

The Ubiquitous Pot Prize Strikes Again

What do you get when you combine a very breezy Scituate Saturday in June, a heavily favored Committee Boat end of the line, close to 20 boats in three classes jockeying for the best position for a no-holds-barred start and the "top guns" in Class A bearing down for the gun amid shouts of "buoy room" and "starboard"? What indeed do you get in addition to pumping adrenaline, the crash of impact and a lot of shouting? Well for the Scituate Regatta of 1992... you get contenders for the BWSC Pot Prize.

Nearly every year since 1959, at the Annual Meeting in the fall, skippers are recognized who have "distinguished" themselves with unique feats of seamanship that most of them would rather forget. The most memorable of these is rewarded with the "Pot Prize", a chamber pot emblazoned for posterity with the names of the yearly recipients. For the past few years, the award ceremony has been enhanced by toastmaster Jerry Marcus. He has regaled the assembled crowd not only with the deed that warranted the year's Pot-award, but also with a taste of the runners-up and other contenders.

1992 was a banner year, not only with such feats as anchoring over a ledge in Maine to awaken high and dry on a rock, to accompanying ones outboard motor to the briny deep and refusing to part with said motor until assistance came to bring skipper and motor to the surface. These also-rans shall remain anonymous here but the winners deserve mention! *Raging Bull*, Jimmy Hayes and *Terminator 2*, John Dieselman share the honors for 1992. Committee boat skipper and recipient of the hole-in-one, Ray Gaffey, gets only the satisfaction of knowing that his name will not be painted on the side of the pot.

This part of the Annual Meeting has become a most popular one that the assembled crowd relishes. For BWSC members who have not attended the fall meeting, you should plan to come in 1993 and share in the fun. Sailing and racing are an integral part of what BWSC is all about but we should never lose track of the fact that sailing should be fun and that no one is above making mistakes. In fact, many of the names on the side of the pot belong to our most esteemed past commodores and members with the most cruising experience. It helps newer members to know that we all are human!

For the first time, Jerry Marcus presented a "Keeper" award to the skippers, an elaborate plunger for use to expunge ones name from the pot. The pot itself will return to the coffers for another year and another name. Just remember, it could be you!



"Toastmaster Jerry Marcus displays the new (for 1992) 'keeper' award for the Annual Pot Prize"



"Outgoing Commodore Jules Siegel passes the helm to 1992-93 Commodore Harvey Goldfarb"

About Your Commodore...

Your 1992-93 BWSC Commodore, Harvey Goldfarb hails from Connecticut and since his move to Massachusetts, has continued to be a New Englander with the resultant love of the sea and seacoast. A member of Blue Water since 1977, he has served on the Board Of Governors for the past six years and has chaired many successful events. Harvey is modest about his contributions to the club. His infectious good nature, charm and ever-present smile make him a real ambassador of good will. He is known and liked by all.

Having crewed in races for Marblehead friends, Harvey was bitten by the sailing bug in late 1969. This route to sailing seems to be a popular one as many BWSC members began their love affairs with sailing as racing crews on OPB (other people's boats). Keep this in mind when you seek your crews for regattas and other racing events.

Harvey and Lily married in 1971 and purchased their first boat then, a Buccaneer 18. Lily was a great influence and support for Harvey's sailing interests. During her youth she summered in Truro with her family where her father taught her

the fundamentals of sailing on his sailing kayak with outriggers.

Jason was born in 1976 and went for his first sail on a 23 foot Kells when he was only 8 days old. The Kells should have been named "Turtle" because of its speed but it was a perfect way for Jason to start. Since that time the Goldfarbs have owned a Cal 29, C&C 38 and presently sail a Sparkman and Stevens Lacoste 42 in the waters of Buzzards Bay.

Harvey has raced in the Marion-Bermuda, Marblehead-Halifax and Scituate-Campobello races. He hopes to race to Bermuda in June of 1993 with son Jason as crew.

Besides his love of family and sailing, Harvey is President of H.G Associates, a sales and marketing firm that sells electronic instrumentation for the New England market.

Harvey has lined up a year that promises major cruises to Maine, to Buzzards Bay / Long Island Sound waters and, a first, a planned group excursion to the Chesapeake in the fall. A central rendezvous in Boston for the fourth of July as well as the now usual mini get-togethers

north and south are also planned for the fourth. The club also plans to organize mini-cruises for Labor Day on the Cape and Plymouth and for Columbus Day on Martha's Vineyard.

Winter/Spring activities include skiing, a flea market and swap sale party, engine repair seminar and sail/dodger factory visit. A calendar of events is included in this Log and details will follow for each event in the mail.

Marion-Bermuda Race Symposium 1993

In preparation for the bi-annual Marion-Bermuda Race sponsored by the Blue Water Sailing Club, the Beverly Yacht Club and the Royal Hamilton Amateur Dinghy Club, the Marion-Bermuda Cruising Yacht Race Association sponsors a day long seminar. Entitled "Preparing for an Offshore Passage to Bermuda-1993" and Chaired again by BWSC member Norm Doelling, with Committee members, Paul and Annette Hodess, this event is not only a must for those contemplating the race to Bermuda or any trip to Bermuda but is also an invaluable educational tool for any sailor planning even an overnight offshore.

