

# BLUE WATER LOG

## Commodore's Corner

By Mark Devine

Once again, the Bridge Officers, Board of Governors and event chairs had a very productive year in 2011. The year commenced with the seminars in January and ran through the Spring Dinner held in early May. There was good interest and attendance at the seminars with the first of four being held at the Hingham Yacht Club. The Spring Dinner was an elegant affair with Marblehead Harbor and the Eastern Yacht Club providing the nautical ambiance. Larry Handler provided the Bridge Officer support to the many volunteers that planned and undertook the responsibilities of running the land-based events. In late winter, Larry requested to resign from the position of Rear Commodore and David Patton was unanimously ratified by the Board of Governors as Rear Commodore for the remainder of the year.

In March of this year, Allan McLean and many Blue Water volunteers conducted the Safety At Sea Symposium for all Marion to Bermuda Yacht Race participants and other interested sailors. The two-day symposium was held at MIT in Boston. Day 1 attendance was the largest since the symposium was enacted. This symposium is a must for first-time participants as well as seasoned offshore sailors. In conjunction with the Safety at Sea Symposium, Blue Water Sailing Club once again was one of three sponsoring yacht clubs for the 18<sup>th</sup> biannual running of the Marion to Bermuda Cruising Yacht Race that was held in June. The race focuses on bringing together cruising yachts and their crews to experience the pure pleasure of sailing, competition and camaraderie that only this type of offshore event can provide. On a personal note, I was very fortunate to represent Blue Water as Commodore during the 2011 Marion to Bermuda Yacht Race, from participating in the race onboard *Lyra* to representing the club at the festivities in Marion prior to the start and in Bermuda after the finish.

It was an honor and a privilege to be Commodore and participate in the race events.

There were eight planned on-water events including two extended cruises this year. With the Bridge Officer support of Cathryn Griffith, Vice Commodore, the events were varied and well attended. From a large July 4<sup>th</sup> celebration bash in Marblehead to the final event on Columbus Day weekend in Buzzard's Bay, this year once again, provided many on-water alternatives for the membership for cruising, weekend gatherings and regattas.

The Bridge Officers and Board of Governors implemented the "electronic" distribution for club mailings, notices and event agendas which was ratified by the full membership at the 2010 Annual Meeting. Overall, the electronic distribution process worked very well thanks to the efforts of Communication Officer Bill Knuff and Yearbook Chairman / Database Coordinator Wally Feldman.

In addition, with the Board of Governors support, a Website Development Committee was appointed and tasked with updating and redesigning the Blue Water website. This is a much needed undertaking; additional information will be forthcoming on the Committee's progress. Currently, the Committee is working with a website design firm on layout and site content and continues to conduct design review meetings with the Bridge Officers and Board of Governors.

In closing, I again want to thank all of those whose efforts this past year were instrumental in 2011 being a successful year. Blue Water Sailing Club runs and survives solely by volunteerism. To those who have volunteered, "Thank you!" For those who have not as of yet, please consider doing so, your club and yourself will be better off.



## The Year's Events

The calendar for Blue Water Sailing Club was very busy again this year, with 18 events planned by the Board of Governors, and the Marion-Bermuda Race. The activities were:

### Winter Seminars:

- Preparing Boat for Offshore
- Do-It-Yourself Boat Chat
- Celestial Navigation Uncovered
- Yacht Design and Build
- Safety at Sea Symposium

Ski Weekend

Spring Meeting

### On-Water Events:

- Memorial Day Cruise / Spring Regatta
- Marion-Bermuda Race Week
- July 4<sup>th</sup> Weekend – North
- July 4<sup>th</sup> Weekend – South
- Chapman Bowl Overnight Race
- Beringer Bowl Overnight Race
- Southern Cruise
- Maine Cruise
- Labor Day Cruise / Fall Regatta
- 14<sup>th</sup> Annual Women's Cruise
- Columbus Day Weekend

Annual Meeting

Cathryn Griffith, Vice Commodore in 2011, kindly provided the following summary of the on-water events at the Annual Meeting in November:

As Vice Commodore this year, I was responsible for coordinating all the "on-water" events, which include the Southern and Maine cruises, and the numerous weekend events and regattas.

The 2011 sailing season got off to a slow start because of the exceptionally cold, rainy spring. Tom Toomey and Jane Durna planned interesting events for Memorial Day weekend, but they had to be cancelled because of weather.

July 4<sup>th</sup> weekend there were two events. Peter and Laurie Dragonas hosted about 70 people in Salem harbor and at their home in Marblehead. Tom and Kem Vassallo hosted the July 4<sup>th</sup>-South event in Narragansett Bay. It included time in Jamestown

and Wickford, and a holiday meal at Kem's mother's house.

Larry and Gail Handler chaired the Southern Cruise the last two weeks of July. It began with a potluck in Marion, and ports of call included Padanaram, Block Island, Mystic Seaport and Cuttyhunk.

The Maine Cruise, chaired by Len Thibodeau and Chris Aubin, with support from Bill Dobson, took place during the first two weeks of August. Highlights were a race from Frenchboro to Blue Hill, freshly baked cookies and hot cocoa on Fred and Ann Kern's boat, and the Commodore's dinner in Boothbay.

Pat and Jeff Kenyon and Pamela and Jack May organized Labor Day Weekend. The festivities began in Provincetown, where 25 people gathered aboard *Calitri* for cocktails. On Sunday, the fleet raced to Plymouth in absolutely gorgeous weather and enjoyed cocktails at the Plymouth Yacht Club and dinner at a local restaurant.

