

Annual  
Meeting  
**FANTASIA'S**  
14 November 1980

Installation of  
New Officers and  
General Camaraderie

## 39 Boats Sail in Fall Regatta

By John Douglas

The Fall Regatta held at the Boston Yacht Club on Sept. 14 & 15 was a truly memorable affair. The weather cooperated and although the winds were light to moderate, all races were completed. A total of 39 boats participated and the spinnaker runs were spectacular.

The social side of the event was totally enjoyable. The cocktail party was highlighted by fantastic hors

d'oeuvres and the truly professional piano of Babe Hoyt who I don't believe was stumped by any request. The sit down dinner was elegantly prepared and served and a salute should go to BYC social committee for their outstanding job.

The close of the festivities for Saturday evening was taken over by Richard Johnson from Newburyport who gave us two hours of superb

entertainment consisting of several ballads and some good rowdy sea chanties. Needless to say by the time the launch took everyone back to their boats, a good night sleep was needed by all to do well in the Sunday races.

All in all, the Blue Water Fall Regatta for 1980 will be long remembered by everyone who participated.

## GALA TIME AT GREAT MISERY

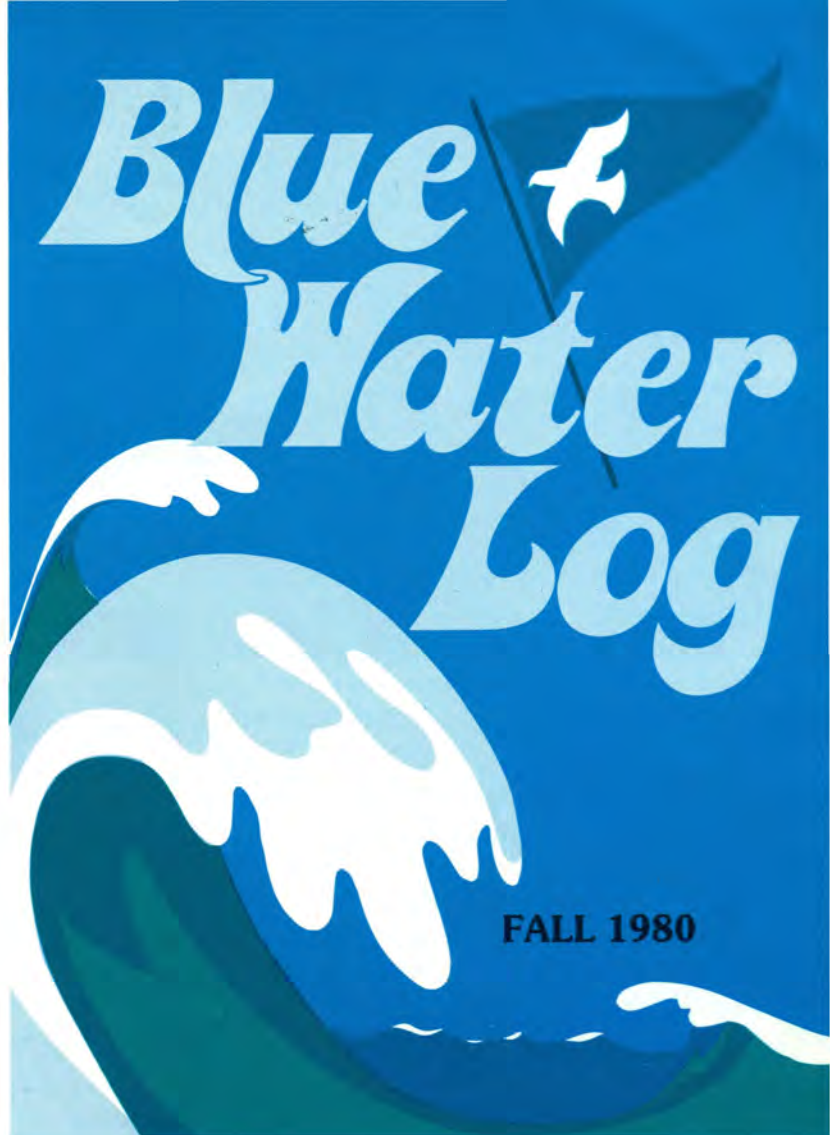
The Great Misery Island Raft-In took place on schedule during the miserable weekend of July 11th, 12th and 13th. The weatherman cooperated in fine style assuming the assembled fleet was composed of young and eager gung-ho racers instead of ancient, sedentary and lethargic Blue Water sailors. Saturday blew a steady

20 knots with gusts to 25 and 30. This delayed the Star Race until Sunday afternoon, all the shoreside events were moved up to Saturday afternoon.

Twelve Blue Water boats participated, including a first for Blue Water events, the inclusion of Cotton Blossom, a 74' ketch owned by Dr. Eis-

ner. Cotton Blossom certainly lent a considerable amount of prestige to the Raft-In, indicating that Misery Island now ranks in the forefront of East Coast happenings. Those present were Astrid, Camelot, Cotton Blossom, Chouette, Duende, Isolde, Nevroice, No Sé, Princess, Silkie,

(continued on page 3)





# The Commodore's Corner



*Commodore Joe Goldman strikes his Master Mariner pose aboard Escales during the Maine cruise.*

The nicest thing that's happened to me this past year was being Commodore of Blue Water Sailing Club. There were more activities than ever before, but, more important, was participation. Lots of boats with lots of families and great attendance at social events.

I remember that the Club was organized twenty-one years ago with the purpose of encouraging family sailing. The large number of families with children that participated this past year is evidence that we are fulfilling this purpose.

But the really nice thing that happened to me was the help and cooperation that I received from the board and the chairmen of the various events. Let me throw a few bouquets:

Wally Feldman — having done the *yearbook* myself for four years, I know what this entails.

Bruce Brodsky — a first for the Club; Bruce organized a winter seminar on Loran C. Some sort of winter get together involving a sailing subject should be an annual event.

Marvin & Andrea Gordon — for a super spring meeting.

Herb & Janet Sarkisian — one of the best organized spring regattas the Club has had. You should all see Herb's detailed plans and final report to the board.

Paul & Annette Hodess — another first. So much interest, that

there was need for a second summer cruise.

Russ & Elaine Goldsmith — it's a long way to the Bras D'or Lakes, but Russ managed to get a few of us there, — one way or another. The first Blue Water cruise that far East.

John & MaryJane Douglass for the fine fall regatta and dinner at Boston Yacht Club. But a special thanks to you, MaryJane, for the dinner you had waiting for the Goldmans and Zigelbaums in Surry, ME. We had just spent a nerve wracking week putting a new engine in Escales and then trying to catch up to the Maine cruise. We got to Surry at about 2100, rafted with Dulcinea and there was this unbelievable spread that MaryJane had prepared. This was Blue Water spirit at its best.

And talking about Maine, thanks to Dick and Olive Gibson for another great cruise and to Fred and Wilma Nichols for their usual hospitality in Sorrento.

What can you say about the guys and gals who sit out there in a power boat and rock & roll, race after race? Bill and Marion Montalto, Bob and Pat Vuileumier, and their guests, you deserve the best.

Tony Hyde, for the Misery I. Raft in.

Cliff & Nan Youse and Jerry & Judy Marcus, Fran Westerbeke, and Bob Davidoff and Davida for October Fest.

Ray Gaffey for the super job organizing PHRF, Gale Foster who does a magnificent job on the log, Wally Archer for membership, and Earle Michaud and his "printing press".