This year's symposium will take place at MIT on Saturday, March 27th, 1993. Previous symposia have been interesting and informative and even a way to get vicarious pleasure for those who do not plan the trip. You should have received a flyer announcing the event. Space is limited so early registrations are suggested.

Spring/Summer/Fall 1992 Race Results

The Blue Water Sailing Club has a long tradition of sponsoring off-shore and around-the-buoy racing events. The biannual Marion-Bermuda Cruising Race is, perhaps, the most well known event outside of the club but the club has supported numerous other club racing events at annual regattas and during yearly club cruises since its inception in 1959 and these races are the mainstay of the BWSC racing schedule. The winners of these events are announced at the annual meeting each fall and prizes are awarded at that time. The 1992 Annual Meeting was no exception and the winners are as follows:

Scituate Spring Regatta

Event Chairmen, Ed & Jean Craig

Class A-1, Morning Race

1st: "X" *Dimension*, David Collins
2nd: *Winterhawk*, Dan Kostishack

Class A-2, Morning Race

1st: *Silkie*, Herbert Marcus
2nd: *Early Light*, Michael Gardner
3rd: *Pryde*, Harvey Goldfarb

Class B-1, Morning Race

1st: *Andromeda*, David Yanofsky
2nd: *Quandy*, John Arnold
3rd: *Pegasus*, Peter Schimmel

Class B-2, Morning Race

1st: *Sea Nest*, Earle Michaud
2nd: *Ten*, Marvin Frank
3rd: *Astrid*, Jerome Margolin

Class C-2, Morning Race

1st: *Free Spirit*, Robert Gould
2nd: *Kismet 2*, Dieter Empacher
3rd: *Ananda*, Peter Van Roekens

Class A-1, Afternoon Race

1st: *Winterhawk*, Dan Kostishack
2nd: "X" *Dimension*, David Collins

Class A-2, Afternoon Race

1st: *Free Spirit*, Robert Gould
2nd: *Silkie*, Herbert Marcus
3rd: *Early Light*, Mike Gardner

Class B-1, Afternoon Race

1st: *Quandy*, John Arnold
2nd: *Pegasus*, Peter Schimmel
3rd: *Andromeda*, David Yanofsky

Class B-2, Afternoon Race

1st: *Sea Nest*, Earle Michaud
2nd: *Shambles*, Jim Hayes
3rd: *Ten*, Marv Frank

Class C-2, Afternoon Race

1st: *Ananda*, Peter Van Roekins
2nd: *Cross Winds*, Allan McLean
3rd: *Solo*, William Knuff

Scituate-Campobello Race

Chairmen: Dan & Elaine Kostishack

Spinnaker Division:

Winterhawk, Dan Kostishack

MPS Division:

Astrid, Jerome Margolin

Cruising Division:

Mooncusser, Bill Duggan

Provincetown-Plymouth Race

Event Chairmen, Irwin & Sandy Macey

1st: *Big Bird*, Louis Sebok
2nd: *Crosswinds*, Allan McLean
3rd: *Solitaire*, John Quarles

Marion-Hadley Race

Event Chairmen: Peter & Joan Lesser

Class A

1st: *Defiance*, Bob Cicchetti
2nd: *Andromeda*, David Yanofsky
3rd: *Encore*, Peter Lesser

Class B

1st: *Quicksilver*, Bruce Bates
2nd: *Kismet 2*, Dieter Empacher
3rd: *Ananda*, Peter Van Roekens

Class C

1st: *Stargazer*, Phil Sidmore
2nd: *Touche'*, Marty Vidler
3rd: *Essence*, Jason Mondale

Fall Ragatta

Chairman: David Yanofsky

Saturday Race

1st: *Winterhawk*, Dan Kostishack
2nd: *Andromeda*, David Yanofsky
3rd: *Solitaire*, John Quarles

Sunday Race

1st: *Winterhawk*, Dan Kostishack



"Ed Craig and Race Committee Chairman, John Dieselman discuss racing awards."

About Sea Bags

In preparation for the Marion-Bermuda race or for any other 4-5 day passage, a properly organized sea bag will save you time and effort and make you a popular addition to the crew when you arrive with that one organized bag! Your sea bag should have handles as well as a detachable shoulder strap and a zippered pocket for important papers. A waterproof compartment or a supply of large zip-lock bags to keep clean gear dry and separate wet and dirty gear is also helpful.

The following is a list of gear for your sea bag. This list was compiled by and credit is due to someone at Alden Yachts. As it was compiled for a razor-using crew member, some will have to make adaptations!