Pat Marshall and Pat Dieselman co-chaired the 14<sup>th</sup> Annual Women's Cruise. It took place immediately after Labor Day this year, which was a departure from holding it in June, because many of us were in Bermuda then for the Marion-Bermuda Race. The women had a good time, despite stormy weather!

The season concluded with the Columbus Day Weekend event hosted by Fred and Ann Kern in Quissett and Cataumet.

On behalf of Blue Water and all of us who attended the "on-water" events, I extend my deep appreciation to the volunteers who made the year a success.

## Preparing Your Boat to Go Offshore

By Dan Power

Blue Water Sailing Club's first winter seminar of 2011 on had a great turnout. Forty people showed up on January 15, 2011 at the Hingham Yacht Club to hear Greg Flederman, the "Boat Doctor", and Paul Goldberg, head inspector for the Marion-Bermuda



Race and a member of Blue Water Sailing Club, talk about "Preparing Your Boat to Go Offshore."

Greg Flederman led the first discussion on Systems, Delivery, Pre-Departure and Post-Departure Checklists, Rigging & Sails, Navigation & Routing, Electrics & Electronics and Systems Upgrades.

Paul Goldberg talked about leveraging Marion-Bermuda requirements even if you're not actually doing the race to improve the safety and condition of your boat, including on-deck and below-deck equipment, the companionway hatch, the mast step, the pulpits, stanchions, and lifelines, cooking facilities, drinking water tanks, hand holds, bilge pumps, and (of course) navigation and safety equipment.

The session lasted about 2.5 hours, with a good mix of Blue Water Sailing Club members, guests, and Hingham Yacht Club members. It covered topics of interest to both racing and cruising sailors, and we had at least one attendee interested in joining Blue Water Sailing Club after the seminar.

Thanks to everyone who helped in the preparation, and especially to everyone who braved the January cold and showed up to make it a successful seminar!

## Yacht Design and Build

Host: Robert Buck

On March 12, 2011, Blue Water Sailing Club member Bob Buck led a seminar at the Peabody Marriott entitled "Yacht Design for Sailors." Topics covered included hull form, design of keels and rudders, rig design, structural engineering, cabin configuration and deck layout. Bob's extensive presentation generated dozens of questions and lengthy discussions from a very engaged audience.

Bob, a lawyer by training, earned a degree in naval architecture after retiring from the practice of law. After receiving his degree he designed his own boat, a 52 foot yawl named *Abigail*. Bob's unusual background enabled him to convey the fundamental concepts of yacht design in layman's terms.

## Safety at Sea Symposium

By Allan McLean

The 2011 Marion-Bermuda Safety at Sea Symposium took place in the Kresge Auditorium at the Massachusetts Institute of Technology on March 19, 2011. This event is organized by Blue Water Sailing Club, which is one of the sponsoring organizations of the race. Allan McLean chaired the event. Other Blue Water members who actively participated on the symposium committee were Aedan Gleeson, Paul Goldberg, Roy Greenwald, Mary Ann McLean Dave Patton, Brian Schanning, and Liz and Ed Stott. There were additional volunteers who assisted with the logistics on the day of the event. The event was sanctioned by US Sailing.

The event was a great success by any standard. There were 375 attendees. The moderator was the very well-know author, and safety and seamanship authority, John Rousmaniere. He was joined on the stage by five other experts, who between them have sailed over 400,000 offshore miles. Among the subjects covered were communications, overboard recovery, sailing health, crew maintenance, safety gear, damage control, heavy weather sailing and giving and receiving aid.

On the following day four additional programs were offered. These were two classroom seminars - one on dealing with offshore medical issues and another on offshore weather and the Gulfstream. There was also a certified first aid and CPR program as well as two separate four-hour practical in-water programs dealing with flotation and the use of life rafts. These programs were all filled to capacity and very well received by all in attendance.

Based on the written evaluations provided by a large number of attendees, most felt that the event met or exceeded their expectations.

## Marion-Bermuda Race

By David Patton

On June 17, the eighteenth Marion-Bermuda Race commenced in Buzzards Bay with fifty yachts crossing the starting line. The Blue Water Sailing Club has been one of the three sponsoring clubs for



this event since the Race's inception in 1977. The intent of the Race's founders was to provide cruising yachts and crews an opportunity to enjoy an offshore sailing competition with the fellowship that comes from an event of this type, with the added bonus of a final wonderful destination, Bermuda. This year's event lived up to the founders' expectations with Buzzards Bay providing the initial opportunity for the crews of the cruising yachts to safely develop their blue water sailing skills, as winds were blowing a steady 30 knots and many yachts, including the three Blue Water Sailing Club yachts that participated in the Race, saw gusts in the 40s.

The Blue Water Sailing Club Commodore's Cup was won this year by Gerry Rosen skippering his yacht *Illusion*. Other Blue Water Sailing Club yachts that raced to Bermuda this year were *Lyra*, captained by Mark "Gabe" Gabrielson, and *Mabuhay*, captained by Warren Zapol. All three yachts arrived safely in Bermuda and were greeted by family, friends, and many fellow members of Blue Water Sailing Club. A reception at Ascots was hosted by the Club, in which approximately 35 Blue Water Sailing Club members and friends got together to welcome the captains and their crews to Bermuda.



Commodore's Cup winner *Illusion*, skippered by Gary Rosen

Photo by Fran Grenon / Spectrum Photo

Kem and Tom Vassallo flew to Bermuda to meet their son, Hayden, who chose not to attend his high school graduation exercises so that he could participate in the Marion-Bermuda Race as crew and partake of the Race festivities in both Marion and Bermuda. Kem and Tom presented his diploma to him

as he stepped onto the dock at the Royal Hamilton Amateur Dinghy Club after completing the offshore passage from Marion.