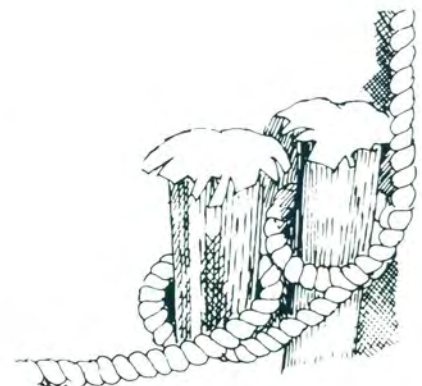
The list could go on & on. My officers and the Board of Governors have given me all the help and support needed, and to all of you members, wives and children, who participated and who really are what make us an alive sailing club, Thank You.

## THE 1981 MARION BERMUDA RACE

The 1981 Marion-Bermuda Race will start from Marion on Friday, June 19, 1981. As in the past, Blue Water Sailing Club is a co-sponsor of the Race. There has always been a good representation of Blue Water entrants and we expect that this will continue in 1981.

The entry forms are ready. Those of you who participated in the 1979 race have probably received one. Shortly, all members will be receiving their entry forms. If you desire a form sooner, contact me and I'll mail you one. The deadline for entries is March 1, 1981. Since the fleet size is limited, you should act quickly if you are interested.

Joe Goldman, *Commodore*.





## GALA TIME

(continued from page 1)

Swift Winds and Lintris. Asylum, the old "Hot Wax" was present as a guest of Chouette.

The Great Misery Island Raft-In is aimed at including young and old alike in shoreside activities and games. The first event was beach-combing scavenger hunt (which proved much easier than the committee intended). Included on the list of items to be scavenged was a lobster trap. No less than three were found and in short order at that. Next year, there's talk of including a live lobster on the List. Numerous teams came in at about the same time with all twenty items on the list, but Astrid was the quickest, and emerged the victor. They were awarded the new Misery Island Tee-shirt.

The next activity on the agenda was the Frisbie contest. Here, the wind presented a problem, but Duende handled it with ease, losing only two matches out of nine, and walked off with the Misery Island Yachting hats. The annual Egg-Throw wound up the afternoon's activities. As usual, this was a hilarious event. A "first" for Misery Island Egg Throws was noted here also — a contestant was disqualified for losing their egg in the woods. The final throw was in the neighborhood of 100 feet with three teams still having a whole egg. Sven

Tullberg from Asylum with his son as a partner managed a flawless catch and won the miserable Blue Water mugs. A second heat was won by Dr. Lewis Weintraub and son Dan (10) from No Sé. (A hardboiled egg no doubt.)

The assembly then adjourned to their respective boats for the Attitude Adjustment Hour. A suitable ceremony was held on Nevroica awarding the trophies for the day's events. Sunday dawned with a bit less wind so the Kite Flying contest was launched at 9:00. Materials in the form of paper, bamboo sticks, string and scotch tape were distributed to each boat. Using these materials, the goal was to get a kite flying at mast-head height. This proved to be a considerable challenge, especially after the initial effort landed in the bay. No one ever succeeded in reaching the masthead but Isolde managed the best looking kite, and although it never made it to the masthead, won first prize of miserable Blue Water tube socks. A prize for ingenuity went to Chouette who took the remains of a very wet kite, fastened it to a "store-bought" kite and flew the combination high above the fleet.

A rowing race followed the Kite Flying. Handicaps were awarded on the basis of the sum of the ages of the oarspersons with the lowest sum having a head start. Also, only one oar was allowed per oarperson.

Three heats were held plus a final event in which Tommy and Jimmy from Astrid nosed out Dieter Empacher with two young ladies aboard and Dick and Rick LeBlanc. They were awarded the first annual Miserable Driftwood Trophy.

The Miserable "Star Race" was held after lunch with five participants. The Star Race was originated for the first Raft-In two years ago and consists of a two-hour race starting at a red nun south of Misery Island. The course is in the form of a star with the nun at its center and five "legs" to various channel markers no more than a mile away. The fleet, starting at the nun in the center, proceeds to the first point of the star, back to the center, out to the next, etc. This keeps the contestants in sight of and passing each other at all times. Handicaps are assigned at the start, the slowest boat starting first and the finish is boat for boat. It proved to be an excellent race, Chouette being the winner, Silkie second and No Sé third. This marked the end of the Miserable Raft-In, with participants heading home hoping they would get their strength back in time for next year. The event of the year was a Miserable success!

By: T. Hyde

Edited: D. Marshall

## Your 1981 Officers

To be presented at the annual meeting on 14 November.

*Commodore:*

William J. Sheehan

*Vice Commodore:*

John H. Westerbeke, Jr.

*Rear Commodore:*

Daniel P. Johnson

*Secretary:*

Duane Marshall

*Clerk:*

Jerome Margolin

*Treasurer:*

Edgerton F. Hyde

*Chairman, Offshore Cruise*

*Committee:*

Russell Goldsmith

*Chairman, Race Committee:*

William Montalto

*Secretary, Race Committee:*

J. Raymond Gaffey, Jr.

*Measures:*

J. Raymond Gaffey, Jr.

*Historian:*

Joseph Goldman, M.D.



# Blue Water Invades Downeast

By Olive Gibson



*The Blue Water Maine Cruise fleet in Long Island Harbor.*

Aboard Gibson Girl, snug in Frenchboro Harbor, we awoke to fog on Sunday morning, July 27. We were delighted to hear the fleet nearby, chatting on the radio, and we hastened on our way to Northeast Harbor to meet them.

There were forty-three boats registered for the cruise — some of them wanting to go to Roque Island — but the weather did not cooperate, so except for one or two hardy individuals, the group remained together in the Frenchman's Bay-Blue Hill Bay area.

On Monday Jarvis Newman escorted us on a tour of his former boatyard in Manset — and then Somes Sound was beautiful, as always, and the children stretched their legs ashore in Somesville.

Fred and Wilma Nichols hosted a lovely get-acquainted shore function in their yard at Sorrento, including launch service (which was very much appreciated.)

Stave Island, with a beautiful view of the mountains, provided some excitement when some of us dragged during a nighttime storm and HEAVY FOG — but all ended well and by

roll-call time it was clear once more. (Our tail pipe ended up in Stan Peterson's dinghy).

The weather cooperated for sailing to Winter Harbor and then on to Frenchboro — unbelievable!

BUT on Saturday, August 2, again in Frenchboro, we awoke to thick

fog. BRIGHT STAR came to the rescue to escort us over to Swan's Island, where the Odd Fellows Lodge put on a steamed clams-lobster dinner for us, followed by a dance. It was such a treat to have the young people with us — the daughters dancing with their fathers and the sons with their mothers.

At Newbury Neck the young folks' cook-out was rained out — but they went ashore in the evening after the shower for some exploration.

The cruise ships were out as we sailed through Eggemoggin Reach in the sunshine, and it was HOT when we reached Castine. A dip and young people's events in the Maine Maritime Academy pool appealed to Blue Water sailors of all ages. While the Commodore's party occupied the adults on the upper level of the Castine Yacht Club, the young people had a cook-out and awards ceremony on the lower level.

The fleet gradually diminished as we headed west. In Cradle Cove with a

*(continued on page 5)*



*Barbara Sheehan stands watch (?) aboard Escapes on Maine Cruise*



## DOWNEAST

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few other Blue Water sailors we shared a happy hour on Carolyn J during a thunder shower.

