



Bill Deighan's "JK Too"
racing on Summer Cruise



Blue Water Sailing Club Is Twenty Years Young

The Twentieth Annual Meeting will be held at Fantasias Restaurant in Cambridge, Mass. on Nov. 16, 1979. Dot Marson, Chairwoman of the event is planning a very special evening for Blue Water Folks. In addition to the usual display of Hors D'oeuvres and an epicurean Dinner, Host Joe Fantasia is supplying Music for Dancing and a host of other surprises are in the offing. Don't miss it.

CAPE COD . . . Best Summer Cruise Ever!

Nearly fifty Blue Water Yachts participated in a two week cruise that brought the fleet from Pocasset as far South as Mystic and Block Island and returned via Padanaram.

After an informal rendezvous at Pocasset on July 28 the official start of the cruise began as the area in front of the Koelsches slowly crowded up with boats. The weather cooperated as over 250 participated in a great cocktail party on the grounds of Moon Haven. The Marshalls and the Westerbekes entertained the kids on the beach and all enjoyed eating Fried Chicken and other goodies, Liquid and Solid.

On July 30, (Monday), clear calm weather saw most of the fleet motor to Edgartown while some raced. Bill Deighan was Captain of the Day. Tuesday, July 31, found the fleet im-

mersed in fog. Light South Easterlies brought in cool air over the warm sound.

After leaving Edgartown the weather cleared and many boats lunched in Tarpaulin Cove. Others chose to take advantage of the clearing weather and proceeded onto Cuttyhunk.

Some twenty boats followed and had a great motor sail down to Quicks Hole. We then slid over to the Buzzards Bay side and just above Cuttyhunk ran into an impenetrable Fog Bank.

Most boats had trouble finding the entrance. Those with radar worked their way in while some followed. Others never did find it and spent the night anchored off the island.

It was one spot no one ever got to see unless you left your boat as we were enshrouded in fog all night.

Continued on page 2



Blue Water fleet raft on New York Yacht Club dock at Mystic Seaport Summer Cruise 1979

Wednesday, Aug. 1st

Pea Soup at the start but the day grew brighter and a light southwesterly wind cleared the bay for our second race of the cruise.

Dieter Empacher, Capt of the day, led the immense fleet to the lee of Sachuest Cove on the Sakonnet River. A Great raft-in followed and the kids entertained the crowd with a diving contest off Tony Hydes bowsprit.

Thursday, Aug. 2nd

Capt of the day, Herb Koelsch on the Moon Goddess and Asst. Day Capt Bernie Healy led the fleet up the Sakonnet River. At the bridge the Angel went through first as she has the tallest mast in the fleet. Earle Michaud

stood by Camera ready to record for posterity what was a pretty close call.



Sakonnet River

It was a spectacular sight to see all the boats sailing ahead of the wind up the river.

Some lunched at Potters Cove, others



proceeded onto Wickford, R.I. — a delightful spot.

Friday, Aug. 3rd —

Saturday, Aug. 4th

Wickford to Newport — 2 great days in the Nation's Yachting Capital — Much to do and much to see; Shopping galore, Museums, Mansions and great Restaurants. Earle Michaud and Elliot Mishara were respective Day Captains.

Sunday, Aug. 5th

A beautiful day as the fleet proceeded around Watch Hill into Stonington led by Jack Westerbeke.

On shore, Ann Sheehan and Olive Gibson introduced the Blue Water folks to the Wadawanuck Yacht Club. A delightful Cocktail Party and a Buffet was held on the lawn of the Yacht Club.

1979 Cruise Roster

SILKIE	CLADDAGH	KISMET 2	SOKEHS
ESCALES	CUP-A-TEE	MAI TOI	SPINDRIFT
SNOW BELLE	DECISION	MOON GODDESS	SWIFT WINDS
KERRY DANCER	DUENDE	NEVROICA	TEAZER
ABENAKI	DULCINEA	NO SE	TOURMALINE II
AEOLUS	GIBSON GIRL	PATRIOT	TROPIC BIRD
ANGEL	HELLION	PRYDE	WHIMSY
ASTRID	HERO	RAINBOW'S END	WILLOW
BLUE BIRD	HIGH TIME	REVE	YANKEE GIRL
BLUE PIGEON	INDISCRETION	SCOT LASS	
BUTTON III	ISOLDE	SEA NEST	
CAGEY LADY	J. K. TOO	SERIPIS	



Moon Goddess



"Cup-A-Tea" racing on Summer Cruise 1979

Monday, Aug. 6th

Gorgeous weather and a short trip to Mystic Seaport. Raft-Up alongside the New York Yacht Club dock at the Seaport. A spectacular sight to see the Blue Water Fleet all "Dressed" and the bright flags flying.

We can never spend enough time at Mystic Seaport. It is truly one of the greatest Maritime attractions in the world.

Tuesday, Aug. 7th

Capt of the day: Jerry Margolin. Light winds and spectacular visibility. At one point we could see Montauk Point off to starboard, Point Judith to port and Block Island dead ahead. Block Island is a great stopover place. Ray Zintz arranged for the Commodore's Cocktail Party on the Beach next to Champlin's Marina.

It was hilarious to watch over 200 revelers on the beach as the tide slowly pushed them up. Before the party was over the inevitable happened as several members toppled into the rising tide.

Wednesday, Aug. 8th

Fleet Captain Joe Goldman led the fleet out of Block Island for the 42 mile run to South Dartmouth. As the day wore on the freshening breeze out of the S.W. moved the fleet along like scared Jack rabbits. It was a spectacular day's sail and the welcome mat was out at the New Bedford Yacht Club. We are most appreciative of the warm hospitality shown us by the Club and its employees.

