



Cocktail party aboard "Big Bird".

Blue Water Log

FALL 1990

Birth of a BWSC "Event": Columbus Day Cruise to Edgartown

For many years, Norm and Jean Doelling have sailed to Edgartown on the Columbus Day weekend. Norm reasoned that that time of year is most beautiful in Edgartown and is probably one of the few times when it is uncrowded and one can pick up a mooring without charge! He offered to coordinate a BWSC group to accompany him this year, and suddenly, a new event is born! This, in fact, is how the successful Labor Day sail to Provincetown and Plymouth began.

Ten BWSC boats signed up for the weekend sail to Martha's Vineyard. Saturday saw a day with brisk winds that rose to 25k at times. In the early morning when *Pryde* left Marion Harbor flying a new mylar jib, the wind was calm but this did not last long and *Pryde* had a fast sail change! For most of the fleet, coming across Buzzards Bay, the heavy southwest winds meant a starboard tack beat and an exhilarating sail. After the Woods Hole passage, the course was now 140 and a close reach in relatively flat seas making for a record time trip across Vineyard Sound for the fleet. The skippers were in radio contact comparing wind velocity and direction and boat speed. *Carina* saw a boat speed of 9 knots at times, a new record! This was one of the best sails of the season!

After the fleet had all arrived in Edgartown Harbor, Anna and Louie Sebok hosted a cocktail party for nearly 30 people in the spacious cockpit of *Big Bird*. This Saturday evening party provided the opportunity for the camaraderie and friendship that is evidenced at BWSC events. On Sunday morning, at roll call, the suggestion was made to spend time ashore. Many of the group rented bicycles and toured the Vineyard, some riding over 20 miles in the sunshine and breezes that continued all day. A cocktail party scheduled for the beach that evening was relocated to *Eerie Winds* when the prevailing winds seemed too strong for dry dinghy trips to an exposed beach.

There was talk of a race back across Vineyard Sound on Monday but light air and the forecast of rain led to a spontaneous change in plans. The Monday sail turned out to be a good one, in variable fog, drizzle but with wind enough to sail. A sunny departure, through fog blanketed Woods Hole and then light air in Buzzards Bay finished off the long weekend. Altogether, the Columbus Day weekend of 1990 may be remembered as one of the best sails of the season!

BWSC has many such "mini events" in addition to our cruises to Maine and to southern waters. These events are casual and spontaneous and a great deal of fun and usually don't need a lot of advance planning. Make a note of these scheduled events and join the fleet next year.

1990 Maine Cruise July 15 to August 1, 1990

The 1990 cruise to Maine was blessed with nearly perfect weather and an exciting and educational format planned by cruise chairman, Dick Freeman. The Cruise was planned to begin, in Maine, on Sunday, to allow participants to bring their boats up to the Maine cruising area. Twelve boats rendezvoused at Falmouth Foreside for a kick-off dinner at the *Galley Restaurant*. The following morning, in ideal July weather, the fleet sailed to "The Basin", isolated and peaceful. Favorable tides and weather followed the fleet to Moffat Cove where Bob and Eugenia Shepard hosted a cocktail party. *Anemone* radioed from Seguin at sunset wondering how to find the cove in the dark. Not to worry! Bob Shepard went out to the Sheepscott River at 2200 to guide the LaVoies through Townsend Gut into Moffat Cove. After a lay-day, delightful weather followed us to Greenland Cove.

A sudden squall added excitement to the stop at Maplejuice Cove but the next day broke sunny, setting some sort of a Maine record for continuous perfect weather. As the sun was crossing the yardarm in Crockett Cove on Vinelhaven, *Anemone's* crew dinghied through the fleet ladling out bowls of steamed mussels which they had picked up in Port Clyde and had cooked in a gourmet wine and herb broth.

On the tenth continuous good day, the fleet sailed off for the Deer Isle Thoroughfare and Stonington where Larry Greenlaw, in *Cygne Noire*, a former BWSC member now retired there, escorted us in. Finally luck ran out and rain and heavy fog came cancelling the Greenlaw Special Auxiliary Race which had been planned. *Silkie* with Jerry and Judy Marcus and Don and Helene Ellis idled in from Camp Island to join *Last Resort* maneuvering back from Mackerel Cove, all to join the evening festivities which included a seafood banquet and Club cocktail party, orchestrated by Larry and Fran Greenlaw and held in the Greenlaw "Musitorium", a banquet hall full of nautical memorabilia.