The storm cleared the air for a sunny day through Mussel Ridge Channel and into Tenant's Harbor. Some of us opted for lobster aboard while others enjoyed dinner at the inn ashore.

We had fairly good winds enroute to Boothbay (we who raced sat becalmed for awhile just at the end of the course!) About a dozen boats anchored off Green Island, where Blue Water members Roger and Fran Kent hosted our farewell party for the 1980 Maine cruise. Again we greatly appreciated the excellent launch service, and the scent of the pines as we walked up the hill through the woods to their yard was delightful!

At 8 o'clock on Saturday morning, August 9, we said our farewells to the group and headed in our own directions. We hope all of you enjoyed the cruise as much as we did.



*Talisman and Pegasus on Eggemoggin Reach during Maine Cruise*

Our thanks go to everyone who helped us — and so many of you did: the captains of the day; Arnold Jenks for setting up and running the races; Fred and Wilma Nichols for the welcoming party at their home in Sorrento; Alice Peterson for helping with tickets at Swans Island;

Roger and Fran Kent for the farewell party at their home on Green Island. And, last but certainly not least, The Krahmers and the Kylanders did a great job organizing and running the events for the young people. They deserve a very special thank you.

## U.S. Coast Guard Academy Looking for Sailors

By June of 1981, the U.S. Coast Guard Academy will be accepting applications for the class of 1986. If you are considering a college education and think a Service Academy might be for you, here are a few reasons why you should consider the U.S. Coast Guard Academy.

One of the finest sailing sites in North America on the Thames River in New London, CT.

An exciting fleet of boats including:

- 6 J-24s
- 20 Lasers
- 40 Flying Juniors
- 8 Windsurfers
- 7 Shields 30 Sloops
- 4 44' Luder Yawls
- 1 Hood 41 - NIKE

- 1 Swan 39 - MAREVA II
- 1 Chance 39 - RIPPLE
- 1 Kauffman 44 - FOXFIRE
- 1 Morgan OI 41
- 3 Sea Sprites

A competent coaching staff including Stuart Johnstone as our Varsity Dinghy Coach.

Strictly competitive admissions — no Congressional appointments.

An opportunity to become a part of a proud organization, the United States Coast Guard, with jobs in areas such as Boating Safety, Marine Inspection, Maritime Law Enforcement, and Search and Rescue.

The Coast Guard Academy offers a unique opportunity to Junior Sailors

desiring to further their education as well as their sailing endeavors, as well as their marine skills, not to mention the exciting career opportunity in the U.S. Coast Guard.

This includes a "classroom" aboard the Eagle, a full range of sports, summer cruises to the historic and beautiful ports of the world — and all while a cadet is being paid to attend!

Sempar paratus. Always Ready!

For information write or call:

Lt. Hugh McGraw,

Head Sailing Coach

Pine Hall Sailing Facility

U.S. Coast Guard Academy

New London, CT 06320

Tel: 203-444-8572



# From the Masthead

Now's the time to start preparing for the 1981 Blue Water Marion to Bermuda Cruising Race. The biggest turnout ever is expected. There will be a Reception for all fleet skippers and for crews of winning boats in each class and all Blue Water members on the island.

No organized Caribbean charter is being planned this year . . . but interested members might want to join up for some mini-cruising.

Jack Westerbeke's son has become a cadet at the U.S. Naval Academy at Annapolis. There's a great opportunity in all the service academies.

A welcome word . . . Dear Mr. Foster: You have done a wonderful job with the Spring issue of the Blue Water Log! Allen and I have enjoyed receiving the information about upcoming events and the past news.

The Blue Water profile was quite interesting, however, I did wonder why

Helen was not included. Since this is a club with family participation, may I suggest the inclusion of all members of the family.

Congratulations again on a great issue - I took forward to the next!

Sincerely

Mrs. Allen DeSatnick

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## A Sailor's PROFILE

Larry Vincent

*First Mate:* Barbara

*Crew:* Kristine and Karen  
(Junior Skippers)

*President:* Marine Marketing Inc.

*Consultant:* Yacht Rigging and  
Steering Systems

*Past Associations:* Samson Cordage,  
Cal-Jensen, Atlantic Marketing

*Favorite Cruising Grounds:* Head of  
the Harbor, Nantucket

*Yacht:* Strumpet II - Cal 2-29

*Clubs:* Somerset Y.C., Twenty  
Hundred Club

*Favorite Sport:* Clamming (when not  
sailing)

Bill Sheehan

*First Mate:* Ann

*Crew:* Bill, Mary, Catherine, Patricia,  
Hilary, Barbara

*President:* Enterprise Equipment Co.,  
Inc.

*Yacht:* Kerry Dancer. DD 33, de-  
signed by Sparkman & Ste-  
phens, molded in England and  
completed by Sheehan Ship-  
wrights

*Favorite Cruising Grounds:* Penob-  
scot Bay, Maine and Chesapeake  
Bay, Maryland

*Previous Activities:* Past Commo-  
dore, Crow Point Sailing Club;  
Club Champion, Senior Turna-  
bout Class; Crow Point Race  
Committee

*Yacht Clubs:* Hingham Yacht Club

## You'll Be Seeing Some New Boats Next Year . . .

Reports are filtering in that a num-  
ber of members will be sailing the  
deep blue in new crafts when  
1981 launching time comes.

Commodore Goldman in a  
Bristol 45.5

Earle Michaud in a Bristol 45.5

John Hickey in a PJ 44

Joe Fantasia in a Alden 44

Bob Davidoff in a Bristol 40.5

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## SOUTHERN CRUISE 1980

In a curious way, the mini-cruise in the summer of '80 died and was reincarnated as a full fledged rebel cruise to the Cape. Chanting. "Hell no, we won't go!" (to Maine), the lazy dozen assembled in Quisset and Marion ready to wade to new frontiers in cruising . . . the Easy Sail.

The forecast was "easy living" as every other day was a lay day and no overnights, no 40 mile days and sheltered waters in each anchorage. The facts were: the most spectacular

lightning storm of the century greeted us at the opening cocktail party in Marion and nature simply got friskier from there. Feast or famine was the daily dose of air with the "Coup de Cruise" being a wig lifting wind all one night in Nantucket with scores of stories about lost children, dragging boats, collisions and anchor drills.

The rendezvous at Quisset was only thinly attended on the 10th of August. Heavy use of a Bosun's chair

was observed on the Koplovsky's "Go Lightly", and a forest of little ones was seen on the Carter's new-ish Hinkley, "Gunhild". Most welcome were the Judy and Jerry Marcuses in "High Times" first event of the season. The Hydes (if you can believe this one) were having a ski weekend aboard "Nevroica" and didn't catch up till the next day, Monday, at Marion for the cocktail party at the Beverly Yacht Club. The Ho-

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## SOUTHERN CRUISE

(continued from page 6)

dess's did a super job setting it up with hors d'oeuvres, drinks, name tags and sign ups. Bruce Brodsky showed up with boat, bodies and T shirts proclaiming victory for the Southern 1980 Cruise. Helene and Duane Marshall appeared with "No Sé". Jinny and John Ericson from "Princess" mingled in the crowd. Harvey and Lil Goldfarb came in "Pryde". Joan and Jack Hoover brought in the Scotch contingent in "Scot Lass". Ray and Jean Gaffey arrived aboard "Tradition" and Tom and Patricia Sutton and family aboard "Restless".