Thursday, Aug. 9th

Day Capt Dan Kostishack led the



Divers line up in silhouette for contest off bow of Tony Hyde's "Neuroica"

Fleet on to Hadleys Harbor — very light and variable winds but a lovely day.

Friday, Aug. 10th

On to Marion with Reginald Cunningham.

Many boats starting to head for Home as weather starts to deteriorate.

Those who headed east had a couple of days of rough sailing and a windy, wet nor'easter ended the Summer Cruise of 1979 — One we will never forget.

Races were held on

July 30	— Woods Hole to Edgartown
Aug. 1	— Cuttyhunk to Sakonnet River
Aug. 3	— Wickford to Newport
Aug. 7	— Stonington to Block Island

The interest and participation in the informal racing was tremendous. A credit to Jackson Hoover and especially Tony Hyde who handled the Race Committee functions superbly. We had more kids than ever before, both youngsters and teenagers. They were kept busy all the time by the Westerbekes and Marshalls.

Accolades of the Highest order go to the Chief organizers, Bill and Ann Sheehan — a job very well done; the entire Blue Water Sailing Club owe you all a deep debt of gratitude —

Thank you very much.

BLUE WATER CRUISE TO BRAS D'OR LAKES?

Past Commodore Russell Goldsmith is planning a cruise in August of 1980 to the Bras d'Or Lakes. It is anticipated that a four day run over the 480 miles course will be the approach. After one lay-day at St. Peters for provisioning, approximately a week will be spent on the Lakes with appropriate club rendezvous. Those planning to attend should allow a week to return or a total of approximately 18 days for the entire cruise.

The cruise will be discussed at the Annual Meeting. A planning meeting for those interested in joining the cruise will be held in December. An announcement will be forthcoming.



Westerbeke and Kingery Receive Bermuda Race Honors

The first Bavier Trophy

By a remarkable coincidence, the first award of the "Yachting"-sponsored Robert N. Bavier Jr. Trophy (Cross Currents, May, 1979) went to David Kingery, founder of the Marion (Mass.) to Bermuda Cruising Yacht Race (see "Month in Yachting" p. 154) and one of the people most closely involved in creating the prize itself.

The Bavier Trophy, named in honor of "Yachting's" President, is in its way as unique as the Cruising Yacht Race. Unlike most race awards, it has nothing to do with winning, but is given at the Race Committee's discretion for an outstanding act of seamanship or sportsmanship occurring in connection with the Marion-Bermuda Race, which was run for the second time in June.

The 130-boat fleet, many crewed by families or short-handed complements, contained a large number of yachts that had seldom if ever raced seriously, although all had demonstrated blue-water competence in other ways. The 650-mile course provided a solid test of seamanship and boat condition, with steep seas and 25-knot winds on the nose for three straight days.

Among many instances of minor damage, there were a few more



Jack Westerbeke Jr. and his brand new Tartan 37 "Isolde" won the 1st place trophy in Class D, the Commodores' Cup (The best Blue Water Sailing Club Yacht) and First Prize in the Mini Classes for being the First Tartan 37 to finish. Isolde was skippered by Jack accompanied by Nick Safford, Dave Wendell, Tom Craig, Andy Hertig, and his sons Bob and John B. Westerbeke.

serious. One yacht, the 41-foot yawl Orion, lost her mainmast; the Bermuda 40 Whitecaps broke her port spreader and was saved from probable dismasting by crew member Ed White, who went up the mast to capture and splint the flogging spar; aboard Dave Kingery's Columbia 50 Keramos, the headstay let go at the tack fitting while the boat was beating through eight-to-12-foot seas.

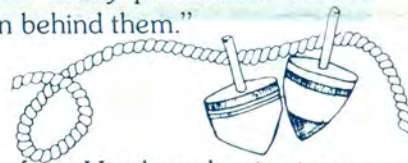
Fast action preserved the mast by heading off, but a jagged armory of hardware comprised of rod headstay and shards of the slotted furling spar flailed aloft, with bits of the jib tangled in the standing and running rigging. Kingery led the crew in securing gear on deck, rigging a halyard as a tempo-

rary stay, cutting away the fragments of the genoa and tying of the broken furling device. All this was accomplished amid continuing 25-knot winds, and the 52-year-old Kingery himself spent much of the time in a bosun's chair at spreader level.

Eventually Keramos was able to set a storm jib with her reefed main, and resumed racing to Bermuda. On arrival, Kingery was nominated for the Bavier Trophy by members of his crew. Having considered all the circumstances involved, including skipper Kingery's decision that he himself was the most logical person to ascend the mast, the committee decided that he was the proper recipient of the Bavier Trophy, but that Ed White of Whitecaps deserved a resounding honorable mention for his feat.

After the race, on the pier of the Royal Hamilton Amateur Dinghy Club, most of the racing skippers agreed that the stiff weather was the best thing that could have happened to the Cruising Yacht Race, which is now clearly here to stay.

One race committee member put it well: "A lot of offshore racers said our fleet would just come apart if we hit any kind of winds and seas. Now we've proved that cruising boats and cruising crews can handle this sort of passage. And we've also made the point to some of our skippers that sailing to Bermuda can be serious business, and our safety precautions have a reason behind them."



SUMMER CRUISE — 1980 TO THE MAINE COAST

Bill Sheehan reminisces about the 1978 Maine Cruise — perhaps it'll whet your appetite for next year's Maine Cruise.

Bill Writes:

Memories

The spreaders are in the front hall where they will stay until my wife reminds me that they belong in the cel-

lar. The mast is on the lawn, but not yet covered up. Tomorrow, "Kerry Dancer" will be hauled and another season ended. Friends from the Islands, Florida, and Los Angeles always say "you have such a short sailing season". My response is "That's right, and because of that we enjoy every minute of it!"