The next morning fog was still around and Captain-of-the-Day Joe Goldman wondered "what about a lobster banquet tonight?" With our Greenlaw connections, we arranged the use of the hall again, and created our own "BYO everything but lobster party" for this

unscheduled lay day. Wednesday saw another foggy day and the fleet moved cautiously and in single file to Bucks Harbor where we met Bill Sheehan on *Kerry Dancer* enroute back from the St. John River cruise.

Due to the unscheduled lay day in Stonington, we had to forego the Port Clyde rendezvous and the visit to Fort Knox on the Penobscot River. However, after reaching Holbrook Island, *Walkabout* collected crew from other boats and made a dash to see the Fort from the outside, returning just before dusk. Bright sun greeted us the next day as the cruise meandered three miles to Castine and Ken Eaton's boatyard. All hands hiked up to the Maritime Academy for a "hands-on" Safety Seminar.

During the seminar, everyone had the opportunity to extinguish fires with dry chemical extinguishers considerably larger than those most of us have aboard. We learned that we can put out a fire and that the current approved fire protection equipment is woefully inadequate for any fire larger than a stove fire. Many of us will replace our small dry chemical types with larger Halon types as well as install smoke detectors in our boats. The flare demonstration showed how much difficulty we had in figuring out how to get them ignited as well as the visible improvements of the 15000 c. Solas flares. More food for thought!

After the flares we donned bathing suits in the Academy pool to practice donning, using and removing life preservers in the water. After donning survivor suits and learning how to maneuver while wearing them, we witnessed the launch and inflation of an 8-man raft, learned how to climb into it and right an overturned one. Following hot showers and another club cocktail party, we hiked back to the Academy Faculty Club for a clam bake, the end of a full and very fulfilling day.

Next morning some of the fleet departed the cruise and the remaining boats continued to Pulpit Harbor where we looked in vain for the returning St. John River boats. The Commodore's Party was held on August 1st at Boothbay Harbor YC, presided at by past Commodore Joe Goldman in Peter's absence. Then blue skies and a good northwest breeze sped the group back towards Massachusetts Bay.

Cruise participants: *Ananda, Escales, Gamboler, Last Resort, Nakoni, Right Choice, Seaquest, Seraph, Taua, Walkabout*, and two guest boats, *Anemone* and *Windsong*.

Cruise Chairman, Dick Freeman

Commodore and
Nancy Van Roekens
ready to try survivor suits.



(L-R) Joe Goldman and Bart Paulding with ignited flares (5,000 CP).
Ed Craig — Instructor — Harriette Goldman with troubled flares.
Ron Spinek with successful 15,000 CP Solas flare.

Scituate Harbor to St. John, New Brunswick Cruising Race

In 1976, BWSC member David Kingery conceived of an offshore cruising race to St. John, New Brunswick. Seen as an opportunity to "test the waters" for such an overnight race and to provide the opportunity for offshore experience in preparation for a cruising race to Bermuda, the St. John race was an innovation at that time for the Blue Water Sailing Club. Its success was evident and led to the now biennial Marion to Bermuda race that was initiated the following year. After the start of the biennial cruising race to Bermuda, the race to New Brunswick was not continued until many years had passed. However, in 1988, BWSC Past Commodore Duane Marshall was instrumental in reviving the race in a slightly altered format with a successful race to Campobello Island. And, this summer, in 1990, another group went again to St. John.

Conceived again as the opportunity for manageable offshore experience and as a way to get a fleet up to that area of fantastic cruising, too far away for most of us to reach without an offshore passage, the St. John race interested a wide range of sailors. From those who have done many offshore races, to those who had done this race before, to those for whom this was the first time on an overnight race (not to mention possibly three overnights), this experience was a positive one and an opportunity to add to cruising experience. For those who have never made such a trip, the crew of *Carina* can only say, "try it! We did and we loved it!"

St. John Cruise Chairman, Jerry Margolin assembled an enthusiastic group of 9 boats that set sail to St. John from Scituate Harbor on a beautiful Sunday noon, July 15th, 1990. Five additional boats, not participating in the race but only in the cruise, departed their home ports and met with the fleet at St. John. Two trawlers left Scituate with the fleet and cruised the river with the group. Bill Barron in his C&C 41 *Arigato*, blasted through the starting line, popped his spinnaker and disappeared from sight finishing first in the racing class in less than 43 hours! Cruising Class winner Jules Siegel in *Carina* arrived at the finish line in 52 hours and by Tuesday evening, all of the fleet had reached St. John.