Our guests, Carol & Jules Siegel, (Carina), Anker and Kirsten Berg-Sonne and children, (Danielle), Robert and Faith Middleton, (Delphin), Chuck and Bonnie Post and children were duly introduced and welcomed and all in all we were at ease with adjusted attitudes and so were quite rudely awakened at 2 A.M. for a brilliant storm. The sudden wind woke us up and then it was Nature's disco as bolt after bolt of lightning struck all around the harbor. Front light, back light, side light, cymbals . . . again and again and again until it slowly moved off muting the music and restoring the blackness. The stroboscopic storm will last well in our memories.

And so it was that our first scheduled day (Tuesday) in Cotuit was devoted to waiting out the windy aftermath in Marion. No problem — Tony Hyde (RCCH) rescheduled the race to Woods Hole for Wednesday and then it was in a weak Northwest wind we set out for Cotuit. Shortly after rounding Cleveland Ledge we abandoned the fitful air (& race), powering to the Hole. Most of the fleet opted to venture up the Seapuit River to get to the Cotuit anchorage — and no one stuck! Later, the diving contest commenced off "Nevoica" just opposite the beach party site on Dead Neck Island. Some of the

divers reported thin water under the diving board and before long the shoreside barbequers were treated to the view of a well heeled diving board apparently in good company with our two adventurous leaders, . . . "Puffin" and "No Sé". The informal and inexpensive barbeque on Dead Neck (thanks to the Audubon's blessing — this is a posted bird sanctuary) was a super success and set a standard for future frolics.

Most of us got away early next morning so as to have a good day in Nantucket, but the eagerness had to be paid for with fuel and those who waited got the breeze about noon. The cruise scattered Thursday and again Friday with biking and beaching and shopping filling the days. Saturday's scheduled departure race to Monomoy brought us together by radio as we pondered the rising N.E. wind and delayed our start again and again. Finally, another lazy day in Nantucket was declared. Those who had only made only 2 night's reservations at the Boat Basin were rudely ejected in the face of the full house with paid up reservations for Saturday night. And that's how we all happened to be anchored in the harbor during Saturday night's unruly wind. When the anemometer went over 30, the dinghies stopped running; when the anemometer went over 35, the launch stopped running; when it went over 40, the Coast Guard started running. With the launch and dinghies out of action, families were split — kids ashore at the movies — couples on visiting boats. Boats with no crew were dragging through the harbor. Anchor watches were set through the night. At 45 knots the anchor watches doubled lines, put up chaffing gear and safety tied sails, dinghies and dogs. Sunday was still bad and no departure was made.

At last, Monday's wind backed and we could clear the harbor for Waquoit Bay, all the allotted time at Chatham having been blown away in Nantucket. A close reach and a marvelous romp to Waquoit resulted

in the race winner's, Harvey and Lil Goldfarb in "Pryde", entering the Bay first. A hearty hurrah was roared by the rest of us as they draw 6'2" and we were content to follow. An astounding amount of calcium crunching took place between buoys #6 & #7, but no one stuck solid and we all anchored well in to the anchorage near the yacht club.

Tuesday dawned gray and dreary, but the children's activity chairmen Lil Goldfarb and Nancy Brodsky got all the little ones coralled for games and contests in the yacht club and late in the afternoon the adults came in for attitude adjustment and the Clam Bake. Hi Peters and family fought a torrential downpour to keep the fire going and succeeded in serving a most succulent clambake. Lobsters, clams, corn, etc., etc., all steamed in seaweed. Just great! Ginny Ericson not only sounded the harbor but found the caterer for this event and pleasantly surprised us all. She made it happen!

Wednesday, the race enthusiasts had dwindled to 2 or 3 and a blustery North wind cancelled the star race planned by Tony. Most of us high-tailed it for Vineyard Haven to restock our boats but what a miserable anchorage it proved to be in a North wind. Thursday was equally bad and again we had our enforced layday — thus missing Hadley's Harbor and Lake Tashmoo.

Finally Friday came, the cruise remnants, reefed and ragged, beat out of the "Haven" and up Buzzards Bay to celebrate our disbanding.

We could not be faulted for attempting an easy cruise. But, it's not the way things worked out. We'll be richer for the memories of nature's disco in Marion . . . Carol Siegel's "turkshead" lessons on windy days . . . Ray Gaffey's judging as divers stuck in the Cotuit mud . . . visions of the Middleton's Hans Christian 38 moving out in a breeze. We'll be looking for you again, summer — next year.



# BLUE WATER SAILING CLUB

## 1980 Race Results

### SPRING REGATTA: Scituate June 14 and 15

Saturday, June 14

#### RACING CLASS A:

- |                 |              |
|-----------------|--------------|
| 1. SPIRIT       | H. Sarkisian |
| 2. SILKIE       | H. Marcus    |
| 3. CLADDAGH     | L. Fallon    |
| 4. HEATHERLY    | K. North     |
| 5. INTERLUDE    | R. Booth     |
| 6. RESOLUTE     | J. Riley     |
| 7. RESOLUTE     | D. Collins   |
| 8. COUNTERPOINT | J. Sprague   |

#### CRUISING DIVISION I:

- |                |               |
|----------------|---------------|
| 1. LAST RESORT | J. Blodgett   |
| 2. KISMET      | D. Empacher   |
| 3. ISOLDE      | J. Westerbeke |
| 4. WHIMSEY     | E. Hanafin    |
| 5. NEVROICA    | T. Hyde       |
| 6. GUNHILD     | S. Carter     |
| 7. MYSTIQUE    | W. Archer     |
| 8. DUENDE      | W. Greer      |
| 9. ALLIANCE    | J. Murphy     |
| 10. ERIN       | G. O'Connell  |
| 11. CORIOLIS   | I. Dyer       |

#### CRUISING DIVISION II:

- |                |               |
|----------------|---------------|
| 1. TRUANT      | E. Woods      |
| 2. TEXAN       | L. Vest       |
| 3. SOKEHS      | D. Kostishack |
| 4. TALISMAN II | S. Peterson   |
| 5. TRADITION   | R. Gaffey     |
| 6. JOY         | D. Waite      |
| 7. STRUMPET II | L. Vincent    |
| 8. CELERITY    | C. Wrye       |
| 9. ODYSSEY     | F. Colpoys    |
| 10. ARIGATO    | W. Barron     |
| 11. SHAMBLES   | J. Hayes      |
| 12. HALF MOON  | H. North      |
| 13. MAI TOI    | J. O'Donoghue |
| 14. GOLIGHTLY  | B. Koplovsky  |
| 15. MISTY      | R. Brown      |
| 16. INTERLUDE  | Beaudet       |
| 17. JADE       | J. Smith      |

Sunday, June 15

#### PURSUIT RACE:

- |                |               |
|----------------|---------------|
| 1. STRUMPET II | L. Vincent    |
| 2. VIJA        | R. Brockhurst |
| 3. LAST RESORT | J. Blodgett   |
| 4. SPIRIT      | H. Sarkisian  |
| 5. SOKEHS      | D. Kostishack |
| 6. SHAMBLES    | J. Hayes      |
| 7. TRUANT      | E. Woods      |
| 8. ERIN        | G. O'Connell  |
| 9. DUENDE      | W. Greer      |
| 10. MYSTIQUE   | W. Archer     |
| 11. CLADDAGH   | L. Fallon     |
| 12. ISOLDE     | J. Westerbeke |