The Maine Cruise last summer was the emblem of this philosophy. We spent Friday night aboard and promptly at 6 a.m. Saturday got un-

derway from Hingham, hoping to rendezvous at the Cape Ann Whistle with 19 boats coming out of Marblehead. Some two hours out, the engine temperature began to climb rapidly. A quick check indicated a failure of the water pump. This was serious, as Universal engine water pumps are not too readily available on Saturdays or Sundays either, and we had a commitment to pick up our newly arrived west coast crew at Somesville on Monday evening. I heard the chatter

of the Blue Water Marblehead group on 68, and without too much thought as to where we were, I called "Hoolimar". Leo Fallon had a spare pump I knew. Did he have it with him? He did! What could they do? To my embarrassment I realized they were eight miles away. Instantly "Silkie" came on the air. Herb Marcus would deliver the pump and would I please hold course for Cape Ann.

An hour and a half later the pump was installed, and we speeded up to catch the fleet now far ahead. It is my conviction that this cooperative demonstration of concern by "Claddaugh", "Silkie", and "Hoolimar" established an attitude in the fleet that prevailed throughout the cruise.

Eighteen hundred hours found us chugging along at Kn., the fleet in sight about 3 miles ahead and nothing around us but open ocean. We were on automatic pilot, so we all sat down

to a three course dinner with appropriate wine and lots of conversation. I have made countless overnight runs, but none more pleasant than this. From 2100 till dawn we were in the midst of a galaxy of running lights. We identified only "Escales" with her Colregs masthead lights. If anyone was concerned about anything, it was dispelled with "Hoolimar" coming on the air at every watch change asking, "Does anyone have anything to report?"

The following afternoon we ran close along the south side of Swans Island to catch the attention of a lifelong friend who has retired there. No one home!

The next two weeks introduced many pleasant scenes: The Marshalls and The Westerbekes tirelessly sponsoring junior activities; the 36' luxury contained in "Tide Marsh II"; the pleasure of cooking and eating lob-

sters at Gibsons; the 47' of luxury contained in the new "Snow Belle"; the square dance at Bucks Harbor; the 37' of electronic wonders on "Isolde"; "Bright Star" leading countless boats everywhere in dense fog and intoning the latest course change; The Michauds and The Fallons monitoring every activity to assure themselves that all was going well. It was! Rafting with the Nicholls; the showers at Boothbay Yacht Club; rafting with the Goldmans; the ice cream at Camden; rafting with the Petersons; the steamers at Stonington; rafting with the Goldsmiths; the gracious hospitality of the Shephards at Townsend Gut; the surprise visit to Roger Kent's island.

These memories will persist all winter, and we'll look forward to the next perfect cruise.

Excuse me, I've got to move the spreaders down cellar.

The Blue Water Sailing Club Mini Cruise to Maine — 1979



The 1979 mini Cruise in Maine became a maxi-mini in more ways than one — in number of boats, in weather, in length of time, in good companionship.

At the rendezvous on Saturday, 14 July, at Townsend Gut were BALD EAGLE (Bill and Ruth Stirling), CORSAIR (Phineas and Shirley Norman), FIRST LIGHT (Fred and Wilma Ni-

chols), GEM (Max and Kate McKeand) and their guests the Pratts on ROMA II, LIVELY LADY (Ed and Marian Baker), MYSTIQUE (Bob and Pat Vuilleumier), ORION (Ken and Jean Walbridge), RHUMB PUNCH (Shaun and Anita Flanagan and crew Mike and Sheila), SALLY FORTH (Harry and Sally Leach), SERAPH (Bob and Gene Shepard and guests

Charlie and Nicky Kitchin), TALISMAN II (Stan and Alice Peterson), WIND ROVER (Dan and Marge Johnson and guests Bob and Kay McIntosh), and Argonaut's crew, who came overland because of engine trouble aboard ship.

Plagued by fog early on, it was three days before the fleet gathered at Tenants Harbor. From that point eight boats sailed together for a week, with other Blue Water boats joining us for a time, along the way. Pete Kelleher on Bufflehead was in Buckle Cove when we arrived for lunch. The Blackburns on Bittersweet and the Poors on Tinavire sailed up Sommes Sound with us all for a beach cookout. JK Too caught up with the fleet as we tacked through Casco Passage. At Tenants the Dwyers hailed us from Classic as we pulled into the harbor after a trying run from Pulpit Harbor, dead reckoning all the way.

Navigational skills were put to the test as fog persisted day after day. Hours of powering were punctuated with hours of sailing. All hands gained good experience in raising and lower-

Continued on page 6



MINKE WHALE

On Wednesday, August 22, 1979 while sailing from Carver's Harbor, Vinal Haven Island to Tenants Harbor in FIDELIO we had an extraordinary encounter with a Minke whale. The wind was very light southerly and we were under sail, close hauled and making little wake. Suddenly a whale surfaced and blew beside the boat, not 10 feet away! He then rolled over on his back and swam under the boat emerging on the opposite side, surfaced again and repeated the performance. We were not nervous but as a precaution quickly rolled up the centerboard for fear he would bend it. For

15 minutes he repeated this behavior and it dawned upon us that with our white bottom he thought we were another whale and was trying to mate with us! When FIDELIO didn't react he tried the same thing with the dinghy (also white). Finally he became discouraged and swam away.

We identified him by sketches in a pamphlet we had on board which was put out in 1975 by College of the Atlantic in Bar Harbor requesting anyone spotting a whale to send them as much information as possible. Minke whales are fish eaters. They have a sharp needle pointed nose and surface nose first. They are white underneath and their flippers are white edged with black. Their backs are greyish black. Length we estimated to be 20-25 feet. He never touched us nor the dinghy but was within a foot when he passed under us!

NOTE: College of the Atlantic, Bar Harbor, Me. is still interested in receiving information on any whale spotting. Date, place, actions of the whale(s), description and sketches would be appreciated.