After traversing the Reversing Falls at the first bend in the St. John River, we gathered at the Royal Kennebecasis Yacht Club for a grand lobster dinner (two lobsters per person!) and an opportunity to share war stories of the passage. Andy and Jean Syska were not at the party as *Running Free* had had an unfortunate collision in the fog with a 103' power boat off Matinicus Rock buoy and had gone into Southwest Harbor where their boat was hauled at the Hinckley boat yard for repairs. Mechanical problems had caused the late departure of one boat and the need to return for repairs of another but most of the fleet made the RKYC rendezvous and spent the next week with glorious sailing in the St. John River.

After the Reversing Falls, an awe inspiring phenomenon to behold when the tide was running, the river was tranquil and fresh with warm water and pastoral scenes of picturesque farms, grazing cattle, and teeming with wildlife. Amazingly, each day was better than the last. The sun was shining, the winds were blowing, up to 20 knots at times, and the weather was excellent. For many of the boats, this was the first time in this part of the world and for others, a chance to revisit favorite anchorages or to see the harbors there wasn't time to see the last time around.

In many anchorages, the BWSC mini fleet were the only boats to be seen. In others there were other American cruising yachts and friendly Canadian boats eager to share their beautiful countryside with us. Jerry had planned a variety of spots to visit, all of which included hours of beautiful sailing in narrow rivers, wider bays and large lakes. By sailing, I do mean sailing! There was wind enough and water enough to travel nearly all of the time by wind power alone, a welcome treat.

A final banquet was held in the Steamboat Inn at Gagetown, New Brunswick before the turnaround to return back down the river to the Reversing Falls and the trip west along the New Brunswick and Maine coasts to Massachusetts. On the trip back, some boats spent time in Passamaquoddy Bay and lovely St. Andrew, before passing leisurely through Penobscot Bay and Casco Bay, the best of all worlds. Other boats were able to join the Maine Cruise briefly.

Does this all sound like an ideal vacation? It was for those who were there. This cruise race *will* happen again. Plan to join us the next time.



Lobster Banquet at Royal Kennebecasis Yacht Club.

A Blue Water Raft-Up in March?

Yes, the next best thing to a Blue Water Sailing Club summer raft-up is a winter one... sharing condominiums with your sailing friends at Loon Mountain in Lincoln, New Hampshire. Bruce and Ellen Bates and Paul and Wendy Keller, event chairmen were pleased with the enthusiastic turn out.

Friday evening began with skiers arriving at Nordic Inn from all over New England. Several members and guests came from as far as New York! That night a progressive cocktail party and pot-luck supper took place as we sought out familiar faces from the previous summer's cruises. Teenagers and youngsters were only steps away from "downtown" and could enjoy pizza, movies and visiting back and forth between condos.

Saturday in the mountains offered a variety of activities. Downhill skiers plunged into the sparkling snow at Loon Mountain while the cross country folk followed a winding river bed though the White Mountain National Forest. A contingent of shoppers even braved the Kancamagus Highway for a shopping spree in North Conway.

A fabulous party highlighted the weekend. Fifty BWSC sailors/skiers and their friends were guests of Pat and Earle Michaud at "Ski-Nest" on the Mountain at Loon. Pat had arranged a superb Italian dinner with all the trimmings. Entertainment consisted of sing-along for the adults and Nintendo games for the kids. We will not soon forget the warm hospitality of the Michauds!

A blustery Sunday capped off the weekend with more skiing and relaxing. Reluctantly we headed south and in a few weeks our thoughts would turn to boats instead of skis. Hope to see you next year!

Winter sail in Tortola

Correspondence over the past Spring from BWSC member Russ Kingman

A thirty year dream was realized last winter when Wendy, Andy and I chartered a boat out of Roadtown, Tortola and sailed the British Virgin Islands to celebrate our 10th anniversary. It was challenging but not difficult, and beautiful beyond the imagination. It felt as if we had been transplanted to another planet. I would recommend this to any and all who have the inclination. It helps if you deal with a major company, such as the Moorings.

Following are what, hopefully, are helpful hints: Make reservations early, preferably before June for next winter. Even in September, airline reservations were almost non-existent to the Caribbean in February. Travel light, except for sun-block 15. You will live in your bathing suit, and the sun is relentless.