### MAINE SUMMER CRUISE RACES

July 30

#### RACE TO SORRENTO

- |                |              |
|----------------|--------------|
| 1. SPIRIT      | H. Sarkisian |
| 2. SILKIE      | H. Marcus    |
| 3. CHOUETTE    | A. DeSatnick |
| 4. AEOLUS      | C. Krahmer   |
| 5. PEGASUS     | P. Schimmel  |
| 6. CROW'S NEST | Crowell      |
| 7. TALISMAN II | S. Peterson  |

August 8

#### RACE FROM TENANTS HARBOR

- |                |             |
|----------------|-------------|
| 1. PEGASUS     | P. Schimmel |
| 2. CROW'S NEST | Crowell     |
| 3. GIBSON GIRL | R. Gibson   |

### FALL REGATTA MARBLEHEAD

Saturday, September 13

#### IOR CLASS A:

- |                   |            |
|-------------------|------------|
| 1. WILDWOOD       | Everdell   |
| 2. SPIRIT         | Posharski  |
| 3. DRUMMER BOY II | D. Smith   |
| 4. DALLIANCE      | B. Cocoran |

#### PHRF CLASS B:

- |                   |                     |
|-------------------|---------------------|
| 1. SPIRIT         | H. Sarkisian        |
| 2. SILKIE         | H. Marcus           |
| 3. MOONDANCE      | B. Switzer          |
| 4. MT. LION EATER | G. Prout            |
| 5. BLUE PIGEON    | M. Gordon           |
| 6. SOLUS          | D. Hayward          |
| 7. PAMELA         | N. Gregory          |
| 8. GOODSPORT      | P. Zimmerman        |
| 9. FLIGHT         | J. Lothrop          |
| 10. ALLEGRO       | B. Raymer           |
| 11. TINKER        | C. Ford             |
| 12. HEATHERLY     | K. North            |
| 13. CHOUETTE      | A. DeSatnick        |
| 14. ISOLDE        | J. Westerbeke       |
| 15. PIQUE DAME    | J. Wells            |
| 16. SPARKLER III  | J. Freeman          |
| 17. CLADDAGH      | L. Fallon           |
| 18. CAYENNE       | P. Sachs/T. Santere |

#### PHRF CLASS C:

- |               |                  |
|---------------|------------------|
| 1. MERBY      | A. Bell/N. Mango |
| 2. FAT ALBERT | L. Markell       |
| 3. ONTRO      | B. Rothwell      |
| 4. WILDFIRE   | Richards         |
| 5. STARBUCK   | P. Gousoule      |
| 6. SAMANTHA   | E. Young         |
| 7. KIMBERLY   | Hoskins          |
| 8. BREEZIN    | J. Miller        |
| 9. GAMBIT     | D. Breed         |
| 10. EFFENDI   | T. Linkas        |

#### PHRF CRUISING:

- |              |               |
|--------------|---------------|
| 1. SEA NEST  | E. Michaud    |
| 2. SOKEHS    | D. Kostishack |
| 3. MYSTIQUE  | W. Archer     |
| 4. ASTRID    | J. Margolin   |
| 5. KISMET II | D. Empacher   |

- |                  |             |
|------------------|-------------|
| 6. TRUANT        | E. Woods    |
| 7. NEVROICA      | T. Hyde     |
| 8. JOY           | D. Waite    |
| 9. NO SE         | D. Marshall |
| 10. DAWN TREADER | J. Bryant   |
| 11. ESCALES      | J. Goldman  |
| 12. DUENDE       | W. Greer    |

Sunday, September 14

#### IOR CLASS A:

- |              |            |
|--------------|------------|
| 1. WILDWOOD  | Everdell   |
| 2. SPIRIT    | Posharski  |
| 3. DALLIANCE | B. Cocoran |

#### PHRF CLASS B:

- |                    |                     |
|--------------------|---------------------|
| 1. SPARKLER III    | J. Freeman          |
| 2. BLUE PIGEON     | M. Gordon           |
| 3. GOODSPORT       | P. Zimmerman        |
| 4. SOLUS           | D. Hayward          |
| 5. HEATHERLY       | K. North            |
| 6. MT. LION EATER  | G. Prout            |
| 7. ISOLDE          | J. Westerbeke       |
| 8. CLADDAGH        | L. Fallon           |
| 9. PAMELA          | N. Gregory          |
| 10. DRUMMER BOY II | D. Smith            |
| 11. ALLEGRO        | B. Raymer           |
| 12. SPIRIT         | H. Sarkisian        |
| 13. MOONDANCE      | B. Switzer          |
| 14. PIQUE DAME     | J. Wells            |
| 15. TINKER         | C. Ford             |
| 16. FLIGHT         | J. Lothrop          |
| 17. CAYENNE        | P. Sachs/T. Santere |

#### PHRF CLASS C:

- |               |                  |
|---------------|------------------|
| 1. FAT ALBERT | L. Markell       |
| 2. MERBY      | A. Bell/N. Mango |
| 3. ONTRO      | B. Rothwell      |
| 4. STARBUCK   | P. Gousoule      |
| 5. WILDFIRE   | Richards         |
| 6. SAMANTHA   | E. Young         |
| 7. KIMBERLY   | Hoskins          |
| 8. GAMBIT     | D. Breed         |
| 9. BREEZIN    | J. Miller        |

#### PHRF CRUISING:

- |             |               |
|-------------|---------------|
| 1. SEA NEST | E. Michaud    |
| 2. MYSTIQUE | W. Archer     |
| 3. SOKEHS   | D. Kostishack |
| 4. ESCALES  | J. Goldman    |
| 5. NO SE    | D. Marshall   |

### OCTOBERFEST — BOSTON

October 11, 12 and 13

- |                  |             |
|------------------|-------------|
| 1. SILKIE        | H. Marcus   |
| 2. HIGH TIME     | J. Marcus   |
| 3. SCHERHERAZADE | H. Chandler |

William Montalto  
Race Committee Chairman





# Blue & Water Log

SPRING 1980

## BLUE WATER WINTER CRUISE — THE VIRGINS

Under the leadership of Commodore Joe and Harriet Goldman the Blue Water fleet, 54 strong, descended on St. Thomas and the St. Tropez Charter fleet on January 26. The flight to San Juan went smoothly and after lots of ingenious scrambling we all managed to arrive in Charlotte Amalie and at the charter fleet docks at the Sheraton on schedule — just don't ask us to talk about plane reservations and luggage.

St. Tropez was waiting for us with their fleet ready — for the junk heap. With baling wire, duct tape, and a prayer 10 of our 11 boats managed to leave the docks before sunset, with only one of the 10 returning for more work and an

overnight delay. Finally, the fleet of 10 lumbering cruisers were off and away, hoping that the Marcus and Frank crew could resolve their problems either by obtaining another boat or a crewed charter.

Amazingly, no more than a mile from the docks, as we each rounded the first (and last) buoy in the Charlotte Amalie harbor, the pleasure of being at sea again in the blue water of the Virgins, temperature 75-80°, sunshine and warm water, overcame the sour taste of the St. Tropez performance. It was a casual cruise with only two scheduled stops for shoreside functions. The fleet generally headed for Christmas Cove, to Sopers Hole on

Tortola to check into the British Virgins, then on to the caves on Norman Island and to the Peters Island Yacht Club. There we had excellent steak and ribs roasted at beautiful Dead Man's Bay. The Goldmans had planned well, the food was great, the

*continued on page 2*

### MAKE SURE YOU READ:

- BWSC Schedule
- PHRF Conversion
- Commodore's Flag
- Down East Cruise
- Bras D'Or Cruise

Comments and contributions for the next issue sincerely requested.



