

BLUE WATER LOG

COMMODORES CORNER

by Paul Goldberg, Commodore

Fall is now upon us and my term as Commodore of Blue Water Sailing Club is coming to a close. This year certainly went by very quickly.

I feel that this year we as a Club accomplished a great deal. The membership committee under the leadership of John Kennan and with the assistance of Liz Stott and Cathryn Griffith has turned a new direction in gaining new members. Their ideas are already starting to bring in results.

Sue Patton, Rear Commodore, led a very successful calendar of land based events starting with the Ski Weekend in January, to the Seminars in February, March and April, the Spring Dinner/Dance at Hanscom Air Force Base and the final event this November at the Whaling Museum in New Bedford.

The water events led by Rear Commodore George Burnell were all well attended. These events included the Memorial Day Weekend in Scituate, the Annual All Women Cruise in

Massachusetts Bay (they still did not let me go), two 4th of July weekend cruises (one north of the Canal and one south), the two major cruises to southern waters of New York and to the northern climate of Maine, the Labor Day weekend in Gloucester and the upcoming Columbus Day Weekend.

New this year was the concept of Rendezvous, informal get togethers with no formal plans hosted by various members in their home waters. This is an idea that will gain in popularity during the coming years.

A lot of credit for our success goes to all those people who volunteered to chair the events, to become part of committees and to serve on the Board of Governors.

As we continue as members, we should remember to contribute our time and effort for the betterment of the Blue Water Sailing Club in order to sustain the fun and enjoyment we all share.

THANK YOU

George Burnell, Vice Commodore

We are fortunate to have so many members participating in our activities and willing to take on the various tasks to make them successful. They are our event chairs, seminar chairs, cruise chairs, rendezvous hosts, Board members, committee chairs and volunteers of all types. I thank you all for each of the chores you helped us with, large or small.

In particular, I would like to thank those who took on the cruises that were my responsibility (also see article on rendezvous) – they did a bang up job and gave us a great year: Dan & Mary Power, Cynthia Devine, Vicki Pasquale, David & Caroline Kettner, Ron & Pauline Davy, Barry & Gini Levenson, Jose & Magnolia Venegas, Dan Gingras & Phyllis Breitman, Mark & Susan Scheffer, Brian & Sue Schanning, Pat & John Dieselman, and Tom Dussault & Mary Pyatte. Thank you for your creativity, organization, effort and outcome.

Thank you all. The Club is richer for your participation.

Rendezvous - A Successful Launch

by George Burnell, Vice Commodore

We accepted a new concept for us – informal rendezvous' – as a way to offer a greater variety of fellowship and sailing adventure for our membership. The idea was to allow members to let others know where they would be on any given occasion so that they could join up. Minimal pre-arranged activities, no reservations and no cost.

Fred and Anne Kern opened the season with Lake Tashmoo as the destination but were rained out. This was followed by Ann and Skip Irving's invitation to Biddeford Pool, which attracted two boats to enjoy both a wine tasting and a lobster feast. A week later Bob and Gene Shepard extended an invitation to Boothbay but had no takers.

The following weekend John and Mary Kennan got rained out at Hadley's Harbor but Carol and Jules Siegel drew three boats to Passamaquoddy Bay for a five-day prelude to the Maine Cruise.

Hank and Marsha Bornhofft promoted Cotuit with good old New England chowder on the 50th birthday of their Concordia yacht. Richard and Jo Ann Pinkowitz added the offer of a barbeque at their house but there were no takers. It was a different story the following weekend as six boats joined Larry and Toni Shaw in Edgartown. The highlight was cocktails and a potluck dinner aboard a three boat raft including the Shaws, new members Tom Dussalt and Mary Pyatte, and Cecily Grable with Quintessence.

Labor Day weekend Tom and Lara Devins are hosting a rendezvous at Seal Bay (Vinalhaven), capping off an unusually clear and sunny Maine summer. The following weekend Aedan and Bernadette Gleeson are hosting a rendezvous at Cuttyhunk as southern boats head for the fall cruise in Buzzards Bay and Vineyard Sound.

We had expected some rendezvous' in Cape Cod Bay and Narragansett Bay as well but that didn't materialize. The foul weather early in the season was a disappointment, but where members got together they certainly enjoyed themselves, adding more experiences to that collection of memories that makes this club so special.

The rendezvous concept adds a new dimension to our sailing and fills in nicely around our cruises and regattas. I believe you will see it evolve as a

popular part of our activity schedule as we refine the process

Our heartfelt appreciation to the Kerns, Irvings, Shepards, Kennans, Siegels, Bornhoffts, Shaws, Devins, and Gleasons; who extended invitations for us to join them at their favorite anchorage. Your offer is special to us all. Thanks.

First Aid Training Course

by David Patton

Similar to two years ago, BWSC sponsored on April 22nd a CPR and First Aid Training course at the Conant Community Health Center in Bridgewater, MA. Approximately 20 people attended the event that was conducted by Ruthie LaBonte and her staff from Healthcare Educational Resources. Many BWSC members came back to get re-certified from two years ago; while a number of members attended for the first time. All members attending obtained their certification and came away with an enhanced appreciation and preparedness for those unanticipated health issues or accidents that might take place while at sea.

Memorial Day Regatta

by Mary Power

SATURDAY: Geocache II; a treasure hunt of sorts around downtown Scituate. All answers were numbers. They ranged from when the Mill Wharf won first prize in Chowderfest (2000) to the number of cannonballs in the statue at Scituate Federal Savings Bank (26). We ended the day with a cocktail party and pot luck at the Satuit Boat Club.

SUNDAY: Since only 2 boats registered to race, the race was cancelled. Some members ventured to the Scituate Maritime and Irish Mossing Museum, where we were treated to stories about shipwrecks in and near Scituate and the evolution of mossing. We were particularly interested in hearing about the Etrusco, a 400+ foot vessel that was stranded in Scituate for nearly 9 months while it was repaired and while engineers figured out how to get her back out to sea. Dinner at PJs Country House followed that evening with 32 members in attendance.

MONDAY: 12 members attended the SBC opening day brunch; we highly recommend it!!

