women will be cruising Buzzards Bay and Vineyard Sound with a firm grip on the helm for a girl's week out. Sorry guys, you'll have to wait for the Fourth of July to get your boats back in Edgartown or Isle of Shoals.

The Offshore Committee has cooked up a new experience for us this year with the Offshore 200 -- overnight cruising from Provincetown to the Gosling Islands in Maine and back, June 22nd weekend, sharpening skills for new cruisers and old hands alike. Test your appetite for strange lights on the horizon, navigating in the dark, groggy senses and, hopefully, bright stars above, in the company of fellow sailors before you and your spouse venture into blue water alone.

The annual southern cruise is headed for Nantucket Sound, Narragansett Bay, and Block Island, followed by the northern cruise that starts in Penobscott Bay and works its way south. Then we have the Labor Day Regatta in Buzzards Bay, a one week fall cruise around the Cape Islands and our final rendezvous over Columbus Day in Vineyard Sound.

Wrapped around all these cruises and regattas are the impromptu rendezvous, where we gather informally at predetermined locations and "do it our way". Old "blues eyes" never had it so good.

This is a terrific club. You are all capable sailors, gracious companions, cheerful participants and willing volunteers. It doesn't get much better. 2006 was a full



year with excellent seminars, dinners, cruises, regattas and rendezvous. Vice Commodore Sue Patton and Rear Commodore Pat Dieselman have planned this year with varied and interesting activities, designed to get your juices flowing. Come share them with us. Call me with any ideas you would like to put forth. And help us make all the good things happen.

ANNUAL MEETING – NOVEMBER 2006

By Bill Knuff

The Blue Water Sailing Club held its Annual Dinner on the evening of Sunday, November 5th at the New Bedford Whaling Museum. This event marks the official end of the sailing season for those members who are not taking their boats to warmer climes for the winter months. The event was well attended as 100 members made their way to New Bedford to share stories and memories of last summer's cruises and rendezvous, pot luck dinners and pot trophy winners, blue water races and local regattas. Many members arrived early to spend the day exploring New Bedford's rich maritime history before meeting at the Museum for the evening events. The Whaling Museum was kind enough to provide free access to our members who wanted to spend more time exploring everything from the beautifully restored whaling ship *Lagoda* to a whale skeleton assembly still in process for a new exhibit.

Cocktails and hors d'oeuvres were served in a second floor museum gallery before the business part of the evening commenced in the auditorium. The Annual Meeting was presided over by Commodore Paul M. Goldberg. New officers were elected and installed including: Commodore George Burnell, Vice Commodore Susan Patton, and Rear Commodore Patricia Dieselman. In the spirit of the club charter as a grass roots organization Paul and Annette Hodess were presented with the Russ Kingman Award in honor of their years of dedication to the "spirit of volunteerism" that is at the core of the Blue Water charter.

The meeting adjourned to an elegant dinner beautifully prepared and served in the three story main hall of the museum. After dinner the awards presentation was presided over by Pat Dieselman.

BLUE WATER SAILING SEMINAR – FEBRUARY 2007

By Dan and Elaine Kostishack

In spite of a winter storm the night before, twenty-eight Blue Water Sailing Club members and three guests made their way to the Boston Yacht Club in Marblehead on February 3rd to attend the Sail Cloth, Construction, Design and Trim Seminar presented by Doyle Sailmakers of Marblehead. Tyler Doyle and Paul Adam of Doyle provided informative and entertaining presentations and discussions on the latest sail materials, designs and control and recent applications.



BWSC 2007 Sail Seminar at the Boston Yacht Club

Tyler started off the morning with an interesting presentation and slide show on Doyle Sailmakers' design and construction of 26,000 square feet of sail for the square rigged Maltese Falcon. This 289 feet long, three-masted ship is the largest private sailing yacht in the world. Tyler is the lead engineer for Doyle for this project and he discussed many of the advanced sail designs and technologies which led up to the successful first sail trial in June of 2006.



The Maltese Falcon



Paul and Tyler followed with discussions covering a broad range of the latest concepts in sail materials, designs and sail shape control and trim. Examples included a Mylar cored- Dacron taffeta covered cruising sail material, the Utility Power Sail which is easier to handle and provides greater range of performance than a cruising spinnaker and the advantages of loose footed mainsails.