## THE VIRGINS

*continued from page 1*



moon was full (an Island Bonus) and many of the members of the group enjoyed the steel band.

From Peters Island we sailed to Virgin Gorda and the famous Baths and then to Virgin Gorda Yacht Harbour or some other nearby anchorage like Savana Bay on Virgin Gorda. By this time we all had our sea legs, were starting to look tanned and healthy and had become accustomed to a daily visit from "Magic Fingers", the chase boat from St. Tropez. The Magic Fingers crew helped us keep the boats moving each day by liberally dispensing duct tape and WD40 as needed.

We next gathered informally at the Bitter End resort on Virgin Gorda where we expanded our testing program on Pina Colodas and improved our snorkeling skills on the nearby Coral reefs.

Then on to Trellis Bay and Marina Cay and a big evening at The Last Resort where many of us enjoyed the good food and entertainment.

Next around Tortola to Sopers Hole for an overnight mooring and an over-the-mountain, white knuckle bus ride to the Kushins Sugar Mill Estate

where the cruise group gathered for a long and extremely damp cocktail hour or two, followed by a super meal and lots of steel band dancing. It was at this stop that Commodore Goldman presented the racing trophies: first place to the Marcus/Frank crew for catching up to the cruise in their deep purple ketch and second place to the Shatney crew for sailing all the way with the infamous "Magic Fingers" rafted alongside their C & C 36.

As this was the last formal meeting of the cruise, most of the boats went on their own, meeting each other frequently in the many harbors on Jost-Van-Dyke and St. Johns, checking back into the U.S. Virgins at Cruz Bay, snorkeling at Trunk Bay, windsurfing in Christmas Cove, drinking at Little Harbor, Jost-Van-Dyke, touring St. Johns National Park, and visiting Salt Pond Bay, Caneel Bay and Leinster Bay on St. Johns.



Unfortunately, the cruise had to end so we all met again, informally, at Charlotte Amalie checking our boats back in, at the airport on St. Thomas and in the airport lounge in San Juan where we were still testing the rum.

It was a great cruise. Something like it should be planned each winter. We all came back refreshed and healthier, ready for our summer cruising. Listed below are the crews of the eleven boats which made the trip. It was a measure of the seamanship ability of each crew that we were able to overcome the multiple mechanical and



## THE VIRGINS

*continued from page 1*



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## THE VIRGINS

*continued from page 2*

functional problems of the boats we chartered and covered the territory we did in good spirit and in style. But then, that is what is expected of Blue Water Sailing Club members.

- BOAT A: Joe & Harriet Goldman  
Larry Dehner, M.D. & Bonnie  
(Goldman) Dehner  
Cliff & Nan Youse  
Lisa Goldman
- BOAT B: Walter & Marise Wrye  
Dick & Pat Clark
- BOAT C: Don Ellis  
Helene Levene  
Ron & Rusty Everdell
- BOAT D: Gerry & Judy Marcus  
Marvin Frank  
Claudia Staehr
- BOAT E: Tony & Ronnie Hyde  
Olive Murphy  
Chris & Ellen Mayo  
Brandon Mayo (4½ mos.)
- BOAT F: Charles & Jane Krahmer  
Penny (20)  
Chad (10)  
Sandy (12)
- BOAT G: Bill & Ann Sheehan  
Stan & Alice Peterson  
Ed & Elsa Hultgren
- BOAT H: Earle & Pat Michaud  
Wade & Barbara Greer  
Bob & Barbara Sanderson
- BOAT I: Eliot & Marilyn Zigelbaum  
Leon & Nancy Leshay
- BOAT J: Mickey Shatney, M.D. &  
Deborah  
Gail Shack  
John Anderson
- BOAT K: Jack Blodgett  
Peggy Burke  
Henry Pahl  
Janice Cane

## THE BLUE WATER LOG

Spring 1980

Published Seasonally  
Contributions

sincerely requested.

Mail to: G. P. Foster  
4 Bay View Ave.,  
Hingham, MA 02043

## URGENT

You are probably all aware of the Government's action with respect to energy which proposes, among other things, to ban weekend boating.

Although it may be too late to go on record, if you have not already done so you can express your feelings by contacting your Congressman as well as the Department of Energy. Letters should be directed to:

Henry G. Bartholomew, Office of Conservation and Solar Energy, U.S. Department of Energy, 1000 Constitution Ave., S.W., Room GE-004A, Mail Stop CS-39, Washington, DC 20585.

You are urged to take whatever action your conscience dictates.

## MAJOR BLUE WATER SAILING EVENTS

Spring Regatta, Scituate

June 13: Skippers' Meeting

June 14: Happy Hour

Dinner

Dixieland Jazz Band

June 15: Bloody Mary Brunch

Misery Island Raft-Up

July 11 and 12

Maine Summer Cruise

July 28 – August 10

Cape and the Islands Summer Cruise

August 9 – August 21

Bras D'Or Cruise

August 6 – August 23

Fall Regatta, Marblehead

September 13 – 14

Oktoberfest, Constitution Marina

October 11

Annual Meeting

November 14

*Note:* At Regattas it has been voted to recognize "Mini-Classes" . . . a trophy will be awarded for the first place finisher among three or more boats of the same design. PHRF ratings still must be obtained, however.

## BLUE WATER TO EXPLORE BRAS D'OR

Russ Goldsmith reports that conditions are "go" for the Bras D'Or Cruise.

The organization meeting took place in December and there are an estimated 12 boats participating in the Cruise.

It is planned for the fleet to leave Boston Harbor on August 6 with a planned rendezvous at Bras D'Or on Sunday, August 10.

A questionnaire will be mailed to all members during April, but if there are some specific questions or suggestions please contact Russ Goldsmith at 631-7503.



## SWAP NOTE



If anyone is interested in sailing the Chesapeake area, Jerry Margolin has a friend with a Cheoy Lee 36, who is very interested in swapping time with someone who has a boat in this area. If interested, please contact Jerry Margolin at his home phone: 369-3812.

## Bill Sheehan Reports . . . NEW EDITOR FOR "THE LOG"

We are fortunate to have as the new editor of "The Log", my good friend Gale Foster. Gale and Miriam Foster have been my neighbors for the past 25 years. In the late fifties and early sixties, we worked together in furthering and publicizing the "Turnabout" class sailboats that produced the multitude of great young sailors we know today.

Gale will do a great job as editor of "The Log" and will need contributions from all event and activity chairmen. "The Log" can be no better than the news you furnish.



## THE COMMODORE'S FLAG

Joseph Goldman, M.D.

We'd like to make sure that everyone has received the word that the Blue Water Sailing Club membership has been increased from 225 to 250 members. This was voted at the last meeting.

When you're outfitting this year, don't forget to check your locker to make sure you have a Blue Water Sailing Club Burgee. If you need one, please contact John Hickey. With so many events on the agenda this year, it would be great to see the Blue Water Sailing Club identified in all our ports of call.

My thanks to the following for their great help in our programs:

Herb Sakisian for the Spring Regatta

Russ Goldsmith for the Bras D'Or Cruise

Ray Gaffey for working on the PHRF conversion from NER

Herb Koelsch for his outstanding job as Editor and to wish him well in his transition to leisure time down South.

The 1980 Yearbook if not already in your hands will be there momentarily, as we are working hard to bring everything up to date.