The Big Apple Odyssey

by Jose and Magnolia Venegas

Early in the planning stages, John Quarles suggested the idea of visiting NYC and spent an evening at our house exploring the feasibility of possible itineraries. By a stroke of luck, our neighbors and BWSC members Merrill and Avis Feldman, had organized the last cruise to NY six years before. Thus, it took only one more pleasant evening with them going over the charts and comparing notes before the final itinerary took shape.

The cruise started with cocktails and dinner Sunday evening at the Trattoria Panico in Jamestown, in an atmosphere of anticipation. Some of us were good friends, other just acquainted, and a few meeting for the first time. Would this apparently incoherent group of people be able to mingle together for two weeks and have fun in the process?

I have to confess this being our first time organizing a BWSC cruise, Magnolia and I had our share of uncertainty about the process and serious doubts about the success of our enterprise which was becoming an Odyssey for some even before it started! Coming from Marblehead, *Ipanema* wrapped up a lobster pot on the prop leaving it with a small but noticeable vibration. The same day *Pamena* lost its transmission and *Sogno's* crew had to rush back to check their house which had been hit by lightning and last, but not least, *Free Spirit* refused to start its engine.

In spite of our initial difficulties, of the 13 boats that had signed up for the cruise, 9 started the leg to Mystic Seaport on a warm morning under steady 8-10 knots S-SW breeze. Sadly, we had left behind Bob and Cindy Gould along with their lovely granddaughters, and Martin and Barbie Owens. Both had mechanical failures with their boats. Fortunately, Brian and Sue Schanning's home was OK and they would be joining us in *Sogno* for the second leg of the cruise

Starlight's captain, George Burnell and his guest crew for this leg, Bob Girvin, were first across the starting line of the only race of our cruise. Close behind were new BWSC members Richard & JoAnn Pinkowitz in *Tantrum*, Aedan and Berni Gleeson in Marion-Bermuda veteran *Lambay*, Bill and Janet Brown with their son Ivan and his buddy Curtis in *JEM-N-US* and *Ipanema* flawlessly crewed by Admiral Magi and our son Gabe. John Quarles's

Solitaire with Sandy Sargent at the helm started last but, as shown in previous club races, came along like a freight train passing most of us before the finish line. Carl and Mary Olsson in their J105 racing machine *Morning Glory*, Peter and Vicky Pascuale in *Wind Dance* and George and Jo Ann Weinert in *Snowflake* took a leisurely ride enjoying the beautiful Rhode Island and Connecticut shorelines. With the help of favorable currents and reliable winds, we reached the magic of Mystic Seaport with plenty of time to enjoy sundown cocktails from comfortable benches of a private lawn along the docked fleet

Early that night high heat and humidity kept us awake long enough to enjoy a spectacular display of lighting and thunder ahead of a cold front that cleared the air and left more comfortable sleeping conditions.

The next morning Pete Pasquale climbed his mast for a panoramic view of the fleet and Aedan Glesson, our captain, and "MFIC", of the day (ask Aedan for the Gaelic roots of this word) planned the details of an unrestricted day at the museum that culminated with cheese and wine at our lawn, and a hearty dinner at the Seamen's Inn Restaurant & Pub including live old seamen music.

We left early on Wednesday in mist and fog, leaving the tall ships and proceeding to Port Jefferson, our next destination half way down the Long Island Shore, with *Sogno* joining the fleet and *Starlight* carrying fresh crew members Mary Burnell and Sandy Matthews.

The highlights of the journey were a close encounter with a nuclear sub heading back to New London and *Trantrum's* prompt radio calls that assured the fleet's safe passage behind the stern of the impressive ship. Even though each captain had chosen his optimal route across the Race's strong tidal currents, all boats made it to Port Jeff virtually at the same time to sail along two huge ferry boats, and the crowd of motor boats that rushed ahead of fast approaching Beryl, the tropical storm forecasted to hit Long Island the following morning. Fortunately, timid Beryl just skirted the south shore of the island while we sipped wine under MFIC George Burnell's stewardship. Our share of excitement came from a minor docking incident caused by *Ipanema's* refusal to disengage her forward gear as

she barged into a narrow slip at Port Jeff Marina. Thanks to my son Gabe's maneuvers worthy of Tarzan fending the neighbor's boat, with the help of *JEM-N-US* crew the beast was tamed to a stop barely kissing the end of the slip without damage. All this happened before her captain realized that shutting down the engine could have helped in the maneuver.

Friday came with unreliable winds that killed a spontaneously planned race and a series of storm cells that seemed to avoid us all day but finally caught up with us at City Island before half of the fleet had had the chance to grab moorings. Mostly heavy rain and 30+ winds but not enough to delay our memorable dinner at the Harlem Yacht Club that evening with commodore Irwin Eibert. Aside from the hospitality and nice facilities of the club, HYC was ideal for staging visits to the Bronx Zoo and the Botanical Gardens that Richard and Jo Ann had planned for the next morning. Also, being just 10 miles from Hell's Gate infamous currents, City Island was the perfect port to launch our last leg, timed to give us favorable (4+knots) currents while we enjoyed with excitement a ride along the east side of New York ending at Liberty Landing marina across the Hudson River.

After a short water taxi to Manhattan we made it

to a Brazilian BBQ restaurant, an all-you-can-eat extravaganza where meats of all types are cooked to your precise specs and served, in small and always warm aliquots of your choice, until your over expanded waist forces you to reluctantly switch your little personal traffic light to red, a sign that puts a stop to the temptations from an unending parade of delicacies.

Our next layover day featured an invitation for lunch at the NYYC courtesy of our own Carl and Mary Olsson that, without a doubt, was the major highlight of the cruise. After a tour of the NYYC, the plans were flexible and allowed visits to the Statue of Liberty and Ellis Island or strolls along Fifth Avenue. We chose the Empire State Building, which, with almost unlimited visibility, turned out to be ideal to retrace the steps that had taken us this far. Looking east we could also visualize the path that would take us off shore the next day and dream about charming Block Island where we would conclude our Odyssey with pleasant memories and a tight group of new friends. The latter, being for me the most rewarding part of organizing the cruise!

We want to thank every one that joined us along the way, those that helped us planning the voyage, and specially Irwin Eibert and Carl and Mary Olsson for their generous hospitality.