- | | | |
|--|---|--|
| <input type="checkbox"/> High boots | <input type="checkbox"/> Towel for neck with bottom closure | <input type="checkbox"/> 2 pairs sun glasses |
| <input type="checkbox"/> Foul weather top and pants | <input type="checkbox"/> Polypropylene underwear, pants and shirt | <input type="checkbox"/> reading material |
| <input type="checkbox"/> Souwester hat | <input type="checkbox"/> 2 disposable flashlights with wrist tether | <input type="checkbox"/> Toilet kit with razor |
| <input type="checkbox"/> 2 visors (one vinyl, one terry-lined cloth) | <input type="checkbox"/> 3 pairs nylon undershorts | <input type="checkbox"/> extra blades, shaving cream |
| <input type="checkbox"/> Heavy socks for inside boots | <input type="checkbox"/> 1 pair lightweight synthetic long pants | <input type="checkbox"/> toothpaste, toothbrush |
| <input type="checkbox"/> Double ended tether safety harness | <input type="checkbox"/> 2-3 pair shorts | <input type="checkbox"/> deodorant, Desitin, #30 sun block |
| <input type="checkbox"/> Polypropylene balaclava | <input type="checkbox"/> 1 bathing suit | <input type="checkbox"/> soap, shampoo |
| <input type="checkbox"/> Heavy rubber gloves | <input type="checkbox"/> 3 pairs socks | <input type="checkbox"/> Ibuprophen, prescription drugs |
| <input type="checkbox"/> Leather sailing gloves | <input type="checkbox"/> 1 wool long sleeve shirt or sweater | <input type="checkbox"/> comb, nail clippers |
| <input type="checkbox"/> Sewing palm, nylon seizing twine, 3 needles | <input type="checkbox"/> 1 long sleeve shirt | <input type="checkbox"/> intensive care lotion |
| <input type="checkbox"/> 2 rigging knives | <input type="checkbox"/> 2-3 short light color short sleeve shirts | |

1993 Officers and Board of Governors

Commodore: Harvey Goldfarb
 Vice Commodore: Jerome Margolin
 Rear Commodore: Russell Kingman
 Secretary: Peter J. MacDonald
 Treasurer: Paul T. Hodess
 Offshore Cruise Chairman: Joseph Fantasia
 Year Book Chm.: Dr. Wallace Feldman
 Race Committee Chm.: John C. Dieselman
 Race Secretary: John C. Dieselman
 Measurer: Dieter Empacher
 Clerk: Carl M. Kramer
 Historian: Jules J. Siegel

Board of Governors

Terry B. Cullen
 Gerald L. Marcus
 Merrill I. Feldman
 Allan T. McLean
 Richard W. Freeman, Jr.
 Louis S. Sebok
 Michael J. Gardner
 Linda Yanofsky
 Dr. Daniel F. Kostishack
 Peter Van Roekens
 Allen J. Latham
 Stuart M. Van Tine
 Laurie Pass

Highlights of the 1992 BWSC Annual Meeting.

This popular gathering of the fleet took place at the Newton Marriott and was ably chaired by Pam and Mike Gardner. Their attention to detail along with enough time and space during the cocktails and hors d'oeuvres and the danceable music of the Lisa Marcus Quintet made the evening a memorable one.

Outgoing Commodore Jules Siegel reported that 28 new member families were added during the year and 40% of our club members have joined within the last five years, a sure sign of the growth and vitality of the club. Fran Westerbeke and Elaine Sacco broke ground as the first women on the Board of Governors and Linda Yanofsky and Laurie Pass were added this year.

Special thanks went to Helene Marshall who was responsible for the prizes, trophies and cruise keepsakes that were given out at the end of the evening. Officers and Governors were elected (see roster in this Log), Cruise reports were read and the evening was topped off with the "Pot Prize" award.

This event is one of the few times when it is possible for the entire club to gather in one place. The Club welcomes your suggestions about the format and ways to increase participation.

Suddenly It's Next Summer!

Before we have time to think about it, the snows of winter will be gone and it will again be that time of year when our energies turn to getting the boat ready for the sailing season. To keep members busy and occupied with thoughts of sail over the winter months, Rear Commodore Russ Kingman has assembled an exciting series of get-togethers and seminars. Barry Steinberg coordinated a successful "first" on **January 23rd**. The **Sailboat Equipment Swap** was well attended and fun for all. Joe Goldman used the occasion to bring out gear that he had been collecting since BWSC was founded in 1959 and many other skippers were able to sell, give away and gather equipment. One boat's trash became another's treasure. Let's hope we do it on a yearly basis!

Bob and Cindy Gould have been hard at work organizing the annual **Ski Weekend, on February 5th, 6th and 7th** which will take place this year at Loon Mountain. Even non-skiers have fun at this event and the party hosted by Pat and Earle Michaud is always the highlight of the weekend. Watch for a report of the weekend in a later Log.

March 6th will have the yearly **Diesel Maintenance Seminar** at Hanson Marine in Marblehead. Come and learn the nuts and bolts of your Diesel engine. Women are welcome and many do attend. Following that, there will be a **Sails Seminar on April 17th** at Doyle Sailmakers, Marblehead. Rac-

ing and Cruising sails will be covered. The **Marion-Bermuda Safety Seminar** will take place at MIT on Saturday, **March 27th**. (See a notice elsewhere in this Log.) This is just a taste of the winter activities for the club. Other events and meetings of interest will be announced as scheduled.