By Hilda Marvin

Mini Cruise to Maine

Continued from page 5

ing sails as skippers took full advantage of every breath of wind. Thankful were the crews for furling gear on Genoa jibs.

On any day afloat, there's always something new to learn — about your boat — about yourself — about the sea, and how the three factors work together to attain the optimum sailing joy. This cruise was no exception. We learned from one another — each day, all twelve of them, a challenge to our seamanship. As we waved goodbye to our companions, Dan recalled the advice an old Cape Cod Sea Captain gave us when we bought our first boat — "Never fear the sea, but always respect it."

Margery Hall Johnson



"What comes after 'Our Father who art in heaven'?"

Reflections on Cruising British Columbia

by

Hilda Marvin

In July Vale and I flew to Campbell River on Vancouver Island, British Columbia where we met Betty and Fred Sturges from Old Lyme, Conn. on their Pearson 365. The boat winters in Seattle and this is their third season of cruising these waters. We previously spent 2 days in Vancouver which is a truly beautiful city. We had been forewarned of the beauty which was to unfold in these waters protected from the Pacific fog by 7,000' mountains on Vancouver Island but we were unprepared! The maze of inlets, islands and snow capped mountains is just incredible. As we moved fur-

ther north the inlets were light green from melting glacial water. The area we covered was from Discovery Passage and up Johnstone Strait to Kingcome Inlet and our route wound around islands and in and out of countless fascinating passages. As I said in every direction we were surrounded by 4 to 5,000' mountains, many snow capped. The majestic spruce, cedar and fir trees tower up from the edge of the water, their lower branches manicured by the tide. Because of the heavy rainfall the foliage is lush. It is impossible to walk ashore unless at a logging camp where roads have been cut. Otherwise, the forest is impenetrable. Logging operations abound. The cutting is very well regulated. When a given section is

cut seeds from trees adjacent will be wind blown and thus re-seed the cut area. It is easy to see the patterns from the water. The cut logs are then placed in enormous booms and towed to an appropriate mill, some going as far as Vancouver.

One look at the chart will tell you two things. The wind, even though very soft in summer, whistles down the inlets as the day progresses and because of the enormous number of constricted areas one goes with the current at near slack water. The tides are diurnal which was a new experience for us. Because of these factors we powered more than we sailed since we wanted to cover as much territory as possible.

Everybody fishes. They fish from 100' luxury power boats and from 23' cabin cruisers — from sail boats and row boats. Whenever you round a point with a bit of current and spot several gulls out go the hooks. On our boat there were 2 outriggers and we trolled with a variety of lures. The water is very deep — up to 400 fathoms! The anchor is often lowered in 15 fathoms and a stern line taken ashore. We also had on board a crab trap with which we caught dungeness crabs. The biggest salmon to come on board was 38" from nose to tail. It was a Chinook and was well photographed. When we weren't eating salmon (soft smoked or fresh) we were dining on crabs or steamed oysters. Super fare.

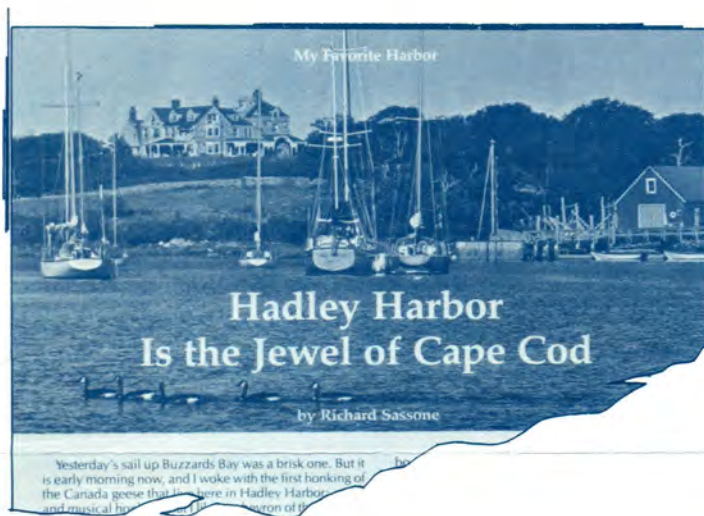
At Minstral Island at the entrance of Knight Inlet we chartered a float plane and flew over the snow fields and glaciers. It was breath-taking. You could follow the inlets from their glacial beginnings, see tiny lakes nestled in the tops of some mountains, see the lush valleys and the whole scene was dominated by the 13,000' Mt. Waddington.

You might go for several days without seeing a handful of boats, then go around an island and find a place such as Refuge Cove with all the facilities of your favorite marina. In some places they even soft smoke and can your fresh caught salmon.

Twice we hiked to lakes where we swam in 70° water. The weather was fantastic. No fog. Occasionally