WINE TASTING - On the Big Apple Odyssey

by George Burnell

Wine tasting on a Blue Water cruise is normally done in the cockpit as a prelude to dinner. In this case it was an extension of breakfast, setting a new standard of readiness.

We slipped out around 0900 to gather up the three rental cars reserved for the occasion. By 1000 hours we were on our way to Cutchogue, on the north fork of Long Island to visit the highly recommended Pellegrini Vineyards. Now mind you, we have been drinking our two buck chuck in shorts and t-shirts in the cockpit or on the lawn at Mystic. Now we are spread out along the bar gingerly swishing our wine, then daintily passing it under our nose before sipping it a bit, smacking our lips and commenting knowingly on the bouquet.

It is against Club rule 44-23 to drink continuously without something solid in your stomach, so we adjourned to a slightly out-of-the-way barbecue spot that was definitely more Tennessee than Long Island. The pulled pork, barbecued brisket, sharp

coleslaw and home made corn bread satisfied rule 44-23 to a T. But as much fun as we were having we had an agenda to keep. So it was on down the road to Peconic where we gave Pindar Vineyards a chance to test whether or not we had any taste buds functioning.



Once again we passed the test. We sniffed and smacked our lips knowingly. The wine steward was well trained – when we nodded correctly he poured sparingly. Since there was just a taste, we sniffed and smacked and nodded and he poured – sort of like a kewpie doll on the dashboard. We bobbed and nodded until our spouses sent us off to supply the boat with some special companions to two buck chuck. Then the semi-designated drivers delivered us back to Port Jefferson in bliss.

Mary Burnell and Sandy Matthews left George to fend for himself, taking the ferry to Bridgeport and home. Most of the rest, including George, repaired to the hotel dining room overlooking Port Jefferson harbor in another attempt to satisfy rule 44-23.

A Weekend at the Bronx- On the Big Apple Odyssey

by Richard Pinkowitz

City Island is not how you envision New York City. It is part of The Bronx (note proper capitalization) one of New York City's five boroughs. Not sleepy, nor quaint, not historical, it sits at the end of the Long Island Sound at the beginning of the East River. The Bronx, home of the Bronx Zoo, the New York (also known as The Bronx) Botanical Gardens, the New York Yankees (also known as the Bronx Bombers) and the birthplace of Stanley Kubrick, Regis Philbin and your author, Rich Pinkowitz.

The Zoo and the Botanic Gardens are an easy cab ride, or two busses from the Harlem Yacht Club, who graciously allowed us to moor during our stay at City Island. The Botanic Gardens was our choice since my Admiral, the good Mrs. P, always prepared with post sailing diversions, had already scoped out the Dale Chihuly exhibit of Glass Flowers at the Garden. So, with Aedan and Bernie Gleeson, Brian and Susan Schanning and JoAnn and I in tow we took the local cab to the Garden.

Even for the botanically disinterested, the Chihuly display within the main conservatory, the Greenhouse, was spectacular. The greenhouse is immense containing 11 distinct habitats from tropical rain forest to desert, with plants in each habitat. Chihuly glass flowers sometimes overwhelm, with major centerpiece displays, but also surprise as they are hidden within the live plant displays. An ark of

Chihuly glass flowers and objects floated in the reflecting pool in the central court of the greenhouse. We also found Jose, Maggie and Gabe Venegas and George Burnell at the reflecting pool.

Seven days into the cruise and feeling like sailors, the New York Botanic Gardens was a reminder of the weeds growing amok, unmowed grass and unwatered plants left at home, and awaiting our return.

Overnight to Block Island- On the Big Apple Odyssey

by Brian Schanning

One of the most exciting features of the Southern Cruise was the 132 nm overnight leg from Liberty Landing to Block Island. A skipper's meeting early Monday gave us all a chance to share overnight tips and experiences. Ships movement began Tuesday around 0730 as *Ipanema*, *Jem-N-U's*, *Lambay*, *Sogno*, *Solitaire* and *Starlight* sallied forth into busy New York Harbor. We zigged and zagged our way past ferries, tugs and tankers in the main channel and were greeted with a 12 knot wind as we passed out the Narrows. By mid-afternoon, the flotilla ranged over an area 1 to 5 miles off Long Island's South Shore, making 6 to 7 knots. *Lambay* was clearly showing exceptional speed under a beam reach in 15 knot plus winds, with *Solitaire* in hot pursuit and *Ipanema* to the south eventually flying an asymmetric. We were all between Fire Island and the shipping lanes and saw very few large ships.

As we closed on the end of Long Island, things began to change. First, some sloppy quartering seas led some to start motor sailing. As we neared Montauk under a pitch black new moon sky, we were now confronted with a sea full of converging navigation lights, a screen full of radar contacts, and a cacophony of VHF chatter from ships and the Coast Guard. *Ipanema* kept the fleet informed about the "big guys" with his AIS receiver capability. We all got a quick lesson in tracking the lights and solving relative motion problems in the dark.

By the time the sun came up in a dying breeze, it was truly hard to reconcile the Montauk "midnight rush hour" we had just endured, with the deserted seascape that lay before us as we approached Block. It had been a first for some, a refresher for others and a great sail for all.

At the NYYC - On the Big Apple Odyssey

by Aedan Gleeson

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Passamaquoddy Bay - Summer 2006

by Marcie Wrye

Jules & Carol Siegel on *Carina*, Dan & Elaine Kostishack on *Winterhawk*, Jim & Elaine Freedman on *No Hassle*, and Clark & Marcie Wrye on *Romance* met in Biddeford Pool on Sunday, July 9 for a two week trip into and around Passamaquoddy Bay, New Brunswick. Davida & Bob Davidoff had us join them for a wonderful cocktail and dinner party at their rented summer cabin in Biddeford Pool. Then we enjoyed, even though it rained, the harbors of Snow Island and Perry Creek.

In Northeast Harbor we met ex-BWSC members John & Emily Frankovich and had them join us for clams at The Dockside. The next day we did laundry and last minute stocking of supplies before a pizza party at The Colonel's Restaurant.

The fishermen in Cutler showed us moorings to use so we wouldn't have to anchor with the 15 foot rise and fall of tide. We had to put a dock line through HUGE eyes in mooring pennants in order to secure the moorings to our cleats. This also helped to keep an enormous amount of pennant-kelp off the decks. We took dinghies to shore for a walk and saw

some of the most beautiful landscape anywhere.