Ron and Maureen Spinek will chair the **Spring Dinner on May 1st**. The program is always interesting and timely so plan to come. The sailing season, as always, gets off to a bang during the **Spring Regatta** in Scituate, this year scheduled for **June 12th** with Allan McLean at the helm.

Vice Commodore Jerry Margolin has been busy coordinating an exciting summer sailing schedule. Plans are already underway for two major cruises. The club will again travel to the coast of **Maine from August 2nd to August 14th**. Dick and Judy Beebe (Finesse) berth their boat in beautiful Castine and are a perfect choice to be in charge of the cruise. Robert and Jayne Straton (High Hopes) are chairmen of the **cruise to southern waters** scheduled for **July 17th through 30th**. And, there has been talk of a club cruise to the Chesapeake in September!

Not to be overlooked, the bi-annual **Marion-Bermuda Cruising Yacht Race** departs Marion on **June 18th**. A number of BWSC boats will be participating this year. They and many other boats participating in the race may want crew for the race down or the cruise back. Connie Paulding wrote

an exhilarating tale of one boat's return trip in 1990. You can read it again if you have your copy of the Log for Fall of 1991 and perhaps whet your appetite!

The mini cruises for **July 4th, Labor Day and Columbus Day weekends** have been scheduled so your summer should be full to the brim. Racing in Marblehead during the **Fall Regatta** on the weekend of **September 18th** and chaired by racing enthusiast Anders Mostue will top off what sounds like a great year under the helm of Commodore Harvey Goldfarb. The **Fall Dinner, on November 20th** under the chairmanship of Dan and Elaine Kostishack... and we begin the season again!

Welcome Aboard

The Blue Water Sailing Club continues to grow. New faces contribute to the dynamic spirit of Blue Water as we add enthusiasm and new ideas with each new member.

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.

Suzanne and George Miller
 "Brandy", Annapolis
 Mary and Robert Fisher
 "Mistress Quickly", Westport
 Robin and Peter Forte
 "Resolve", Kittery, ME
 Patricia and Robert Cicchetti
 "Defiance", Newton
 Ellen and Peter Fallon
 "Double Diamond", Boston
 Caren and Roger Andrews
 "Seawind", Wayland
 Len and Peggy Ehrman
 "Ace", East Sandwich
 Sally and Dr. Herbert Cohn
 "Dawn Treader", Marblehead
 Marjorie and David Bernard
 "Rum Runner", Boston



"Puffin" on an unofficial race from Hadley Harbor to Marion

Sailors hit the slopes!

The annual club ski/winter sports excursion was chaired this year by Cindy and Bob Gould. For the fourth consecutive year, members of BWSC gathered at Loon Mountain on the weekend of February 5, 6 and 7, 1993. A Blue Water activity for many years, this weekend has become a popular winter event. In the "early" years, the group assembled at Stratton Mountain but the condominium arrangement at Loon has proved to be very popular and has drawn us to that locale. Families, couples, and assorted groupings share condos for up to 10 people, and cooperate by bringing breakfast and cocktail snacks and partaking in an array of daytime and evening activities on the slopes and in the surrounding area.

Not all participants relish downhill skiing with many opting for cross country or just a walk in the woods or trip to the local antique shops. This year the weather cooperated to a degree. Conditions on the slopes and cross country trails were excellent although very cold with packed powder in all areas. Those with local knowledge guided the rest to their favorite slopes and we were able to be in the best spot at the right time of each day for maximum sunshine and warmth. After the lifts closed, socialization and winter-sailing tales took over with boaters readying themselves for spring and summer ... if only in words.

The Goulds arranged for a local restaurant to cater a delicious turkey dinner buffet in the common room of the condo with over 80 people in attendance. This gave us time for socializing, and making plans to meet and join forces for the following day's activities. This buffet was very successful and hopefully will be repeated in other years.

Some of the members were lucky enough to arrive at Loon on Friday for a glorious day on the slopes with

delightful sunny skies, warmer temperatures and fewer crowds. Those who arrived on Saturday night to ski for the two day weekend, were challenged with sub freezing temperatures. All were able to accommodate the cold with later starts, more cocoa breaks and earlier last runs. The camaraderie made up for the cold air. Paul Hodess organized a rollicking series of human slalom runs that combined adults and enthusiastic juniors and had to be seen to be appreciated...a marvelous way to combine two age groups for fun that was enjoyed by all.

Again, Pat and Earle Michaud opened "Sea Nest", their lovely mountainside home and were the gracious hosts on Saturday evening for the assembled multitude which, this year, surpassed 100 (really!) members, adults and juniors. Drinks, and a smorgasbord of hors d'oeuvres, followed by a buffet meal of lasagna, salad and garlic bread and delicious desserts were the fare of the evening. This was followed by rousing games of pool and pachinko, and a first for the ski weekend, a story telling session coordinated by Bob Gould where members told of sea sagas and real life adventures on the water (or near the water). Jerry Marcus, Merrill Feldman Jean Syska and Bob Gould entertained the assembled mass with their tales. This was an addition to BWSC gatherings that should become a tradition as it was so popular.