The Blue Water Sailing Club's involvement and commitment to the Race and the many facets of organizing and actually undertaking an event such as this goes well beyond the Race Week events held in Marion prior to the race, or the celebrations and the enjoyable events that are hosted in Bermuda by the Royal Hamilton Amateur Dinghy Club. The Marion-Bermuda Safety at Sea Symposium, held on Saturday March 19 with additional practical training available to captains and crew on Sunday March 20, was chaired by Allan McLean. (See previous article.) Liz Stott, as the newly appointed Marion Bermuda Race Committee's Marketing Director, undertook and effectively marketed the Race prior to, during, and after the event. Bill Knuff organized and coordinated the design and layout of the Marion-Bermuda Race Book, and Tricia Katz and Ed Stott undertook the task of obtaining Race Book advertisers. Paul Goldberg was the Head Inspector for the Race Committee in the United States again this year. He also assisted with compliance reviews of the yachts as they docked in Bermuda, as did Ed Stott in one of the numerous activities that he undertook for the Race.

All and all, this is an impressive volunteer effort undertaken by Blue Water Sailing Club and many of its members. It keeps the spirit of the Race alive, provides an opportunity for cruising yachts and amateur crews to participate in an ocean race and a rendezvous in Bermuda, and encourages the development of blue water sailing skills on seaworthy yachts that can be handled safely offshore with limited crew.

## Celestial Bermuda

By Lisa Gabrielson

Back when the Marion-Bermuda cruising yacht race was founded in 1977, everybody used celestial navigation, of necessity. The race formally sanctioned electronic navigation in 1997, but many boats still choose to navigate using with the sun, the stars and the moon.



For this year's race, nine of the entries in the 53-boat fleet navigated celestially, including my father's boat, the Hinkley Sou'Wester 50' *Lyra*, where we were reminded, once again, of the many difficulties faced by sailors in years past.

In addition to the basic technical challenge of handling a sextant, celestial navigators often face the problem of uncooperative weather, and this year's race was no exception. On the heels of the 2009 race, where too much wind and heavy seas made sights difficult -- if not impossible -- to take, the 2011 race included three days of fog and no wind, which left the celestial class becalmed and blind.

Aboard *Lyra*, navigator Steve Bussolari had to use dead reckoning alone due to the lack of good sights. Indicative of his skills as a navigator, when *Lyra* arrived in Bermuda six days later, we were only three nautical miles off of the GPS coordinates that popped up when we finally turned the instrument on.



*Lyra* crew: David Patton, Steve Bussolari, Lisa and Mark Gabrielson, Mark Devine, and Al Larkin

Celestial classes, like those in the Marion-Bermuda race provide a unique opportunity for sailors to maintain contact with and uphold the customs and traditions of historic sailing. Using a sextant, mathematical tables and the stars to navigate the 650 miles to Bermuda makes what is already a great experience that much more rewarding. For more on this year's race, including complete results, visit [marionbermuda.com](http://marionbermuda.com).

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## July 4<sup>th</sup> Weekend – North

Hosts Peter & Laurie Dragonas

We began at 4 p.m. on a sunny Saturday afternoon. About 30 adults gathered for cocktails under the limited shade of our covered patio while six kids enjoyed running around the lawn. Brewer's brought several attendees over by launch and Peter shuttled many others on our powerboat *la Orana*. At least 10 boats spent the weekend on moorings at Brewer's Marina at Hawthorne Cove in Salem.

Laurie emceed the dinner at Finz. We had 35 paying adults and six kids. The buffet was excellent. Dinner included welcome remarks from Commodore Mark DeVine and an expedition to Captain Dusty's for ice cream led by Hannah Dragonas. Again *la Orana* was pressed into service to deliver guests back to their boats.

Early Sunday morning, nine Blue Water Sailing Club members joined Marblehead yoga instructor Steve LaBonte for yoga on the lawn. Ages ranged from seven years to more than 80! Even Miss Sadie Rose made a brief appearance during yoga to the surprise and delight of the group. How special it was to enjoy the view of the garden, the chirping of birds and the feel of green grass under your feet while "finding your inner drishti<sup>1</sup>". Note to Herb Weiss: "Yoga is NOT a spectator sport!"

At 9 a.m. we served "Breakfast in bed" for 56 people, with members pitching in to scramble eggs on the grill and man the dish room. With bagels, muffins and coffee still in hand, the skippers got together with Peter to look over the Mass Bay chart, plotting the course for the afternoon race. Meanwhile, Hannah and the moms directed the kids in T-shirt painting.

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<sup>1</sup> A **drishti** (view or gaze) is a specific focal point that is employed during meditation or while holding a yoga posture



Some of the crowd at the Dragonas' home

After breakfast, Nancy Kritzman joined Hannah in the kitchen and soon there were four women peeling apples, borrowing sugar and making three delicious apple crisp desserts. (Thank you, Mark Twain, for an idea borrowed from Huck Finn & Tom Sawyer). Later in the morning, Molly Brenneman hosted the family beach outing to Devereux Beach in Marblehead while Matt Brenneman drove landside launch service to and from the beach and the Marblehead Arts Festival.

At 1 o'clock, the skippers of six boats took their own start times for an around the buoys, three and a half mile race in light air. They finished and noted their own finish times. The results were *Eagle* in first place, followed by *Breakaway*, *Whisper*, *Quintessence*, *Lazy Jacks* and *Free Spirit*. Fun was had by all.