Finally, the seminar attendees were invited to take a short walk up Front Street for a tour of the Doyle Sail Loft. We were able to talk with Doyle sail designers and sail makers and see the new sail materials and designs in process as well as see an actual sail from the Maltese Falcon being upgraded.



Seminar Attendees at the Doyle Sail Loft

After the seminar, a number of the attendees gathered for an enjoyable lunch at the Barnacle Restaurant overlooking Marblehead Harbor.

BLUE WATER WEATHER SEMINAR – MARCH 2007

By Michele Gaythwaite

Thirty-nine Blue Water members and eleven prospective members registered for the Marine Weather Seminar at the UMass Boston Campus Center on March 3rd to listen to Mr. Frank Nocera, Senior Forecaster and Marine Program Manager, at NOAA/NWS in Taunton, Mass.

We were treated to an informative PowerPoint slide presentation to help us sort out the abundance of weather information now available on the internet from NOAA/National Weather Service. We learned about boundary layer winds, marine advisories and warnings, significant wave height, forecast operations, as well as other internet weather links. Mr. Nocera provided a printed hand-out of his PowerPoint presentation plus additional material, including water temperatures,

NOAA weather radio, and preparedness guides on hurricanes, lightning, thunderstorms, and tornadoes.

We were treated to a beautiful view of Boston Harbor while we enjoyed the continental breakfast, renewing friendships, and meeting potential new members. This was the first time this venue was used; stay tuned for next year's seminar location.

BLUE WATER SKI WEEKEND – 2007

By Jim and Elaine Freedman

On February 8-11 the annual ski weekend was held at Waterville Valley. This event was hosted by Jim and Elaine Freedman. It was a typical Blue Water event with people arriving and leaving according to their own schedules. A quiet dinner was held on Thursday night at a local restaurant. On Friday Jim and Elaine had a chili party with everyone contributing something to the meal. A recipe for the chicken chili that was served is below. Skiing was good, conditions were very good, but the weather was cold and windy. On Saturday almost everyone went downhill skiing, but on Sunday a few people went cross-country skiing. Saturday's dinner was held in a private room and the renowned William Tell on route 49. The new owners were just great and we ordered off both the pub and dinner menus.

Over all, the small group of the Burnells, Deiselmans, Flanneries, Freedmans, Goulds, Kesslers, and the Wryes had a great time.

Golden Chicken Chili

- 1 ½ POUNDS OF CHICKEN BREAST CUT IN TO SMALL CUBES
- 1 MEDIUM- LARGE ONION DICED
- 1 CAN WHITE CANNELLI BEANS
- 1 CAN HOMINY (PISOLE)
- 1 CAN WHITE CORN
- 1 Can, 14 OUNCES, DICED TOMATOES
- 1 ½ POUNDS OF YELLOW SQUASH CUT IN CUBES
- 1 PACKAGE CHILI SEASONING (I USE MILD)
- 1 HALF OF SMALL CAN DICED GREEN CHILI PEPPERS

Brown chicken cubes, add onion cook 5 minutes, add all 4 cans with liquid, chili seasoning, chilies, and summer squash. Simmer for about 30-45 minutes. Serve with garnishes, sour cream, cheese, chilies, etc. Corn bread is good with this. Serves 6-8. If you add more chicken you do not have to add more veggies.



A LETTER FROM PARADISE

By Vicki Pasquale

Vicki and Peter Pasquale on their Catalina 36 "Wind Dancer" left Salem Harbor in August 2006 and wended their way down the Inland Waterway, taking almost three months and enjoying every minute of it. Arriving on the east coast of Florida in December they spent time in various Florida ports and now in March begin their trip back North.

The trip from Marathon to Pumpkin Key was a heavy-duty sailing refresher! We planned our departure from Marathon for 6:45 am on Thursday morning. According to NOAA's crystal ball forecast the winds were supposed to be easterly at 15-20, the keywords being "supposed to be". We made the first opening of the Boot Key Harbor Bridge. The tender was a talker with a sense of humor. He was friendly to all of us who passed through and refers to the engine that opens the bridge as the squirrel cage. He remarked that he hadn't fed the "the squirrels" yet as we departed.

There were about a dozen boats that headed out for points north and we were the first under the bridge. Once we cleared the channel, we headed south to clear the shallows off Sombrero Key and then made our turn north.