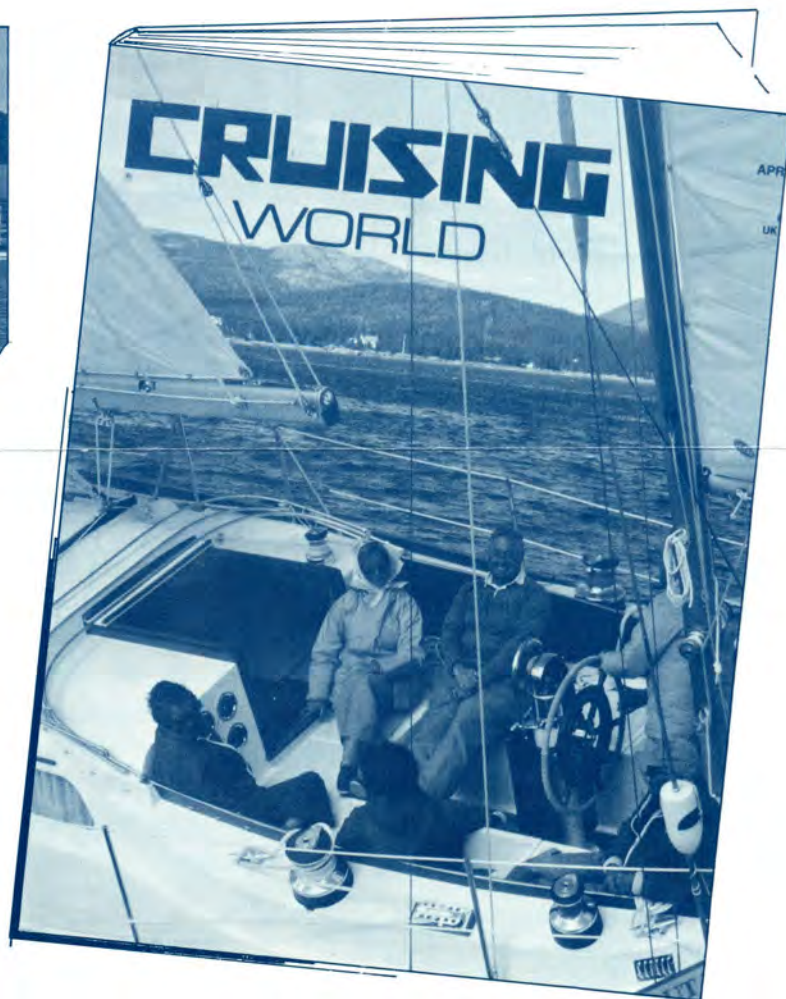
further north there was a grey overcast which dissipated by 11 A.M. One day it misted and that was the extent of the precipitation. Because of the tinder dry conditions the logging camps were closing while we were there. We were fortunate to get pictures of the last load being dumped at one camp and later while walking ashore we met our first black bear.

In 2½ weeks we barely scratched the surface of this huge cruising area. We flew back to Vancouver on a float plane and had a perfect view of another 100 mile stretch of island dotted protected water. It is a magnificent area in which to cruise and we hope to return. Phase two of our trip back East was by trans Canada train from Vancouver to St. John, N. B.



Blue Water Folks In National Publications

Hilda & Vale Marvin are shown (right) on a shakedown run on a new Hickley So'Wester 50 on the April Cover of Cruising World. Cruising World's "My Favorite Harbor" showed (above) Leo Fallon's "Claddagh" and Herb Koelsch's "Moon Goddess" rafting up for the night in Hadley's Harbor.



1979 Race Results

SPRING — 1979

Class A

1. Sea Nest — Michaud
2. Revelry — Ryder
3. Heatherly — North
4. Escales — Goldman
5. Whispier — Bishop
6. Silkie — Marcus
7. Claddagh — Fallon
8. Hoolimar — Goldsmith
9. Dummer — Sarkisian
10. Cygne-Noir — Greenlaw
11. Gunhild — Carter
12. Arigato — Barron

Class B (Cruising)

1. Strumpet — Vincent
2. Shambles — Hayes
3. Swiftwinds — LeBlanc
4. Mystique — Archer
5. Scott Lass — Hoover
6. Nevroica — Hyde
7. Talisman II — Peterson
8. Pampero — Hicks
9. Snow Belle — Snow

Class C (Cruising)

1. Joy — Waite
2. Escape — Sirois
3. Tradition — Gaffey
4. Interlude — Beaudet
5. Mist II — Smidt
6. Aeolus — Krahmer

7. Sunshine — Farrell
8. Go Lightly — Koplovsky

FALL — 1979

SATURDAY, September 15, 1979

IOR

1. Spirit — Pocharski
2. Dalliance — Corcoran
3. Last Resort — Blodgett
4. Famar — Burwen
5. Blue Pidgeon — Gordon
6. Dorothea — Burke
7. Chouette — DeSatnick
8. Pryde — Goldfarb

NER

1. Last Resort — Blodgett
2. Blue Pidgeon — Gordon
3. Sabra — Rosenberg
4. Heatherly — North
5. Isolde — Westerbeke
6. Escales — Goldman
7. Solus — Hayward
8. Claddagh — Fallon
9. Sparkler III — Freeman
10. Silkie — Marcus
11. Windrush — Barrows
12. Kismet II — Empacher
13. Chouette — DeSatnick

Class D

1. Jade — Smidt
 2. Sokens — Kostishack
 3. Duende — Greer
 4. No Se — Marshall
 5. Hellion — Ellis
- Jor — W/D

SUNDAY, September 16, 1979

IOR

1. Spirit — Pocharski
2. Silkie — Marcus
3. Blue Pidgeon — Gordon
4. Dalliance — Corcoran
5. Chouette — DeSatnick

NER

1. Last Resort — Blodgett
2. Blue Pidgeon — Gordon
3. Silkie — Marcus
4. Claddagh — Fallon
5. Kismet — Empacher
6. Isolde — Westerbeke
7. Chouette — DeSatnick
8. Escales — Goldman
9. Sparkler — Freeman

CRUISE

1. No Se — Marshall
2. Joy — Waite
3. Hellion — Ellis

Blue Water Sailing Club

now has a permanent mailing address.

Inquiries, mail and other matters should be addressed to:

BLUE WATER SAILING CLUB

One Town Hall Square
Falmouth, MA 02540

All items will be forwarded to the proper person.



Blue & Water Log

SPRING 1979

Musings of the Commodore

Tomorrow happens to be the first day of Spring, but today the temperature is about 65 degrees and it is bright and sunny. We seem to have come through another Winter, and as always happens in the Spring, an old man's fancy turns to thoughts of boats. The tulips are poking through the dead leaves in the flower beds and the whine of the disc sander is heard throughout the land. Fitting up time is here and a new season has begun.