Charlie Brenemann, Ellie Handler, Brendan Power, and Evan Handler

In the late afternoon, cocktails, snacks and appetizers were served once again. At 6 p.m. the grills were started up and all members pitched in to make the cookout a wonderful success. Eventually 70 people were fed. About seven of the 11 kids (future members of Blue Water Sailing Club) hunted for American flags, competed for best somersault, proudly wore their tattoos, and won prizes and medals for their efforts. Just about everyone dressed in their best red, white and blue with beads and tops hats and Miss Liberty crowns. Awards for the best dressed in the spirit of Uncle Sam go to David Levine and Ellie Handler. No summer backyard celebration is complete without grilled hot dogs, five versions of pasta salad, a campfire, and s'mores. We had all that and also ice cream sundaes, sparklers, and rockets blasting into the sky.

We especially enjoyed seeing six visiting dinghies tied up alongside the new Dragonas Pier and the memory of children running all over to capture the most American flags. It was late in the evening when the final remaining guests climbed up to their boats from *la Orana*. About the last to say good night were Herb and Ruth Weiss, who have been doing this together for 62 years. Ruth says it's the sailing that keeps them young!

## July 4<sup>th</sup> Weekend – South

Hosts Tom and Kem Vassallo

We had a very low key and wonderful 4th of July event. There were 10 of us, Michael and Dorothy Martindale (who came by car), Edward and Melissa Demerest on *Meledy*, Aedan and Bernadette Gleeson on *Lambay*, William and Janet Brown on *Jem-N-U's*, and Tom and Ken Vassallo on *Mise en Place*. The fireworks in Jamestown were a bit of a bust because fog set in. All that was visible was a colorful glow after the fireworks exploded. We all stayed on our boats, and did not go out to dinner, as everyone had had plenty to eat with the appetizers. The Brown's, Demerest's and Vassallo's played games until just before midnight. The Martindale's drove over so they departed before the fireworks actually went off.

On Sunday we had a race to Wickford. Unfortunately Tom and I could not participate because a



crimp in our signal flag regalia had failed and resulted in the halyard fouling. The Demerest's, Gleeson's and Brown's did race; with the Demerest's coming in first, Brown's second and Gleeson's third. The Gleeson's lost steerage and could only turn to starboard at the end of the race! This made for an interesting arrival at Wickford Marina, but they did great! Somehow they even managed to limp back to their home port with the steering still in question!

We had a wonderful dinner up at my Mom's house. She was kind enough to make clam chowder and we had lots of salad, burgers, hotdogs and pie. On Monday, everyone brought a breakfast dish to pass and we had a wonderful brunch. Bernie and Aedan won the prize for best dish -- organic fresh strawberry jam! Ask Bernie about it; it was great with her scones!

That marked the end of our weekend. We all agreed that our smaller group was terrific and we had great conversations with everyone as a result.

## Southern Cruise

Hosts Larry and Gail Handler

Who says you need charts to plan a cruise? When the Larry and Gail Handler and Jack and Syl Westerbeke got together to plan the Southern Cruise, Jack brought his trusty AAA road maps! The resulting cruise was excellent!

The cruise began in Sippican Harbor, with a potluck supper on July 16. There were five boats at the start – *Eviana* (Larry and Gail Handler), *Augusta True* (David and Caroline Kettner), *Odyssey* (Wally and Cecily Feldman), *Free Spirit* (Bob and Cindy Gould) and *Swamp Fox* (Brian Lipka). The Kettners managed to bring food to the potluck, but no utensils or plates for eating! The following day, the five boats sailed to Padanaram Harbor and were joined by *Ean Na Mara* (Richard and Elly Scherr).. A brisk southwest wind provided a good challenge. Dinner that evening was at Black Bass Grille in South Dartmouth.

On Sunday, the group set sail for Dutch Harbor on Conanicut Island in Narraganset Bay. The previous day's southwest winds had worked on the seas all night, and increased in strength during the

day. Seas were about two to four feet. At least two boats gave up heading into the weather – *Ean Na Mara*, and *Augusta True*. The former sought a tow into Jamestown Harbor, and the latter turned north, up the Sakonnet River, where it spent two nights. The group at Dutch Harbor was joined by *Isolde* (Jack and Syl Westerbeke), *Lambay* (Aedan and Bernadette Gleeson), and guests Marvin and Sandi Fredberg on *Erial*. The group enjoyed a BBQ at The Shack in Dutch Harbor.

Because poor weather was expected for the next day, the group decided to change the itinerary and stay in Dutch Harbor for a second night, and then move to Stonington, CT the following day. *Augusta True* stayed two nights at the Brewer's yard at the north end of the Sakonnet River in Portsmouth, RI. This was previously the home marina for *Eviana* for several years. *Augusta True* moved to Dutch Harbor when the main group moved to Stonington.

On Wednesday, all boats converged on Mystic Seaport, CT. This was an interesting navigating challenge, with a four-mile winding river access with lots of shallow spots along the edges, a railroad swing bridge, and a highway bascule bridge. Of course, the two bridges operate on independent schedules, so there was a wait at one or the other in narrow waters. There were eight boats there – *Eviana*, *Erial*, *Lambay*, *Augusta True*, *Free Spirit*, *Odyssey*, *Old Jack Rose*, and *Isolde*. The group had a special tour of the Mystic Seaport facility. A highlight of the visit the 170<sup>th</sup> birthday of the *Charles W. Morgan*, a 19<sup>th</sup> century whaling ship undergoing significant repair and restoration on land at the Seaport. The Handlers participated in the impromptu



Southern Cruise guided tour of Mystic Seaport



birthday parade for the ship that was organized by the Mystic Seaport staff. A very nice dinner for the group was held at Latitudes 41 Shipyard Tavern.