Unfortunately, the winds were ENE instead of East so we had the wind pretty much on the nose with about 2-3 foot chop. The winds were about 16-20 so it was an ok ride. We debated going in at Channel Five and picking up a mooring at Lignumvitae Key, having lunch then waiting for high tide for Steamboat Channel, but since we were moving pretty nicely at that point and it was before noon, we decided to push on with our original plan: to take the cut through to the inside at Angelfish Fish Creek and anchor off Pumpkin Key.

Angel Fish Creek is very narrow passage that goes through the mangroves that's a bit tricky. We were planning on meeting some sailing friends Pat and John Dieselman and Elaine Sacco on Friday at Pumpkin. With the winds on the nose and the choppy sea we did not make good time. We should have been at Angel Fish by sunset if all went well. Unfortunately, the God of diesel engines decided to give us a reality check and a sailing refresher. About 8 miles from the cut, the engine died, totally. We quickly adjusted sails and fell off in the direction of the reefs that protect Hawk Channel from the Atlantic and the Gulf Stream. Pete gave me the helm once we got the sails set as he went below to see if he could fix the problem. I had noticed a change in pitch on the engine, just after he throttled up to try to make Angelfish before dark.

Well, everything went to hell in a hand basket pretty fast. As we tacked the jib over, the sheets caught the handle bars on the bike on the port side and lifted it into the shrouds. Pete went up on the foredeck and I tried to steer to ease the pressure so he could get it loose. Then he went back down to mess with the engine (mess is a technical term meaning fix or destroy, depending on the outcome). He tried everything, and for 3 hours we tacked back and forth (he tossed the bike overboard, the second time it hung up in the shrouds) – that's Pete when he hits a high level of frustration! He kept trying to get the engine up and running – BUT NO LUCK.

By this time it was already dark, we were blessed with an almost full moon, thank God. We had to decide how and if we could enter the channel. Pete kept the first reef in the main and furled the jib. I had a high-powered light to shine on the channel markers and in we went. I have to admit I was a wreck. We'd been through the channel twice before, in daylight and light or no wind and knew the entrance and exit were tricky with rocks and shoals on either side. Well, God bless my honey. He got us through without a problem and we sailed on over to Pumpkin Key arriving about 10 instead of 7:30. We dropped the hook, with the mainsail luffing and once the anchor bit, we dropped the main halyard. It was a first: anchoring at night under sail with no power to back down to be sure the anchor set. Never were we so glad to settle in for the night.

Well, we learned a lot and the most important lesson was that we were out of practice with our sailing skills – in particular our night-time sailing skills. There's something to be said for taking longer passages with proper wind and not having to rely on an engine. Well – it was more than enough adventure for us for one very long day.

The next day we were to meet up with our friends and see if Pete could figure out what happened to our engine. First thing in the morning, Pete started working on the engine problem. It was much easier to do at anchor than healing over at 15 degrees with lots of wind and chop. I slept in a bit, as all the excitement the previous night pretty much wore me out.

When I awoke, Pete was on the radio with another boat in the anchorage. Our friends aboard *Kairos* had made the trip down from Marathon yesterday with us. They are a bigger boat (Island Packet) and had more engine power and got in by 7PM. He called to tell Pete that he was surprised to see us in the anchorage this morning. So Pete told him how we'd lost the engine and had to sail through Angelfish Creek. He was IMPRESSED!



Once I got moving, we pressed on to breakfast and continued to work on the engine. Our friends called about 10 saying they'd be at Pumpkin Key by about noon to meet up with us and we could discuss whether to stay there for the night or go elsewhere, depending on how the engine fared. After a couple of hours work Pete found that the inlets to the fuel filters were clogged with a yucky sludge. He cleaned it out and bled the engine and WHOOPEE! She RAN! It was a glorious moment.

Just after we got the engine started our friends arrived on Elaine's boat *Bliss* – what a great name for a boat! We tried to raft, but her deck was quite a bit higher than ours and the winds were kicking up, so we broke the raft about 10 minutes after setting it, and they went over to anchor for lunch. Pete and I decided to make lunch, pack it in the fridge and try to get *Wind Dancer's* interior put back in place after shuffling things about to work on the engine. It took us about 30 minutes to put things in order and make lunch. Then we cranked the engine up – and she did purr nicely – and headed up Biscayne Bay for Hurricane Harbor on the south side of Key Biscayne.

