

## Spring Meeting Honors Ray Gaffey

Bill and Rosalie Hammer chaired the BWSC Annual Spring Dinner that was held on Saturday, May 2nd at Stouffer's Bedford Glen. This event, always well attended and successful, was even more so as it honored Club member Ray Gaffey. Eleven former BWSC past and present Commodores joined in the tribute to another former Commodore.

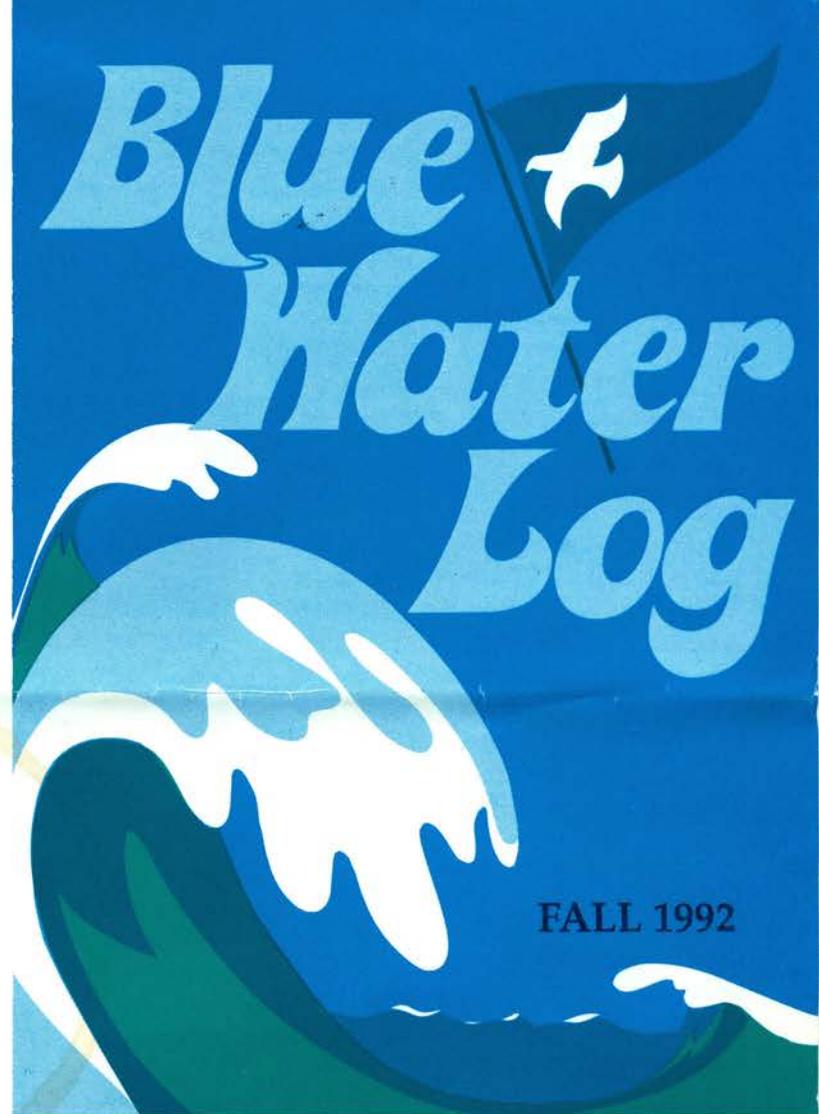
Ray, a founding member of BWSC, left the Board of Governors in the fall of 1991 after 32 continuous years of participation and service to the club. He was presented on this occasion, with a brass ship's clock on an engraved base as a "thank you" for his many years of participation. Proud members of Ray's family were present to share this evening with him. Ray has had a visible presence in Blue Water and hopefully will continue this visibility. He was seen in recent years on many starting lines in his capacity as Race Committee Chairman.

In the true tradition of the Blue Water Sailing Club, Ray Gaffey has been involved in the workings of the club and has given much to the members during his years of membership. It is a mark of this club that the success of its programs and events and the continuation of the BWSC spirit is due to the participation to members like Ray Gaffey and to countless others like him. His boat is aptly named!

Likewise, in the tradition of this event, following dinner, Around-the-World-Sailor, Cabot Lyman, regaled those present with tales of his adventures during an extensive offshore cruising voyage that he had made with his wife and two small children. His lively talk was accompanied by slides taken in all parts of the world, as he circumnavigated the globe.