On Friday, the cruise moved on to Coecles Harbor. A feature of this day was traveling across The Race at slack tide. The cruise chairs planned the day just right, so the crossing was at about 11 AM. This meant there was no extraordinary effort needed to rise in the morning, consistent with good cruise planning. The entrance to Coecles is very shallow, but otherwise not too challenging. We arrived in the early afternoon, and everyone headed to the pool at the Coecles Harbor Marina, because of the hot weather. Dinner that evening was a Sweet Tomatoes, a taxi ride away in Dering Harbor, in the northwest corner of Shelter Island.



Charles W. Morgan on the hard

After Coecles Harbor the fleet thinned out a little with five boats going to Sag Harbor. Two very hot days were spent in Sag Harbor with no events planned. People took the time to relax, sightsee, provision and visit various family and friends living in the area.

On Sunday a unanimous decision was made to skip Three Mile Harbor and go directly to Block Island and for two days. Monday morning we left Sag Harbor and sailed to Block Island. There were six boats in Block Island (*Free Spirit* came directly from Mystic Seaport), and we met for dinner at Dead Eye Dick's.

On Tuesday we took a dinghy tour through The Great Salt Pond and into Harbor Pond. Tuesday night we met at the Oar Restaurant for dinner. While waiting to be seated, we learned of a severe storm

coming towards Block Island. *Eviana* was rafted off of *Free Spirit*, so Bob Gould and Larry Handler decided to take the dinghy back to the boats and double check the anchor, and be sure all hatches were closed. There were several rescue boats milling around the anchorage, and they strongly advised us to remain onboard. We waited out the storm (very heavy rain and winds in the high 20's), which lasted about 25 minutes. While the rest of the fleet was sitting down at the Oar enjoying their dinner, Bob and Larry had Chili in their foul weather clothes.

On Wednesday, we left Block Island and went to Cuttyhunk (which would be the final destination before returning home). There were five boats that continued on to Cuttyhunk. While picking up our mooring we saw Blue Water Burgees all through the harbor (almost 10 in total). Wednesday evening all the Blue Water Sailing Club boats were invited onto *Isolde* for cocktails. It was a great way to end the Cruise.

## Maine Cruise

Hosts Len Thidodeau, Chris Aubin, and Bill Dobson

The Blue Water Sailing Club sailing club Maine Cruise for 2011 included (at various destinations) *Lazy Jacks*, *Augusta True*, *Blue Moon*, *Windpower*, *Tantrum*, *Winterhawk*, *Sea Hawk*, *Scrimshaw*, *Salacia*, *Easystreet*, *Sailavee III*, *Devine Wind*, *Agadou* and *Breakaway*. It began for us on *Breakaway* at 1000 on July 30 as we left Marblehead town dock headed for Tenant's Harbor, Maine, the rendezvous



*Blue Moon* in the early morning in Seal Bay



point for the beginning of the cruise. It started out a spectacular day with 15-20kts abeam making 6-7kts. By 1830 we were crossing the Portland, Maine outbound channel with Blue Moon ahead on the horizon. By 0230 the next day we had covered 89 miles and were approaching Monhegan Island. We were on the mooring in Tenant's by 0730. Blue Moon arrived just ahead of us. Sunday was a beautiful, clear, dry day and no fog, a perfect start to the cruise. The kickoff dinner was held at the Cod End Tavern on a warm evening under a sunny sky.

The sail across Penobscot Bay on Aug 2 was done "by feel" in the typical dense Maine fog. It's nice to be home! The fog lightened as we passed through Deer Island Thoroughfare on the way to Seal Bay, where a beautiful evening arrived at the same time as our fleet. Swimming and camaraderie were plentiful that evening among various boat in the fleet. Of course, the fog rolled in again overnight.

The next day we were on our way to Northeast Harbor. The pressure had dropped a bit so we had light fog and overcast skies, but it was warm and not raining. Everyone appreciates the small things. The fleet arrived by various routes at Northeast Harbor that afternoon and we were all snug on the floating docks by cocktail time. It's BYOB for all. Aug 3 was a layover day so we each made our own schedule for shopping, sightseeing and general walking about. A somewhat organized hike through the Thuya Garden near Northeast Harbor to Jordan Pond for popovers and lunch happened all by itself, at the recommendation of the Weiss's as we recall, (and a good recommendation is was!)

The original plan for the Maine Cruise was to go to Roque Island, about 40 miles further east from Northeast Harbor. However, the winds forecast for the next several days were easterly, and no one was interested in motoring all the way there, and possibly repeating on the trip back. So, on August 4 we had a short sail from Northeast Harbor to Somesville. It was so short several of us detoured to Little Cranberry Island for lunch first. This was at the great recommendation of the *Sailavee* crew. The benefit of "local knowledge" cannot be understated. In Blue Water Sailing Club there is a plethora of such knowledge. After lunch we motorsailed up to Somesville

in the light mist and grey skies. When we were on the mooring in Somesville the grey cleared and blue, sunny skies returned to Mt Desert Island.



Maine Cruise in Northeast Harbor

On August 5 *Breakaway* and *Blue Moon* made a layover day in Somesville after awaking to the sound of loons. *Lazy Jacks* went to Southwest Harbor Harbor. This trip, like many previous Blue Water Sailing Club cruises, split up along the way with some members choosing other destinations and meeting up with the trip at various points. We spent the day exploring Somesville and taking the bus around Mt Desert Island. We chose to go to Southwest Harbor for a visit, because we intended to bypass it as an overnight stop and go directly to Frenchboro for the lobster bake on the 6<sup>th</sup>. The free bus around the island is one of the highlights of Mt Desert Island by boat. Somesville harbor also has access to Mt. Desert Campground. For our friends who aren't boaters, but like shore-side camping in tents or trailers, this campground should be at the top of their list!