The last few years have seen a wonderful increase in response at Blue Water functions. It appears that the camaraderie, the wonderful cruising, and the relaxed racing that we offer fill the bill for a lot of people. Hopefully this year we will see a continuation of this upward trend and of the spirit that is growing in the club. We'll have a wonderful kick-off very shortly in our Spring meeting which, from all appearances, will be a festive and gala affair, far surpassing any Spring meeting we have run in the past. It will be a wonderful chance to meet all the new members and make new friends in the sailing fraternity, which is what Blue Water is all about.

The cruises we have planned (the major cruise to Mystic, and the mini-cruise to Maine) should do much toward furthering this spirit. In my own case Blue Water was the vehicle for introducing me to much of the joys of cruising and racing, and even more was my introduction to the company of a wonderful group of people. Our club offers a unique opportunity with the members we have, distributed throughout New England, and with the variety of activities presented for adults and children in our sailing fraternity. Let's continue to build a stronger club, tied together by our common interests in the joys of sailing and the satisfaction of sharing it with kindred spirits. Start by coming to the Spring meeting to meet our new members, and let's continue it with a wonderful summer cruise and all the other scheduled activities. Good sailing! See you at the Spring meeting & then ON THE WATER!!

Herb Marcus
Commodore

A note from Jon T. Huntington in the South Pacific. BWSC now has members from Scotland to the South Pacific.

Hello friends of Blue Water Sailing Club:

I hope that enclosed check for \$25 for '79 dues comes on time. Our planes to and from South Pacific are irregular, and we've been through typhoon of late, with some plane damage.

We hope to be leaving here next June, and will settle for permanent residence in Maine, where Kwai-lo III is waiting for us on New Meadows River — after our four year absence. We miss all our good friends at BWSC and follow newsletters avidly.

Sincerely,

*Joan W. Huntington
(for Jon T. Huntington)*

THE SUMMER CRUISE OF '79

It has always been said that next to going out on boats, boating people like to talk about boating more than anything else. This was borne out on Friday, February 2nd, at our Summer Cruise Planning Session held at Hynes Auditorium.



About 75 enthusiasts appeared, and although a number were going skiing that weekend, they stayed to the end to explore all possible ideas on next summer's cruise. Responses to questionnaires that were returned demon-

strated that we had prospects of 30 boats and that everyone solidly agreed that we should head down toward Narragansett Bay with Mystic Seaport as our ultimate target. Trying to fill in the blanks is difficult and will take time, but it is our intention to explore Narragansett Bay more than we have done at other times, as very few are familiar with it.

Newport, Block Island, and Cuttyhunk will be visited of course; but there are other possibilities such as Stonington which is a fascinating historic town, the north side of Fishers Island, and possibly Bristol.

Dan and Marge Johnson are encouraging boats from east of Cape Ann to come down and enjoy the warm water.

Duane and Helene Marshall will once again be the architects of the junior activities.

Jack and Joan Hoover are going to put together an occasional race for us, which they guarantee will produce some unusual winners.

In order to put everyone in the right frame of mind, Herb and Diana Koelsch are having a cocktail party on their Quissett Estate at the commencement of the cruise. By the time you leave the party, we will all be on a first name basis.

Continued detailed planning is going on, and we anticipate more to talk about at the spring meeting.

Bill and Ann Sheehan
Cruise Chairman



"Never mind what it reminds you of. Sort the bloody thing out."



With a total of 140 entries accepted, including 18 Blue Water Sailing Club boats, entries have been closed for the June 22 start of the 1979 Marion-Bermuda Cruising Yacht Race. It is estimated that 125-130 boats will be at the starting line. As might be expected, the most difficult problem for the Selection Committee chaired by former Blue Water member Harvey White was to clarify the distinction between racing and cruising yachts. In general, yachts which have participated in NER, BOCA and a few IOR races but also have a cruising history and a crew of cruising friends were accepted even though they bristled with winches. Yachts with hydraulic forestays, pipe berths and no clear cruising record, and participants who withdrew during the first three days of the 1977 race, were not accepted. Many Blue Water members are active in the race organization. David Kingery, the originator and prime mover

in developing this race into a major offshore event, is chairman of the Race Committee. Dieter Empacher participated in many of the Committee discussions and was particularly helpful in formulating the handicap policy and equipment requirements. Dieter is chairman of the Inspection-Compliance Committee that will inspect a significant fraction of the fleet before the start. Nelson Hartstone assisted in drafting the Race Conditions and in drawing up the liability waiver required from all participants; he is a member of the Finish Committee, which will act as the panel of judges for the event.

In addition to serving on the Selection Committee, Joe Fantasia is chairman of the Race Information Committee and in charge of organizing the several "mini-classes," each of which will consist of at least three boats of the same hull design racing for separate prizes (about ten Bermuda 40's will

constitute the largest of the mini-classes). Dick Kitz is chairman of the Handicap Committee and also American chairman of the Trophy Committee, which has arranged for three new major trophies including the *Robert N. Bavier Jr. Trophy* for Seamanship/Sportsmanship to be awarded independent of a yacht's finishing position. For the first time in a major race there will be trophies for the entire crew of every class winner and for the navigator of each class-winning yacht. In line with the emphasis on the race as a family-oriented event, the *Beverly Family Trophy* will be awarded to the first family yacht. Trudy Kingery has arranged host families for the visiting foreign yachts and is organizing the registration-reception desk. Fred Sanders will be the official race meteorologist, and Commodore Herb Marcus is chairman of the pre-race Navigators' Meeting at the Boston Museum of Science.

PROPOSED 1980 WINTER CRUISE BRITISH VIRGIN ISLANDS

The Blue Water Sailing Club is expanding its limited season of sailing in New England Waters to include winter and spring activities for its members. I would like you to consider the possibility of a winter cruise in the British Virgins. I have spent several vacations sailing these islands and think they are ideal for a Blue Water Winter Cruise. This is a great opportunity to get away and enjoy a mid-winter vacation with Blue Water friends or even guests of your own combined with sailing in such a delightful area.