Cabot Lyman and his wife, after completing college and having begun their family, determined to realize an ambition they shared to set off around the world in a cruising sailboat. Then followed a once-in-a-lifetime adventure as they set sail with their two young children for a year of ocean sailing that took them across many oceans and continents. This saga is an example of the outcome when two bold and adventurous spirits merge in marriage and each reinforces the other's dreams. It was hard to distinguish which of the Lymans was the driving force for this 'round-the-world adventure. In all probability, not even they know!

*Continued on next page*



*"Spring meeting honoree, Ray Gaffey, shows his new timepiece"*

It is just such programs that inspire BWSC sailors to accomplish equally adventurous voyages. A number of our members have made transatlantic passages as well as passages close to the Arctic Circle and the future will surely hold even greater adventures for some. Others enjoy the adventures comfortably seated at the Annual Spring Dinner!

*Our thanks to event Chairmen: Bill and Rosalie Hammer, "Hammerlot"*



*"Ray and Jean Gaffey (center) with their proud family members"*

## Southern Cruise July 11-25

*Cruise Chairmen: Joan and Peter Lesser, "Encore"*

*The weather god was beaming down on this year's southern cruise. Beautiful weather prevailed and it never rained until after the events of the day were over and all hands were snug aboard their boats!*

These words were the hallmark of a very successful cruise full of camaraderie, friendships and overall great times.

The cruise officially began at a barbecue at the Beverly Yacht Club in Marion, a facility that welcomed BWSC cruise members warmly. The following day saw a short race to Hadley Harbor. After much moving and consolidation of rafts and moorings in Hadley, the group found itself together "inside" having begun the bonding process during the intricate rafting and moving. A pot luck meal, organized by food category was a perfect ice breaker and another chance to meet new people and beautiful Hadley Harbor was the ideal spot to do it.

The following day saw a very brisk sail with 25-30 knot winds, a true roller coaster ride to Nantucket. Everyone managed to get secured on a mooring to ride out the windy night. The following day some chose to

anchor out in true Blue Water independent spirit but all converged on the beach for the first beach party. Jay and Lee Mondale had the distinction of rowing the longest distance to reach the beach, Bob Cicchetti ("Defiance") volunteered his whaler to ferry the food, the Sidmores brought marshmallows for s'mores and a great time was had by all. Irwin Macey entertained the group by going to the bottom with his dinghy outboard in hand and remaining there until finally rescued by Tony Jackson!

On to charming Oak Bluffs and a walk through the campground with the group clustered again on rafts in the harbor. The Allen House in Cuttyhunk hosted a gala party the following night. Contrary to popular belief, the group was able to reserve moorings at Cuttyhunk and every one of the boats was accommodated. Cocktails served on the Allen House lawn, the Commodore's Party, a spectacular sunset over Vinyard Sound and a gourmet dinner topped off a perfect day. Allen House staff remarked that this was the liveliest and most fun group they had ever had!

A cruise to southern waters would not be complete without a visit to

remote and beautiful Block Island, the setting for bikes and hikes and hills. A rendezvous at Ballards with accommodations for lunching and swimming and another beach party that evening by popular request. Wendy Keller organized games and a wet Phil Sidmore won the water balloon toss. The lay day featured a clambake and more swimming and beaching.

The cruise broke up in Newport after good winds and a brisk sail there. Race Chairman David Yanofsky, anxious to get there for lunch, motored all the way and got an honorary "Motor Boating" award from the group. This was the last of the raft ups, the last of the on board parties and the final day of good times and reminiscing.

Fine weather prevailed with good winds although often light or on the nose. Eighteen boats participated in the 1992 southern cruise. Three boats had children aboard and this resulted in some of the frolicking activities seen in years gone by! It has been said that 1992 may have been the year without a summer.. but one would never know it by following the itinerary of the southern cruise!



"Pryde" skippered by Vice Commodore Harvey Goldfarb heading for the start of the Scituate to Campobello race."

## Campobello Race/Cruise 1992

*Cruise Chairmen: Dan and Elaine Kostishack, "Winterhawk"*

This year, for the fourth time in its history, the Club organized an offshore passage to New Brunswick. Initially conceived as an off-year alternative to the biannual Marion-Bermuda Cruising Race, in past years it has become an exciting opportunity to make a less demanding, multi-overnight cruising boat race. In addition to the chance to go offshore overnight in the company of other boats, it allows us to begin a cruise in the remote and beautiful cruising grounds farther "Down East".