At the last Board of Governor's Meeting two new members were voted in:

The William Salvos

J-24 — "Roaring Forties"

The Henry Claymans

Ketch 41 — "Gabriella"

The Blue Water Sailing Club has voted to host a reception in conjunction with the 1981 Marion-Bermuda Cruising Race. A sum of \$1500.00 has been voted to make this a very fine event in the Blue Water tradition.

The reception will be held in Bermuda and invitations will be extended to all fleet skippers, to skippers and crews of the winning boat in each class, and to all Blue Water Sailing Club members in Bermuda at the conclusion of the race. You will be getting more details of this event when details on the 1981 race are made available.

## OP SAIL '80

The sailing extravaganza of the decade may well be the celebration being planned for Boston's 350th Anniversary.

To remind you with a schedule for your own planning, here is how it is presently planned.

**Thursday, May 29, 1980:** Op Sail ships arrive off Boston near Finns Ledge Buoy. U.S. Navy ships in Boston Harbor.

**Friday, May 30, 1980:** 8 A.M. Ships assemble for Parade of Sail led by USS Constitution from Deer Island Light.

**Saturday, May 31, 1980:** Major events include an Inshore Regatta on the Charles River, ship inspections at the Army Base Pier, finish of the 26th Annual Predicted Log Contest and a U.S. Marine Band Concert on the Esplanade.

**Sunday, June 1, 1980:** Major events include church services at Army Base Pier, Paceship 23 races, ship inspections at Army Base Pier, and the U.S. Coast Guard Band Concert at City Hall Plaza.

**Monday, June 2, 1980:** Major events include ship inspections at Army Base Pier, a parade with the Ancient & Honorable Artillery Company through downtown Boston and diplomatic receptions.

**Tuesday, June 3, 1980:** Major events include re-enactment of the 1780 signing of the Constitution of Massachusetts at the State House, ship inspections at the Army Base Pier and fireworks over Boston Harbor.

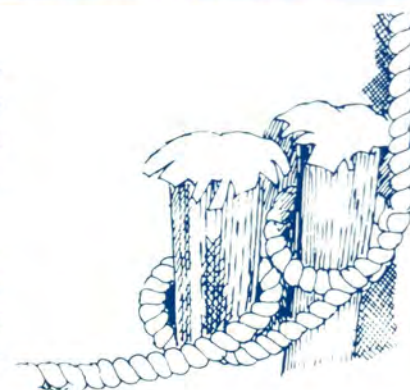
**Wednesday, June 4, 1980:** 10 A.M. Ships leave for lighted navigation buoy outside Boston Harbor from which at 2 P.M. there will be a race across the Atlantic organized by the American Sail Training Assoc. and sponsored by the New England Historic Seaport. Termination of the race and first port of call is Kristiansand, Norway.

All the major media will provide more current information as the time nears, but the schedule of events does suggest an early launching.

### LATE NEWS!

"T" Shirts for Blue Water "Summer Cruise" will be available. Order now (sizes: S, M, L, XL) from Harriette Goldman, 7 Marshall Rd., Milton, MA 02186 (617/698-8178).

The Gibsons advise many buoy numbers off the Maine Coast have been changed by the U.S.C.G. Make sure your charts are up to date for the Down East Cruise.





## HERBERT F. KOELSCH *a Valedictory*

In every club there is a member who carries a lot of weight. On careful appraisal you find this quality comes only because the member contributes unstintingly to the club's success.

Herb Koelsch joined the Blue Water in 1970 and has been completely immersed in its affairs ever since: Board of Governors, Membership Committee, Secretary, Vice Commodore, Commodore, Historian, and for the past few years Editor of the Blue Water "Log". These were not salutary titles, but in every case required hard work, attention to detail, and great rapport with officers and members. Herb embraced all these offices with complete enthusiasm. Articulate, forthright, often impudent when meeting with "The Boys", you always knew where Herb stood on any issue.

Gracious, friendly, and the master of hospitality, Herb has the good fortune to have Diana as hostess. Diana and Herb's home at Quissett has been the centerpiece of every recent Blue Water Cruise south of the cape. Herb and Diana, you have made us feel part of your family on these occasions.

We hope you will establish a southern station for the Blue Water Sailing Club near your new home in Florida. We wish you both a fair wind and a full tide.

### NEW MAILING ADDRESS

Correspondence to the club should now be directed to B.W.S.C., Attn: Herb Marcus, P.O. Box 31, Waltham, MA 02254.

All items will be forwarded to proper person.

## BLUE WATER PROFILE

Duane and Helene Marshall  
Members since 1970

Club Secretary and Member, Board of Directors

Skipper of NO SE, a Cal 33

Hail Port: Marblehead, Massachusetts

Favorite Cruising Grounds: Cape Cod and the Islands based out of Bassett's Island, Pocasset

Business Associations: Mega-Pulse and Academy of Applied Sciences

Interesting Activities: Extensively engaged in atmospheric propagation studies primarily for very low frequency radio transmissions.

Recent travels to Greenland and shooting movies of seal hunts, and participating in Eskimo village culture. Now planning projects in Brazil and in Egypt, where they will be using Loran C for Suez Canal navigation.

Actively involved in pursuing the Loch Ness Monster. Experimenting in training dolphins to carry camera and strobe equipment. Does design work for the Guest Corporation.

(It is planned to make this a regular feature and we would like to get interesting backgrounds on all members of the Blue Water Sailing Club)

## THOUGHTS FROM THE HELM OF ESCALES

Nostalgia or perhaps better reflections are part of some of the more pleasant thoughts that go through the mind of a weatherbeaten Skipper.

Thinking about cruises and racing that occurred 15 to 20 years ago, during last summer's cruise, I became aware of a striking similarity to so many past cruises.

The many boats bursting with families, the children very much in evidence and the spirit of the racing family being revived. The same commotion, excitement and spirit that brought back these memories were a part of last year's Blue Water Cruise and I wonder how many mem-

bers will remember and agree that the Blue Water Sailing Club still retains its original Purpose.

I hear John Hall commanding his ship full of the blondest children you've ever seen, his voice booming over the Bay and Kate keeping them all in line.

I can still see Roger Kent slapping the sails with authority and Fran at the tiller. We all marveled at the aplomb they both had. Ah, the Sheehans, they were there commanded by Bill, but with Ann in her own quiet way really taking charge. What a built-in crew they had!

How about Neva and Bob Curry? They never missed a regatta or summer cruise aboard Hie Away. In those days, you just knew that they would all be there. Fred and Wilma Nichols aboard First Light, and of course, Madonna, that magnificent yacht with Pete Kelleher at the helm with a wonderful crew. And Alcyon leaving us all in a cloud as Nelson Hartstone was good enough to start a race with us, but somehow ended up well over the horizon!

Roger Williams in Tethys could be counted on to join all the cruises and races and certainly Larry Greenland and Fran were a winning combination aboard Cyne Noir. We all wondered from year to year what changes Jim Baker would make. Tradition for the past 20 years has lived up to its name. The Gaffey's, I watched their children grow up. Remember the great ship with the huge oven that the Phineas Normans cruised — what a sturdy craft that was. They usually brought up the rear because it just wouldn't go to windward, but they were there racing and cruising along with the best!

The Wassermans, the Crocker's, the McInnis', Bob Davidoff, the Ted Gullicksens, Kate and Max McKeand and their famous Gem. No distance too far and no sea too rough for this wonderful couple. They were always there and I can see them all.