With the well organized planning, even if the slopes were bare, this weekend would have been a delight. Our thanks to Bob and Cindy for coordinating the weekend and to Pat and Earle for making it such a wonderful gathering for Blue Water!



Dinner gala at "Sea Nest"

BWSC Neckties available

The Club has "commissioned" the production of two versions of a club necktie woven in an all-over pattern with the BWSC Burgee in Flag Blue, outlined in white. The ties are available for \$15 in Navy or Maroon. Many were sold at the Annual Meeting and more are still available. Contact Club Secretary, Peter MacDonald if you are interested. Many of our club members purchased one of each color and they are suitable for women as well according to current style setters!

Summer Racing Excitement - Congratulations Barry Steinberg

Congratulations to Blue Water's Barry Steinberg and his crew on "Dragonfly" for some great racing this summer!

Barry got off to a tough start at this year's Figawi Race Weekend (Hyannis to Nantucket). "Dragonfly" was featured on the front page of the local newspaper when a photographer caught his Spinnaker blowing to shreds in very heavy air at the beginning of the race to Nantucket. Undaunted, Barry and crew came back in fine style taking **First Place, Racing Class A** honors in "Reverse Figawi" from Nantucket to Hyannis. No small feat, over 200 boats participated in this year's Figawi Weekend including several Blue Water regulars. At last report, Barry was off to Block Island Race Week. Keep up the good work!

Spring Regatta - Race Results

Saturday, June 14, 1993, A lively race day in Scituate, the racing action was hot and heavy. A great event hosted by Allan and Mary Ann McLean. Here are the results:

Morning Race

Class A-1	1st	Arigato
	2nd	Winterhawk
A-2	1st	Solitaire
	2nd	Silke
	3rd	Early Light
Class B-1	1st	Quandy
	2nd	Omega Express
	3rd	Crosswinds
B-2	1st	No Se
	2nd	Ten
	3rd	Impulse

Afternoon Race

Class A-1	1st	Winterhawk
	2nd	Arigato
A-2	1st	Silke
	2nd	Solitaire
	3rd	Kahala
Class B-1	1st	Quandy
	2nd	Crosswinds
B-2	1st	No Se
	2nd	Isolde

Blue Water Log

SUMMER 1993

Editor: Terry Cullen



"Dragonfly heading for the Start at Block Island"

Heading South

For anyone considering the Chesapeake but still on the fence, or for the rest of us who would like to dream of the day we head "South," here is a nostalgic reminder from a past Chesapeake cruise.

By Joe Goldman, circa 1981

Our son Mitch settled in Richmond, Virginia. This of course gives us the best possible excuse to go south for a bit of fall sailing in the Chesapeake. Besides, the Fall is the time that all the Yachting Magazine writers say is the best. That's when there is plenty good steady wind and warm, clear days. What else could we ask for? And, as it turned out that that's exactly what we got. In fact, the winds were strong enough that we were reefing off and on.

But, I'm getting ahead of myself. Harriet and I drove to a place called Bowley's Point Marina. It's a peninsula on the Middle River, just a bit North East of Baltimore. Bill and Ann Sheehan had chartered an O'Day 37 and this was the beginning of a wonderful week of fine sailing and great companionship.

Harriet and I arrived at the Marina early and found the owner busily preparing the boat for charter. The boat was immaculate and ship-shape with all of the gear well organized and a notebook describing the locations of everything. He even washed the waterline. With those details under control, we decided to do some sightseeing. When we arrived back at the Marina we were told that our companions had arrived and had proceeded to the local pub for dinner. We joined them there and thoroughly enjoyed the local wonders of drinks and crabs.

Bright and early the next morning; we took off for our first

destination, St. Michaels on the Eastern Shore. The wind was from the North and we sailed until we were in the narrow winding channel (Kent Island Narrows). The narrows lead to a bridge that opens only on the hour. The big adventure of the day was to time the bridge opening just right. We managed the bridge in fine style, entered East Bay and arrived in St. Michaels where we tied up to the dock at the Maritime Museum. The Maritime Museum is bit like Mystic Seaport, although not as elaborate. St. Michaels, is crowded, but sailboats predominate. There are several marinas and services abound.

Sailing in the Chesapeake is made a lot easier with a shoal draft boat. It is almost impossible to sail the Chesapeake without the excitement of running aground at some point. Shoals extend off shore and constantly change so that charts are not always accurate. To prove my point, the next morning we tried to leave the dock and, sure enough, we were aground! No problem, raise the main sail, everyone on the starboard side, enough angle of heel, gun the diesel and off we went.

With more fair winds, a beat brought us to Annapolis. Sailing into Annapolis is always exciting. The Naval Academy and all the tradition associated with it makes it an interesting entrance. This time we saw at least eight Navy Yawls coming out. Some were under spinnaker, some with jib and main; all probably at various training levels. We could see, and at times hear, the instructors teaching the middies the art of sailing.