In heavy fog we powered to Head Harbor on Campobello Island where we rafted alongside large fishing vessels and clattered over them to get onto the high pier. After clearing Canadian Customs, we toured FDR's summer home that had been made into a lovely International Park. It was well kept, beautiful and very interesting.

In St. Andrews the mooring attendant cleaned barnacles and sea grass off the mooring pennants and handed one up to each boat - what service! We enjoyed seeing the lovely historical town and were able to get a few things at the grocery store. It was good to stretch our legs. There was a 28-foot rise and fall of tide so the ramp to the pier was rather steep at low tide!

We had dinner at the wonderful Algonquin Hotel, once a Canadian Pacific Railroad Hotel. We found the Canadian people throughout our trip to be very friendly whether on or off the water. Each day started with very heavy fog that burned off by mid-morning and then it got quite warm before cooling

off dramatically when the sun went down. Digdeguash, Federal Harbor, and Northwest Harbor were all beautiful – each more than the one before. Trees, rugged exposed rock at low tide, seaweed, orange lichen and the general Canadian wilderness was all interesting and unique to the area. It rained every day and we had fog every morning. Nights were rather cold so it was hard to get up to start the day. We had a couple lay days, but on mornings we moved the boats we had to be careful about figuring the strong currents. One area we went through called The Old Sow has some of the strongest rip tides and whirlpools in the world.

The US Coastguard stopped two boats for inspections and warned in general terms about the dangerous water in the Bay. We found a wonderful

little café in Lord's Harbor where everything was homemade, just around the corner by dinghy from NW Harbor.

Throughout the trip we saw lots of wildlife including porpoise, whales, seals, eagles, guillemots, shearwaters and loon. But the real surprise of the trip was the endangered puffins – we all saw over 50 of them on our way to Roque. We found Roque Island to be as beautiful as ever. We had a progressive boat supper there with fresh mussels at cocktails, lobsters as entrees, and a peach/brandy/ice cream dessert. We cleared US Customs in Northeast Harbor and everyone followed their own itineraries.

What a fabulous 2 weeks we had together in a very remote natural setting. We look forward to a return trip!

July 4th Regatta

by David Kettner

The July 4 Regatta was organized by Pauline and Ron Davy, and Caroline and David Kettner.

The Regatta opened Saturday night, July 1, with a cocktail reception, followed by dinner at the Ocean Club in Hull. Approximately 24 people attended this event. The dinner featured a brilliant sunset on Nantasket Beach (photos in the BWSC web site). Those who sailed in had a somewhat rough night, as winds were southwest onto the docks at Spinnaker Island.

On Saturday, the sailors traveled to Hawthorne Cove Marina in Salem Harbor, where other BWSC members joined in a dinner at Finz restaurant. Nineteen people attended the dinner.

On Monday morning, 12 members joined a

guided tour of "Painting Summer in New England" at the Peabody Essex Museum. The show featured paintings by John Singer Sargent, Winslow Homer, Andrew Wyeth, Stuart Davis, and Edward Hopper. The show depicted scenes along the coast from Gloucester to Maine. A companion exhibit of approximately fifty yachting photographs by Willard B. Jackson was also showing. Jackson was a resident of Marblehead, and photographed the yacht races there in the early twentieth century. That afternoon, club members enjoyed a sail. The event closed with a cookout at the Hawthorne Cove Marina, on the dock. Again, 19 club members participated in this event.



BWSC Regatta docked at Spinnaker Island, Hull, MA



Dinner at the Ocean Club - Hull, MA

Welcome Aboard

We are pleased to share our sailing experiences with each of you!

AGNEW, Alex and Lisa
CASEY, Frank R. and Judith L.
COLLINS, Michael and Jennifer
DeMAMBRO, John and Ellen
DUSSAULT, Thomas R. and Mary C. Pyatte
DwyER, Edward T. and Harriet F.
GEHA, Dwight and Bonnell Glass
KENERSON, Paul and Elaine W. Abry
LEVINE, David and Paula
MICHEL, Robert and Sally
PINKOWITZ, Richard and Jo Ann
SPEAR, Craig W. and Constance Beauregard
VASSALLO, Thomas and Kemberley

In Memoriam:

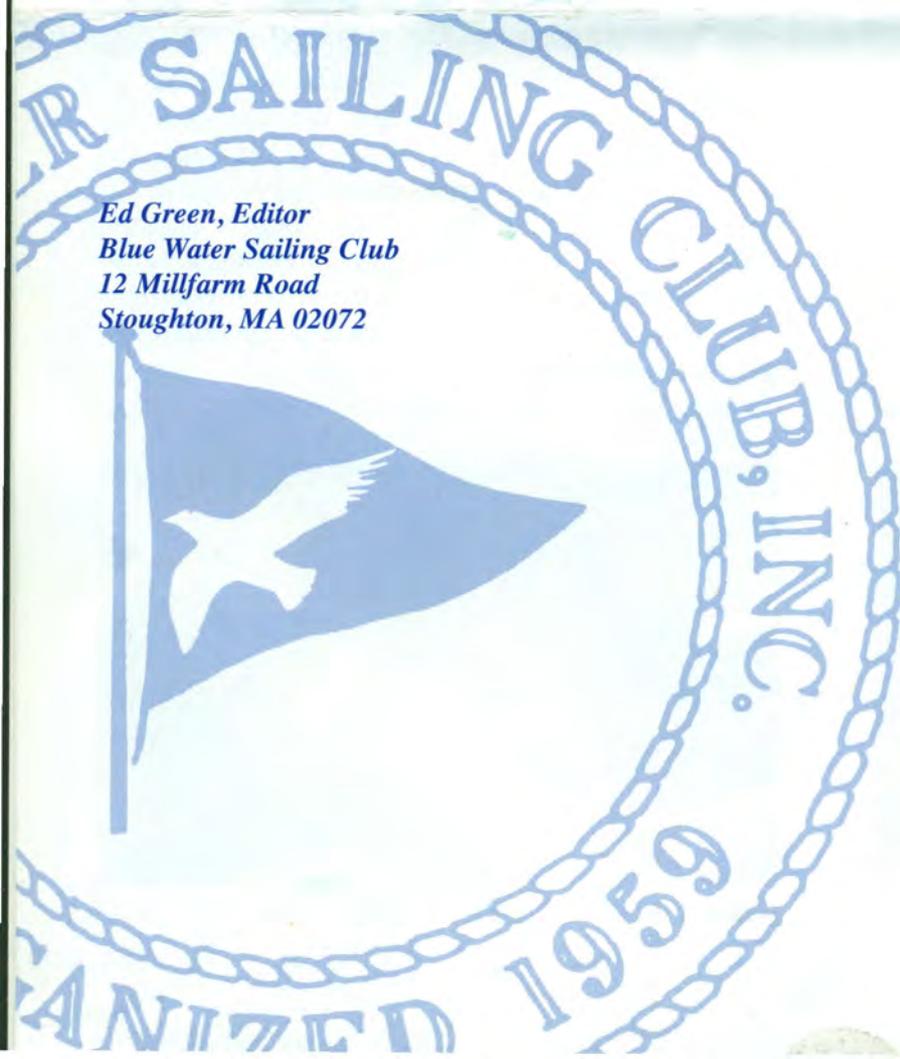
We have shared our lives with fine sailors who have made our lives richer by their friendship. We wish them fresh breezes and calm seas in the great beyond, celebrate the time we shared and extend our sympathies to the loved ones left behind:
Frances Westerbeke