I have been in contact with various yacht facilities in the Virgins and these are some preliminary results of my investigation into opportunities for chartering suitable boats at one time.

(Ten Day Cruise)

YACHTS:

Cal 39 Tri Cabins C&C 36
O'Day 37 Aft Cabin Yachts O.I. 41
Heritage 38

AIR FLIGHTS:

Booked at most favorable prices and with special arrangements made for transportation from the airport at Beef Island, BVI to where the boats are moored.

PLANNED SHORE ACTIVITIES:

To include Dinner Rendezvous at excellent shore facilities in the resort areas.

Weather Guaranteed To Be Excellent!

COST:

Cost will depend on number of persons aboard a single boat. Added costs will be Air Fare, approximately \$200.00 Round Trip. Provisions for boat (approximately \$10.00/person/day). Shore activities.

A breakdown of all costs will be submitted when final arrangements are made.

SPECIAL OFFER:

If we charter ten or more boats for ten days, we will only have to pay for nine (9) days. We will get a day free. I need to know your opinions and

your interest in such a cruise. Because these boats are in great demand, and have to be spoken for early, a firm deposit will be required by an early date. I'd appreciate any input and suggestions you might have. I do think that this can be a highly successful cruise and a great opportunity to sail again as a Blue Water Group.

RESPOND TO:

Joseph Goldman, M.D.
7 Marshall Road
Milton, MA 02186



"No dear, you go and tell them we are leaving."

1979 DUES

Dues: \$30.00
Initiation Fee: \$40.00

A SUMMARY OF THE NEW BOAT TAX TO BE EFFECTIVE JULY 1, 1979

TO WHOM IT APPLIES

Ships and vessels, except those used in or designed for use in carrying trade or commercial fishing, shall be taxed to the owner as of July first in the town where it is habitually moored or docked, otherwise where it is principally situated during the calendar year.

TYPE OF VESSEL

"Vessel", includes every description of watercraft, including documented boats and ships, used or capable of being used as a means of transportation on water, and includes all equipment, including mode of power, and furnishings that are normally required aboard the vessel during accomplishment of the functions for which the vessel is being utilized.

VESSEL LOCATION

"Habitually moored or docked", shall mean the place where the owner has usual mooring or dockage for the summer season.

"Principally situated", shall mean for a registered ship or vessel where it is registered, and for a nonregistered ship or vessel, whether documented or not, the city or town in Massachusetts where it is principally located during the calendar year.

THE TAX

Except as hereinafter provided there shall be assessed and levied by each city and town in each fiscal year on every vessel, and its equipment, for the privilege of using the waterways of the commonwealth, an excise mea-

sured by the value thereof, as herein-after defined and determined, at the rate of ten dollars per thousand of valuation.

HOW TAX WORKS

Any person who owns such a vessel on July first shall annually, on or before August first, make a return on oath to the assessors of the city or town where such vessel is habitually moored or docked, or in the case of a vessel which has no mooring or dock-

Value shall be fair cash value but not in excess of:

LOA (Excluding Bowsprit & Boomkins)	Under 4 Yrs. Old	4-6 Yrs. Old	7 Yrs. or More
Under 16'	\$1,000	\$ 700	\$ 400
16' but less than 17.5'	1,500	1,000	800
17.5' but less than 20'	3,000	2,000	1,500
20' but less than 22.5'	5,000	3,300	2,500
22.5' but less than 25'	7,500	5,000	3,800
25' but less than 27.5'	10,500	7,000	5,300
27.5' but less than 30'	14,000	9,300	7,000
30' but less than 35'	18,500	12,300	9,300
35' but less than 40'	24,000	16,000	12,000
40' but less than 50'	31,500	21,000	15,800
50' but less than 60'	41,000	27,300	20,500
60' or over	50,000	33,000	24,800

Excise shall not apply to vessels of a value of \$1,000.00 or less.

FAILURE TO COMPLY

If failure to file by August 1st deadline, but owner files by October 31st, tax may be increased by 50%.

WHERE TAX GOES

All sums received from the excise imposed under this chapter shall be paid into the treasury of the city or town and fifty percent of said excise shall be credited to the municipal waterways

ing space, where said vessel is principally situated, setting forth the vessel's registration or documentation number, if any; an adequate description, as well as the owner's estimate of the fair cash value, of said vessel and any engine or motor used to propel said vessel, as of the next preceding July first; and the place of habitual mooring or docking or other principal location of said vessel. If boat is transferred tax may be pro-rated.

improvement and maintenance fund, UNLIKE the previous personal property tax.

The above is a summary provided for your convenience by the Massachusetts Marine Trade Association. For more exact information see Chapter 40, 59 and 60 B of the General Laws (as amended by Chapter 581 of the Acts of 1978).

1979 Schedule of Events (Tentative)

Spring Meeting	April 6	Blue Hill Country Club
Spring Regatta	June 9 & 10	Scituate Harbor
Second Biennial Marion-Bermuda Race	June 22	
Misery Island Raft-In	July 14-15	
Summer Cruise	July 28-August 11	Cape Cod
Mini Cruise	Early July	Maine
Fall Regatta	Sept. 15 & 16	Marblehead
Oktoberfest	Oct. 6-7-8	Boston Harbor
Annual Meeting	Nov. 16	Fantasia's



BWSC—Bermuda-Marion Special

Location — Museum of Science
Planetarium

Time — May 14th - 7 P.M.

Cost — \$3 per person

Program — 1. Navigation Sky Show
2. Navigation Talk
3. Heavy Weather
Sailing Discussion

PHRF — Should We or Shouldn't We?