The fleet sailed from their home ports to Scituate Harbor on Saturday, July 18th for a kick-off beer and chowder party that was coordinated by Bob and Cindy Gould. Following the Captain's meeting and breakfast the following morning, eleven boats converged at the line for the start of the race. It was an exciting sight at the gun as the fleet crossed the starting line on a reach toward Campobello. The Goulds on "Free Spirit" with sails full, remained at the line long after the rest of the fleet had crossed,

firmly attached to a Scituate lobster pot!

After an exhilarating first afternoon and evening complete with squalls, the promised winds died and many boats began to use their engine allowances. The light or non-existent air continued and only three boats finished the race under sail with the rest of the group electing to power to St. Andrews.

Three additional boats joined the group at St. Andrews where we commandeered the entire L'Europe restaurant for cocktails and dinner. The fleet spent four days in beautiful Passamaquoddy Bay which met the requirements of variety, tranquility and excitement. One breathtaking highlight was the traversing of Cobscook reversing falls in high powered dinghies provided by the Goulds and the Hardys. The de riguer visit to the Roosevelt "cottage" on Campobello on a beautiful sunlit day, with the fleet anchored off the beach for lunch made it all seem perfect.

The passage to remote and starkly beautiful Grand Manan in brisk one-reef winds took us past spouting whales off East Quoddy Head Light at Head Harbor. In Grand Manan it was a considerable challenge to raft the fourteen assembled boats while accommodating the needs of the island fishermen. Jean Syska and Donna Higgons had done a superb job of gathering island information and arranging for an incomparable tour of the entire island with tourmaster Don Baldwin complete with lunch stop and grocery detour.

Don became an honorary member of the group for the two days we were there regaling us with home-spun family tales of shipwrecks and rescues and unique gastronomic delights such as dulce chewed raw and salted smoked herring with molasses. Fortunately, the barbecue supper catered by Don and his wife and mother at wildly beautiful Anchorage Park did not include these tidbits!

Harvey and Lily Goldfarb ("Pryde") had researched Cutler Harbor and the townspeople were waiting for us as we reluctantly began the trek back west. The time spent in Roque Island was arguably worth the whole trip. The white sand crescent beach, unspoiled and beautiful island and wealth of scenery and wildlife are legend. This spot is a "must see" for one and all.

As we departed Roque and headed back to Northeast Harbor, we passed the Maine Cruise as they sailed east to spend time visiting that beautiful spot. It was exciting for the 14 Campobello boats to sail parallel to the arriving Maine cruise, to wave and wish them fair weather and the good times we had shared.

The final destination was Northeast Harbor with a farewell dinner on shore. Many of the boats planned to rendezvous with the returning Maine Cruise and extend their vacations. Some returned home offshore, others left their boats in Maine to return later for a leisurely return south and still others began the hopping back that frequently ends a trip "down east".

Summer of 1992 was not a hot one and the Maine coast is frequently shrouded in fog but the muses looked favorably on this cruise. In two weeks, the Campobello fleet saw only one day of rain and two partial days of fog. What could be better than that!

### Save the Date

*Blue Water Sailing Club  
33rd Annual Meeting  
and Dinner Dance*

Friday, November 13, 1992  
18:00 hours  
Boston Marriott Hotel, Newton

Dance to the music of  
the Lisa Marcus Trio

Event Chairmen:  
Mike and Pam Gardner

Watch for your invitation  
and RSVP promptly.



*"Grocery stop on Grand Manan"*

## Labor Day Rendezvous, "Southern Edition"

*...reflections from Cruise Chairmen Sandy and Irwin Macey*

September 5th, 6th and 7th saw the annual gathering of the BWSC fleet to celebrate summer's end and welcome the fall sailing season. This event has become a "tradition" in the past 10 years, and is one that we all anticipate as soon as the summer cruises are over.

Friends both old and new, gathering at moorings and rafted boats, impromptu dinner together for Friday's early arrivals. . . camaraderie, conversations and good food on shore were hallmarks of this most successful long weekend.

Saturday saw the arrivals from various homeports, the sights and sounds of exciting, unconventional Provincetown culminating with 75 sailors enjoying dinner overlooking a harbor picturesque with lights.