August 6 we motorsailed to Frenchboro, leaving our mooring at 0740 and arriving just before noon. It was a lazy overcast afternoon which included a short walk to a rustic beach to explore the washed up remaining timbers of a long ago cargo sailing ship that regularly transited these waters, or maybe it is just sun-bleached driftwood. It all depends upon your own romantic imagination.

That evening we all had a lobster dinner on Lunt's dock in Frenchboro with a desert of blueberry cobbler at the Offshore Store a short walk away. A summer cruise in Maine could not have a better cli-



max than this event. It typifies everything historically Maine -- rustic to the n'th degree with good friendship and a jolly crowd.

On August 7 we had a race to Blue Hill Harbor in the fog and rain with a strong following breeze. Five boats participated and three actually finished after a hard a day and one pot trophy. The drizzling evening turned into a good time with good friends and fresh baked chocolate chip cookies aboard *Sea Hawk* in Blue Hill Harbor.

On August 8 we had better weather and a following breeze to McGlathery Island for a remote harbor anchorage and a nice, sunny warm evening with uncountable stars. A late afternoon impromptu picnic on the beach at McGlathery was just another wonderful highlight of this 2011 Maine cruise.

We left the mooring on August 9 at McGlathery and headed toward Rockland. The day started out clear, hot and light. Then the winds got lighter. By noon there was enough breeze to coast north of North Haven on the incoming tide and into Rockland. Exploring Rockland was the order of the afternoon. Then several independent (aka sailor) groups met for dinner at one of the many convenient restau-

rants surrounding Rockland Harbor.

August 10 was the scheduled departure from Rockland, with a plan to meet again at Port Clyde. Upon leaving Rockland some members departing earlier called to report strong northeast winds and large following seas chasing them down Muscle Ridge Channel. The group scattered from Rockland (those not leaving) to Tenant's Harbor and Mosquito Harbor.

On August 11 we met in Boothbay harbor for the Commodore's reception. Our trip from Rockland started overcast and foggy, but as the morning wore on the fog lifted, visibility increased, clouds cleared and the day became glorious, which is simply an expression frequently used to describe reasonably good weather after a prolonged period of overcast, foggy, drizzly weather, especially when living aboard a on a sailboat. The afternoon and evening of the commodore's reception were without equal, as well as the next day when most of us were leaving the cruise and the commodore was only starting his trip.

The 2011 Maine Cruise is one we are glad we did not miss. All should be encouraged to cruise Maine with our club. No matter what the weather it is the people who make it a trip worth taking. Oh yeah, the coastline is unmatched for thousands of miles. This author is from Maine and spent much time at the shore earlier in life. However, approaching Maine from the sea is an experience not to be missed.

## Labor Day Weekend

Hosts Pat and Jeff Kenyon, and Pam and Jack May

We arrived in beautiful Provincetown on Friday, September 2 and had about 25 people on board *Callitri* for cocktails and hors d'oeuvres. Laughs, food and cocktails were shared with new and old friends. There were 11 boats in Provincetown for this event.

On Saturday, September 3, everyone did their own thing during the day and then we had a skipper's meeting and pot luck on the beach in Provincetown. Again, we had about 25 people join in the fun.

On Sunday, we had a fabulous race between Provincetown and Plymouth. Nine boats entered the race and we all enjoyed some excellent sailing. *pa-*



Fred and Anne Kern picking blueberries at Jordan Pond



*nema* was the first over the line, followed by *Espirit d'Escales* and then *Eagle*.

We wrapped up the organized portions of the event on Sunday evening with cocktails on the deck at Plymouth Yacht Club. The views were spectacular. Plymouth Yacht Club very generously opened their facilities to us for our visit, to the extent of even providing special launch service for the dinner. We followed cocktails at Plymouth Yacht Club with a delicious dinner at East Bay Grille in Plymouth, with 33 adults and two children in attendance. The restaurant was very accommodating; the portions were large and well prepared. A good time was had by all.

Monday brought a return to our home ports, to Marion for the Women's Cruise, or to other destinations. The wind was fair coming out of Plymouth with some strong gusts around Scituate. Again, another great day of sailing wrapped up a wonderful weekend with great people from the Blue Water Sailing Club.

## Columbus Day Weekend

Fred Kern

Nice weather with light to moderate winds at the end of the season.

On Saturday, *Ean Na Mara* rendezvoused with *Sea Hawk* at Quissett Harbor, and Jane and Tom



Hasty Evans, Fred and Ann Kern, Prof. Mario Coyula-Cowley and his wife Marta, Catheryn Griffith and Jane Durna, and guests at dinner

Toomey shared a Pot luck Dinner aboard *Sea Hawk* with Anne and Fred Kern. The initially scheduled Saturday Night Dinner ashore was postponed because it was Yom Kippur.

On Sunday, the Toomeys brought their boat across Buzzards Bay for winter storage and then Jane and Tom joined the Blue Water Sailing Club dinner at the Courtyard Restaurant in Cataumet. Vice Commodore Cathryn Griffith and her friends from Cuba, Prof. Mario Coyula-Cowley and his wife Marta joined us on *Sea Hawk* for a light air sail to Hospital Cove, Cataumet, and were met for part of way there by new members Jay and Hasty Evans aboard *Rough Waters*.

Dinner was attended by the nine listed above plus John and Karen Celi, friends of the Kerns, Marsha and Hank Bornhofft, JoAnn and Richard Pinkowitz, and a couple who were friends of the Evans, making a total of 17 taking part of the last on water event of the 2011 BWSC season.