The question has come up concerning the possible use of PHRF (Performance Handicap Racing Fleet) ratings instead of the present New England Rule we now use to handicap our boats. For those not familiar with PHRF, it is based on boat performance, not measurement. If you recall the old Portsmouth ratings, it is very similar.

For most stock boats, a rating has been determined based on that design's race results throughout the country; for custom designs, their previous performance against known stock designs is used wherever possible, otherwise a handicap committee for the area PHRF group assigns a rating which is then reviewed after race results are known. The PHRF rating may also be adjusted depending on local conditions — i.e., Long Island Sound vs. San Francisco Bay. Each PHRF rated boat also has two ratings: the Regular Rating (full race gear) and the Cruising Rating (only three headsails, no free flying types such as spinnakers, etc.).

There is a PHRF-New England group which would assign the ratings. The ratings assigned are *direct time allowances* in seconds per nautical mile. This simplifies your calculating the time difference between you and your competitors. For example:

Boat	PHRF Rating
Tartan 34	168
Ericson 39	114
Difference	54

Ericson 39 allows the Tartan 34-54 seconds per mile.

Handicaps can be appealed and changed if found necessary by the PHRF Handicap Committee. Such appeals can originate either from the boat owner or a competitor.

Quite simply, this outlines PHRF. The advantages to us in changing would be as follows:

1. The PHRF rating more truly reflects boat potential since it is based on performance; our present rule could be circumvented by newer designs.

2. Each boat owner has a good idea of his comparative performance since your design's rating is based on nation-wide results.
3. Your time allowance is figured easily.
4. No measurements need be taken in most cases. New members and guests can be rated very quickly.
5. The BWSC Race Secretary would no longer have to change ratings after each race.

The disadvantages are:

1. Most of our *active* boats are already measured for NER.
2. We would have to join PHRF-NE to obtain our PHRF rating. At present this would cost \$10. annually as opposed to the \$35.

PHRF vs. NER

1. Should a change to PHRF be considered? Yes_____ No_____
2. Is your boat presently rated? NER_____ PHRF_____ Both_____
3. Do you feel you would participate more or less if PHRF were used in lieu of NER with penalties as is presently done? More_____ Less_____ No change_____
4. What was the last BWSC race you participated in? Spring_____ Year_____; Fall_____ Year_____; Summer Cruise_____ Year_____
5. Have you participated in other than BWSC races in the past year? Yes_____ No_____
- 5.a. If so, under what rating rule? IOR_____ NER_____ PHRF_____
6. Our present rating system uses the NER rating with either a plus or minus percentage added to each boat based on his past performance in BWSC RACES. Do you feel this has proven successful? Yes_____ No_____ Comments: _____
7. Would you like to have a short discussion of PHRF vs. NER at the Spring Meeting? Yes_____ No_____

Other comments: _____

Please return *immediately* to:

Ray Gaffey, 7 Cricket Circle, N. Scituate, MA 02060

Blue Water Sailing Club

now has a permanent mailing address.

Inquiries, mail and other matters should be addressed to:

BLUE WATER SAILING CLUB
One Town Hall Square
Falmouth, Mass. 02540

All items will be forwarded to the proper person.

one-time fee for a NER rating.

3. Those boats entering the BWSC Bermuda races would need the NER rating in any event.
4. Measurements as now taken for the NER rating do assure against inadvertent misrepresentation, particularly as regards sails (a requirement of PHRF is to list your genoa sizes).

So there it is — we need your comments! Incidentally, a check of our 1978 yearbook indicates 60% of those BWSC boats with an NER rating have been rated by the PHRF-NE group. It is also of interest to note that only 40% of *all* the BWSC boats have been rated in NER! Please fill in and return the following questionnaire —

FOR SALE

1974—6 Man Avon Life Raft
Restocked—Certified

January, 1979

Price \$900

call Wm. K. Henze

494-7697(B) 631-9701(H)



Sistership to Wade Greer's new boat.

RECORD ATTENDANCE AT ANNUAL MEETING —

MARCUS ELECTED COMMODORE —

John and Mary Hickey, hosts of the annual dinner at Fantasia's advised a record 199 attended the 1978 wrap-up of a great sailing season. Leo Fallon, Chairman of the 1978 Maine Summer Cruise, was awarded the Commodore's Cup in recognition of his and Maureen's efforts in organizing one of the most successful summer cruises in the Club's history. The membership voted in the 1979 Slate of Officers:

Commodore

Herbert D. Marcus

Vice Commodore

Joseph Goldman, M.D.

Rear Commodore

Robert B. Snow

Secretary

William J. Sheehan

Treasurer

Stanley R. Peterson

Clerk

John J. Hickey

Chairman, Race Committee

William Montalto

Chairman, Offshore Committee

Herbert D. Marcus

Secretary, Race Committee

Wallace C. Archer

Historian

G. Earle Michaud

Measurer

J. Raymond Gaffey, Jr.

Board of Governors:

F. Sherburne Carter

Leo T. Fallon

F. Wade Greer, Jr.

Bernard E. Healey, Jr.

Edgerton F. Hyde

Herbert F. Koelsch

Daniel P. Johnson

Jerome Margolin

Duane Marshall

John W. Westerbeke, Jr.

Membership Matters

Robert Snow, Rear Commodore and Membership Chairman, advises that the Club's membership limit of 225 has been reached. New applications will be acted upon on a first come basis. The Board of Governors has been asked to reinstate the authenticated applicant method to handle new applications. Commodore Snow requests that applications be filled out fully and signed by the applicant. He cited numerous instances of applications being returned.



"A smart bit of spinnaker work, boys. I reckon the race is in the bag."

We now have 41 members who are listing their moorings as available to Blue Water members. They range from Cape Cod to Maine. For a complete list of locations, consult the back page of your forthcoming 1979 membership book.