Sunday morning — sunlight, calm seas and light winds saw the start of the downwind race across Cape Cod Bay to Plymouth. A most beautiful sight from the "committee boat"

(Sejour with Judi and Jerry Marcus and the Maceys aboard) of 16 Blue Water racers heading for Plymouth, crossing the starting line, all against the backdrop of the sandy shore of Provincetown. Others elected to cruise to our destination to arrive at the marina in time for socializing. Our superb race chairman of the event in command of it all!

Blue Water hospitality on the dock at Plymouth, a Texas-style barbecue in the evening for all. Our vessels at adjacent slips to make socializing even easier. Brewers Plymouth Marine provided the degree of welcoming hospitality we had seen for many years with Bill Montalto and Plymouth Marine.

Monday morning Brunch preceded the departures in fog and drizzle which gave way to better weather mid-day.. and home to reflect on a most enjoyable weekend. That's the way it was - Labor Day Weekend, 1992.

With fond memories and thanks to all,

*Sandy and Irwin , "Sejour"*

## Labor Day 1992, "Northern Edition"

*Cruise Chairmen: Bruce and Ellen Bates*

For the second year, BWSC has recognized the need for an event to accommodate those boaters who are north of Boston and to schedule a rendezvous that is accessible to them. The Northern Labor Day cruise this year was well attended with eight boats participating. Good weather prevailed and judging from favorable comments from the attendees, this should become an annual BWSC event.

Thirty-five members and guests participated. Part of the fleet converged at the Isles of Shoals on Friday night and they joined the rest of the fleet on Saturday in Ipswich Bay. A beach party and barbecue were held on Plum Island. This visit to Plum Island was first made in 1991 and the trip to this wild and unspoiled nature sanctuary was an unequalled success.

Following a buffet breakfast at the Ipswich Bay Yacht Club, the group spent a relaxed day of beachcombing, sightseeing and clamming. A cocktail party was held Sunday aboard Peter Jensen's beautifully restored Hood 60, "Blue Heaven". Many members brought hors d'oeuvres and Tony Jackson supplied everyone with freshly dug steamed clams from Ipswich Bay.

We are indeed indebted to the Ipswich Bay Yacht Club for its excellent hospitality, to Peter and Jane Jensen for hosting a great cocktail party, Tony Jackson for those steamers and to Harpoon Brewers of Boston for supplying the beer and ale.



*"The Captains and the Prince aboard the Soren Larsen"*

## Independence Day Cruise July 3-5, 1992

Bill and Debby Duggan and their distinctive green Southern Cross 31, were the coordinators of this year's Fourth of July event. Six boats converged in the inner harbor at Cuttyhunk on Friday evening. Enough boaters made the trip early in the day to secure moorings inside and well they did! That evening and the following day saw the passage of a cold front through the area that brought heavy rain and lively winds that challenged the fleet in the harbor.

With great creativity, the Duggans hosted a Mexican cocktail party on Friday complete with decorations and 16 BWSC members all moved aboard "Mooncusser" for a delicious, gregarious and hilarious cocktail party! The gunwales nearly under water, "Mooncusser" was the liveliest place in town!

A delicious meal on Friday night at the Allen House with the sound of fireworks banging in the night that

could only be heard and not seen as we were all at dinner. Later the sky was too overcast to see other pyrotechnics. The following day, the planned sail to Vinyard Haven was scrapped due to the heavy winds and prediction of even worse weather. This left the fleet with plenty of time to socialize aboard the rafted boats and enjoy Cuttyhunk for another day.

Saturday night everyone gathered aboard "Big Bird" for a pot luck supper and social hour(s). Sunday brought clearing weather and the fleet set sail for home ports.

In spite of the uncooperative weather which turned out to be somewhat of an omen for the summer of 1992, the weekend was an unqualified success in terms of enjoyment and the real spirit of sharing and friendship that marks the Blue Water Sailing Club. Our thanks again to Bill and Debby!

## The Captains and the Prince

Blue Water Board of Governors member, Elaine Sacco, a licensed captain, and a chief liaison officer for Sail Boston 1992, is introduced to His Royal Highness, Prince Philip, Duke of Edinburgh, by Captain and Owner Anthony J. Davies aboard his tall ship the "Soren Larsen".

Elaine headed the liaison team coordinating hospitality for the ship as a member of the BWSC "Sail Boston 1992" committee chaired by Joe Ribaldo ("Impulse"). Joe's firm was the official sponsor of the "Soren Larsen" but a number of Blue Water members shared in the responsibility for the event. Jerry Margolin, Gerry Marcus, Terry Cullen, Ralph Alter and John Dieselman, along with Joe and Elaine, were busy with the pre-event planning as well as during the week-long event.