BLUE WATER WEB SITE

Just a reminder that we have a very informative and active club web site, recently updated and made user friendly. Try it at www.bluewatersc.org
And expose yourselves to some wonderful informative sections, such as:

- Event Photos
- Calendar & Events
- Members & Boats
- Board & Minutes
- BWSC Racing
- BWSC History
- Rules & Regs
- Links to other sites
(including weather, tides and currents, and many other useful sailing related information)

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BLUE WATER LOG

Something New – A BWSC Rendezvous

by George Burnell

We are spicing up the sailing season with informal weekend gatherings—spontaneous, no fees, all over the place—some 16 so far for this summer from Narragansett Bay to Penobscott Bay. Drop in, drop out, join your fellow members for a bit of friendship. “Hosts” will pick a location for a weekend—everything else is impromptu. We will notify members via e-mail and post on the website. We expect some bugs but the goal is to keep it simple and have a fun time (we will fine tune as we go along). The definition is as follows:

A “**Rendezvous**” in Blue Water terms, is an informal gathering, spontaneous or scheduled, where boats come together for a day or two with no pre-arranged agenda.

In contrast a “**Regatta**” is a planned event, commonly three days, with races and organized dinner activities while a “**Cruise**” is a planned one or two week group that moves from port to port with races, shore activities, and arranged dinners.

The Vice Commodore will appoint “Hosts” who shall establish a location and date for their Rendezvous. It is normally expected that this will be within a few hours sailing distance from their home port, but might easily be a location in the midst of their summer cruise. It is also anticipated that most Rendezvous’ will be a Saturday/Sunday event but that is not a requirement.

The Host will clear the date and location with the Vice Commodore. The Host will then notify the Communications Officer who will post the information on the Members Website. An e-mail reminder to all Members, a few days prior to the Rendezvous, with any changes due to weather is expected.

There may be more than one Rendezvous at any one time but should not conflict with a Cruise or a Regatta. One of the objectives is to broaden our activities geographically so a Rendezvous in

Narragansett Bay at the same time as one in Casco Bay would be welcome

There are no reservations or cruise charges. The boats that show up are responsible for their own moorings, meals and activities. The Host may call for a beach party, a Pot Luck dinner or dinner on shore. If it is apparent that children will be there, the Host may call for dinghy races or kite flying. But in all the activities, Members bring their own drinks and food, order from the menu and pay their own bill, or take charge of some impromptu activity. If there is some minor joint expense, members can throw a few dollars in the pot at the time.

All boats attending should fly the burgee from the starboard spreader. Guest boats are welcome. It is an excellent way for prospective members to develop an interest in the Club.

Rendezvous hosts & preliminary locations:

Marion Dancy Cullen (Tiverton, RI)
 Aedan & Bernadette Gleason (Portsmouth, RI)
 John & Mary Kennan (Red Brook Harbor, MA)
 Fred & Anne Kern (Cotuit, MA)
 Martin & Barbie Owens (Marion, MA)
 Toni & Larry Shaw (Padanarum)
 Mark & Cynthia DeVine (Gloucester, MA)
 Merrill & Avis Feldman (Marblehead, MA)
 Elaine & Jim Freedman (Portsmouth, NH)
 Sue & David Patton (Salem, MA)
 Allen & Mary Ann McLean (Boston, MA)
 Vicki & Peter Pasquale (Boston, MA)
 Dan & Mary Power (Hingham, MA)
 Steve & Gerry Ricci (Boston, MA)
 Tom & Laraine Devins (Buck Harbor, ME)
 Chuck & Jill Mitchell (Portland, ME)
 Ann Irving, (Bidderford Pool, ME)

Commodores Corner

by Paul Goldberg

The new sailing season is about to start. Warmer weather is around the corner and we will soon start preparing our boats to again take to the water.

This Blue Water Sailing Club has started with some very exciting events. The annual Ski Weekend at Loon was a tremendous success due to the very able chairs of Sandy and Irwin Macey.

The topic of our first winter seminar was "Living Aboard" presented by Katherine and Crag Briggs. This couple has sailed more than 25,000 miles in their ketch "Sangaris" and was quite informative for those who some day wishes to follow the wind and seas. This event was attended by 74 people, one of the largest for our seminar series. The hosts for this event were Pat and Jeff Kenyon.

And speaking of Jeff Kenyon, please log on to our web site and see the changes that he has made. These changes were a direct result of our membership committee working very hard this year to accomplish the following goals.

Gain a net of 15 new members by the end of the year while also retaining our existing membership. The committee is focusing on newer boat owners and/or boat owners that are not affiliated with a yacht club. This is because our Club provides a good venue for those that are not associated with other sailing groups at a very modest cost. Also, the Committee focusing on younger new members with children so that we have a legacy of generations to keep BWSC growing for years to come.