On Monday the Kerns and Celis sailed back to Cotuit in nice warm winds.

## Women's Cruise

Hosts Pat Marshall and Pat Dieselman

The day after Labor Day began the start of the 14<sup>th</sup> Annual Women's Cruise. This was the first year that the cruise was planned in September. Buzzard's Bay was chosen as our cruising ground because sailing the Bay in September promises good weather and great wind. Four boats and 17 women were signed up for the cruise. Tuesday's plan was to all arrive in Marion, provision and drop off gear on our respective boats, and then have a pot luck planning party at Cecily Grable's summer home. By 4 PM most of us had arrived and boarded the boats in a torrential downpour. When it was time to call the launch to venture over to Cecily's home we were informed that the launch had stopped at 6 PM. Some of us decided that we were wet enough and chose not to dinghy ashore. Those who had stayed ashore enjoyed the get together at Cecily's and stayed overnight.

Wednesday morning was gloomy with not much wind. Bonnie Dehner, captain of *Espirit d'Escales*



had some unexpected family matters so she opted out of the cruise, leaving two crew members to switch to another boat. *Quintessence* was gracious enough to welcome them aboard. Off we went to our first port -- Handley's Harbor. On *Quintessence* was Captain Cecily Grable and crew of Wendy Keller, Cynthia Devine, Elaine Sacco, and new crew Pat Marshall and Elaine Goldsmith. On *Twilight* was first time Captain Anita Smith and crew of Sue Patton, Kem Vassallo and Janet Brown. *Lambay* was lead by Captain Bernie Gleeson and crew of Elaine Freedman, JoAnn Pinkowitz, Flossie Porn and Pat Dieselman. After a pleasant motor sail we all arrived with plans to have cocktails aboard *Quintessence* at 6 PM. At 5:30 PM the heavens opened up and down poured the rain. Another cancelled party. We all hunkered down for the night. When we awoke on Thursday we discovered that *Quintessence* was no longer in the harbor. We later learned that early that morning (4 AM) Pat Marshall had received a phone call from her husband, Duane, that he was at Mass General Hospital. After three years of dialysis a compatible kidney had been found and he was to receive it sometime that day. *Quintessence* had gone back to Marion in rain and a headwind to drop Pat off so she could be with Duane. Exciting news!!



L-R: Cynthia Devine, Elaine Goldsmith, Janet Brown, Pat Dieselman, Elaine Freedman, Flossie Porn, Cathryn Griffith, Kem Vassallo, JoAnn Pinkowitz, and Anita Smith.

Front row- Wendy Keller, Sue Patton, Elaine Sacco, Bernie Gleeson, and Cecily Grable

Meanwhile back in Hadley's the weather was still wet. The crew on *Twilight* was getting restless so they decided to venture over to Quissett Harbor. That adventure is another story. *Lambay* stayed put with friendly competition in dominos and scrabble. Around 1 PM the sun came out and we dropped our mooring. The weather was so beautiful we sailed around the bay for a few hours before heading into Quissett to join *Twilight*. An hour or so later we spotted *Quintessence* coming into the harbor to join us. Now the parties begin in earnest. *Lambay* hosted an Italian potluck dinner with 13 women attending. It was a special night as we all said our farewells to Janet Brown, who is relocating to Florida with her husband Bill. Friday the sun was still shining, and a few women walked to Wood's Hole, while most of us went ashore to spend the day at the beach with good food and wine. In the evening we all hiked to the "KNOB" in the Cornelia L. Carey Bird Sanctuary for a cocktail party, and to watch the sunset over the Bay. What a beautiful night! As the sun was setting in the west the full moon was rising in the east. At dusk the mosquitoes were starting to join us, so we headed back and finished the day on *Quintessence* for more good food, wine and conversation. Our Vice Commodore, Cathryn Griffith, drove down to join us for the evening. Saturday morning the boats headed out to different locations. *Lambay* went to Marion, and *Twilight* and *Quintessence* to New Bedford, where they ended the cruise with a farewell dinner. All and all, despite the nasty weather and unplanned life events we will chalk this up to another successful and fun women's cruise.

The 15<sup>th</sup> Annual Women's Cruise is already planned for 2012. This cruise will be in Maine from July 30<sup>th</sup> to August 4<sup>th</sup>, and will feed into the beginning of the Maine Cruise. Cynthia Devine will be chairing the event, so if you have an interest in joining us or obtaining more information please contact her.



## New Members in 2011

Robert Kessler

The following new members were announced at the Annual meeting in November:

Warren and Nikki Zapol  
Bart and Tuula Sno  
Mark Miller /Ann Eiselein  
Jay and Hasty Evans  
Manuel and Maria DaSilva  
Jerard and Karen Herman  
Brian Lipka  
Elaine Sacco (Associate)  
Joseph and Barbara Saraceno (Transitional)  
Chris Foley (Transitional)

## In Memoriam

We received notification of the following individuals:

- Todd F. Poole

Todd F. Poole died January 6, 2011 in Boothbay Harbor. He was born November 22, 1927 in Boston MA and was a graduate of Saint Paul's School and Yale University. He was a resident of Marblehead MA until 1992, when he and his wife moved to Southport Island ME. He was a veteran of the Korean War, serving in the US Army. In recent years he volunteered for the Maine Maritime Museum in Bath ME and the Coastal Maine Botanical Gardens in Boothbay ME. He is survived by his wife of 51 years, Mary Louise Poole of Boothbay Harbor, his son, Todd Bartlett Poole, daughter, Catherine Bartlett Poole, and brother, Herbert Sheldon Poole.