We kept the motor on at idle and sailed the whole way –we just flew – and it was great! Sure did make up for the previous day's trauma. We were doing a good 6.5 knots and sometimes over 7 knots the whole way. *Bliss* caught up with us about half way there and led the way into the anchorage. So there we sat, surrounded by astoundingly gorgeous homes with lovely yachts on the dock enjoying the scenery! LIFE IS GOOD!

Once we dropped the hook Elaine and her friend Patrick went in for a swim and Pete and I joined them. It was heavenly and we look forward to another swim in the morning.

At 6 that evening, Patrick picked us up in Elaine's dinghy and took us over to *Bliss* for cocktails and catching up. We had a great time! Then everyone went back to *Wind Dancer* for a dinner of salad and chicken and artichoke quesadillas. Dinner was a hit and we managed to polish off a bottle of wine or two. We had a great time catching up with everyone. Boaters always have great stories to tell and it was great fun to have company for dinner. We enjoyed every moment. It was blowing pretty well that night and it was nice to be on the hook in a protected anchorage.

The next day, another boat joined our little group in Hurricane Harbor. They were friends of Elaine's on a trawler that were just completing the "Great Loop". That night we had dinner and cocktails – a group effort potluck – on *Bliss* and got to visit with Jim and Kathy and Kathy's twin sister. After dinner we had a great sing-along, with Elaine and me playing guitars – kazoos

and egg shakers were provided for those who wanted to play along and there were lots of enthusiastic singers!

This is what makes the cruising lifestyle so special to me – meeting old friends, making new ones and enjoying every minute of each day.

EXCERPT FROM THE FICTIONAL "THE ACCIDENTAL JIBE"

By Barbie Owens

Jennifer and Chris are in their early thirties. They are dating and he has taught her to sail.

"Chris, Chris!" she screamed. "Get up here! Right now. There's a sailboat coming up on us!"

"Hey, Hey there!" she yelled out across the water. "Hey, you're too close!"

The small oval of a female face peered around the voluminous sails, then disappeared.

"Chris!" Get up here! A boat is about to ram us!"

She twisted around again to see if there was time for the *Catalina* to change course. No. Its forward momentum was too great, though by now they must have engaged the motor and put her into reverse. The *Catalina* closed to within ten feet from them, then eight. *Puff*, the dinghy, bobbed along merrily, an ice cube in the path of an iceberg. Jennifer watched the big hull of the *Catalina* move in to touch, gently nudge, and then submerge the little craft. *Puff* lifted up its bow in protest, the outboard motor on its transom standing like a brave little sentinel, and then the whole dinghy, motor and all, disappeared underwater.

The big boat kept coming. Its anchor was the first thing to cross, arriving slightly above and to the left of Jennifer's head. It rode high and triumphant, the point on a battering ram of fifteen thousand pounds of lead. It was a Danforth anchor, she dreamily noted, remembering the drawings in her U.S. Power Squadron Basic Seamanship textbook. *Of the kedge, CQR, plow, mushroom, and Danforth anchors, the Danforth holds best in sandy, grassy bottoms.*

"Chris!" It was a scream.

Chris bounded up the main gangway, a frown on his face. "Holy shit!" He grabbed the wheel from Jennifer, then cupped his hand to his mouth and yelled at the still invisible captain, "You sank my dinghy."



REPORT FROM THE RACE COMMITTEE

By Jose Venegas

How could he worry about the dinghy when *Edelweiss* was also about to sink? The anchor had, by this time, moved across the cockpit to touch the thick rope of the mainsheet with a lover's probe. It stopped as if awaiting further instructions. The two boats were going forward in synch, enmeshed in some terrible mating ritual over the light chop of Buzzard's Bay, the larger Catalina higher in the water, hovering over the smaller boat. The anchor would tangle in the mainsheet if it moved an inch right or left, leaving them locked together to suffer the caprices of the wind.

There was no sound other than the sluicing sound of water passing rapidly under the two hulls as Jennifer waited for the rest of the Catalina to catch up and crush them. She envisioned going under quietly, as *Puff* had done, leaving just a few bubbles to mark the event.

Chris yelled again. "You sank my dinghy."

She wanted to kill him. It was his fault that she was about to die and all he worried about was the dinghy.