I ask all current members to think about friends and associates who might be interested in learning more about BWSC. Submit those names and addresses to any of the membership committee members, John Kennan, Chair, Cathryn Griffith and Liz Stott.

So far this year the first two events have been very well attended and all that came had a great time. All members have received our yearly planning calendar, so chose those events you wish to attend and I hope most will try to join in the majority. Our theme for this year is to relax, enjoy and mostly have FUN.

From the Membership Committee

Our goal for this Fiscal Year and beyond is to increase the awareness of the club, build a relationship with our prospects, recruit new members (with a special emphasis on younger families), and retain our current members. Some of the things we're doing to help recruit new members and raise awareness:

- 1) Presence at the Boston Boat Show in February, where BWSC members distributed promotional information about the club from various yacht brokerage booth
- 2) Informational Session at Bunker Hill Community College was held on 3/11 for Interested prospects. .
- 3) Info Packets/Folders will be created for current members to keep on their boats this summer, so you can have information readily available for any other cruisers you meet who express an interest in joining the organization. The folders will contain: Promo Pieces, Membership Application Forms, and General club info.

You, personally, can help grow our organization, by providing names and contact info (emails, addresses and phone numbers) of friends/acquaintances who may be interested in joining the club. They may not have even expressed an interest in the club, but you may be aware that they own a boat and are looking to broaden their horizons and meet new people.

Please pass this contact info to Liz Stott (lstott@penton.com) - BWSC Membership Committee - who is maintaining a database of prospective members. We will use this database to send promo mailings, and quarterly newsletters (via email) which will help keep these prospects aware of the plethora of sailing activities and events we host throughout the year.

If you have any questions, please contact John Kennan, Membership Chair at (508)375-0025, or jkennan@adelphia.net

We are Cruisin' this Year

by George Burnell

Launching the season is the Spring Regatta in Scituate, chaired by Dan & Mary Power with Pat Dieselman. It has been a great venue for us, combining a sailing harbor, good food and fond friends with an opportunity to warm up those racing skills.

The women have a four day cruise, June 27 to 30 starting from Salem and visiting P-Town, Gloucester and one of our Boston Harbor islands. Leave him at home with the kids and the chores and flex your sailing expertise.

July 4th we have a Regatta in Boston starting at Spinnaker Island, a race to Salem, and activities there, courtesy of David & Caroline Kettner with Ron & Pauline Davy. We also have our Rendezvous in Edgartown, courtesy Barry & Gini Levenson.

The Southern Cruise assembles in Jamestown on July 16, chaired by Jose & Magnolia Venegas. Three long legs to Mystic, Port Jefferson and City Island, interspersed with adventurous laydays bring us to the East River and two play days in the Big Apple. The cruise takes off from Liberty Park for an overnight hop to Block Island. Those who choose to stay in the sound return via Milford and Fishers Island to meet

up at Block.

The Maine Cruise assembles in Southwest Harbor on Monday July 31, chaired by Mark & Susan Scheffer with Dan Gingras & Phyllis Breitman. The fleet works their way southwest via Blue Hill Bay, Hell's Half Acre, Seal Bay (Vinalhaven), Buck Harbor, Camden, Pemaquid, Sebasco and Biddeford Pool to Portsmouth. All with the Maine classics – beach BBQ, lobsters, boat building, club race, cocktails and fellowship.

The Labor Day Regatta, chaired by Brian & Sue Schanning returns to Gloucester to take advantage of Schooner Fest, on water activities and on shore action.

And NEW THIS YEAR – Pat Dieselman is chairing a Fall Cruise in Buzzards Bay & Vineyard Sound from Sept 9 to 16. One of the great sailing venues available at a time when the weather is fine but the crowds are gone. Now this promises to be a keeper.

Columbus Day is still undecided at press time.

Call the chairs/hosts of these cruise events to let them know your interest and get further details. We will see you on the water with your sailing chums from Blue Water.

Women's Cruise 2005

by Jane Durna

Standing on the dock in Scituate that Monday morning last summer, I wondered, "had I made a mistake?" I had thought that going on the Women's Cruise would be a great way to begin to feel a part of the Blue Water Sailing Club, get to know some of the women who were active and to feel more comfortable with my own sailing abilities. But a family commitment delayed my joining the others who had begun their cruise with a sailing seminar in Marblehead where the cruise actually began. And now I didn't know anyone.

The uncertainty was fleeting. Quickly I met my skipper Janet Brown, and became settled on JEM-NUS, a well-appointed Beneteau 361. We were now a crew of four and female bonding commenced. We moored near STARFIRE, Pat Dieselman's Pearson 36 and soon were off for provisions (very light, a good time to lose some weight), wine and of course ice cream.

One boat was missing. NO SÉ, a Saga 43 had been delayed in Marblehead with mechanical difficulties. But she would arrive in time for dinner in at the dock. And the skipper of that boat was the biggest and best surprise of the cruise. It was my old friend Pat Marshall. So many

years had passed since our paths had crossed. But it did not surprise me that she had married a sailor, sold her house and moved aboard.

So now with a fleet of three and crew of twelve we set off for some sailing. The winds were brisk and the weather fair on the trips to and from Provincetown. Janet was a terrific skipper. She sized up the abilities of her crew and gave everyone an opportunity to join in the sailing. We shared both the responsibilities and joys of sailing and doing so built friendships and memories.

Memories like our lobster dinner on the dock in Provincetown and biking out to Race Point. In Plymouth we enjoyed a Friday night dinner at the yacht club (to be tried by all!) and a wonderful breakfast at a local restaurant. Note, second only to sailing, the common thread we enjoyed appears to be...you guessed it, eating!

So I didn't lose any weight. I remembered back to day one on the dock in Scituate. I wanted to feel a part of BWSC, get to know some of the women who were active and feel more comfortable with my sailing skills. The cruise was a resounding success. Thanks everyone who made this possible.

An Ionian Odyssey

"Twenty Sailors Follow the Trail of Ulysses in September"

by Wally Feldman

The BWSC Greek Cruise, involving 17 members and 3 guests, embarked on September 12 in 5 boats from the Sunsail charter base at the Ionian Sea town of Vounaki for two weeks of island explorations. The cruise was organized by George and Mary Burnell and Peter and Vicki Pasquale. Participating were: members Linda Allen, George and Mary Burnell, John and Pat Dieselman, Wally and Cecily Feldman, Jim and Elaine Freedman, Mike and Pam Gardner, Ernie and Cecily Grable, Peter and Vicki Pasquale, Gerry Rosen and Barbara Widett, and guests George and Maxine Kornitzer and Elaine Sacco.