Expect wind, lots of it. We took a double reef the first day and never took it out. The only question was whether the working jib would be unrolled all the way (on two days it wasn't). Yet the sailing was easy. Unlike Buzzards Bay or Cape Cod Bay, the waves are far apart, and we virtually didn't even take spray over the bow, notwithstanding 20 to 35 knot winds all week. Bring your old sailing gloves; they help with sheets and anchors. Bring old sneakers to wear. Spiny sea urchins and snorkeling around rocks can do a disservice to your feet. Do plan to snorkel frequently. The water has clarity, sunlight, and brilliance like nothing you have ever seen, and the marine life is almost overwhelming in its beauty.

The distance from the west end of Tortola to the east end of Virgin Gorda is about the equivalent of Marion to Cuttyhunk. Navigation is easy, there is never fog and you will be able to see your landfall. Have the charter company provision the boat. A few people tried last minute shopping and regretted it.

Whatever the rest of the Caribbean is known for, the British Virgins are civil, beautiful to sail, and indescribably delicious. While the dream was realized, it was not fulfilled. We are making plans!

BWSC Spring Regatta 1990

While the number of boats was down, everyone who participated had a great time. Due to heavy fog on Sunday, the Pursuit Race was cancelled. For the first time this year, results were computed on the basis of elapsed time rather than on distance. Race Committee Chairman, Ray Gaffey felt that where there was such a disparity in ratings, this system would be fairer to the slower boats.

The race Saturday morning was postponed about 15 minutes waiting for some wind. A light southeasterly finally set in so a rather short course of just under 4 miles was set. Even at that, it took the first boats over one hour to finish but they managed to carry wind all over the course. However, everyone finished shortly after noon so they could go back into Scituate Harbor for lunch. A few hardy souls stayed out in spite of the fog coming back in and waited for the afternoon race.

The PM races started on time with a better breeze and the fog bank holding off. This race was about two miles longer than the morning one. By the time they had hoisted the anchor on the committee boat after starting Division 3, the fog was rolling back in with 1/4 mile visibility. All the boats found the marks and the committee boat was able to follow them around the course. One of the most unusual sights was to see the upper third of *Silkie's* mast over the fog bank as she proceeded to the second mark.

Between the second and third marks the wind died and it became apparent that the committee would have to shorten the course. They anchored by the fourth mark and prepared for the long wait. When the two cannons were fired signifying "shorten course" it frightened the day-lights out of a couple of people fishing in a small outboard nearby . . . did they move in a hurry!

Of course, just after the committee shortened the course, the wind came in quite strongly from the south so everyone finished at about hull speed. As they had been grouped together by the light air, it did make for some interesting finishes for the committee boat trying to take down the times.

Jack Westerbeke on *Isolde* seems to have regained his touch getting two firsts in Division 4. John Dieselman's *Pegasus* was the most consistent in Division 3 with a 1st and a 3rd; this in spite of an accumulated handicap penalty from prior years of 30 seconds per mile! Charlie Krahmer in his new *Reality*, and Clark Wrye in the *Freedom 36 Romance*, were consistent in Division 4, swapping 2nds and 3rds.

In Division 2, Carl Kramer's *Omega Express* won handily by over one minute in the morning while only 20 seconds separated the second place finisher, Russ Goldsmith's *Hoolimar* from Earle Michaud's *Sea Nest* in the afternoon. *Hoolimar*, incidentally, looked wonderful in spite of extensive European cruises.

The "most fun" award should probably go to Terry Cullen's *Kahala* who turned up the stereo for our benefit and danced on the deck as they crossed the finish line . . . unfortunately last!

BWSC thanks to the great Race Committee, Ray and Jean Gaffey, their son-in-law John Sawyer and Peter MacDonald and his friend Richard who had given up sailing his own boat in the races to help out.

Welcome Aboard

Welcome aboard to new BWSC members and their families. When you see them afloat or at Club events, make yourselves known and make them feel at home.

Barry and Margo Steinberg,
"Dragonfly", Express 37,
Boston

Julia, age 8; Benjamin, age 5

Arthur and JoAnn McMahon
"Family Affair", Tartan 41,
Manchester

Peter and Janet Blampied
"Beze", Hingham

Herbert and Ruth Weiss
"Windpower",

Bradley and Kathleen Energren
"Liberty",

William and Susan Hogan
"Shanty", Portsmouth, RI
Elizabeth, age 5; Kimberly, age 3;
Kelly, age 1