Jennifer came out of her trance. She stepped across the cockpit to where the anchor continued to fondle the mainsheet and, making sure her fingers didn't get caught in the crevices of the triple-looped-and-pulled lines, she freed the right prong of the Danforth. Immediately, as if the Catalina had been waiting for permission, it began to back up, pulling its Danforth anchor gently across the four feet of cockpit. Once again the anchor glided past Jennifer's head, then whisked across the cockpit and transom and then away from the boat. The dinghy popped up out of the water briskly, like a fried donut in hot oil. Then, because it was waterlogged, it settled low and began to drag behind *Edelweiss* like a half-submerged coffin. The Catalina retreated to ten feet, then twenty, then fifty feet behind them.

It was over. She was drained of all energy, every last trace that might have lurked somewhere in a hidden recess of her body, all gone. But at least she'd saved the day. Chris would be proud of her quick thinking when she'd untangled the anchor from the mainsheet.

He said, "What on earth were you thinking of?"

Dear friends, as some of you may know, I have been asked to coordinate our club's racing activities as Race Committee Chairman. My objective and hope is to encourage as many of you to participate in racing during the coming events. The plan is to make it more fun and less competitive, although I have not yet met the first cruiser that does not turn into a racer as soon as he sees another sailboat nearby. Depending on where the event takes place, the race may be from point to point or around the marks. For cruises it is convenient to choose the racing day during a relatively short leg to avoid delaying arrival, particularly if the wind does not cooperate.

Unless we have one of our power boats volunteering, we won't need a committee boat and, if I am not participating in the event, (I may miss a few because of the Marion-Bermuda race), you can nominate a race committee chair that will define the course and collect the starting and finishing times for each boat. Each boat will be asked to start within a certain time period, say +/- 15 minutes around a selected time. This is important to avoid racing with very different weather conditions. One standard mark will be usually selected as a starting point. As the boat passes by the mark in the direction of the second mark, someone on the boat needs to record the starting time (hours minutes and seconds). That person needs to be at the same place in the boat when recording the finish time since races have been as close as 1 second in previous races. At the end of the race the chairperson collects the times and, based on PHRF ratings adjust them to determine the winners. I am sure that some one of the racers will know how to correct for the rating but the formula is not that complicated: The PHRF rating of the boat multiplied by the length of the course in miles is a time that need to be subtracted from the total elapsed time for each boat. For example, in a race of 10 nautical miles boat A completed the race in 10,000 seconds and has a PHRF rating of 100. His corrected time is $10000 - (10 \times 100) = 9000$ seconds. Boat B finished the race in 10,500 seconds with a PHRF rating of 160. His corrected time is: $= 10500 - (10 \times 160) = 8900$ seconds. Therefore boat B wins by 100 seconds in corrected time even though it took her 500 seconds more to make the course.

It is very important that every boat obtains a PHRF rating from New England PHRF. Their website is at this address: <http://www.phrfne.org/>. For those who don't race in PHRF sponsored races during the season, I would encourage them to visit the website, fill in the



application form and contact Barry Steinberg, Commodore and Handicap Committee Chair of PHRFNE by e-mail: bmjb@comcast.net or phone: 617-332-7678 (H), 781-335-4650 (W). He has kindly offered to provide a "single event unofficial" PHRF rating for your boat.

To motivate participation I suggest that the PHRF rating be increased by 10% for boats racing short handed (two or less in the crew) or by 15% for boats that have never raced before. The important thing is to get as many boats as possible racing and having fun doing it.

Specific instructions governing BWSC races are included in our web site at this address:

<http://www.bluewatersc.org/Members%20Only/bwsc%20racing.asp>

Please feel free to contact Jose Venegas at 781-632 6788 or e-mail jgvenegas@comcast.net if you have any questions or comments.

BWSC OFFSHORE 200

By Ed Stott

The Blue Water Sailing Club would like to help you achieve your overnight and offshore sailing goals by providing the newly proposed BWSC Offshore 200. This 200 nautical mile overnight adventure is designed for sailors who have not sailed overnight or offshore, as well as for those who would like to expand their comfort level for offshore sailing. This is a perfect opportunity for members and crew to participate in a local overnight/offshore event. We must emphasize that this is not a race but a chaperoned and carefully planned overnight learning experience.

This event will provide two overnight sails with a Friday afternoon departure on June 22, 2007 and a brief stop-over in between the two nights and arrive back at the original departure point Sunday afternoon June 24, 2007. The purpose of the stop over is to regroup, discuss our experiences, provide suggestions that may help with the second overnight leg and enjoy an early pot-luck dinner together aboard the boats before setting sail again.