PRE-CRUISE ADVENTURES

Most of the participants trickled into Athens several days ahead of the cruise. Thursday and Friday evening, September 8 and 9, featured dinners in hotel rooftop garden restaurants with the Parthenon and Temple of Jupiter illuminated in the background. On Friday, some took a tour boat from Piraeus to a nearby island, while others toured the Acropolis and visited the Archeological museum.

Saturday the fourteen who had arrived by then, boarded a mini-bus for what proved too long a day. Things started out well enough with the three hour trip to Delphi. Roads were mountainous, as is all of Greece, and the scenery was certainly rewarding. Delphi itself yielded historic ruins, a good museum and lunch, but no evidence of the oracle's presence. At least, she didn't respond when asked for a winning lottery number.

Back on the bus after lunch, things went downhill. The roads got narrower and more mountainous, and the driver reported several road closings, which forced detours onto even narrower roads with steep drop-offs and no guardrails. Morale was not improved by the sight of roadside shrines at every sharp bend, presumably the site of previous accidents.

Finally at dusk we arrived at the town of Palairos where our lodgings for the night were reserved. However, this supposed resort, Palma Portos, was nowhere in the town, and the driver kept stopping old peasant women dressed in black and asking where it was. As darkness fell, we embarked

on a really wretched unpaved road, which stretched on for 4 kilometers with no civilization in sight. At this point we were contemplating the prospect of spending the night on the bus. Finally a cell-phone call to the resort got some results: they came up to the road in a jeep and illuminated the almost invisible entrance with its headlights. Fortunately they were awaiting us and we did get dinner, which was delicious. And we indulged in a Tom Lehrer sing-a-long afterwards, which relieved the tensions of the last hour of the ride. The accommodations themselves can most kindly be described as "like a camp", or perhaps in keeping with the location, "Spartan".

THE CRUISE BEGINS

Next morning the mini-bus took us to the charter base via Lefka Town, a picturesque village on the island of Lefkada. By mid-afternoon we were at the Vounaki base of Sunsail, where we received our chart briefings and boat briefings and met our guide, Chris Leitch, a very competent young Scotsman. We had dinner at the base, and slept aboard the boats. The last of the arrivals, the Freedmans, Linda Allen and Elaine Sacco, arrived on a late plane from Athens, and we were all finally together.

THE BOATS AND THEIR CREWS:

Dione 45.2'	Gardners, Pasquales
Gildora 40'	Feldmans, Chris Leitch
Globemaster 47.3'	Grables, Kornitzers and Rosens
Sea Senga 43'	Dieselmans, Freedmans
Tessera 41.1'	Burnells, Allen, Sacco

LEARNING THE MEDITERRANEAN MOOR

The next morning we made a 7 mile run to Nidri on Lefkada Island to provision. There we had our first encounter with the Mediterranean mooring system. Those who had been on the Turkish, French or Croatian cruises already knew this, but for the rest of us it was a new experience. Unlike our domestic system where one docks alongside or picks up a mooring, boats in the Med back in, usually between two other boats close by, and tie

stern-to a fixed dock or seawall. One goes ashore via a plank from the stern. The concept is simple enough and there is no tide to worry about, but the actual coordination of anchor and shore tie-up requires some practice. The experience is nerve-racking at first. The trick is to start lowering the anchor 2.5 boat lengths from the seawall while under good sternway, letting out scope as you move in, and cinching the anchor as the boat gets within a couple of feet of the wall. Then the stern lines are passed ashore and all is presumably well. Fortunately, Chris had us practicing on a calm morning in a quiet harbor. By the second week, we were doing this in crowded harbors in crosswinds and squalls.

SHOPPING IN A STRANGE LAND

Provisioning in Nidri showed us the first of many small groceries full of Greek items, great fresh veggies, cheeses, etc.,. All packaged goods had mostly Greek on their labels, but sometimes enough English or other language in a more familiar alphabet to help the neophytes figure out the contents. Since we had decided at the beginning to eat ashore each night, breakfast, lunch, snacks and happy hour supplies were the only things purchased. Among the better breakfast features were the lovely large croissants available at most bakeries in the various harbors.

THE GHOST OF ONASSIS: FOR SALE

Leaving Nidri, we anchored for lunch and a swim off of Skorpio, the island owned in its entirety by the late Aristotle Onassis. Both he and his daughter are buried there. We understand you can buy the island from his granddaughter for a mere 500 million or so euros. Nobody is allowed ashore, but we could see a little of the main house and lot of the luxurious looking servants quarters and the beach house he built for Jackie O.

ISLANDS AND TAVERNAS: THE DAILY ROUTINE

Typically the wind would come up in mid to late morning, so sleeping in and leisurely breakfasts were the rule. . Our trips for the day ranged from 9 to 20 miles. The tavernas all had very similar menus, some of the items were reasonably good, some so-so. Most of us agreed that the Greek-American food we get at home is better than much of what we had in Greece. One exception: The Greek salads were superb. No lettuce, just great

tomatoes, feta cheese, onions, cucumbers and green peppers. One salad easily served two people and all of the tavernas had these. Most nights we gathered on one or two of the boats for attitude adjustment hour, often featuring jokes, sing-alongs and limericks. Dinner, in the Greek fashion, didn't begin until after dark.

OBSERVATIONS ON THE ISLANDS

The scenery is stunning. All of the islands are very mountainous, with heights ranging up to 2500 to over 3000 feet. These mountains are not volcanic but resulted from tectonic activity. Earthquakes are frequent, and a devastating one in 1953 destroyed most of the buildings on Kefallonia. As temperatures drop each day, katabatic winds often rush down the steep hillsides into the harbors.