- F. Sherburne Carter, Sr.

F. Sherburne Carter, Sr. died December 15, 2010. He was born March 11, 1920, in Boston MA and resided in Duxbury MA for the past 50 years. He attended Philips Exeter Academy and Brown University. After serving in the Navy in WW II as a Lieutenant Commander and aircraft carrier pilot, he graduated from Boston University with a degree in Accounting. He was an avid sailor throughout his life and he and his wife spent every summer cruising

the coast and Buzzard Bay area on his sailboat Gunhild until 2005. He served as Secretary for the Duxbury Yacht Club where he was awarded the Visitors Cup for outstanding service. While Commodore of the Blue Water Sailing Club, he helped inaugurate the biennial race from Marion to Bermuda, in which he skippered the Gunhild three times. He was also a member of the Beverly Yacht Club in Marion. He is survived by his wife of 68 years, Shirley Hanson Carter, his daughter Carol Shilepsky, his son Lyon Carter II, grandchildren Lisa Van Raalte, Beth Price, Lyon Carter III, Christian Carter, Alexandra Carter, and Max Carter and 4 great grandchildren.

- Jean Gaffey

Yearbook editor Wally Feldman provided the following information about Jean Gaffey:

"I regret to report the passing the passing of Jean Gaffey, a Founder and Life Member. A Funeral Mass [was] celebrated on Saturday, July 2, 2011."

- Charles "Al" Krahmer

Charles A. Krahmer, 84, long-time resident of Duxbury, died March 2, 2011 at Mass General Hospital. Mr. Krahmer was a lifelong avid sailor and enjoyed both racing and cruising. With his family he spent many summers along the New England Coast and braved several ocean passages. Aboard their last boat, *Reality*, he and his wife cruised for more than 40,000 miles. Mr. Krahmer leaves his wife of 46 years, Jane; his daughter Penny of Duxbury; his two sons, Chad and wife Nancy of Duxbury and Karl of Melbourne, Fla.; his sister, Doris; and six grandchildren.

- Michael Lefton

Michael Lefton, 68, died April 12, 2011. He was a prosthetist / orthotist, who taught at New York University and founded a business, M&M Prosthetics, in Kingston, N.Y. He enjoyed sailing and made several passages to the Caribbean from New England. He spent 18 winters aboard *TOOT*, his beloved sailboat. He visited Caribbean islands from St. Thomas to Grenada; his favorite island was Bequia in the Grenadines. He was a member of the Kingston Sailing Club (of which he was past president), the Blue Water Sailing Club, and the Ocean Cruising Club. Sur-



vivors include by his wife, Marlene of Jupiter; and a brother, Robert of Wilmington, Del.

## 2011 Race Results

Peter Dragonas

### Marion to Bermuda, June 17

- |             |                 |
|-------------|-----------------|
| 1. Illusion | Gerry Rosen     |
| 2. Mabuhay  | Warren Zapol    |
| 3. Lyra     | Mark Gabrielson |

### Chapman Bowl, June 24

- |              |             |
|--------------|-------------|
| 1. Keewayden | Jack May    |
| 2. Salacia   | Stephen Lee |

### July 4th North

- |                 |                             |
|-----------------|-----------------------------|
| 1. Eagle        | Allan McLean                |
| 2. Beakaway     | Len Thibodeau & Chris Aubin |
| 3. Whisper      | Herb Cohn                   |
| 4. Quintessance | Cecily Grable               |
| 5. Lazy Jacks   | Bill Dobson                 |
| 6. Free Spirit  | Craig Spear                 |

### July 4th South, July 4

- |             |                        |
|-------------|------------------------|
| 1. Meledy   | Ed & Melissa Demerest  |
| 2. Jem-N-Us | Janey & Bill Brown     |
| 3. Lambay   | Ayden & Bernie Gleeson |

### Marblehead to Halifax, July 10

- |             |              |
|-------------|--------------|
| 1. Kinship  | Tom Seldorff |
| 2. Snow Cat | Bart Snow    |
| 3. Talisman | Rick Pedone  |

### Beringer Bowl, July 22

- |              |                             |
|--------------|-----------------------------|
| 1. Ipanema   | Jose Venegas                |
| 2. Breakaway | Len Thibodeau & Chris Aubin |
| 3. Snow Cat  | Bart Snow                   |

### Maine Cruise, July XXX

- |                 |                             |
|-----------------|-----------------------------|
| 1. Sea Hawk     | Fred Kern                   |
| 2. Breakaway    | Len Thibodeau & Chris Aubin |
| 3. Blue Moon    | Kevin & Deirdre Coffey      |
| 4. Lazy Jacks   | Bill Dobson                 |
| 5. Augusta True | David Kettner               |

### Labor Day Cruise, September 3

- |              |          |
|--------------|----------|
| 1. Keewaydin | Jack May |
|--------------|----------|

- |                     |                   |
|---------------------|-------------------|
| 2. Calitri          | Jeff & Pat Kenyon |
| 3. Ipanema          | Jose Vanegas      |
| 4. Esprit-D-Escales | Bonnie Debner     |
| 5. Old Jack Rose    | Mark Miller       |
| 6. Rough Waters     | Jay Evans         |
| 7. Quintessance     | Cecily Grable     |
| 8. Eagle            | Allan McLean      |
| 9. Mabuhay          | Warren Zapol      |
| 10. Brown Eyed Girl | Steve Katz        |

## Editor's Notes

By David Kettner

My thanks to all the writers who provided the material in this LOG – both written words and photographs. There would be no LOG without you. Special thanks to Lisa Gabrielson, who secured permission from SAIL magazine to allow us to reprint her article.