We were lucky enough to find an empty slip on Spe Creek. Our goal was the boat show that was to open the following day and Annapolis was even more crowded than usual. The marina was the old Trumpy Yard. The slips and rows of boats are so close together that it is impossible to get in without using pilings as turning

fulcrums. Bill did a masterful job getting us into one. However, I must point out that he needed a bit of resuscitation (liquid) after accomplishing this feat. A delightful dinner aboard prepared by the ladies was followed by a trip to the local ice cream parlor for dessert.

The next day was devoted to the show and what a show it was! It was also nice to see several Blue Water Members at the show, Jack Westerbeke, Ray Gaffey, Jack Roberts, Ted Hood and Larry Vincent.

The next morning we set off for Baltimore. Again, "the trick" of getting out of the marina in a 37 footer where the distance between rows of boats was only 30 feet. The sail to Baltimore was another beat and we were treated to some of nature's entertainment which included gaggles of geese, swans and osprey heading south. The long approach to Baltimore's inner harbor is always lined with points of interest. The Bay Bridge, massive and long, industry and shipping lining both shores and ships at anchor waiting for berths, all made for a stimulating trip. We counted 18 ships at one point from all over the world; which added to the excitement of entering a strange harbor.

Baltimore's inner harbor was designed similar to Boston's original Faneuil Hall Market area, with some variation, by the same architect. We tied up, went ashore, shopped and did the tourist tour. A wonderful city.

The next day, sadly, we headed back to homebase and the end of the cruise. It was a great week, sailing with friends. The girls, Alice, Ann, and Harriet were so at home on the boat, keeping things ship-shape and organized, taking a turn at the wheel; making an atmosphere of relaxation and ease. Stan and Bill both insisted that I never stand more than a 15 minute watch so as to not interfere

with my nap time. What can I say about shipmates like these? Let's do it again next year.

How about a Blue Water Cruise on the Chesapeake? Too late?

At long last, this September 18th it's happening. There are plenty of charter boats available. A call to Bill Sheehan (603) 964-5821 will get you an itinerary and a list of charters for any size boat. Tom and Liz Welch and George and Sue Miller of Annapolis are our gracious hosts and cruise leaders. Past Commodore Jules and Carol Siegel are organizing a convoy from Boston to Annapolis in early September to join the cruise.

Safety at Sea

By Richard Freeman, Safety Committee

The Safety Committee is pursuing an objective of producing a series of insert sheets (over a period of years) whose bottom line is "HANDS-ON SAFETY" practice procedures. These sheets will be arranged for insertion in a member's own binder for future reference. It is the intent of the committee to have a customized BWSC safety handbook that will contain items such as:

- Diagrams to fill in storage locations of emergency gear (PFD's, fire extinguishers, bilge pumps, flares, abandon ship kits, first aid kits, through hull penetrations, etc.)
- Sketches and suggested methods of returning quickly to a man-overboard position and retrieving that person, particularly when there is ONLY ONE person remaining on the boat
- Sketches and suggested methods of "heaving - to" for when it is imperative that the boat be brought to a quick stop and maintain a relative position, except for leeway, while

again the ONE remaining conscious or competent is the free to provide whatever help, service, or attention is needed.

Many BWSC boats are sailed by two or are cruised with additional guests who are not familiar with the boat and its emergency equipment nor emergencies which can occur on the water (marine and medical). It behooves all sailors to have pre-thought possible emergencies and to have a plan as well as to have practiced that plan beforehand. During an emergency there is rarely time to THINK, only time to REACT.

Here are some thought and hopefully action provoking questions:

Are all your seacocks operable? Do you know where they all are? Does anyone else know in case you are the MOB or the incapacitated person?

Have you had your fire extinguishers checked this year? Have you turned your dry powdered extinguishers end - for - end to see if you can hear the powder flowing? If

the chemical powder is caked (from multiple hours of pounding on waves) and will not flow if you are trying to use it for fire fighting purposes.

Have you ever LIT a flare? We assume you keep outdated ones for initial use if you ever HAVE to be located, saving your new units for after you have caught some attention and need to pinpoint your position. Why not take some of your outdated flares and practice lighting them at home (where you won't cause an errant distress search to be conducted)?

Have you ever DEPLOYED your MOB pole and horseshoe or your lifesling? TRY IT. Some of you may be mighty surprised at the results.

These are just a few of the items that the committee hopes you will think about before you might be involved in such an emergency. Our desire is to have an emergency practice event scheduled for some future Blue Water events where practical. But, by all means, don't wait, take action now and continue to enjoy safe and trauma-free sailing.



"Use those old Flares to practice"

To demonstrate the difficulty of seeing someone only 500 feet away, Richard took a picture (right) of a person next to a windsurf board. (The small white strip, top center.)

Overboard and Rescue!

To further emphasize the importance of safety and give a real life example of why we all have to exercise precautions and prepare, Richard Freeman has obtained permission from the Seven Seas Cruising Association to reprint this article from their April, 1993 Bulletin.

Sea Bass - 44' Brewer

April, 1993

(Subject: Overboard...and Rescue!)