The "Soren Larsen" a 140' vessel from Great Britain, built in 1949, was restored in 1980 to resemble a 19th century brigantine. Since her transformation, she was featured in a number of films including "The French Lieutenant's Woman. She is a Class B Tall Ship, one of the over 175 participants in Sail Boston 1992. The entire week was a spectacular and exciting collection of many of the last tall ships still sailing the seas.

## Reflections from a Newfoundland Cruise

by Wally Feldman, "Bright Star"

In the summer of 1990, Wally and Cecily Feldman on their ketch "Bright Star" along with "Ariel", Bob Davidoff and Davida Carvin, "Beautiful Dreamer", (Dick Siegel, Bill O'Brien, Dick and Bob Currier and Irv Itzkin), and "Hoolimar", (Russ and Elaine Goldsmith), spent much of the summer cruising in Canada as far as Newfoundland. The Feldmans wintered their boat in Baddeck, Nova Scotia, at summer's end, in preparation for further cruising in that remote part of North America. Following are some reflections from that cruise that perhaps, will tempt some of us into making such an adventure a part of our cruising plans.

The Newfoundland scenery is truly spectacular and unduplicated anywhere to our knowledge in the Northeast part of the Western Hemisphere. Cruise participant, Russ Goldsmith ("Hoolimar"), who has cruised Norway, likens it to the scenery there.

"The climate is considerably cooler with sea temperatures typically in

the low 50's. These northern latitudes gives us very long days. Insects abound close to shore. We were told to bring fisherman's net hats and they proved useful. There was far less fog than we expected. Perhaps being one of the driest summers on record helped. We've cruised in Maine in far worse!

"Self-sufficiency is mandatory. All needed spares had better be aboard, and there had better be someone along who can fix things. No yacht yards exist here, and very few commercial repair facilities. Mostly the fishermen fix their own gear. Haulout is possible in a couple of places at each end of the 120 mile section we ran, but nothing at all in the middle. In fact, there's nobody around at all.

"Anchorage is often difficult. The depths are great and the shores bold, making the finding of anchoring depths frequently a problem. Bottoms seemed to demand Plow or Danforth anchors although a Bruce also worked well. Fortress anchors were tried with little success. These are large danforth-type anchors which are made of magnesium, and

are thus very light. Repeated attempts confirmed their inability to set and hold in the conditions we encountered.

"The "Cruising Guide" really is necessary! However, because so few people visit these waters compared to the veritable hordes cruising Nova Scotia, it is updated far less frequently than the Nova Scotia guide. Much of the material seemed outdated.

"Next time we cruise the south coast, we'll start out west and go east to keep the prevailing winds in our favor. Most of the time the wind was westerly. The trade-off is a longer westbound passage across the Cabot Straights. (i.e, 80 miles from Port-aux-Basques vs. 160-180 miles from St. Pierre.) But at least one can wait and choose the weather for this, and at the south end of the Cabot Straights the wind is more likely to hold in the south-west for a decent reach across.

"Would we plan to do it again? Absolutely!"

### Welcome Aboard

Blue Water continues to have a dynamic growth in membership with new families joining every year. We especially greet those new families with children. Their membership and participation perpetuates the BWSC spirit.

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

Paul and Merideth Allen

"Iditarod", Niagara 35

Peter and Marion Bishop,

"Sunrise", Pearson 10M

Ronald and Joan Bolivar

"Nautilus", Moody 40

Irwin and Ruth Cohen

"Tranquille", Sabre 38

Thomas and Laraine Devins

"Tranquility", Endeavor 33

Paul and Mary Beth Goldberg

"Levanter", Frers 41

Richard and Sarah Hardy

"Inspiration", Bristol 47.7

William Knuff

"Solo", Cal 33

Alexander and Ruth Malgieri

"Vita", Cal 39

Robert and Ann Morris

"Apogee", Valient 40

Keith and Marguerite Munson

"Galatea", Pearson 36

John and Linda Quarles

"Solitaire", Cal 39

Sibley and Christine Reppert

"Victoria", Bavaria 1130

William and Pamela Spear

"West Wind", Eastwood Ho 24

Martin and Jeanne Vidler

"Touche", Elite 29

Arthur and Glenda Wolpert

"Chutzpah", O'Day 39