If you would like to participate as a boat owner or as crew, please send an e-mail to Ed Stott at estott@setsaillyachts.com. Include in the subject line "BWSC Offshore 200."

MEMBERSHIP MOMENTUM!

By Liz Stott

Blue Water Sailing Club is on the move and growing strong, with 200+ members. We welcome many new members this year! Since last April 2006, 23 new members and their families have joined the club. Many of you are younger families with children, and that is a great thing! Kids keep us all young!

Also joining us are some very seasoned, veteran sailors who have crossed oceans and participated in the racing scene! All in all, a great cross-section of folks who are energetic and invigorating!

Share the Membership Experience

If you have any friends or colleagues you think would enjoy the benefits of Blue Water Sailing Club, don't be shy! Anyone may extend an invitation to join, yet official sponsors do need 3 or more years of membership under their belt. Here's a link to the Membership Information and Application Kit that is found on our website and may be sent along to prospective new members:

http://www.bluewatersc.org/2007_bwsc_info_app_kit.pdf

Send Applications

Please forward all applications to Liz Stott, Membership Chair, via email: lstott@penton.com, or by EFAX: (866)847-6418. You may also send via good old snail mail:

2253 Commonwealth Avenue, Newton MA 02466

Benefits and Basic Info about BWSC

Initiation Fees: \$200

Annual Dues: \$150

Sailboat with minimum waterline length of 20 ft.

Member Benefits?

- Discounted rates on all winter seminars
- Guaranteed seating at all winter seminars
- Discounts at Boats U.S.
- Organized and safe cruising and racing events
- Affiliation with a sponsoring club of the prestigious Marion-Bermuda Race
- Opportunity to sail with and befriend really fantastic people!



Please welcome our newest members since November 2006 and recognize their primary sponsors:

Peter and Jane Bugg (1/07)
Aedan Gleeson
Captain John and Jennifer Edwards (12/06)
Liz Stott
Rob Gorman (3/07)
Ed Stott
Scott Harris and Karen Horsch (4/07)
Ed Stott
Steve and Kristen Lilly (3/07)
Dennis Moran
Bob and Lucille Robbins (12/06)
Wendy Keller
Andy Sumberg and Mindy Berman (12/06)
Martin and Barbie Owens
Don and Maura Suprenant (3/07)
John Kennan
Margaret (Garet) and Bob Wohl (3/07)
Liz Stott



New member Garet Wohl at the helm of Possibilities

Acknowledgement of Volunteers to Membership

Keeping the club growing and alive is a team effort, and could not be done without the help the membership committee as received along the way. Members helped staff the New England and Maine boat shows, winter seminar chairpersons hosted guests, and the seconding sponsors met and encouraged new members. THANK YOU – each of you is to be commended! Thanks also go out to the membership committee: Alex Agnew, Tom Dussault & Mary Pyatte, Cathryn Griffith, Virginia Hill, Peter Pasquale and Ed Stott.

Keep flying your burgee during the summer. Invite your friends to join in cruises, regattas and rendezvous weekends.

WOMEN'S SAILING CONFERENCE

By Pat Dieselman

The 6th Women's Sailing Conference is being hosted by the Corinthian Yacht Club, Saturday, June 2nd. The event is organized by the National Women's Sailing Association with primary sponsorship coming from Boat U.S.

The all day event for women is designed to introduce them to and/or enhance their skills in recreational sailing through seminars on and off the water. New topics this year include a race committee primer, going up the mast, electronic navigation for coastal sailing and boat systems. There are 22 workshops in total! Buy your summer sailing gear, network for a crew position or look for crews, and meet new sailors. You can do this sport!

The NWSA website, www.womensailing.org, will be updated with the availability of sessions.

In addition, on Sunday, the Eastern Yacht Club is running the Betty Pleasants Women's Race in Sonars (bring-your-own). Check out the Eastern Yacht Club website, www.easternyc.org, for details. Make it a women's weekend and get yourself ready for the sailing/racing season.

IN MEMORIAM

We have shared our lives with fine sailors who have made our lives richer by their friendship. We wish them fresh breezes and calm seas in the great beyond, celebrate the time we shared and extend our sympathies to the loved ones left behind.

**Mary Ann Kramer
Jayne Strayton**



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