Dear SSCAers:

My wife, Pamela, and I have just recently completed a westbound voyage from California to Africa, where we sold our last boat. With our new Brewer 44, we set off to go around the world, eastbound. I have sailed over 100,000 miles, including 30,000 miles single-handedly. Yet, the impossible happened.

Everything seemed nearly perfect as we started across the Atlantic. Then the ultimate nightmare that all cruisers fear happened to us. One small 75 cent cotter ring failed on the lifeline failed...and I was gone--overboard--left in the wake as the SEA BASS sailed way with no one on deck!

I am probably the only sailor to see my own boat sailing away from him on the open ocean, with all three sails pulling and no one on deck--and to live to tell about it. Here's how it happened:

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stay on my knees, with one hand firmly clutching the lifeline for security.

The boat lurched heavily and I braced myself against the lifeline. It gave way. (Apparently, the Genoa sheet had snagged and deformed the cotter ring and the pin had worked its way loose. I had not seen it during my daily bow to stern inspections). I hit the water with the lifeline still in my hand and looked up to see the SEA BASS sailing away with Pam down below asleep.

When I hit, I fortunately hadn't swallowed any water, so was able to get off one shout for help. SEA BASS was moving away very rapidly. As I watched her sailing off, an involuntary stream of thoughts

swept rapidly through my mind. The first was, "So, this is how it's going to end." I next felt a deep sadness for Pam and what she would face in an hour or so. I then wondered if I could send a mental or telepathic "message of love" to my children and loved ones in the time I had left alone on the open sea. I fully accepted that this was the end, as the SEA BASS sailed away from me, with no one on deck.

As these thoughts rushed through my mind, my eyes were glued to the was a movement in the doorway! The boat was now so far away, it was only a tiny movement from my perspective...but it was Pam. She had heard my call for help, but it had taken time to untie the lee cloth, climb out of her sea berth and get on deck. But there she was, awake...and on deck. There was now at least a fighting chance. My "acceptance" of my fate disappeared and I knew I had a chance, even if it was a small one. I also realized that everything had to go just right or it would be over.

The Battle was on--against impending darkness, high seas and, most of all, to keep sight of a head far off in the distance and disappearing in the wave troughs.

Pam started doing two things at once...and planning three moves ahead. Her man-overboard training came into play. She released all sail lines...and ignored the wildly flogging

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Our Thanks to Carol Siegel, past Log Editor

Past Commodore Jules and Carol Siegel have been cruising this summer, enjoying their new boat "CARINA" and their new found freedom as retirees. They joined the Maine Cruise at Great Harbor where Carol had a nice surprise. Commodore Harvey Goldfarb, who had been hoping for the opportunity, made an award presentation to Carol for her outstanding contributions as Editor of the Blue Water Log. Carol has dedicated much of her time and talent to the LOG over the years. Her efforts are greatly appreciated and will be missed.

Any news items, pictures, comments or suggestions can now be forwarded to Terry Cullen who is taking over this responsibility.

THE KIDS' CRUISE

Russ and Wendy Kingman have made many contributions to and are great advocates of "Kids" events. The kids will tell you, this new event was a real hit. Any suggestions for future events?

by Russ Kingman

On Memorial Day Weekend we planned a kid's cruise on Cape Cod. Unfortunately the high winds kept several boats in port, but the following boats participated:

"Apogee" - Ann and Bob Morris,
Ashley, Ben and cousin Amy

"Sky Hawk" - Fred and Anne Kern,
Suzanne and Katherine

"Victoria" - Chris and Sib Reppert,
Kat, Victoria, friend Rachel

"West Wind" - Bill and Pam Spear,
Keri

"Summer Girl" - Russ and Wendy
Kingman, Andy

On Saturday we proceeded to Eel Pond, Woods Hole. Dave Bernard and family drove down to participate in these events. The Woods Hole Aquarium had agreed to open for us and did so at 2 p.m. for the younger kids. The older kids and several of the parents went to Woods Hole Oceanographic Institute's Exhibit Hall for an hour video of Bob Ballard's "Discovery of the Titanic". Later the kids from the Aquarium came to the Exhibit Hall for a shorter video on the Titanic. I think everybody was impressed reliving the history of this ill-fated vessel and simply stunned by the incredible pictures of this broken ship on the ocean floor. The underwater camera was even able to get inside the ship and photograph things like still hanging chandeliers. Many of us ended the day with cocktails and dinner on the dock.

On Sunday we had a brisk sail down to Oak Bluffs. At 2 p.m. we boarded a bus and traveled down Edgartown Road to the Felix Neck (Audubon) Wildlife Sanctuary. We hiked on trails through the 350 acre preserve and ended in the reception hall where Cape flora and fauna were exhibited. Back in Oak Bluffs, the carousel became the kids' favorite and was well used. It should be noted that during the day, John and Barbara Donovan, aboard "Dreamer II" and Arthur and Glenda Wolpert, aboard "Chutzpah" also joined in.

Monday morning after breakfast, good-byes were said with promises of more kids' cruises to come. A brisk sail home completed a beautiful weekend.

Bermuda Race Seminar

This year's Bermuda Seminar was a big success as usual (Norm Doelling, Blue Water sponsor). For those of you who haven't attended, this is a very informative seminar for all sailors, not just racers.