The villages looked quite similar, with tiled roofs and rows of tavernas and small stores along the waterfront. Villagers were friendly, most spoke at least some English. All of the harbors were small fishing/tourist villages, and most of the boats therein were filled with Brits on packaged charter sailing holidays. Kefallonia is the largest island. Homer mentions several of the ports. We visited three of them. From one, Ay. Euphemia, we took a layday and visited two unusual caves via taxi. One, Mellisani Cave is a subterranean sea-water lake, and the sun shines through an opening in the cave ceiling illuminating the water's many shades of blue. Guides take visitors around the lake in long rowboats. The other cave, Drograti Cave, has spectacular stalactites. Ithaki (Ithaca) is the reputed home of Ulysses. In fact, the discovery of what may be his palace was reported just after we finished the cruise. We visited 3 harbors there. Kastos and Kalamos are two smaller islands with nice towns. In Kalamos the bakery was a 400 foot climb but worth it.

SOME HARBOR DETAILS

Fiskardo on Kephallonia island: One of the more photogenic towns. Many boats circling waiting to moor. Some rather aggressive. Nice swimming off the stern. Frikes (Ithaki), a very windy harbor, with gusts coming down off the steep hills that surround the town. Here we had a pot-luck ashore, followed by dancing on the pier to Greek music from one of the boat's CD players.. Kioni (Ithaki), a very pretty small town. Assos: On the windy exposed side of Kefallonia. Normally forbidden to bareboats, our guide had permission to take us there. A 15th

century Venetian fort crowns the hillside. Great swim/lunch/beach stops: Mirtou (Kefallonia), One House Bay (Atoko), Skorpio. Water everywhere warm and clear.

WEATHER OBSERVATIONS

Weather was warm, sunny, typical Mediterranean summer until a few days before the cruise end. Then several rain squalls and thunderstorms signaled the beginning of the turn to the upcoming rainy season. By the time we returned to Athens it was distinctly cooler.



Twenty BWSC Sailors in Search of Ulysses

POST-CRUISE ACTIVITIES

Most left for home immediately. The Dieselmans and Freedmans boarded a ferry for Italy and a tour there. We and the Pasquales spent an extra day in Athens with some shopping, museum visits, and a wonderful opera performance at the amphitheater at the base of the Acropolis. The Rosens also spent an extra day in Athens.

OVERALL ASSESSMENT

Weather was good, scenery was magnificent, Chris handled things well, no major problems, good company, a sense of history, and those Greek salads.



"and after we found Ulysses"

BWSC – March Seminar

by Larry Shaw

Twenty-four Blue Water members and six guests gathered at Bunker Hill Community College on March 4th to listen to Doyle Sailmakers of Marblehead discuss "Sail Cloth, Sail Construction and Sail Trim." Chris Howes, Paul Adam and Kristen Heissenbittel from Doyle spent the morning taking us through a number of topics, including: basic sail dimensions, sail handling systems, sail cloth types/construction and a slide show of the *Mirabella V*.

We reviewed sail construction. We also reviewed downwind cruising sails, including asymmetrical power cruiser (good for reaching in light air) and utility power sail (more versatile, good for upwind or reaching).

They took us through quite a discussion of sail fabric types with samples we could see and touch. Just to name a few types – aramid, carbon/aramid, Vectran, Dacron and nylon.

Finally, we were treated to a slide show of *Mirabella V*, the world's largest composite sloop rigged super yacht. Doyle Sailmakers of Marblehead managed the sail design and construction. This was quite a feat, since the design and construction broke new ground in a number of areas. Just a few dimensions—length, 247 feet; beam, 48.5 feet; draft keel up, 13 feet; draft with the keel fully down, 33 feet; and height of the mast above the waterline is 295 feet. Total working sail area is 3,213 square meters. The mainsail weighs 1.5 tons (with the battens included, we think). The main is constructed of several sections held together by the battens.

The yacht is chartered at a cost of \$250,000/week and, lest you think you can spread that cost out over a large number of your friends, the guests are limited to twelve per cruise. Also, the cost doesn't include food, alcohol or gratuities. We can only dream.

A November Day

“Circumambulate the city of a dreamy Sabbath afternoon. Go from Corlears Hook to Coenties Slip, and from thence, by Whitehall northward. What do you see? – Posted like silent sentinels all around the town, stand thousands upon thousands of mortal men fixed in ocean reveries.”

From Moby Dick by Herman Melville

This year the **Blue Water Sailing Club Annual Meeting and Dinner** will be hosted by the New Bedford Whaling Museum on Sunday November 5th presenting an opportunity to explore an historic piece of the rich maritime history of New England and cap the day with dinner and friends. Please join us and make a day of it. Once the worlds leading center of commerce built around the whaling industry, New Bedford today offers you a look into the minds and hearts of those thousands of men of whom Melville speaks.

The New Bedford Whaling National Historical Park is a living park located in the heart of the city's Historical District which still serves the needs of those who make their living from the sea. Created in 1996, the park includes 34 acres spread over 13 city blocks and in addition to our venue for the BWSC Annual Dinner Meeting you will find the Seamen's Bethel, the New Bedford Art Museum, and the Rotch-Jones-Duff House & Garden Museum. The schooner Ernestina shares the waterfront with New Bedford's present day commercial fishing fleet. Venture out to Clarks Point to find Fort Tabor Park and a peek at local Civil War history

with bike and walking paths and sweeping views of Buzzards Bay.

The New Bedford Whaling Museum offers expansive collections of paintings, glassware, cultural artifacts, photography and scrimshaw.

The Lagoda Room Gallery houses a half scale model of the Bark *Lagoda* owned by Jonathan Bourne. She survived a storied whaling career that spanned decades from 1841 to 1886. This gallery offers a spectacular site for our cocktail reception followed by the annual meeting and a gourmet dinner in the Jacobs Family Gallery. The evening begins and ends early making it easier for those of us having a distance to travel.

For more information and to help you plan your day, visit the Museum web site at www.whalingmuseum.org or the National Park Service web site at www.nps.gov. We certainly hope you mark this date on your calendar and look forward to seeing you in New Bedford this fall.

CO-CHAIRS:

Bill Knuff & Kris Geils

Blake & Dorothy Cady

*“...he alone resides and riots on the sea;
he alone, in Bible language goes down to it in ships;*

*to and fro ploughing it as his own special plantation .
There is his home; there lies his businesss. He lives on the sea....”*

From Moby Dick by Herman Melville