How vivid these memories remain. The huge raft at Hadley's Harbor — it almost reached from shore to shore

*continued on page 6*



## ESCALES

*continued from page 5*

and the movable cocktail party extended from boat to boat! How many can recall with absolute delight the sight of the children getting their sailing dinghys ready just as soon as the anchors were set for the day . . . there was an immediate race and this was the best part of the day's cruise for them.

After a few relaxing drinks, the fathers took over and serious (?) dinghy racing ensued! Everyone on the cruise joined the cheering section.

Who among you can now recall the famous cocktail party aboard the newer Alcyon in Cuttyhunk? There were so many people aboard the yacht that a watch had to be maintained in the head just to make sure it did not overflow and slowly sink the celebrating Blue Water members. That was quite a night to remember. Cuttyhunk also brings back memories of the Fallons aboard their green Winslow, with little Leo and Mike just learning to swim; with Leo a little bit timid, too, in those days.

Nostalgia and memories are wonderful. Especially because those years gone by have proved to be just the beginning of the Blue Water Sailing Club story. I am sure that all the wonderful events and happenings of last year will provide many a memory 20 years from now, just as the many very interesting events planned for this year will add to each member's reflections and scrapbooks in the years ahead.



### LORAN C SEMINAR

Wednesday, May 14, 7:30 PM  
at Randolph Tennis Center  
62 Pacella Park Drive  
Randolph, MA  
Tel: 963-0660

(see map enclosed)

### Companies to be represented:

Epsco  
Micro Logic  
Mieco  
North Star  
Raytheon  
SRD  
Texas Instrument



## NEWPORT — 1980

Along with the many activities scheduled for this season, it appears that Newport, Rhode Island will be one of the most active locations. In fact, there will be sailing action in Newport from mid-May on.

You might like to include Newport in your summer plans and so here are some interesting events:

**May 23 — June 5:** U.S. Olympic Selection Trials. At present writing, it is understood that regardless of the Olympic situation, these Trials will be taking place.

**June 13 — June 18:** Astor Cup, Onionpatch, duPont Series

**June 20:** Newport to Bermuda Race, Cruising Club of America and Royal Bermuda Yacht Club

**July, August and September:** America's Cup action. Trials for the defense and for the challenge to America's Cup will be taking place all summer long. While the final racing can become somewhat of a spectator's nightmare, many of the trials do offer an excellent opportunity to see 12 meter crews relatively close up and in action.

## CONVERSION TO PHRF

After a year's study, the Blue Water Sailing Club Board of Governors voted in February to change the ratings used by the Club to those of the Performance Handicap Racing Fleet. The principal reason for the change was the belief that it would open up the Club's racers to the more casual sailors amongst us who had not previously bothered with a rating. In addition, boats can be handicapped very quickly and your rating is actually your time allowance and the old penalty system will be eliminated, since PHRF, in essence, takes performance into consideration.

The Performance Handicap Racing Fleet ratings are boat performance handicaps and they are based on the speed potential of the boat. It is the intent of PHRF handicapping that any well equipped, well maintained, and well sailed boat has a good chance to win. Handicaps are adjusted as needed on the basis of the boats performance so that each well sailed boat will have an equal chance to win.

The PHRF system discourages rule beating. If a Skipper modified his boat to go faster, PHRF will compensate for the faster potential speed. The use of taller masts, longer spinnaker poles, extra ballast, or other modifications intended to increase the speed of the boat is compensated automatically in the rating.

To obtain PHRF rating, contact Ray Gaffey, 82 Border Street, Cohasset, MA 02025. Business phone: 617/383-1960; home: 545-0382. Ray will have the 1980 forms available. If you have been rated PHRF in past years, the renewal cost is \$5.00; for new ratings, it is \$10.00. If you have a New England Rating Certificate (NER), all the information is included; otherwise you may have to have sail measurements certified. Remember to race in June, you must have a 1980 PHRF rating! This means that to compete in the Spring Regatta you should have your forms in to Ray Gaffey by May 1.

## DOWN EAST CRUISE

From Olive Gibson

The Blue Water Sailing Club's Summer Cruise to Maine 1980 is already off to a good start. Commodore and Mrs. Goldman hosted some 70 or more members at the Randolph Tennis Club on March 15 for a planning meeting. Delicious refreshments were served and slides of this winter's Virgin Islands cruise as well as of the cruise to Maine 1978 were shown. It was very encouraging to Dick and me to see the generous response of the members to our questionnaire — we even heard from some of you who will not be able to join us this summer in Maine!

To date we have forty-one replies, indicating thirty-seven probable participating boats. Of these, nine wish to proceed directly to Roque Island, while sixteen prefer the other alternative — gathering in the Northeast Harbor area and cruising locally. An additional four indicated either alternative would be satisfactory, depending on the weather.

Wally Feldman has volunteered to lead a group of boats to Maine from Plymouth, and Joe Goldman has offered his services as leader of the pack from Marblehead.

Our thanks also go to those of you who so kindly indicated you would help as Captains of the Day, Race Committee Officials, Shore Function Planners, and Youth Activities Co-ordinators.

We are ordering clear skies so the full moon on July 27 will light your path overnight from the Boston area to Northeast Harbor, or to Roque Island, if that is your choice. For those who prefer to go to Northeast Harbor, a sail of about twenty miles will take you to Sorrento, where, Fred and Wilma Nichols tell us, this year there will be no gale! Their lawn or the village green will be available for a shore activity.

*continued on page 8*



## DOWN EAST CRUISE

*continued from page 7*

From Roque Island it is an easy sail to Prospect Harbor or Winter Harbor, where the two parts of the cruise will rejoin on Thursday. Friday has been left open for exploring the Somes Sound-Northeast Harbor area and perhaps a change of crew?

On Saturday a clambake followed by a dance at Burnt Coat Harbor on Swan's Island, put on by the Odd Fellows, will provide you and your crew members with samples of Maine's best cooking — steamed clams, lobster, corn, home-baked pies.

On Sunday a sail of some twenty miles will take you to the Gibson homestead on Newbury Neck in Surry, or Pretty Marsh on Mount Desert Island, if you prefer. The blueberries on Newbury Neck should be at their best, and perhaps shore functions for the young people and a cook-out could be arranged. This

would be a convenient spot for crew changes. It is about a forty-minute drive to the airport at Trenton (Bar Harbor Airlines). There is plenty of parking space, and a pick-up truck will be available for a run to town for replenishing supplies. Perhaps some of the young people might set up a system of collecting shopping requests from the boats and then delivering the orders to the boats?

Monday, August 4, is a free day to be spent relaxing at Surry, or whatever your choice may be, allowing enough time for the twenty-two-mile sail to Castine, where we have arranged to have the Castine Yacht Club for the Commodore's Party on Tuesday evening, August 5. Castine, the home of the Maine Maritime Academy, is a very old town, occupied by the British in 1812, offering much of maritime and historic interest for the whole

family. The training ship *State of Maine* will have returned from its annual cruise and tours are available. A lay day is scheduled here.

From Castine it is an easy run to Pulpit Harbor on Thursday, and then on down the coast toward Boothbay Harbor, where the cruise will end on Sunday. Those who want to join the Bras D'Or group should plan to leave Castine on Wednesday and rendezvous enroute.

As I write this, I am looking out over the blue, blue bay to the mountains of Acadia National Park. There is not a cloud in the sky! The ice has suddenly vanished from the shore; the grass is still brown and littered with pieces of evergreens from some of the winter storms. However, the tulips are above ground, the forsythia is budding — can spring be far behind?