As part of this spring's Marion-Bermuda Race Seminar navigation presentation, Jerry Marcus introduced an original treatise "Optimizing Ocean Current Crossings" ("OCCC Book" for short). This should be of special interest to future Bermuda Race navigators and other deep ocean sailors crossing major currents. It will shortly be published by the U.S. Sailing Association (former USYRU).

New Crew Roster List

Through the efforts of John Dieselman, a new "Crew Roster List" has been organized to help Blue Water members who are either short handed for an event or would like to Crew for another boat.

The list includes members who would like to participate in anything from a day race to an extended cruise. It includes information on a member's sailing interest, sailing ability, what conditions they have sailed in, and particular skills. There is also a separate racing section with particular racing experience.

Because John will be cruising on and off this summer himself, the list was distributed to the Board. Anyone interested in crew can contact a Blue Water Board member. If you would like to be included in the next update, you can contact John for a form.

sails. Later, she told me she shouted "I'm coming back to get you!"

Before starting the engine, she checked for lines in the water which might foul the prop. She started the engine and began to turn back. While doing all this, she had to keep sight of my head, which she could see only occasionally on top of the waves, off in the distance.

As I rose on the wave tops, I waved my arms to help Pam keep me in sight. Slowly, she maneuvered the SEA BASS around, ignoring the terrible noise and chaos of the flogging sails, intent only on keeping her eyes on me.

She well knew that if she ever lost sight of me, it would be all over. (Losing sight of the person overboard is the major single cause of fatal overboard incidents.) Working under incredible pressure, she maneuvered the boat in my general direction and deployed the Lifesling--a long floating line with a life buoy on the end. The Lifesling line paid out a few feet and fouled! (It had been bundled and tied at the factory. Check yours!) Again Pam had to turn away from me, get a knife, return to the Lifesling and cut the line loose, so it would flow out behind the boat. While repeating this diverting maneuver, she lost sight of me and started off in the wrong direction. This was my worst moment. To be so close...and then lose. But she scanned 360 degrees and saw me as I rose on the wave top, waving my arms, and turned the vessel back in my direction.

It was almost impossible, I found, to swim in any direction in moderate to heavy seas, making a man-overboard system almost useless in those conditions. (I give real credit to Lifesling for this capability.)

As she worked the SEA BASS back closer towards me she faced another problem--she had to be

careful to not run over me or hit me with the boat, which was being thrown around in the seas. When close enough, she maneuvered SEA BASS in a wide circle around me, which brought the Lifesling directly into my arms. I grabbed it, quickly pulling it over my arms, and turned backwards into a safe towing position until Pam could bring the boat up into the wind and to a halt.

Since we had a transom--mounted boarding ladder, we had long since decided to use this as the boarding point for any overboard situation.

With Pam's help, I pulled myself to the transom of the now stopped vessel, attempting to reach the boarding ladder. Now the danger was in being hit by the transom hull, which was rising high and plunging down heavily into the sea. I held myself safely away from the hull with a "stiff-arm." At the moment the

**She could not sleep for days.
Even a successful recovery
is a traumatic experience.**

transom plunged very low in the next trough, I grabbed the ladder and Pam pulled...and I was safely back aboard!

It seems brief in the telling, but I was in the water for 20 minutes and my recovery was never certain. If anything had been changed, the end would have been different. If the engine had been running to charge the batteries, Pam would have never have heard the call for help. If it had been an hour later, it would have been too dark. If...

But above all, the credit goes to Pam and her incredible performance under extreme pressure. She simply did everything to perfection...and several things at the same time.

Of course, there are many lessons. First is to wear a harness, securely attached. Prevention is better than the most heroic rescue. I was on my

knees holding tightly to a safety line...but it gave way.

While the ordeal is difficult for me, it was even worse for Pam, who, alone, held my life in her hands. I recovered in a few hours. She could not sleep for days. Even a successful recovery is a traumatic experience. (How much more so a close, but unsuccessful one.) No one wants to put their mate through that.

Second, especially for husband--wife teams, practice and practice overboard drills in real-life, open-sea conditions. Do so until your response is automatic and immediate. Had Pam's responses been less than immediate and automatic (through training), I would not have had the chance in those conditions.

It's cruel to be lost overboard at sea, but it's also very cruel for your mate to have to live with his or her failure to save you.

Third, if worse comes to worst, it's essential your mate is able to handle and sail the vessel alone to the nearest port. Believe me, I know.

When I came to accept my fate as SEA BASS sailed away with Pam asleep below, I had the peace of mind of knowing that Pam would not be a victim. She was fully capable of handling the boat and sailing several hundred miles to safety to the nearest harbor on her own. That really meant a lot to me. There would be one victim, not two. That knowledge was a source of real peace to me as SEA BASS sailed away.

We love the sea. We've never had second thoughts of continuing around the world and enjoying it to the fullest. But we do know that, however experienced you can never let down your vigilance and preparation for any eventuality.

May your winds be fair,

COMMODORE JOE BASS